

Notice of meeting and agenda

Planning Committee

10.00 am, Thursday, 19 May 2016

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

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

Contacts

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Tel: 0131 529 4261/529 4085

1. Order of business

- 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

- 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

- 3.1 If any

4. Minutes

- 4.1 Planning Committee of 25 February 2016 – submitted for approval as a correct record (circulated)

5. Business Bulletin

- 5.1 Planning Committee Business Bulletin (circulated)

Note: There will be a presentation by the Head of Planning and Transport on the Festival of Architecture

6. Development Plan

- 6.1 Development Plan Scheme – report by the Executive Director of Place (circulated)

7. Planning Performance

- 7.1 Planning Performance Framework and the Building Standards Balanced Scorecard – report by the Executive Director of Place (circulated)

8. Planning Policy

- 8.1 Supplementary Guidance: Bruntsfield/Morningside and Leith Town Centres - Finalised – report by the Executive Director of Place (circulated)

9. Planning Process

- 9.1 Placemaking Update – report by the Executive Director of Place (circulated)
- 9.2 Place Brief for National Collections Facility at Granton Waterfront – report by the Executive Director of Place (circulated)

10. Conservation

- 10.1 Forth Bridge World Heritage Site Partnership Management Agreement – report by the Executive Director of Place (circulated)
- 10.2 Portobello Conservation Area - Review of Conservation Area Character Appraisal – report by the Executive Director of Place (circulated)

11. Referral Reports

- 11.1 Setted Streets - referral from the Transport and Environment Committee (circulated)

12. Motions

- 12.1 None

Kirsty-Louise Campbell

Interim Head of Strategy and Insight

Committee Members

Councillors Perry (Convener), Lunn (Vice-Convener), Bagshaw, Balfour, Blacklock, Cairns, Child, Heslop, Howat, Keil, McVey, Milligan, Mowat, Ritchie, and Robson.

Information about the Planning Committee

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

If you have any questions about the agenda or meeting arrangements, please contact Stephen Broughton or Carol Richardson, Committee Services, City of Edinburgh Council, Waverley Court, Business Centre 2.1, 4 East Market Street Edinburgh EH8 8BG, Tel 0131 529 4261 or 529 4085, e-mail

stephen.broughton@edinburgh.gov.uk / blair.Ritchie@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.

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Planning Committee

10.00 am, Thursday, 25 February 2016

Present

Councillors Perry (Convener), Dixon (Vice-Convener), Bagshaw, Balfour, Blacklock, Cairns, Child, Gardner (substitute for Councillor Milligan), Howat, Keil, Lunn (substitute for Councillor Ritchie), McVey, Mowat, and Robson.

1. Minutes

Decision

- 1) To approve the minutes of the Planning Committee of 3 December 2015 as a correct record.
- 2) To note the verbal update on performance.
- 3) To note that information on enforcement targets and performance would be circulated to members.

2. Edinburgh Planning Guidance Student Housing- Finalised Guidance

Committee had, in August 2015, approved a draft revised guideline on student housing for consultation purposes.

Prior to consideration of the matter it was agreed that a vote be taken on a proposal to continue the item until the next meeting without discussion.

Motion

To continue the item until the next meeting of the Planning Committee to allow further consideration of the responses received.

- Moved by Councillor Dixon, seconded by Councillor Howat

Amendment

To consider the report at this meeting

- Moved by Councillor Perry, seconded by Councillor Mowat

Voting

For the motion – 5

For the amendment – 9

Decision 1

To consider the report at this meeting

Details were provided of the comments received during the consultation period that had been taken into account when preparing the finalised revised non-statutory guidance.

Decision 2

- 1) To note the findings of the consultation on the Draft Revised Student Housing Planning Guidance and approves the Finalised Student Housing Planning Guidance, subject to an additional reference that there would no sub-division of sites in order to circumvent the policy.
- 2) To agree to receive a review report in one year's time.

(References – Planning Committee 4 December 2014 (item 4); Planning Committee 6 August 2015 (item 4); report by the Executive Director of Place, submitted.)

3. Annual Review of Guidance

Committee was advised of changes in planning guidance in 2015 and those intended for the coming year. Approval was also sought for minor updates to certain guidelines.

Decision

- 1) To note progress in consolidating and updating guidance for users of the planning service.
- 2) To approve the updates to guidelines specified in appendix 2 to the report by the Executive Director of Place.
- 3) To agree the priorities for work in 2016.
- 4) The Executive Director of Place to submit a report on the inclusion of play when reviewing guidance.
- 5) The Executive Director of Place to submit a report on control of satellite dishes and fibre/cabling on walls outwith Conservation Areas after discussions with the Scottish Government on the possibility of introducing Article 4 directions in these areas.

(Reference – report by the Executive Director of Place, submitted.)

4. Development Management Procedures for Major Applications

Following a workshop held for members in November 2015, Committee considered proposed changes to the procedures for determining major applications.

Motion

To approve the changes in procedures for determining major planning applications as described in paragraph 3.3 of the report by the Executive Director of Place, with the

addition that the Convener have discretion to vary the speaking timescales for principal stakeholders if required.

- Moved by Councillor Perry, seconded by Councillor Dixon

Amendment

To approve the changes in procedures for determining major planning applications as described in paragraph 3.3 of the report by the Executive Director of Place, subject to deletion of point 7 concerning the revised time allocation for Community Councils and presentation order for ward Councillors.

- Moved by Councillor Bagshaw, seconded by Councillor Balfour

Voting

For the motion – 11

For the amendment – 3

Decision

To approve the changes in procedures for determining major planning applications as described in paragraph 3.3 of the report by the Executive Director of Place, with the addition that the Convener have discretion to vary speaking timescales for principal stakeholders if required.

(Reference – report by the Executive Director of Place, submitted.)

5. SESPlan: Governance Review and 2016/17 Operating Budget

Committee was asked to support amendments to SESPlan's governance framework and refer them to Council for ratification. Approval was also sought for SESPlan's 2016/17 operating budget, and the payment of £46550 as the City of Edinburgh Council's contribution.

Decision

- 1) To agree to support the proposed changes to SESPlan's governance framework and refer them to Council for ratification.
- 2) To ratify SESplan's 2016/17 operating budget and approve payment of £46550 as the Council's contribution.

(Reference – report by the Executive Director of Place, submitted.)

6. Old and New Towns of Edinburgh World Heritage Site Update

An update was given on world heritage site issues in the Old and New Towns of Edinburgh, together with information regarding the roles and responsibilities of the various organisations involved in preserving the World Heritage Site.

Decision

- 1) To note the content of this report in the context of the hierarchy of roles and responsibilities of the parties involved in the management and protection of the World Heritage Site.
- 2) To note that a further report on the Management Plan would be brought to Committee in Summer 2016.

(Reference – report by the Executive Director of Place, submitted.)

7. Edinburgh Urban Design Panel: Sixth Progress Report

A summary of the findings from the annual review of the Edinburgh Urban Design Panel's work was presented.

Decision

- 1) To agree the recommendations from the annual review of the Edinburgh Urban Design Panel.
- 2) To record Committee's appreciation of the voluntary contribution made by existing Panel members to the design review process.

(Reference – report by the Executive Director of Place, submitted.)

8. Grants to Third Sector Organisations 2016/17

Approval was sought for the award of grants to Edinburgh World Heritage and the Edinburgh and Lothians Greenspace Trust. The Committee was also requested to note the allocation of small grants to a number of organisations.

Decision

- 1) To approve a grant of £46,300 to Edinburgh World Heritage and £25,800 to Edinburgh and Lothians Greenspace Trust.
- 2) To note the grant awards to the National Trust for Scotland, the Scottish Civic Trust, the Architectural Heritage Society of Scotland (AHSS), the Access Panel and Archaeology Scotland.
- 3) To implement the savings previously agreed under the BOLD programme for the period 2015/16 to 2017/18.

(Reference – report by the Executive Director of Place, submitted.)

Declarations of Interest

Councillors Dixon and Perry declared a non-financial interest in the foregoing item as Directors of Edinburgh and Lothians Greenspace Trust (ELGT).

9. Scottish Government – Draft Planning Delivery Advice

The Convener ruled that the following item, notice of which had been given at the start of the meeting, should be considered as a matter of urgency in order that the Council could submit its response to the Scottish Government within the allocated consultation period which ended on 31 March 2016.

The Scottish Government had produced draft planning advice on housing and infrastructure delivery for consultation. Committee was asked to approve a response on behalf of City of Edinburgh Council as Planning authority. Once finalised, this would replace the current advice on housing land audits and provide new advice on infrastructure delivery.

Decision

To approve the response set out at appendix 1 to the report by the Executive Director of Place as the Council's response to the Scottish Government draft planning delivery advice on housing and infrastructure.



(Reference – report by the Executive Director of Place, submitted.)

Item 5.1 - Business bulletin

Planning Committee

10.00am, Thursday, 19 May 2016

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

Convener:	Members:	Contacts
<p>Convener Cllr Ian Perry</p> 	<ul style="list-style-type: none">• Cllr Nigel Bagshaw• Cllr Jeremy Balfour• Cllr Angela Blacklock• Cllr Ron Cairns• Cllr Maureen Child• Cllr Dominic Heslop• Cllr Sandy Howat• Cllr Karen Keil• Cllr Adam McVey• Cllr Eric Milligan• Cllr Joanna Mowat• Cllr Lewis Ritchie• Cllr Keith Robson	<p>Stephen Broughton Committee Clerk Tel: 0131 529 4261</p> <p>Blair Ritchie Committee Clerk Tel: 0131 529 4105</p>
<p>Vice- Convener Cllr Alex Lunn</p> 		

Recent news

Pop-up Cities Expo 17 June – 17 July, Mound Square, Edinburgh (FREE)

As one of the headline events of The Festival of Architecture, a year-long celebration of Scotland's fantastic built environment and part of the Year of Innovation, Architecture and Design; cities from across the globe have been invited to design pavilions to be located in Mound Square, in summer 2016. The exhibition builds on the universal success of temporary pavilions and the popularity of present-day pop-ups. Architects have risen to the challenge of creating innovative and engaging pop-up designs that will capture the public's imagination.

A full list of the cities taking part will be announced later in May.

The Edinburgh Pavilion

The Council has teamed up with the EAA to run a local competition for the design and delivery of the Edinburgh pavilion. The maximum budget for the design and build of the pop-up, set by the RIAS was £30,000. To reduce the financial impact on the Council, sponsorship is being sought to cover these costs.

The architects' brief was for a pavilion intended to be an aspirational 'snapshot' of Edinburgh, inspiring future generations of architects and would;

- Represent Edinburgh on a world stage- world class/ world heritage;
- Showcase the city, and;
- Reflect the siting of the pavilion where it will stand at the Mound.

The competition was evaluated, based on the ability to meet the brief and on technical merit. A panel of 4 judges evaluated the competition submissions including 2 representatives from the City of Edinburgh Council (Councillor Maureen Child and Ruth King, Planning Officer), Iain Connelly (Past President of the RIAS) and Donald Canavan (President of the EAA). A total of 13 bids were submitted and these were shortlisted to four and scored to establish the winning design. ⁱ

Edinburgh Architect, Konishi Gaffney Architects, is the winner of a competition to design the temporary pavilion for Edinburgh. The design idea is based on a folded origami form developed from thinking about the brief for a pop-up pavilion. The form is made from two pyramids laid back to back with three openings pulled out: one for the door, one for a fixed window and one for an opening window for ventilation.

Background

Complete and meets Pledges and Outcomes: P15, P24, P27, P31, P40, CP6 CP9 and CP12.

CONCEPT

Design Rationale

Our design is based on a folded origami form developed from thinking about the idea of a pop-up pavilion.

The form is made from two pyramids laid back to back with three openings "pulled out": one for the door, one for a fixed window and one for an opening window for ventilation. This simple form is materially and structurally very robust and easy to build.

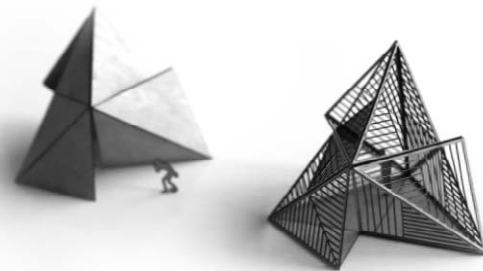
Genius Loci

Looking for a way to incorporate a sense of place into the pavilion in a contemporary way, we settled upon a sense of the volcanic geography of Edinburgh with its 2 volcanic plugs and obvious glacial erosion. We wondered whether a geological form would be appropriate and fitted the idea of rolling a boulder onto the flat table top which is the mound.

This boulder would an "erotic" an out-of-place distinctive form. The pyramidal form with sharpened corners makes a spire that recalls the spires of Edinburgh's churches and gives the form an aspirational effect and dramatic internal space.

Sustainability

Timber is an excellent material for this project. Locally sourced it allows very low transport mileage to site; it is breathable; it's affordable; and its simple jointing requires no specialist skills meaning a wide variety of local people can engage with the construction. A low carbon building, this material also allows us to look in carbon to the build; we hope the Pavilion will be re-used and if not it is readily recyclable. The proposed internal finish is a lime based whitewash - a natural, organic and low VOC paint that breathes and is repairable.



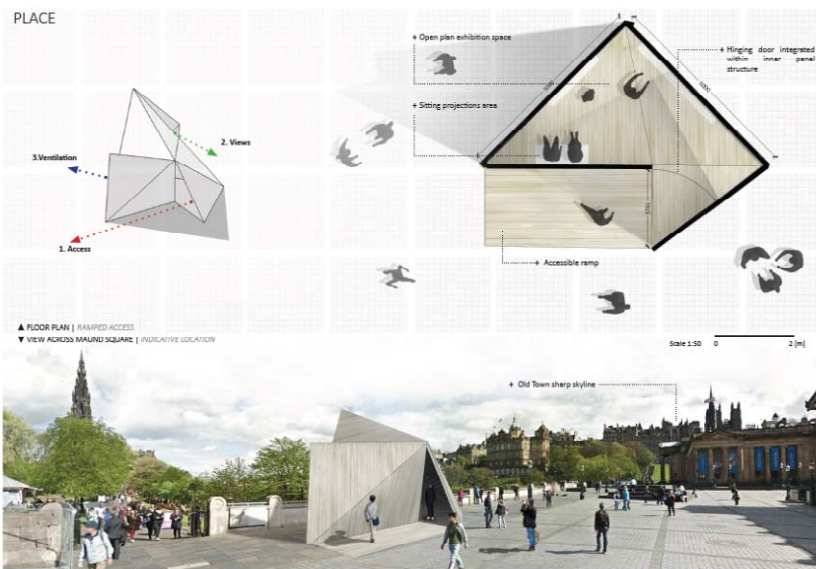
MAQUETTE IMAGES



ORIGAMI FOLDING SEQUENCE

Konishi Gaffney winning design

PLACE



Further information available at .

<https://www.foa2016.com/>

Internal Exhibition

Within the pavilions, the respective cities have been asked to create installations which illustrate the challenges facing their cities in the 21st century and suggesting that these issues should be displayed in an innovative way which will capture the public's imagination.

The architects have provided an interior comprising a range of exhibition displays. Council officers working with partners and Marketing Edinburgh are preparing an exhibition with a theme 'window on the city'. The exhibition will showcase the range of tools available for looking at Edinburgh, both to the past and helping to inform the future. The exhibition will include the winners of a **Myplace: Edinburgh** competition to showcase places that are important to people in Edinburgh which will be run by Edinburgh Collected, the Council's Libraries web site.

The exhibition will be a mix of displays and gallery of images as

Edinburgh Collected web site:

<https://www.edinburghcollected.org/>

well as digital/ interactive and audio media.

The pavilion will be open from 10am to 10pm and although it will be staffed by the RIAS team, it is proposed that the space will be used by Council services, partner and sponsor organisations to showcase issues and promote initiatives relevant to the Festival of Architecture theme.

Associated activities

A number of talks will also take place as part of Pop-up Cities Expo and these are detailed below.

Cities Talks 6 - 8 July 2016 Scottish National Gallery, The Mound, Edinburgh

Hour-long presentations from each of the featured cities.

Cities Symposium 11 July 2016 The Assembly Rooms, 54 George St, Edinburgh EH2 2LR

A gathering of senior representatives, architects, artists and designers from the featured cities.

Forthcoming activities:

The Festival of Architecture includes a range of events in Edinburgh and across Scotland.
<https://www.foa2016.com/>

Planning Committee

10am, Thursday, 19 May 2016

Development Plan Scheme

Item number	6.1
Report number	
Executive/routine	
Wards	All

Executive Summary

The purpose of this report is to seek the Committee's approval of a new Development Plan Scheme. Planning authorities have to publish a scheme setting out their programme for preparing their local development plan at least once a year. The last such scheme was approved and published in May 2015.

The new scheme sets out a revised estimate for the adoption of the first Edinburgh Local Development Plan. This has been affected by the extended duration of the examination into unresolved representations to the proposed plan.

Links

Coalition pledges	P4 , P8 , P15 , P17 , P18
Council outcomes	CO7 , CO8 , CO16 , CO18 , CO19 , CO22 , CO23
Single Outcome Agreement	SO1 , SO2 , SO3 , SO4

Development Plan Scheme

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves the new Development Plan Scheme (Appendix 1) for publication.

2. Background

- 2.1 The Council is preparing its first Local Development Plan (LDP). When adopted it will replace two local plans – the Rural West Edinburgh Local Plan (2006, altered 2011) and the Edinburgh City Local Plan (2010).
- 2.2 The LDP project is entering its final procedural stages. This report sets out the anticipated timescales for those last steps.

3. Main report

- 3.1 The purpose of a development plan scheme is to set out publicly a planning authority's programme for preparing its development plan. This is intended to help communities, individuals and organisations know in advance about formal opportunities to engage with the plan process. Development plan schemes must include a 'participation statement' for that purpose.
- 3.2 The final such opportunity to make statutory comments for this LDP was when the Second Proposed Plan was published for representations. That was in August to October 2014. A large number of representations were received.
- 3.3 In May 2015, the Council submitted to Scottish Ministers the following: unresolved representations, a summary of the issues they raise and the Council's response, and the LDP itself. Scottish Ministers appointed a reporter in June 2015 and the examination got underway. A target date at the end of February 2016 was set.
- 3.4 The examination process has largely been based around written submissions made in response to 'further information requests' from the reporter. Two hearing sessions were held in mid-November 2015. These looked at issues of housing land supply and housing infrastructure and delivery.
- 3.5 Information from the examination to date has been made available on the Scottish Government's Planning and Environmental Appeals Division website: www.dpea.scotland.gov.uk (case references LDP-230-2).

- 3.6 The examination report is now expected in mid to late June 2016.
- 3.7 Examination reporters may make recommendations for modifications to the Plan. These recommendations are largely binding on the Council, with exceptions relating to consistency with the National Planning Framework and Strategic Development Plan, impact in terms of environmental assessment and Habitats Regulations, or conclusions that could not reasonable have been reached based on the evidence considered at the Examination . The expected procedural steps are set out below.

Examination Report expected	Mid/Late June 2016
Carry out modifications and environmental assessment	July and August 2016
Report Plan as modified to Planning Committee	Early September 2016
Publish Plan as modified and notify all who made representations to Second Proposed Plan	Mid September 2016
Notify Scottish Ministers for 28 day period	Mid September 2016
Adoption by full Council	October/November 2016

- 3.8 The Plan, as modified by the examination recommendations, is due to be reported to the Planning Committee at a meeting to be arranged for early September. It will then be published and everyone who made statutory representations to the Second Proposed Plan will be notified.
- 3.9 Scottish Ministers will be notified at that point. There will then be a 28 day period in which the Council cannot adopt the Plan and in which Scottish Ministers may make a response. After that period, the Council can proceed to formal adoption. Standing Orders require adoption to be carried out by the full Council. There are Council meetings scheduled for late October and late November 2016 at which that could take place under the above timetable.
- 3.10 The appended Scheme also indicates an intention to gather feedback from interested parties on the LDP project as a whole. This is intended to inform the next LDP project, for example to continue to develop and improve ways of communicating and engaging with communities, individuals and key stakeholder groups.

4. Measures of success

- 4.1 Stakeholders are kept informed at key stages in the local development plan process.

5. Financial impact

- 5.1 There are no direct financial impacts arising from this report. The costs of printing and distributing the Development Plan Scheme will be met from the existing engagement budget.

6. Risk, policy, compliance and governance impact

- 6.1 The annual preparation of a development plan scheme is required by Section 20B of the Planning etc (Scotland) Act 2006. Issues of risk and compliance for the LDP itself are discussed in the relevant section of the report to Planning Committee 14 May 2015.

7. Equalities impact

- 7.1 The representation stages of the LDP project have had beneficial impacts on rights in that they allow people to have a say in the preparation of the Plan. The measures described in the Development Plan Scheme are intended to promote understanding of the LDP. No negative impacts on rights and equalities have been identified.

8. Sustainability impact

- 8.1 The proposals in this report will:
- have no impact on carbon emissions, the city's resilience to climate change and environmental stewardship because it relates to the LDP process not its policies and proposals.
 - help achieve a sustainable Edinburgh because it sets out the steps to be taken to raise awareness of the next stage of the Plan.
 - help achieve a sustainable Edinburgh because it provides an update on the LDP process for all those with an interest in the future development of the city.

The LDP itself is the subject a statutory Strategic Environmental Assessment and Habitats Regulations Appraisal.

9. Consultation and engagement

- 9.1 The new Development Plan Scheme gives interested parties advance notice of the next procedural stages in the LDP process, including the anticipated date of its formal adoption. It also refers to engagement activities carried out in the project to date.

9.2 As part of the examination process, the Council submitted a report of conformity to Scottish Ministers. This set out the engagement activities which the Council carried out in relation to the period for representations to the Second Proposed Plan, in 2014. The examination reporter found these to be in conformity with what the Council had stated in the participation statement section of the development plan scheme in place at the time.

10. Background reading/external references

Local Development Plan: Submission to Examination, [Report to Planning Committee](#), 14 May 2015

Paul Lawrence

Director of Place

Contact: Ben Wilson, Team Manager

E-mail: ben.wilson@edinburgh.gov.uk 0141 469 3411

11. Links

Coalition pledges	<p>P4 Draw up a long-term strategic plan to tackle both over-crowding and under use in schools</p> <p>P8 Make sure the city's people are well-housed, including encouraging developers to built residential communities, starting with brownfield sites</p> <p>P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors</p> <p>P17 Continue efforts to develop the city's gap sites and encourage regeneration</p> <p>P18 Complete the tram project in accordance with current plans</p>
Council outcomes	<p>CO7 Edinburgh draws in new investment in development and regeneration</p> <p>CO8 Edinburgh's economy creates and sustains job opportunities</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>CO18 Green – We reduce the local environmental impact of our consumption and production</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>

CO22 Moving efficiently – Edinburgh has 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 wellbeing, with reduced inequalities in health

SO3 Edinburgh's children and young people enjoy their childhood and fulfil their potential

SO4 Edinburgh's communities are safer and have improved physical and social fabric

Appendices

Appendix 1 Development Plan Scheme - May 2016

DEVELOPMENT PLAN SCHEME

MAY 2016

Contents

What is a Development Plan Scheme?
What is a Development Plan?
Current Local Plans in Edinburgh
Edinburgh's Local Development Plan
 Purpose
 Progress to date
 Timetable
Participation Statement
Contact

What is a Development Plan Scheme?

This leaflet is a Development Plan Scheme. It sets out the programme for preparing Edinburgh's first Local Development Plan. It includes:

- an explanation of what a Local Development Plan is;
- an update of progress to date in preparing the Local Development Plan;
- an updated programme for the next steps in preparing the Local Development Plan; and
- a Participation Statement which sets out when and how you can next get involved.

This is the Council's tenth Development Plan Scheme. It replaces one published in May 2015.

What is a Development Plan?

The planning system has an impact on everyone. Government requires Councils to prepare development plans which are the basis for decision making on planning applications. They contain a strategy for the future development of an area and set out policies and proposals to guide future development and use of land.

Decisions on how and where development will take place in Edinburgh are influenced by the following statutory documents:

The National Planning Framework: this sets out, at the national level, the Scottish Government's strategy for the country's spatial development, including schemes of national importance. The third NPF was published in June 2014.

A Strategic Development Plan: these are produced for Scotland's four largest city regions. They set out a long term (20 years or more) spatial planning strategy indicating in broad terms where future development will be located and what's required to deliver it. The Strategic Development Plan for South East Scotland was approved in June 2013. It was prepared by the Strategic Development Plan Authority for Edinburgh and South East Scotland (SESplan). The six councils which are members of SESplan are Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian. Supplementary guidance setting out increased housing land requirements was adopted in autumn 2014. A replacement Strategic Development Plan is now in preparation.

A Local Development Plan: these are produced by the local planning authorities and set out more detailed policies and proposals to guide development. These plans are adopted by the planning authority and must accord with the approved Strategic Development Plan and seek to implement its requirements on a site-specific basis. When the Edinburgh Local Development Plan is adopted, it will replace two existing local plans.

The Strategic Development Plan, together with the Local Development Plan and any associated supplementary guidance, form the statutory Development Plan.

Current Local Plans in Edinburgh

The Edinburgh area is currently covered by two local plans:

- Edinburgh City Local Plan (ECLP), which was adopted in January 2010.
www.edinburgh.gov.uk/eclp
- Rural West Edinburgh Local Plan (RWELP), which was adopted in 2006 (alteration adopted in June 2011).
www.edinburgh.gov.uk/rwelp

Local Development Plan

Purpose

The purpose of the Local Development Plan is to:

- provide a clear basis for determining planning applications
- allocate land to meet the needs and targets set out in the Strategic Development Plan for the wider city region (the SESplan area).

Progress

Since the publication of the first Development Plan Scheme in 2009, preparation of the Local Development Plan has progressed. The **Main Issues Report**, accompanied by an Environmental Report and Monitoring Statement, was published in October 2011 to seek views on the policy and development options that could be included in the Local Development Plan.

At the Main Issues Report stage, we consulted a wide range of stakeholders - members of the public, Community Councils and groups, private businesses, key consultation agencies, neighbouring authorities and the Scottish Government. We used a number of different methods to make people aware of the Main Issues Report and to encourage them to get involved in the LDP process. This was the main consultation stage for the project and responses were published online in April 2012 (see www.edinburgh.gov.uk/localdevelopmentplan).

The Main Issues Report responses informed the preparation of the first **Proposed Plan**. This was approved in March 2013 and published in May for a six week period in which formal representations could be submitted.

Following preparation of the first Proposed LDP the Strategic Development Plan was approved by Scottish Ministers with changes. These included a larger housing land requirement and greater scope for large housing sites outwith the main development areas. As a result SESplan prepared supplementary guidance setting out how much housing land needed to be provided by each Local Development Plan. The changes meant that the LDP needed to provide more housing land. Doing so changed the spatial strategy of the LDP which meant that a new **Second Proposed Plan** had to be prepared. The Second LDP, informed by responses received on the first Proposed LDP, was approved in June 2014 and published in August for a six week period where formal representations could be submitted. Representations were received from 2,500 individuals and organisations during this period and these were made available online.

Most representations sought a change to the Plan. These unresolved representations, a summary of the issues they raise and the Plan itself were submitted to Scottish Ministers at the end of May 2015 for **examination**. A reporter was appointed in June 2015 and the examination commenced with a target date at the end of February 2016.

The examination process consists largely of written submissions. Two hearing sessions were held in November 2015. Information about the examination can be found at the Scottish Government's Planning and Environmental Appeals Division website: www.dpea.scotland.gov.uk (case reference LDP-230-2).

Next Steps

The examination report is now expected in mid to late June 2016.

Examination reports may make recommendations for modifications to the Plan. These recommendations are largely binding on the Council. The expected procedural steps are set out below.

Local Development Plan (LDP)

The timetable for the process is set out in the following table.

Stage	Timetable for May 2016 DPS
MIR consultation	October 2011 - January 2012
Report first Proposed Plan	March 2013
Period for representations	May – June 2013
Published representations and new DPS	October 2013
Report Second Proposed Plan	June 2014
Period for representations	August – October 2014
Submit Plan and representations to Scottish Ministers	May 2015
Examination commences	June 2015
Examination report expected	Mid/Late June 2016
Carry out modifications and environmental assessment	July and August 2016

Report Plan as modified	Early September 2016
Publish Modified Plan and notify all who made representations to Second Proposed Plan.	Mid September 2016
Notify Scottish Ministers for 28 day period	Mid September 2016
Adoption	October/November 2016

Participation Statement

The following section sets out how we intend to engage with the public and other stakeholders in the next stage Local Development Plan process.

- Everyone who submitted responses to the Second Proposed LDP will be notified when the LDP is published, as modified, following the examination. This will be after the Plan as modified is approved by the Planning Committee, in September 2016.
- A copy of the Plan, as modified, will be available for inspection online and at all public libraries and the Council planning office at Waverley Court.
- Once formally adopted in October/November 2016, interested parties will be informed.
- It is intended to gather some feedback on the LDP project, as a whole, from interested parties. This is intended to inform the next LDP project.
- The timetable for the next LDP project will be set out in a future development plan scheme.

Follow us on Twitter @plannededin

View the Plan and its information at: www.edinburgh.gov.uk/localdevelopmentplan

To find out more about community engagement in the LDP project:

Irene Beautyman at irene.beautyman@edinburgh.gov.uk

Add yourself to the LDP mailing list (*if you submitted comments at the Main Issues Report stage or representations to the first or Second Proposed Plan you will already be on our list*) localdevelopmentplan@edinburgh.gov.uk

Questions about the content of current local plans or the LDP:

Ben Wilson, Team Manager at ben.wilson@edinburgh.gov.uk

or contact us by post

**Local Development Plan project team,
Waverley Court (G3),
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Edinburgh EH3 8BG**

You can request more copies of this booklet by calling 0131 529 4692

Planning Committee

10:00am, Thursday, 19 May 2016

Planning Performance Framework and the Building Standards Balanced Scorecard

Item number	7.1
Report number	
Executive/routine	Routine
Wards	All

Executive Summary

The purpose of this report is to seek Committee approval of the Planning Performance Framework (PPF) 2015-16 and the Building Standards Balanced Scorecard 2016-17 for submission to the Scottish Government. Service improvements are included as part of the two documents.

The Planning Performance Framework sets out a mix of quantitative and qualitative measures of performance over the last year. This includes details of the feedback received on last year's PPF in terms of performance markers. This report also sets out Building Standards performance through the Building Standards Balanced Scorecard and National Customer Charter.

Links

Coalition Pledges	P15, P27, P28, P40
Council Priorities	CO7, CO19, CO24, CO25, CO26, CO27
Single Outcome Agreement	SO1, SO4

Planning Performance Framework and the Building Standards Balanced Scorecard

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 Approves the Planning Performance Framework 2015-16 for submission to the Scottish Government;
 - 1.1.2 Approves the Building Standards Balanced Scorecard 2016-17 for submission to the Scottish Government; and
 - 1.1.3 Approves the Building Standards National Customer Charter.

2. Background

- 2.1 The Planning Performance Framework (PPF) is submitted every year to the Scottish Government detailing how the planning authority has delivered its service over the previous year and how it has embedded a culture of continuous improvement. Whilst the speed of decision-making is an important factor, the outputs from projects and service improvements are also a major focus of the framework.
- 2.2 The template to help prepare the PPF has been reviewed by the Heads of Planning Scotland and revised to reduce duplication of evidence and repetition of information. This is also to encourage shorter, more focussed documents.
- 2.3 The Building Standards Balanced Scorecard sets out the vision and strategy of the organisation and is used to monitor performance of set goals. Rather than reviewing performance from the previous year, it is a dynamic document which sets out these goals for the coming year so they can be proactively monitored.

3. Main report

Planning Performance Framework

- 3.1 Appendix 1 is the Planning Performance Framework for 2015-16. The PPF has six main parts:
 - National Headline Indicators;
 - Defining and measuring a high quality planning service;

- Supporting evidence;
 - Service improvements 2016-17;
 - Official statistics; and
 - Workforce and financial information.
- 3.2 Included in the PPF is a copy of the Performance Markers Report for the previous year (2014-15). This is the Scottish Government's assessment in relation 15 key markers. As in previous years, this is based on a traffic light system and showed the following:
- The Council received green for Processing agreements; early collaboration with applicants and consultees; legal agreements; enforcement charter; Corporate working across services; sharing good practice, skills and knowledge; and developer contributions.
 - The Council received amber for Decision-making timescales; continuous improvement: (Local Development Plan remains out of date); regular and proportionate policy advice; stalled sites / legacy cases (live planning applications more than one year old).
 - The Council continued to receive a red for the Local Development Plan and Development Plan Scheme as both the Edinburgh City Local Plan and Rural West Edinburgh Local Plan are over 5 years old.
- 3.3 Overall the feedback from last year's PPF was positive with the ambers and reds highlighting areas for improvement in 2016-17.
- 3.4 The National Headline Indicators (development plan, land supply and application timescales) for 2015-16 show the following:
- During 2015/16, the number of planning applications has remained steady and performance has generally been good when compared to national averages.
 - Whilst major applications and householder applications are taking slightly longer to process than the previous year, this is within acceptable limits and reflects the work the Council has been doing over the past year to remove legacy cases from the system.
 - Non-householder performance has remained the same as last year despite a 2.7% increase in numbers.
 - The City of Edinburgh Council continues to take a positive attitude to development proposals with a 93.6% approval rate.
- 3.5 Examples of how the PPF illustrates defining and measuring a high quality planning service over the previous year are as follows:
- The promotion of place-making by pioneering the use of the Place Standard in Queensferry working with the local community and neighbourhood team to set out a programme of what is needed to improve the sense of place in this area;

- The Local Development Plan Action Programme has now been embedded into Council structures to ensure the delivery of development infrastructure is a priority;
 - The preparation and implementation of a Customer Engagement Strategy and updated Customer Service Charter. These documents set out clearly the level of service that can be expected and how it will be delivered;
 - Through a programme of lean reviews, efficiency has been improved in many areas including tree applications, enforcement enquiries and validation of applications; and
 - Working with SESplan, a vision for the Edinburgh City Region has been set out in the Main Issues Report.
- 3.6 Official statistics indicate a need to improve performance particularly for major applications where there is a need to improve the times for consultee responses.
- 3.7 Finally, the workforce and financial information highlights the following
- During 2015-16, staff numbers have been relatively static and income steady.
- 3.8 Proposed improvements for 2016-17 include adopting the new local development plan, delivering a joined up agenda for placemaking, meeting performance targets, delivering the new eBuilding Standards system and reducing customer complaints. These improvements are listed in full in part 4 of the PPF.

Building Standards Balanced Scorecard and National Customer Charter

- 3.9 The Building Standards Balanced Scorecard aligns the core business activities of the service to the vision and strategy of the Council, aims to improve internal and external communications, and monitors performance against strategic goals. The template is set by the Building Standards Division of the Scottish Government and includes a summary Continuous Improvement Plan so that the service can monitor progress.
- 3.10 The Balanced Scorecard is a dynamic document and the main Continuous Improvement Plan, which corresponds to it but is a separate document, is updated quarterly and published on the Council website. The Continuous Improvement Plan is based on the Service Plan for 2016/17 and statutory requirements.
- 3.11 The main areas for improvement in 2016/17 focus on the implementation of the e-Building Standards project bringing online building warrants onto a national platform and encouraging more online applications. A focus on improving key performance outcomes is another area for improvement and the implementation of the Customer Engagement Strategy to re-align resources making better use of support staff is seen as a key element of the changes. The Balanced Scorecard can be found in Appendix 2.

- 3.12 There is also a requirement to prepare a Building Standards National Customer Charter. Again, the template is set by the Building Standard Division of the Scottish Government. The National Charter sets out the minimum standards of service the local authority verifiers should meet. The National Charter can be found in Appendix 3 and has been updated to align it more closely to the standards set out in the Planning and Building Standards Customer Charter.

4. Measures of success

- 4.1 A PPF that illustrates a culture of continuous improvement with positive feedback and part of the peer review process and from the Scottish Government.
- 4.2 A Building Standards Balanced Scorecard which sets out the goals and objectives for the service and a framework to deliver them.

5. Financial impact

- 5.1 There is no direct financial impact arising from this report.

6. Risk, policy, compliance and governance impact

- 6.1 There are no perceived risks associated with this report. The report has no impact on any policies of the Council.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been carried out. There is no equalities impact arising from this report.

8. Sustainability impact

- 8.1 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.
- 8.1.1 The proposals in this report will have no impact on carbon emissions because the report deals with the process of service improvement in the planning system;
- 8.1.2 The proposals in this report will have no effect on the city's resilience to climate change impacts because the report deals with service improvements; and
- 8.1.3 The proposals in this report will help achieve a sustainable Edinburgh because they promote meeting diverse needs of all people in existing and future communities, and will facilitate the delivery of a number of initiatives which are integral to the Council's sustainable development policies.

9. Consultation and engagement

- 9.1 External stakeholder information is gathered from ongoing monitoring of feedback, consultation exercises and engagement on specific projects. Events held with agents and ongoing dialogue with groups such as the Edinburgh Development Forum and the Edinburgh Civic Forum help to inform the actions going forward.
- 9.2 Internal discussion within the planning aspect of the service was undertaken through discussions between team managers, with business plans prepared and agreed by the Planning and Transport Leadership Team.

10. Background reading/external references

- 10.1 [Planning Performance Frameworks 2011-15](#)
- 10.2 [Building Standards Charter and Scorecard 2015-16](#)

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges	<p>P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors</p> <p>P27 - Seek to work in full partnership with Council staff and their representatives</p> <p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city</p> <p>P40 – Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city’s built heritage</p>
Council Priorities	<p>CO7 – Edinburgh draws new investment in development and regeneration</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</p>

and maintenance of infrastructure and public realm

CO24 – The Council communicates effectively internally and externally and has an excellent reputation for customer care

CO25 – The Council has efficient and effective services that deliver objectives

CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver agreed objectives

CO27 – The Council supports, invest in and develops our people

Single Outcome Agreement

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

Appendices

Appendix 1 – Planning Performance Framework 2015-16

Appendix 2 – Building Standards Balanced Scorecard 2016-17

Appendix 3 – Building Standards National Customer Charter 2016

Planning Performance Framework

The City of Edinburgh Council
Planning & Transport, PLACE

2015 - 2016
2017 - 2018



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Introduction

The City of Edinburgh Council is pleased to submit its fifth Planning Performance Framework (PPF) Report. The document highlights the work we have done from April 2015 to March 2016 to improve performance and deliver a high quality planning service.

The Planning service has continued to operate in the context of a Council under severe financial pressure and with ambitions to create a leaner, more agile council. The Council's Transformational Change programme commenced in earnest over the 2015-16 period and will continue into the coming year. The Transformational Change programme, whilst focussed on making savings across the Council, provides an opportunity to review how services are delivered.

The Council now has a Place directorate with Planning and Transport as one service. This will enable closer working and collaboration across these two areas with the directorate including housing, regulatory services and environment services.

The Council will move to a locality based model with all the Council services, including Planning, operating in the context of joined up services, serving local communities. The service will also retain a city-wide remit dealing with issues such as the local and strategic development plans, planning and transport policy, placemaking and appeals.

The Planning and Building Standards service has had a busy year with 4450 planning applications being submitted, a small increase on the year before, and a number of new projects and workstreams around areas such as placemaking and service improvements.

The ongoing challenge has been to finalise the proposed Local Development Plan and make significant improvements in performance. Whilst the proposed Plan was agreed by Planning Committee in May 2015 and submitted to Scottish Ministers in that month, the report of examination has yet to be issued.

With the announcement in March this year of a City Region Deal for Edinburgh and South East Scotland, Planning will play a key role in defining and coordinating infrastructure investment required to deliver the spatial and economic growth of the city and the wider region.

Planning Performance Framework 2014-15

The Council submitted its fourth Planning Performance Framework to the Scottish Government on 7 July 2015. This covered the period from April 2014 to March 2015.

Through the Heads of Planning Scotland, the PPFs were subject to peer review with authorities paired to provide feedback on respective PPFs. This also provided an opportunity to share practice amongst authorities.

Alex Neil, Cabinet Secretary for Social Justice, Communities and Pensioners' Rights provided feedback on 5 October 2015. This included some general feedback based on an improving Scotland-wide performance, the need to resolve legacy cases and the opportunity to comment on the review of the Scottish planning system.

The Cabinet Secretary's letter included feedback on Edinburgh's Performance Markers Report. This is set out in Appendix 1. The following strengths were highlighted in this feedback:

Major developments saw a slight improvement in decisios making timescales from 27.9 to 26.5 over the year which is still better than the national average of 46.4 weeks.

Processing agreements continue to be offered for all major applications with 20 out of 33 of these subject to an agreement. There is also good evidence that agreements are also being used for local developments.

Increasing the number of applications subject to pre-application advice from 23% to 36% suggests that we are collaborating early with applicants and consultees.

In respect of legal agreements, timescales are improving for major applications taking on average 29.8 weeks compared to 33.4 last year. This is quicker than the national average.

The Planning Enforcement Charter is up to date.

In terms of continuous improvement, we are re ducing the time taken to decide major applications with a good record of providing pre-application advice and processing agreements.

In terms of corporate working we have a range of protocols and are working in partnership with a range of service areas and partners.

We are sharing good practice with other authorities and engage in a number of groups, forums and benchmarking groups.

Our LDP action programme details infrastructure requirements for sites along with costings, responsibilities for delivery, funding options and contribution requirements.

The Performance Markers Report highlights areas for improvement, including:

Timescales for local (non-householder developments) applications have lengthened slightly from 10.7 to 11.6 weeks however this is quicker than the national average of 12.9 weeks.

Timescales for householder development applications have lengthened slightly from 7.5 to 7.7 weeks which is slightly longer than the national average of 7.5 weeks.

Both local plans are over 5 years old and although a good explanation was provided, little evidence was provided of our approach to project managing the LDP.

Of the stalled/legacy cases 66 were cleared in the past year, however a high number of 203 cases remain.

This feedback allows us to consider improvements for future years.

Part 1

National Headline Indicators

The Council is continuing to progress its first *Local Development Plan* (LDP). Following consultation in 2011/12, the Council published a Proposed Plan in 2013 which received representations from 2,300 individuals and organisations. The issues raised were considered by the Council when it prepared and approved a Second Proposed Plan on 19 June 2014. The reasons for a Second Proposed Plan were set out in last year's PPF with the proposed plan submitted to Scottish Ministers for examination in May 2015.

During 2015/16, the number of planning applications has remained steady and performance has generally been good when compared to national averages. Whilst major applications and householder applications are taking slightly longer to process than the previous year, this is within acceptable limits and reflects the work we have been doing over the year to remove legacy cases from the system. Notably non-householder performance has remained the same as last year despite a 2.7% increase in numbers.

During 2015/16, a system of embedding processing agreements into local developments, and other non-major development, was put into place by using an 'extension of time procedure'. The extended date is agreed with the applicant and recorded in back office systems for analysis. The number of processing agreements for local developments and other consents has increased by 165%. This has helped offset the skewing caused by the clearance of legacy applications.

The City of Edinburgh Council continues to take a positive attitude to development proposals with a 93.6% approval rate. In addition, the Local Review Body has overturned 52% of refusals, so approvals from this planning authority are actually higher.

Improving performance is a top priority and through lean reviews and other initiatives, our aim is to move from a relatively static position to an improving authority.

Key outcomes	2015-16	2014-15
Development Planning:		
<ul style="list-style-type: none"> age of local/strategic development plan(s) (years and months) at end of reporting period <i>Requirement: less than 5 years</i>	Rural West Edinburgh Local Plan – 9 years 9 months	Rural West Edinburgh Local Plan – 8 years 9 months
	Rural West Edinburgh Local Plan alteration – 6 years 3 months	Rural West Edinburgh Local Plan alteration – 5 years 3 months
<ul style="list-style-type: none"> Will the local/strategic development plan(s) be replaced by their 5th anniversary according to the current development plan scheme? (Y/N) 	No	No
<ul style="list-style-type: none"> Has the expected date of submission of the plan to Scottish Ministers in the development plan scheme changed over the past year? (Y-earlier/Y-later/N) 	No	No
<ul style="list-style-type: none"> Were development plan scheme engagement/consultation commitments met during the year? (Y/N) 	Yes	Yes
Effective Land Supply and Delivery of Outputs*	(*1)	
<ul style="list-style-type: none"> Established housing land supply 	(*1)	30,090
<ul style="list-style-type: none"> 5-year effective housing land supply 	(*1)	21,183 (*2)
<ul style="list-style-type: none"> 5-year housing supply target 	(*1)	14,476
<ul style="list-style-type: none"> 5-year effective housing land supply (to one decimal place) 	(*1)	7.3
<ul style="list-style-type: none"> Housing approvals 	4811	4553
<ul style="list-style-type: none"> Housing completions over the last 5 years 	(*1)	7,458
<ul style="list-style-type: none"> Marketable employment land supply 	317.7 (*3)	183.7
<ul style="list-style-type: none"> Employment land take-up during reporting year 	0	12.6

**most up to date figures*

(*1) Information for 2015 to 2016 is not yet available. Source will be 2016 annual housing land audit which is currently underway. Draft results are anticipated in June 2016.

(*2) The effective land supply is defined as the total capacity of sites which are free of planning/development constraints. Previously, the effective land supply was given as the number of units programmed for completion over the next five years.

(*3) Employment land relates to position at September 2015.

Development Management	2015-16	2014-15
Project Planning		
• Percentage of applications subject to pre-application advice	30.9%	36.9%
• Number of major applications subject to processing agreement	18	20
• Number of applications subject to other project plan	162	N/A
• Percentage planned timescales met	76.7%	80%
Decision-making		
• Application approval rate	93.6%	92.6%
• Delegation rate	95.1%	94%
Decision-making timescales		
Average number of weeks to decision:		
• Major developments	33.6	26.5
• Local developments (non-householder)	11.6	11.6
• Householder developments	8	7.7
Legacy Cases		
• Number cleared during reporting period	65	66
• Number remaining	163	230
Enforcement		
• time since enforcement charter published / reviewed (months) <i>Requirement: review every 2 years</i>	4 months	19 months
• number of breaches identified / resolved	626	764

Part 2

Defining and Measuring a High Quality Planning Service

Quality of Outcomes

High quality development on the ground

The emerging Local Development Plan continues to set the context for the sustainable economic growth of the city. The Plan is currently progressing through the examination process with the report being drafted by the Scottish Government Reporter.

Notwithstanding delays to the development plan, greater certainty has been achieved through the Action Plan Programme. This process is covered as a case study in the Governance section. In May 2015, we published our 10th [Development Plan Scheme](#) as of May 2016. This set out the context to the change in timescales for the proposed LDP and the new timetable.

The second SESplan Main Issues Report was published on 21 July 2015 with 245 responses received from the 10 week consultation. The response was higher than previous consultations and is helping to shape the next stage in the plan preparation. The Proposed Plan Period for Representations will be in late summer 2016. This will be a six week period where all stakeholders can indicate support for the plan or what changes should be made.

This past year the Council has updated a number of its non-statutory planning guidance documents. The changes have allowed us the opportunity to make clear certain aspects of the guidance and provide a clear route for customers to get information online and make the necessary applications through ePlanning.

After extensive consultation, we have now introduced new non-statutory planning [guidance for Student Housing](#) in the city. This provides clarity on the location of student accommodation to ensure the character of each site is considered, whilst promoting or safeguarding mixed, sustainable communities. The guidance also links the need for general and affordable housing.

The [annual review of the Edinburgh Urban Design Panel](#) acknowledges the good work being done by the Panel. Since its inception in 2009, it has carried out 129 reviews. A number of points were agreed such as it continuing to be chaired by a senior planning manager, with the membership of the panel remaining as it stands and an evidence base to be developed to track the value added to the quality of development from the Panel's work.



Case study 1 – Town Centre Supplementary Guidance

The Council has continued to develop its approach to placemaking for town centres. In the past year we prepared draft supplementary guidance for two more town centres: Leith and Bruntsfield/Morningside. This work has placed particular emphasis on making use of street and neighbourhood level knowledge through the Council's neighbourhood teams. This approach reflects the wider shift to a locality and place-based model being progressed by Council's Transformational Change Programme.

A joined-up multidisciplinary approach is being taken. For example, the supplementary guidance preparation is informed by 'public life street assessments' of the town centres. This work has been funded by the 'Smarter Choices Smarter Places' using Scottish Government funding. By aligning a transport funding programme promoting active travel with preparation of statutory planning guidance, there is a better prospect of maintaining and improving the city's town centres as successful places. This work is now proceeding to the other town centres.



Case study 2 – working together to deliver high quality development

The University of Edinburgh's Estate Strategy represents one of the largest annual investments in the City. As part of the lengthy development process, we established quarterly meetings with the University to identify projects and issues at an early stage.

We actively engaged with the University and its Masterplanner to develop a strategy for the regeneration of the Holyrood Road area to replace their aging facilities. After extensive discussions an approved masterplan was approved in 2011.

Work has continued to progress the masterplan with a planning permission in principle application granted for the land to north of Holyrood Road. This included demolishing existing buildings, redeveloping and refurbishing buildings to create a mixed use of education uses, retail, food and drink, offices and purpose built student accommodation.

We provided extensive pre-application advice for each tender bid through meetings between the University and bidders and compliance with the original masterplan and Local Development Plan. The final application was approved in December 2012 for a mixed use redevelopment including accommodation for 900 students. The application was processed within 3 months. The development has been recently completed and is testimony to the time and effort made through working in partnership over a number of years.



Case study 3 - Advocates Close Development

This scheme has *won numerous awards* including a Scottish Award for Quality in Planning. This complex development posed a number of planning challenges not least in creating a development on a site that is embedded in the fine grain of closes on the flanks of the Old Town ridge. The reuse of buildings and the careful design of new buildings for commercial units, a restaurant, offices, a bar/ bistro and serviced apartments have brought new life to this part of the Old Town.



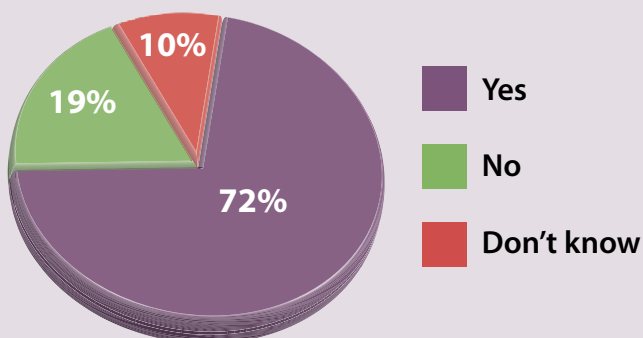
Measuring the quality of new development and places

We continue to assess the quality of the new development being built across the city using measures such as the Edinburgh Quality Indicators and the *Edinburgh People Survey 2015*.

The *Quality Indicators* survey was undertaken in August 2015 and this year split the survey in to 4 parts. This allowed respondents the opportunity to either focus on buildings in their local area or (should they choose) across the city. This approach has been used to inform a recent review of the *Portobello Conservation Area Character Appraisal*.

The *Edinburgh People Survey (EPS)* is the largest face-to-face satisfaction survey undertaken by any UK local authority and provides data at local level. In 2015, a total of 5,170 adults were interviewed as part of the EPS. One specific question in the survey relates to new buildings and spaces in the local neighbourhood area. As the result shows, the majority (72%) saw these as an improvement to the area. This is up slightly on the 2014 survey.

72% believe that new buildings and spaces have improved the appearance of their neighbourhood



- In total, 46% of respondents reported that new buildings or public spaces had been developed in their neighbourhood in the last 5 years.
- Of these, 72% saw these developments as an improvement to the area.
- These findings are very similar to 2014 data -44% aware of new buildings and 70% saw them as an improvement.
- The perception that new developments have been an improvement was highest amongst students (82%).
- Respondents in middle and older age group tended to be less positive (67% of 35+) than younger respondents (81% of under 35s).

Quality of service and engagement

- **Open for business**
- **Certainty**
- **Communications, engagement and customer service**

Open for business

The service continues to work with and engage a wide range of stakeholders through a number of forums, surveys, events and formal consultations. This past year saw the conclusion of the 'Customer 1st' project. This resulted in a new [Planning and Building Standards Customer Charter](#) being implemented and a Customer Engagement Strategy agreed to help guide the service in how it communicates, informs and engages all its customers.

The Edinburgh Development Forum

The [Edinburgh Development Forum](#) continues to meet as a group for developers and agents to engage with the Council and the planning service. The Forum provides an opportunity for those investing in the city to understand better the context for development in the City and for early engagement in the planning process. In December 2015, the Forum welcomed Alex Neil MSP, Cabinet Secretary with the responsibility for planning, to join its meeting and discuss the Forum's progress since it was formed in 2009.

The Edinburgh Planning Concordat

Work is progressing on a review of the Edinburgh Planning Concordat. This document promotes collaborative working between the Council, developers and Community Councils. The opportunity is being taken to refresh it and make it more accessible and meaningful to local communities to encourage better engagement with the development industry.

We continue to work closely with Community Councils particularly on all aspects of the planning process including the Second Proposed Local Development Plan. In March this year, a liaison meeting was held with developers and community council representatives to discuss the review of [the Planning Concordat](#) and the relationship between the development industry and local community representatives. This meeting was key to the content of the refreshed concordat. The aim of the review is to reinforce the importance of collaborative working between the Council, the community and the development industry when promoting an "open for business" approach in Edinburgh.

Certainty

The Development Plan

A plan-led system is dependent on a robust development plan. The current development plan remains robust with only 13 applications granted contrary to the development plan. This is 0.4% of the 3688 decisions made in 2015-2016.

It is acknowledged that delays in adopting the plan have created some uncertainty and the focus remains on adopting the Plan. However, the proposed LDP Action Programme continues to provide a focused approach to delivering infrastructure through estimating costs of essential infrastructure, identified funding sources, and specifying any funding gaps. The section on Governance includes this as a case study.

Certainty for Our Customers

The delivery of the Customer Engagement Strategy sets a framework for how we engage all our customers, defining customer groups, their needs and improving the opportunities to engage in the planning process. The strategy focuses on improving *digital participation* in planning to reach as wide an audience as possible.

Detailed guidance is available to create certainty for most straightforward householder applications. We have a *suite of guidance* helping potential applicants to design acceptable schemes.

Charters on service areas, such as Street Naming, ensure that the customer knows what to expect. Audits are carried out at regular intervals, to ensure consistency of output, decision making, and meeting of target timescales.

Certainty in Application Processing

Each case is dealt with on its own merits and positive decisions cannot always be guaranteed. Teams have regular review meetings to ensure that cases are on track, including one to one meetings with team managers. The aim is to ensure the applicant is aware of potential problems. Catching these cases early is key to certainty in the process.

21 out of the 195 applications with Committee decisions issued in 2015-16 were the result of the Development Management Sub-Committee taking a different view to the officer recommendation. Out of 3688 applications determined, this is only 0.6%.

Out of these, 4 were granted and 17 were refused. However, the figures also show that 52% of delegated refusals were overturned by the Edinburgh Local Review Body and 32.8% of appeals were allowed.

We continue to embed planning processing agreements (PPAs) as a priority for major development. In 2015-16, 56.3% of major applications had a PPA and 77.8% met the target committee date. Consultee meetings are held for every major application to provide constructive discussion about the level of information needed for each application. Major applications and more complex local developments are project managed with Committee dates set in advance so all parties are aware of the target date.

Communications, engagement and customer service

Customer 1st project

The Customer 1st project has been formally concluded and is now monitoring the benefits from this process. The project delivered a number of changes to the delivery of the planning service including improving online information, focussing helpdesk times to 9am-1pm and improving the planning guidance to make it clearer where to find information and support customers in using more online

services such as ePlanning. The number of pre-application enquiries (for householder development) has reduced as a result of this change to *our service* in line with more officer time now focussing on dealing with the statutory application process.

We have been making greater use of the *Council's consultation hub* as a means to engage a wide range of people in changes to policy and procedures. Delib (who host our Consultation Hub) specifically noted the 'Draft Strategic Plan' and 'Quality of Edinburgh's Built Environment' consultations as 'good examples of interesting, informative and consultation design'. We intend to develop the use of the consultation hub to use the Dialogue system (online discussion board) as used in the recent *Scottish Government review of planning*.

We recognise that not all customers are online and continue to use drop in sessions in public places such as libraries for projects such as the review of conservation areas. Publicly accessible internet (free wi-fi and computers) in Council libraries is helping to address some of these issues.

Customer Service Excellence

The Planning and Building Standards service was re-accredited in November 2015 with *Customer Service Excellence* as part of a wider service area.

This accreditation recognises our commitment to improving the customer journey and experience. This year the assessor was 'particularly impressed with Planning and Building Standards and their Engagement Strategy and customer segmentation matrix'.



Customer segmentation matrix – our customers

Case Study 4 – Queensferry Placemaking and the Place Standard

The Queensferry Placemaking Exercise was developed and coordinated by Planning in partnership with Queensferry and District Community Council and Queensferry Ambition.

It piloted *the Place Standard tool*, developed by A+DS, the Scottish Government and NHS Scotland. The simple question and answer tool was used to structure discussions with local people about “their place” and to prioritise actions to improve health and wellbeing locally. The events took place between August and October 2015 with three sessions for the public and one for pupils from the local high school.

Why Queensferry?

Queensferry was identified as an area of significant change happening or being planned such as:

- Queensferry Crossing
- Forth Bridge world heritage site designation
- Local Development Plan housing allocation
- High Street improvements
- To ensure the community had a say and did not feel overwhelmed, the Place Standard was used to get a response to this level of change.

Place Standard Exercise

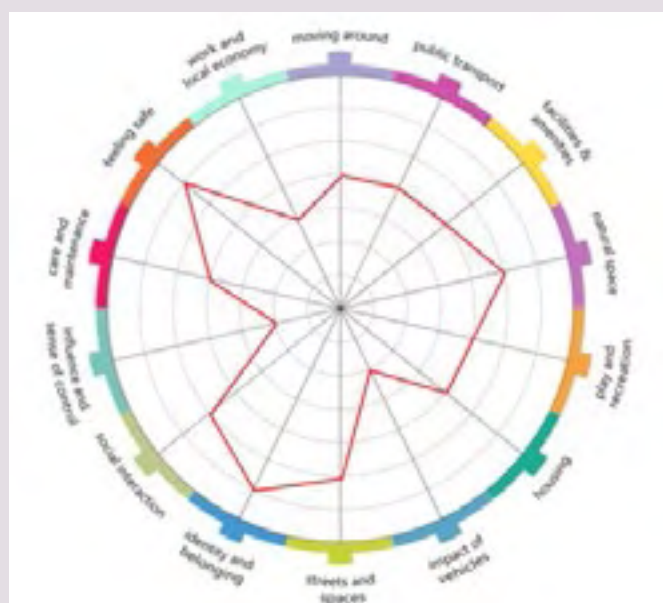
Around 150 residents took part in the exercise. They were asked a series of questions to identify areas where Queensferry succeeds as a place and where improvements would help.

Action

Using the views of the local community to producing the Place Standard compass, the outcomes were *shared publically*.

From this exercise, developers are clear on issues within Queensferry and can ensure new developments help to mitigate or address some of these issues.

Council service providers also came together and discussed how the results provided an evidence base for future service planning and priorities. The *Neighbourhood Partnership* is considering how it could help to involve local people in decisions about spending priorities in Queensferry.



The pilot of the Place Standard tool, as a mechanism for community engagement, has helped inform the new locality improvement planning agenda under the Council's Transformational Change programme.

Feedback

86% participants found the exercise 'Good' or 'Really Good'. Keith Giblet, Queensferry & District Community Council said,

"I have never experienced this number of Council Services around one table talking about Queensferry and don't just welcome it, I am inspired by it"



Policy in practice - Planning Guidance

Case Study 5 - Student Housing: supplementary guidance

The City has seen a 26.6% increase in the number of full time students at the three universities in the Council's area (University of Edinburgh, Edinburgh Napier University and Heriot-Watt University) between 2001 and 2012. The number of full time students since 2011/12 has remained almost constant at just under 44,000 rising to 44,898 in 2013/14.

Last year we undertook consultation on draft guidance for Student Housing. The finalised guidance sets out to encourage new student accommodation in specific locations and generally across the city but moves away from applying specific concentration levels. In recent years, student housing has been consented on sites which would previously have delivered much need housing. Given the continued need to deliver housing, including the use of brownfield sites, it is appropriate to ensure that the accommodation needs of students is balanced with the needs of the wider community. The guidance will address this through the requirement for housing as part of larger proposals.



Protecting our historic environment

The City has 49 conservation areas with the majority first designated between 1971 and 1998. Character appraisals continue to play an important role in planning decisions by providing a basis of understanding of that character and appearance to guide decision-making. They can also assist owners and developers in formulating proposals.

The ongoing review of character appraisals has seen the revised versions of Leith, Queensferry and Inverleith Character Appraisals. The current review of the Portobello conservation area character has seen the use of a short online survey, allowing respondents the opportunity to comment on new buildings in the area.

World Heritage Site Management Plan

A review of the 2011–2016 World Heritage Site Management Plan is now underway with discussions progressing with our partners at Historic Environment Scotland and Edinburgh World Heritage. The new Plan will be informed by workshops, whilst events such as [World Heritage Day](#) will help to raise the profile of this important designation.



World Heritage Day the National Museum of Scotland



Dublin Street looking to Fife

Edinburgh Biodiversity Action Plan

A new [Edinburgh Biodiversity Action Plan 2016 - 2018](#) has been approved. The Plan has over 250 actions to be delivered by the Edinburgh Biodiversity Partnership – made up of over 30 members. The Plan demonstrates our commitment to collaborative working, putting local communities at the heart of the Plan.

Planning applications – online submissions and performance

Around 69% of all applications were made online through ePlanning. This service guides applicants through the application process and ensures that all the necessary information is provided. We have undertaken a lean review of the validation process and we intend to update our guidance in the coming year.

Invalid applications account for around 28.5% of applications which is an increase from 25.3% last year. This increase is in part due to the stricter line we are taking with the quality of the submissions we receive. This was an outcome of the lean review we undertook on the validation process which will see improved submissions over time and we expect this figure to reduce in the coming year. Holding training events with agents is helping to address this issue.

Legacy applications

We continue to work on our 'legacy applications'. Currently there are 163 applications which predate 31 March 2015. During the reporting period, 65 applications over a year old were determined or withdrawn. The Planning Committee has now **agreed a position** that from 15 June 2015, any "minded to grant" decision subject to the conclusion of a legal agreement should have an interim minded to grant decision notice issued. This should state 'the required legal agreement should be concluded within 6 months of the date of the notice. Thereafter a report will be sent back to Committee with a likely recommendation that the application be refused.

Customer Engagement Strategy

The **Planning and Building Standards Customer Engagement Strategy** was approved in December 2015. This aligns with the Council's Transformational Change programme to deliver improved services with fewer resources. The strategy focuses on supporting our customers in the move to online channels including our website, eDevelopment and social media.

Our **pre-application service** has been re-focused with direct contact available for the major and more complex applications. Customers using our website are clearly directed to where they can find the relevant planning information. **Online pre-application advice** forms now allow us to capture what we need to be able to answer these enquiries quicker.

Community Councils and Community Planning

We continue to work closely with community councils. In October and December 2015, we held training for community councils on the planning system. This covered the Development Plan, major applications, making planning decisions and enforcement. The feedback was positive from attendees and we will continue running these events in the future.

The Planning service is working closely with our Community Planning colleagues with the priority to create better links between Community Planning and Spatial Planning. Training has been held with staff on the importance of the emerging Council structure as we move to locality based delivery and the opportunity this brings to create successful places.

Connecting to Our Customers

Our planning web pages continue to be reviewed and refocused to meet the needs of all our customer groups. We are promoting the use of our online resources such as tree information, online submissions (applications and comments) and getting customers to self help as much as possible.

This year for the **SOCITM Better Connected** review gave us four stars for our online process on 'how to object to a planning application'. The reviewer commented,

"Really well promoted from all entry points of the website, it would be difficult not to get on the right path for this user journey. It was great that I was always signposted via the content page which was nicely presented so that it was easy to scan and well written. The online service was prominently linked to for online comment,

monthly lists were available to get the 'monthly applications, although it would be nice to see one button that says 'Current applications'. At last I have found a council site that I can use the mapping on. The results that I found once going to the larger map were displaying. Great."

The **Planning Service Twitter account** continues to grow in interest and remains the most followed local planning authority in Scotland with over 2150 followers – over 400 new followers since the last PPF. The use of social media is now an embedded aspect of how we communicate and will be used to support 'channel shift'. The **Planning Edinburgh blog** continues to increase in popularity with 215 subscribers and over 60 blog posts to date.

The Planning and Development Management Sub Committees continue to be **webcast** live which increases transparency and allows people to view this process at a later date.

Case study 6 - Customer 1st project

The Customer 1st project had a wide ranging remit to review existing processes and new ways of working to improve the customer experience in the context of reducing resources. The project was linked to the Council's overall objective for 'channel shift' where customers are supported in the move to self serving online. Outcomes of the Customer 1st project included:

- Introducing a call handling service for helpdesk enquiries
- Staff training on call handling
- Changing the **planning and building standards helpdesk** opening hours
- Improved web content
 - Providing an **online pre-application form**
 - emphasising the use of online transactions such as **ePlanning**
 - **Tree data maps** now useable on mobiles and tablet devices
- Organising events with agents to help improve the submission of applications
- Awareness raising of the changes through social media, tweets and planning blog



Customer satisfaction: complaints and compliments

During 2015 the Planning and Building Standards service received 180 complaints and 131 compliments. Staff training on complaints is now delivered annually and focuses on 'lessons to be learned' from internal investigations and examples of the Scottish Public Services Ombudsman complaints.



Complaint trends since 2013

Governance

Effective Management Structures – ensuring management structures are effective and fit for purpose

Staff Structures and Resources

During 2015/16, the Planning and Building Standards service embedded the new management structure which was implemented in October 2014. The change to an area based structure has been an effective working model with closer liaison between the managers in the east, west and city wide teams to achieve better joined up working. In addition, there is effective matrix management so that managers dealing with householder applications, for example, work closely together to improve performance and ensure consistency of working practices. This is now beginning to show signs of working well with performance improving particularly in the 3rd and 4th quarters of 2015/16 as the new ways of working take hold.

A further organisational change was implemented in November 2015, when the Planning and Building Standards Service was joined up with the Council's Transport service to form a new Planning and Transport Service within a new Directorate of Place. Consultation on a new team structure was undertaken for this service in the latter quarter of the 2015/16. The Council's new locality based structure will closely align with the new team structure that has been working effectively in Planning and Building Standards since October 2014. This is providing a new opportunity to address placemaking objectives in a joined up manner.

The new Planning and Transport service is led by a leadership team made up of a Head of service and 6 senior managers. This meets weekly to set the direction of the Service in the context of the wider department and the Transformational Change programme in the Council.

Planning income has been consistent in 2015/16 and staff resources have been relatively static with a number of temporary staff ensuring numbers are maintained. However there has been a loss of support staff and this means that overtime working is required to clear backlogs and keep the validation process as efficient as possible. In 2016/17, a new system will be in place for the provision of support staff in the service and this may have repercussions in terms of application performance.

The new management structure has included a team dealing with service improvements and this has led to a number of changes to working practices in response to lean reviews and working protocols led by the new team. These are discussed in more detail below.

Corporate and Partnership Working

The Local Development Plan Action Programme brings together Council services to agree on service priorities to deliver the requirements for the future development of the City. Discussions are ongoing and, as part of this process, working protocols are being developed which have an input to the Action Programme. In particular, there is a new protocol with Children and Families on how school infrastructure will be delivered.

PPF4, covering 2014/15, set out the work we were doing on other protocols with other services in the Council. The protocol with Environmental Assessment has been completed but not implemented as changes to the structure of Council services may have an impact on how the protocol is delivered. This will become clear in 2016/17.

In addition, the flooding protocol could not be delivered due to a lack of staff resources in the Bridges and Structures section. This affected the ability to give consultation responses and discuss a protocol that would work in practice. Instead, a self certification process for flood risk assessment was piloted in 2015/16 with a view to its implementation in 2016/17. As part of this pilot, case officers have to establish if the development poses a flood risk and then has to send a out a request for a self certified package of information.

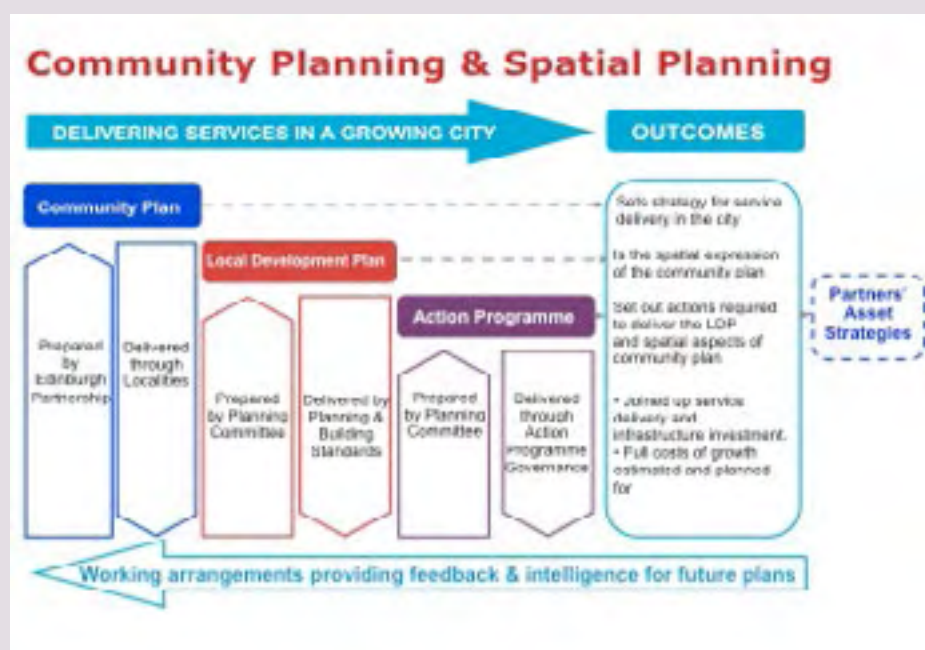
Partnership working remains a strong ethos for the service and working as part of SESplan has been particularly significant this year. Strong bonds remain with the Edinburgh World Heritage Trust and the Edinburgh Biodiversity Partnership. Close liaison with other authorities through bodies such as Heads of Planning Scotland and the Uniform Users Group is vital to successful networking.

Case Study 7 – Action Programme

One of the main issues for a local development plan with high levels of housing growth has been infrastructure provision. The Council’s solution is based on the newly-introduced statutory requirement to prepare and update an Action Programme.

We have used this for infrastructure planning by putting significant effort into cumulative assessments of the impact of plan-led growth on infrastructure, such as the transport network or school capacities. We have updated its Proposed Action Programme several times, ensuring that it consists of site-specific actions with increasingly detailed information on cost and timing of delivery. In this way, the Action Programme provides a vehicle for the wider Council to co-ordinate and prioritise capital investment, as well as a transparent basis for collecting developer contributions while ensuring that housing and other growth is delivered.

The Action Programme is now reported to the Council’s Finance and Resource Committee and is governed by an oversight group chaired by the Chief Executive. The role of the Action Programme as a corporate document has potential to be widened to reflect the asset strategies of community planning partners, for example by including specific actions on primary healthcare infrastructure capacity.



This approach is key to how the Council is making the development plan the spatial expression of the community plan. It also has potential to assist efficient planning of revenue costs for the growing city.

Training

A full programme of training has been delivered for both planning staff and elected members during 2015/16. This is set out in more detail in the next section on Continuous Improvement. Many of these topics align with our ethos of strong partnerships and corporate working and include:

- learning from complaints (working with Corporate Governance)
- planning conditions (working with planning consultees)
- SUDS (working with Road Construction Consent colleagues)
- Developer contribution guidance (working with Action Programme members)
- SESPlan and Housing Land Supply (working with SESPlan)
- The Place Standard (working with Neighbourhood teams)
- Edinburgh World Heritage Site (working with Edinburgh World Heritage)

International Partnership: Edinburgh-Krakow partnership

There is a long and positive relationship between Edinburgh and Krakow stretching back to a European funded project in 1993 where the (then) Edinburgh District Planning Department was involved in the development of an Action Plan for Kasimierz, the Jewish Quarter of Krakow. The two cities have co-operated via a formal Partnership Agreement that has since been extended and re-signed every five years.

In April and September last year, two workshops were held (one in Krakow and one in Edinburgh) with key staff from each city. As both cities are world heritage cities, a common theme of heritage management is of mutual interest. Two topics were explored during the workshops:

- community engagement and Placemaking, and
- the protection, enhancement and maintenance of setted surfaces

As these areas are currently of particular interest to both cities, considerable benefit was gained from the exchange of knowledge and practice and this has been used in the delivery of our services in Edinburgh.

The workshops were a great success in focussing on both sharing experiences with fellow professionals and seeing processes in action on the ground. This was also successful from a cultural exchange perspective providing an opportunity to see how the respective different cultures and planning regimes operate.



Lean Processes

From September 2015, the Planning and Building Standards service started to implement a series of lean reviews to create efficiencies to improve performance. This fitted with the Council's Transformational Change programme which aspires that the Council of the future will be lean and agile.

Five lean reviews were carried out:

1. Tree applications and enquiries
2. Enforcement process.
3. Validation process (planning and building warrant applications)
4. Building warrant process
5. Internal consultations

Progress on the action plans has been good and significant actions include changes to the tree application process to resist time-consuming email applications, moving customers towards online information, a new 6 point process for dealing with enforcement enquiries, a new process for dealing with planning applications that are permitted development and a fast track process for building warrant applications

Case Study 8 – The Tree Service Lean Review

Over 2 days, a team made up of professional, technical and support staff, re-engineered the process for dealing with tree applications. The resulting action plan has now been delivered – emailed tree applications are no longer processed and applicants are advised to apply online, phone enquiries now go through a centralised line, the Trees Charter has been embedded into the Customer Charter and standard email responses have been set up directing customers to the [Private Trees](#) page on the Council website which has been updated.

Communication on the changes included an agents' drop in event including a demonstration of the e.planning system, a blog, letters to agents and automated email responses. Since the implementation of the changes on 19 January 2016, 89.4% of tree applications have been made online. Previously the figure was just 3.3%. Efficiency has improved allowing tree officers to concentrate on statutory application processing.

Stakeholder Feedback

During 2015/16, a number of events were held with agents and their representative bodies to discuss the changes being made in the service in terms of ways of working and customer service. The key message was to ask them to understand resources were limited and they would have to make better use of the Council's online systems to find information. Outcomes from lean reviews were discussed and future actions explained. Discussions were constructive and positive and the feedback informed final service delivery models.

Quotes following agents' events:

"Many thanks to you and your colleagues. That was a very frank and informative discussion."

Ian Jameson, Ross, Smith and Jameson

"It's a difficult task trying to provide a service with cuts to funding ever present. I commend you for doing the job you do & going out to your stakeholders & running these sessions."

Suzanne McIntosh Planning

Financial Management and Local Governance

Our Business Plan 2016-17 sets out the following financial priorities:

- To deliver service efficiencies through workforce savings required to meet Council budget targets by reducing management costs by (£0.12), by deleting two team manager posts (out of 18) and non-managerial costs by £0.696 by deleting 6 professional grade posts out of 83
- To identify new funding opportunities to support the delivery of priority infrastructure needs in the Local Development Plan Action Programme
- To explore opportunities, for savings from shared resources and partnership working with stakeholders in built and natural heritage initiatives and programmes
- Monitoring fee income on a monthly basis
- Developing the business cases to match staff resources to workload
- Supporting the national campaign for revised structure for planning fees

Culture of Continuous Improvement

Staff training and development

The service continues to support training and development opportunities through the Staff Development Group. The group is made up of representatives from across the service and cascades a range of training opportunities. The group makes innovative use of a modest training budget by tailoring training to meet priority service needs. These include further education, legislative updates, design skills, attendance at conferences and seminars. This coming year, the group will broaden its activities to reflect the increased multi-disciplinary nature of the new Planning and Transport Service and the opportunities for sharing training and development needs.

Elected members training

For over 10 years the Planning Committee has had an awareness raising and workshop programme. This helps to build awareness and understanding of planning issues, and has improved relations with partner organisations and key stakeholders, including government agencies, local partners and the development sector.

Over the past year, workshops have provided in depth discussion of current issues and policy development. Shorter awareness raising sessions set the context for members understanding or partner organisations work and wider Council initiatives. The programme is flexible enough to allow for priority issues to come forward as workshop topics.

Member training is important to ensure compliance with the Councillor's Code of Conduct which requires planning decisions to be taken by appropriately trained members. Major decisions are being taken by councillors and the training they receive ensures they keep up-to-date with current and emerging issues. The training and awareness-raising demonstrates the Council's commitment to continuous improvement.

Planning Committee Workshop and Awareness Raising 2015 – 2016

The Local Development Plan	Student housing
Air Quality	Housing Need and Demand Assessment
World Heritage Site	Service performance and priorities
Major planning applications	Adverts
Infrastructure and Delivery	Density and parking standards
Community engagement	Local Review Body
Recently completed developments and Placemaking	Committee procedures

Officers from the service continue to be heavily involved in Heads of Planning Scotland, working closely with other planning authorities to promote continuous and consistent improvements in Planning in Scotland. Senior managers from the City Councils of Glasgow-Edinburgh hold liaison meetings every 6 months to discuss common themes and shared challenges.

Service Improvements

In 2015-16 our Service Plan focused on a number of key improvements. The full objectives are included in Part 4 of this PPF but the following are examples of what we have achieved:

- Promotion of our place-making role by pioneering the use of the Place Standard in Queensferry working with the local community and neighbourhood team to set out a programme of what is needed to improve the sense of place in this area;
- Preparing and implementing our Customer Engagement Strategy and updating our Customer Service Charter - these set out the level of service that can be expected and how we will deliver this;
- Undertaking a programme of lean reviews, improving efficiency in many areas including tree applications, enforcement complaints and validation of applications; and
- Working with SESplan to set out the vision for the Edinburgh City Region in the Main Issues Report.

The Planning and Building Standards Business Plan for 2016-17 sets out our main service priorities, which includes:

- Meeting our statutory duties by adopting a new local development plan, publishing and implementing its action programme and by preparing and adopting supplementary guidance, and finalising a replacement strategic development plan and ensuring that it is aligned with the Community Plan;
- Delivering a joined up agenda for place-making by reviewing Planning, Transport and related strategies to meet statutory requirements and community needs;
- Meeting performance in application and warrant processing and deciding on enforcement cases and meeting published targets;
- Ensuring the new e-Building Standards system is operating smoothly without any drop in performance; and
- Reducing the number of customer complaints.

Summary

The City of Edinburgh Council has demonstrated its commitment to continuous improvement with the delivery of its Planning functions through a range of performance and service initiatives over the past year. The challenge of managing and accommodating population and economic growth in a sensitive built and natural environment has been proactively managed to achieve quality outcomes. These are evidenced in this PPF and will be compared through benchmarking and other collaborative working arrangements and initiatives in partner planning authorities. The Council promotes a culture of learning as part of its core values.

Part 3

Supporting Evidence

This Planning Performance Report has been compiled using information from a range of sources including:

- [*SESPlan*](#)
- [*The Edinburgh Local Development Plan*](#)
- [*Development Plan Schemes*](#)
- [*Planning Guidelines*](#)
- [*Planning Enforcement – online form and charter*](#)
- [*Planning Committee reports*](#)
- [*Regular Planning Edinburgh blogs*](#)
- [*Planning and Building Standards Customer Care Charters*](#)
- [*The City of Edinburgh Council webcasts*](#)
- [*SOCITM Better Connected Review*](#) (Website review)
- [*The Edinburgh People Survey*](#)
- Feedback from events with stakeholders including community councils, planning agents, Edinburgh Development Forum
- Planning and Building Standards Lean Reviews

Part 4

Service Improvements 2016 - 17

The Planning and Transport Business Plan for 2016/17 sets out a number of key objectives to deliver a high performing planning service in Edinburgh. These are set out in the table below. The targets for delivery are 31 March 2017. In the coming year we will:

Key Projects	Key actions
Local Development Plan	Adoption and finalisation of Action Programme and preparation of supplementary guidance.
Strategic Development Plan	Finalise a revised plan.
Open Space Strategy	Review and revise the strategy.
The Old and New Towns of Edinburgh World Heritage Site Management Plan	Review and replace the management plan for the site.
Biodiversity Action Plan	Finalisation, promotion and implementation of plan.
Non-statutory guidance	Review and update non-statutory guidance on planning
Customer engagement	Implement customer engagement changes and operational processes through lean reviews and channel shift programmes
Place making	Develop a joined up spatial policy approach to delivering the sustainable economic growth of Edinburgh and the wider city region
Financial Management	Deliver service efficiencies, including shared resources, and funding opportunities to deliver the Council's Action Programme
Planning fees	Monitor monthly fee income and put in charging structures for pre-application advice, subject to new legislation

Delivery of our service improvements in 2015 - 16

Key Projects	Key actions
Adopt the Proposed LDP by end of March 2016	Second proposed Local Development Plan submitted to Scottish Ministers May 2015. Awaiting report.
Promote our placemaking role to put Planning and Building Standards at the heart of placemaking across the City.	<i>Place Standard exercises</i> held in Queensferry with outcomes being developed.
Prepare and implement a Customer Engagement strategy and new Customer Service Charter	Both approved in December 2015 and now in place.
Refresh and review Edinburgh Planning Concordat	Underway
Produce a Building Standards scorecard using relevant Scottish Government template to show how we have met the quarterly performance targets, verifier standards and address key themes as part of Building Standards National Framework.	Completed.
90% of approved major developments within the year to show added value quality improvements	As the data in the back office systems has not been completed, it is not possible to confirm that this target has been met.
90% of householder applications determined within 2 months	Target met - 91.3% determined within 2 months
75% of non-householder applications determined within 2 months	68.4% - whilst not met this is an improvement on 58.1% last year
75% of Listed Building Consent applications determined within 2 months	71.9% - target missed due to removing legacy cases from the system which impacted on this figure
Seek to minimise the overall average time taken to grant a building warrant measured from the date of lodging to the date of granting the warrant	Due to legislative change and other practice this is expected to improve in the coming year as backlogs are cleared
Building Warrant Applications – 90% of first reports issued within 20 days	60.2% issued within 20 days – whilst target missed, performance has improved since the Building Standards lean review. Legislative changes on 1 October 2015 impacted on performance.
Review the implementation of Manager Assimilation Action Plans identifying areas where further training and support is needed to manage the service and champion corporate values	Partially completed. The review of the Planning service as part of Transformational Change will see further management development.
Lean Reviews of Statutory Processes to pinpoint areas for improved service delivery	Five lean reviews were undertaken and actions progressed.
Set out the vision for the Edinburgh City Region via SESPLAN and ensure engagement includes young people	Second SESplan Main Issues Report published 21 July 2015 - 245 responses were received which was higher than previous consultations.
Promote our collaborative approach with other service areas by implementing a range of joint working initiatives including new and refreshed working protocols and service level agreements	Ongoing - new Council structure will see change with locality working included in new/revised protocols.
eBuilding Standards Project delivered in line with Scottish Government milestones	Ongoing and progressing towards delivery.

Part 5

Official Statistics

Edinburgh ^{1/2}	Post-3rd August 2009 applications		2015/16 All applications		
	Total number of decisions	Average time (weeks)	Total number of decisions	Average time (weeks)	Proportion of Decisions
MAJOR DEVELOPMENTS					
Without Legal Agreement	2	13.5	2	13.5	
With Legal Agreement	11	32.8	12	36.9	
MAJOR DEVELOPMENTS					
All Major Developments	13	29.9	14	33.6	
Minerals	0	-	0	-	
Housing	6	28.5	7	36.2	
Business and Industry	0	-	0	-	
Waste Management	0	-	0	-	
Electricity Generation	0	-	0	-	
Freshwater Fish Farming	0	-	0	-	
Marine Finfish Farming	0	-	0	-	
Marine Shellfish Farming	0	-	0	-	
Other Developments	7	31.0	7	31.0	
LOCAL DEVELOPMENTS					
Without Legal Agreement	2,223	9.0	2223	9	
With Legal Agreement	27	41.2	27	41.2	
LOCAL DEVELOPMENTS					
All Local Developments	2250	9.4	2250	9.4	
Local: Less than 2 months	1779	7.3	1779	7.3	79.1%
Local: More than 2 months	471	17.1	471	17.1	20.9%
Local Developments (non-householder)	864	11.6	864	11.6	
Local: Less than 2 months	535	7.0	535	7.0	61.9%
Local: More than 2 months	329	19.0	329	19.0	38.1%
Householder Developments	1386	8.0	1386	8.0	
Local: Less than 2 months	1244	7.4	1244	7.4	89.8%
Local: More than 2 months	142	12.9	142	12.9	10.2%
Housing	183	15.8	183	15.8	
Local: Less than 2 months	99	7.4	99	7.4	54.1%
Local: More than 2 months	84	25.8	84	25.8	45.9%
Business & Industry	45	8.8	45	8.8	
Local: Less than 2 months	34	7.3	34	7.3	75.6%
Local: More than 2 months	11	13.5	11	13.5	24.4%
Other Developments	514	10.7	514	10.7	
Local: Less than 2 months	326	6.9	326	6.9	63.4%
Local: More than 2 months	188	17.2	188	17.2	36.6%
OTHER CONSENTS					
All Other Consents	1421	9.3	1421	9.3	
Listed bldg+con. area consents	941	10.1	941	10.1	
Advertisements	322	8.2	322	8.2	
Hazardous substances consents	0	-	0	-	
Other consents and cetificates	158	6.4	158	6.4	
ENVIRONMENTAL IMPACT ASSESSMENTS					
Local Developments subject to EIA	0	-	0	-	
AMSCs subject to EIA	3	19.7	3	19.7	
APPLICATIONS SUBJECT TO					
Planning/Legal Agreement	38	38.8	39	39.9	
Local Review	54	7.0	54	7.0	

Edinburgh ^{1'2}	Post-3rd August 2009 applications		2015/16 All applications
PROCESSING AGREEMENTS	Total number of decisions	% within agreed timescales	
All Processing Agreements	180	76.7%	
Major Applications	18	77.8%	
Local Applications	124	79.8%	
EIA Developments	0	-	
Other consents	38	65.8%	
APPLICATIONS APPROVED/DELEGATED	Percentage		
Percentage of Applications Approved			
Percentage of Applications Delegated			
LOCAL REVIEWS AND APPEALS	Total number of decisions	Original decision upheld %	
Local Review	54	48.1%	
Appeals to Scottish Ministers	72	54.2%	
ENFORCEMENT ACTIVITY	Number		
Cases Taken Up	584		
Notices Served	42		
Reports to Procurator Fiscal	0		
Prosecutions	0		
Number of breaches resolved	<i>n/a</i>		

Part 6

Workforce and Financial Information

		City Wide	East	West	Other
Managers	No. Posts	6	5	5	
	Vacant	0	0	0	
Main grade posts	No. Posts	36	22	23	2
	Vacant	4	3	2	1
Technician	No. Posts	6	3	3	
	Vacant	0	0	0	
Office Support/ Clerical	No. Posts	4	8	8	2
	Vacant	0	2	2	0
Total		56	43	43	

From 1 December 2015, the former Planning and Building Standards service was merged into a new Planning and Transport service under single head of service. The data in this table shows only those posts which make a substantive contribution to the delivery of the Planning functions of the new service.

The category of "Managers" includes both service manager grade and team manager (line manager) grade posts. Two of the three service managers have planning and building standards responsibilities and are based on geographic areas of the city. The third service manager has responsibility for planning policy (and transport and environmental policy) and some planning activities on a city wide basis.

Workforce costs

	2015-16 Budget £	2015-16 Costs (Actual) £
City Wide Team	2,090,473	1,898,761
East Team	1,292,013	1,140,145
West Team	1,379,166	1,402,060
Other (support staff, reception staff and plan store)	504,677	451,001
TOTAL	5,266,330	4,891,967

Appendix 1

Performance Markers Report 2014-15

Name of planning authority: **City of Edinburgh Council**

The High Level Group on Performance agreed a set of performance markers. We have assessed your report against those markers to give an indication of priority areas for improvement action. The high level group will monitor and evaluate how the key markers have been reported and the value which they have added.

The Red, Amber, Green ratings are based on the evidence provided within the PPF reports. Where no information or insufficient evidence has been provided, a 'red' marking has been allocated.

No.	Performance Marker	RAG rating	Comments
1	Decision-making: continuous reduction of average timescales for all development categories [Q1 - Q4]	Amber	<ul style="list-style-type: none"> Major Developments A slight improvement in decision making timescales from 27.9 to 26.5 over the year, which is still better than the national average of 46.4 weeks. RAG = Green Local (Non-Householder) Timescales have lengthened slightly from 10.7 weeks last year to 11.6 weeks this year, however this is still quicker than the national average of 12.9 weeks. RAG = Amber Householder Development Timescales have lengthened slightly from 7.5 weeks to 7.7 weeks, this now takes you to slightly longer decision times than the national average of 7.5 weeks. RAG = Red TOTAL RAG = Amber
2	Processing agreements: <ul style="list-style-type: none"> offer to all prospective applicants for major development planning applications; and availability publicised on website 	Green	<p>Processing agreements continue to be offered for all major applications.</p> <p>20 out of 33 major applications subject to a processing agreement with 80% meeting the timescales set out. Good evidence of using agreements for local developments as well.</p> <p>Availability and template published on website.</p>

3	<p>Early collaboration with applicants and consultees</p> <ul style="list-style-type: none"> • availability and promotion of pre-application discussions for all prospective applications; and • clear and proportionate requests for supporting information 	Green	<p>You have increased the number of applications which were subject to pre-application discussions from 23% up to 36%. You have indicated that you will be refocusing the pre- app service to focus on major and complex local applications with guidance produced for more straightforward applications.</p> <p>You have provided good evidence of the approach you take to ensure that information requests are clear and proportionate for applicants for instance through the convening of case conferences.</p>
4	<p>Legal agreements: conclude (or reconsider) applications after resolving to grant permission</p> <ul style="list-style-type: none"> • reducing number of live applications more than 6 months after resolution to grant (from last reporting period) 	Green	<p>Timescales improving for major applications, taking on average 29.8 weeks compared to 33.4 weeks last year. Local applications with a legal agreement have increased to 33.1 weeks from 25.7 weeks last year. Both remain quicker than the national average.</p> <p>You have committed to reviewing current practice to help speed up the process</p> <p>however, you have noted that you are content to hold applications until applicants are ready to sign a legal agreement.</p>
5	<p>Enforcement charter updated / re- published within last 2 years</p>	Green	<p>Charter published August 2013</p>
6	<p>Continuous improvement:</p> <ul style="list-style-type: none"> • progress/improvement in relation to PPF National Headline Indicators; and • progress ambitious and relevant service improvement commitments identified through PPF report 	Amber	<p>You have reduced the time taken to decide major applications however the time taken to decide both local and householder applications has increased. You have a good record of providing pre-application discussions and using processing agreements. However your LDP is out of date.</p> <p>You have completed the majority of your commitments for last year and have made a good range of ambitious commitments for the year ahead.</p>
7	<p>Local development plan less than 5 years since adoption</p>	Red	<p>Both local plans are over 5 years old.</p>
8	<p>Development plan scheme – next LDP:</p> <ul style="list-style-type: none"> • on course for adoption within 5 years of current plan(s) adoption; and • project planned and expected to be delivered to planned timescale 	Red	<p>Your LDP will not be adopted within the required 5 year timescale and has been delayed by the requirement to consult on a second proposed plan.</p> <p>You have provided a good explanation of the processes you have gone through however you have provided little evidence of your approach to project managing the LDP process.</p>

9	Elected members engaged early (pre-MIR) in development plan preparation – if plan has been at pre-MIR stage during reporting year	n/a	
10	Cross sector stakeholders* engaged early (pre-MIR) in development plan preparation – if plan has been at pre-MIR stage during reporting year *including industry, agencies and Scottish Government	n/a	
11	Regular and proportionate policy advice produced on: <ul style="list-style-type: none"> • information required to support applications; and • expected developer contributions 	Amber	<p>You have produced validation guidance which covers supporting information requirements. You intend to extend this guidance to provide clarity on requirements for different types of applications.</p> <p>RAG = Amber</p> <p>Your LDP Action Programme outlines infrastructure requirements and you have 2 planning obligations officers who are involved in the application process from the outset.</p> <p>RAG = Green</p>
12	Corporate working across services to improve outputs and services for customer benefit (for example: protocols; joined-up services; single contact arrangements; joint pre-application advice)	Green	<p>You have a range of protocols in place with other council services and other new ones close to finalisation. You have provided good examples of working with the Edinburgh Biodiversity partnership, flooding and environmental assessment colleagues and collaboration through the Edinburgh 12 initiative. You have also convened a LDP Action Group which brings together a range of cross service stakeholders.</p>
13	Sharing good practice, skills and knowledge between authorities	Green	<p>You have provided a range of examples of sharing good practice on subjects such as social media. You also engage in a number of groups and forums including the Edinburgh Civic Forum and Edinburgh Developers Forum who were both invited to provide feedback on your previous PPF report. You have mentioned that you participate in</p> <p>benchmarking and regular liaison with Glasgow City Council and your SOLACE benchmarking groups.</p>

<p>14</p>	<p>Stalled sites / legacy cases: conclusion or withdrawal of old planning applications and reducing number of live applications more than one year old</p>	<p>Amber</p>	<p>You have cleared 66 cases within the last year however, there are a high number (203) of cases remaining. It is noted that a new process has been implemented in the current year and we look forward to hearing about the impact this has had in your next report.</p>
<p>15</p>	<p>Developer contributions: clear and proportionate expectations</p> <ul style="list-style-type: none"> • set out in development plan (and/or emerging plan); and • in pre-application discussions 	<p>Green</p>	<p>Your LDP action programme details the infrastructure requirements for allocated sites alongside costings, responsibility for delivery, funding options and contribution requirements.</p> <p>RAG = Green</p> <p>Officers are involved early on in the process to set out any potential developer contributions and you have increased this resource to 2 officers.</p> <p>RAG = Green</p>

◆ EDINBURGH ◆

THE CITY OF EDINBURGH COUNCIL

Building Standards Verification Service

BALANCED SCORECARD

2016 - 2017



16/17 (V3.0)
6/5/2016

DOCUMENT HISTORY

Version Number	Date Approved	Approved By	Description
1.0			

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1. INTRODUCTION TO THE LOCAL AUTHORITY

The Balanced Scorecard Approach

The balanced scorecard is a strategic planning and management tool that is used in business organisations to align business activities to the vision and strategy of the organisation, improve internal and external communications, and monitor performance against strategic goals.

Building Standards verifiers in Scotland are required to utilise the balanced scorecard as a means of managing, monitoring, reviewing and developing strategies for their businesses with a focus on the three core perspectives listed below and the public interest and continuous improvement cross-cutting themes:

- Professional Expertise and Technical Processes
- Quality Customer Experience
- Operational and Financial Efficiency

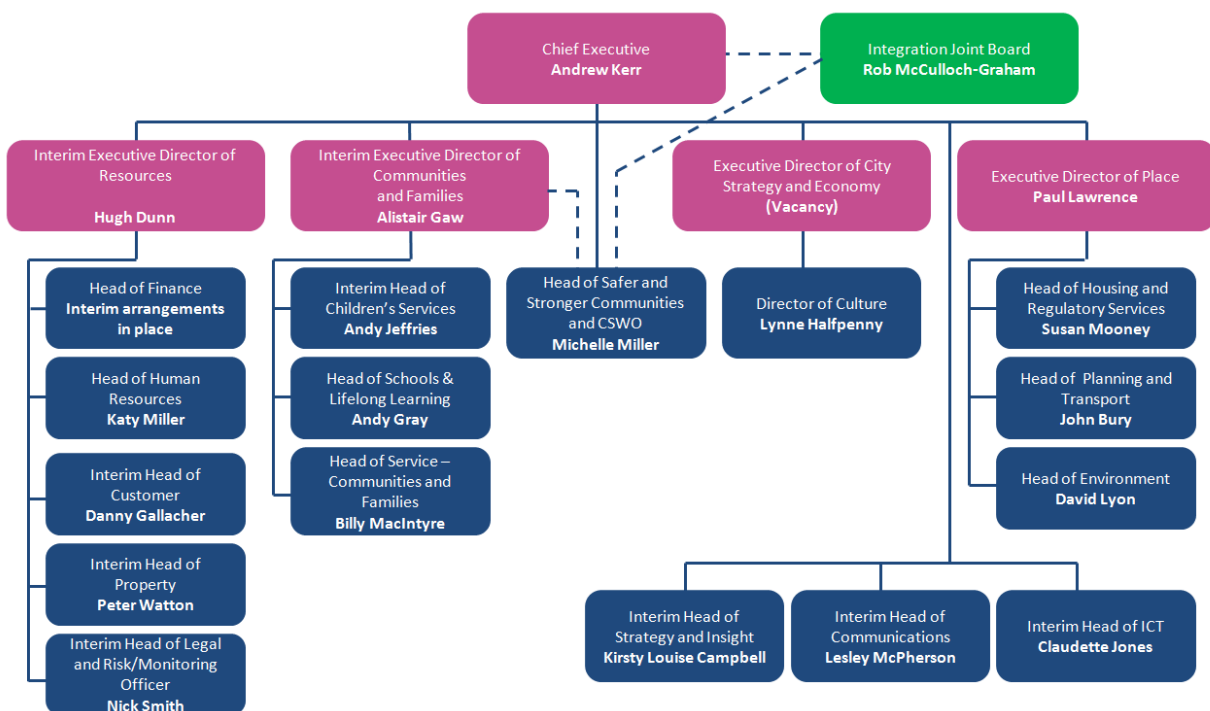
Council Information

The City of Edinburgh Council area currently has a population of 487,500 people and covers a landward area of 262 square kilometres. See the map in section 2 which includes the Building Standards team areas.

The Council department structure as of 8 February 2016 is as follows:-

Operational Structure from 8 February 2016

Executive structure



The physical environment of Edinburgh is a mixture of Urban and Rural with concentrations of population in the urban areas.

The major employers and main employment sectors can be seen in the following table:

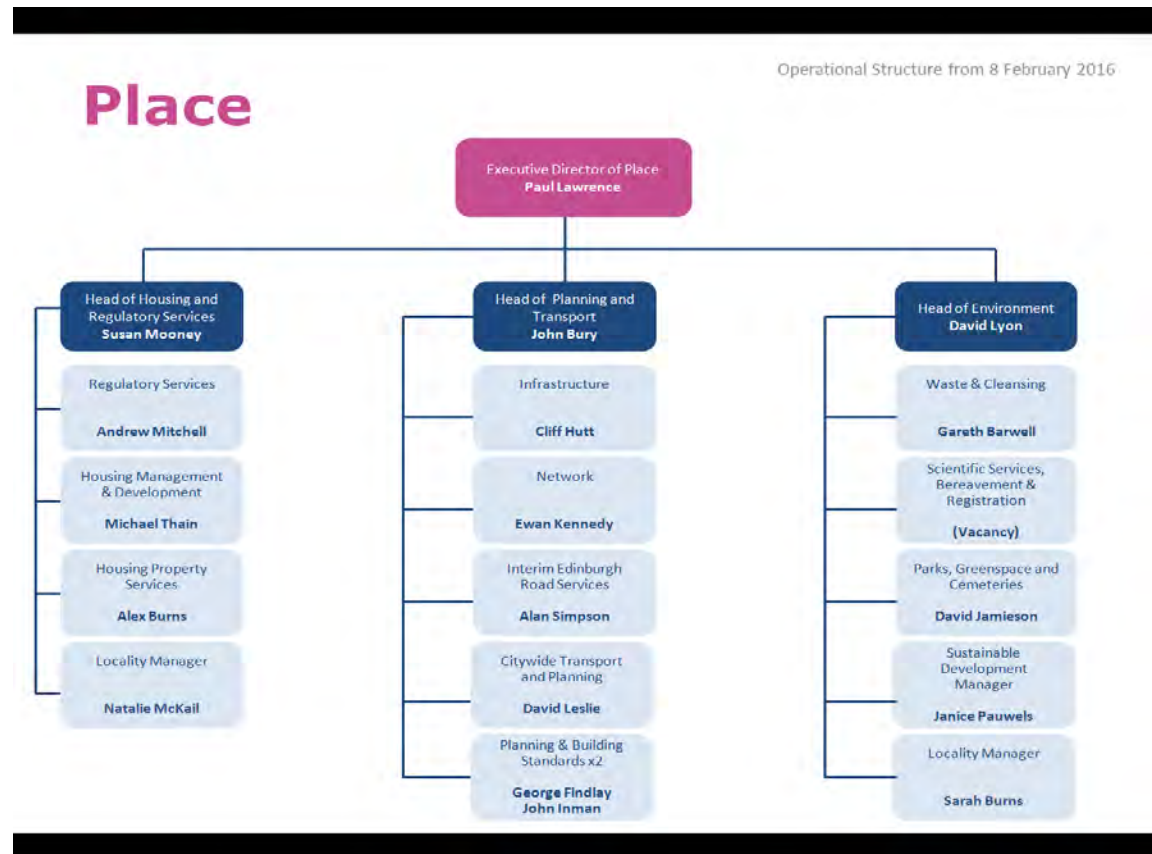
EDINBURGH'S LARGEST EMPLOYERS BY HEADCOUNT (2014)				
Rank	Employers	Sector	Headquarters	Employees
1	NHS Lothian	Public Sector	Edinburgh	19,500
2	The City of Edinburgh Council	Public Sector	Edinburgh	19,260
3	University of Edinburgh	Higher Education	Edinburgh	12,650
4	Lloyds Banking Group	Banking	London	9,000
5	Royal Bank of Scotland	Banking	Edinburgh	8,000
6	Standard Life	Insurance and pensions	Edinburgh	5,000

Source: The City of Edinburgh Council, Edinburgh Employers Survey

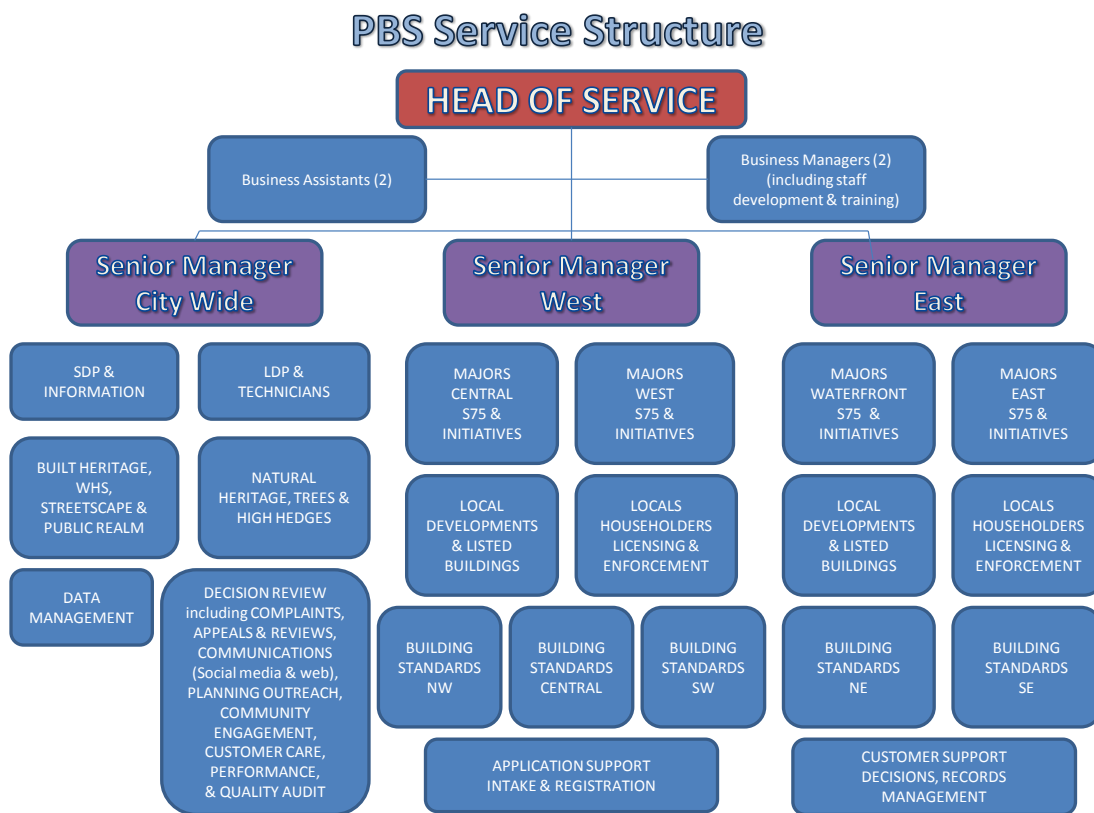
The Building Standards Section

The Building Standards section is located within the Planning and Transport division of the Directorate of Place.

The Directorate of Place has three divisions - Planning and Transport, Environment and Housing and Regulatory Services.

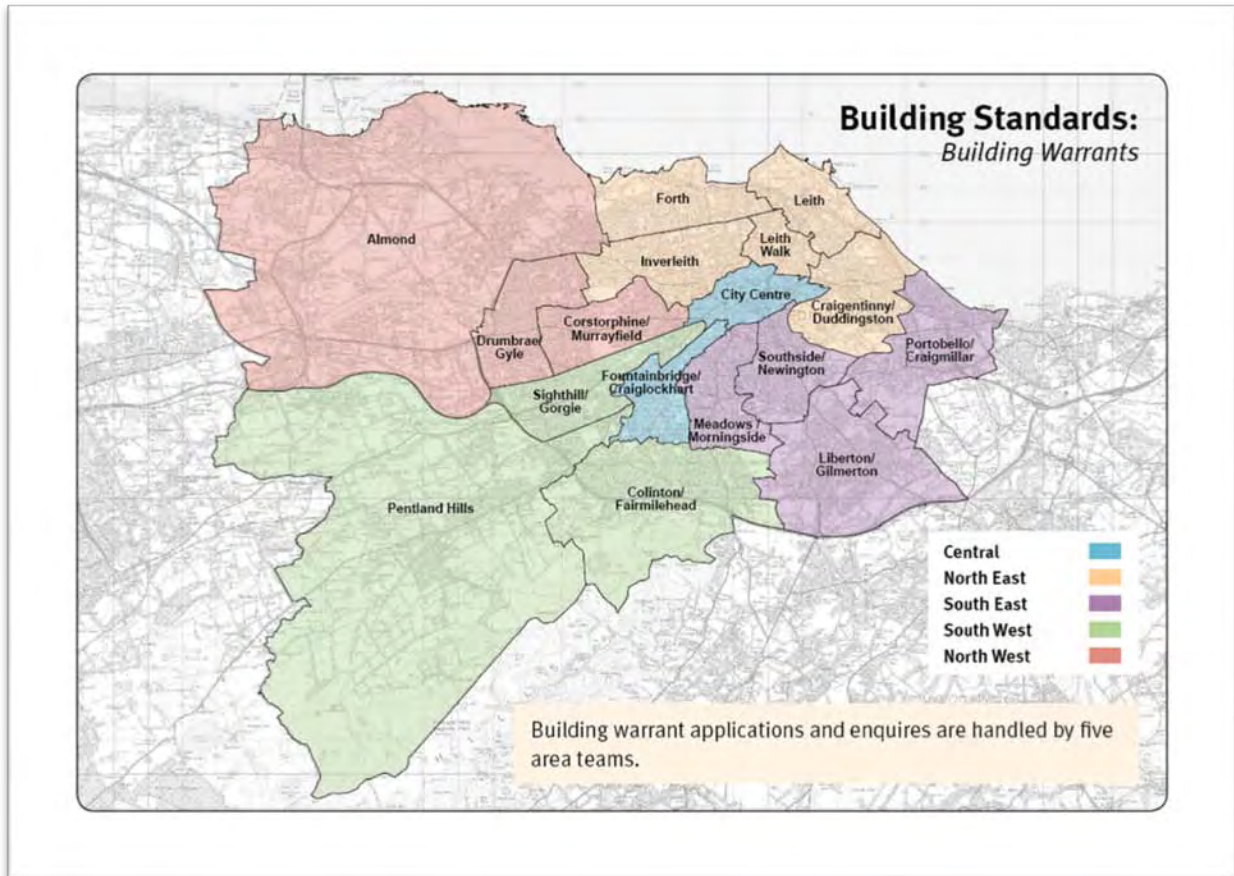


Building Standards sits within Planning and Transport. Currently the reporting structure for Building Standards is illustrated in the following chart:



This structure dates from 27 October 2014.

The verification service for The City of Edinburgh Council is operated on an area basis and is illustrated in the map on the following page. The only non verification functions which Building Standards deal with is to report on Liquor License applications to the Edinburgh Licensing Board and carry out a small amount of property inspection work under the Council's 'Property Services for Homeowners' scheme. (ie Letters of Comfort) for which the Council charges a separate fee. Other licensing activities are dealt with by the Public Safety section of the Council which is located in the Corporate Governance Department.



The City of Edinburgh Council Area Map with Building Standards Teams

2. BUILDING STANDARDS VERIFICATION SERVICE INFORMATION

Service Description

The service operates mainly from the City of Edinburgh Council’s Headquarters building located at 4 East Market Street, in the centre of the City. A mobile working scheme for staff is also operated by the section whereby approximately 40% of the technical staff for 2 days each week operate from one of the satellite offices located in different areas of the City when carrying out their site inspection work. In addition, home working has been added to the current work style options available for staff.

The Building Standards service in the City is one of the largest Building Control operations in the UK in relation to both the number of building warrant applications processed each year and the fee income received. During the financial year 2015/2016, the service received 5117 building warrant applications, covering building construction work with an estimated value of just over £1.2 billion which generated approximately £4.2 million in fees. 5303 completion certificates were submitted and 17524 site inspections carried out.

The verification services and functions carried out include:

- Assessment and processing of building warrant applications, including amendment to warrant applications, staged applications, extension to warrant applications and approval of other building operations in the Council area;
- Consulting with other building industry professionals to ensure that the construction of the built environment meets statutory requirements;
- Consulting, advising and negotiating with applicants and agents and arranging for proposed building operations in respective building warrant applications to be amended as required. Granting and arranging the issue of building warrants when the proposals are in compliance with the statutory requirements of the building regulations;
- Provide preliminary advice on the procedures to be followed to obtain building warrant approval, in advance of a formal application;
- Advising on the design of a building in terms of the requirements of the building regulations and the impact of the performance standards required;
- Inspecting approved building operations during construction and on completion;
- Recording progress during construction and corresponding with other parties on unacceptable building practice or consulting with other professional bodies, if required, on amendments;
- Arranging for the acceptance of completion certificates or temporary occupation or use, where building operations have been satisfactorily completed;
- Maintaining a public records register of building warrants, completion certificates and energy performance certificates. Recording and maintaining appropriate data in the building standards computerised management system; and
- Work with the Scottish Government's Building Standards Division, to meet the fundamental overarching principles of driving forward the future of building standards throughout Scotland.

Public Interest Statement

The purpose of the building standards system is to protect the public interest. The system sets out the essential standards that are required to be met when building work or conversion of a building takes place in order to meet building regulations.

The building standards system checks that proposed building work or conversion of a building meets standards; inspections are limited to the minimum necessary to ensure that legislation is not avoided. The control of work on site is not part of the system; rather it is a matter to be considered within building contracts and the arrangements that are in place between a builder and client.

Verifiers, appointed by Scottish Ministers are responsible for the independent checking of applications for building warrants to construct or demolish buildings, to provide services, fittings or equipment in buildings, or for conversions.

Organisation Chart

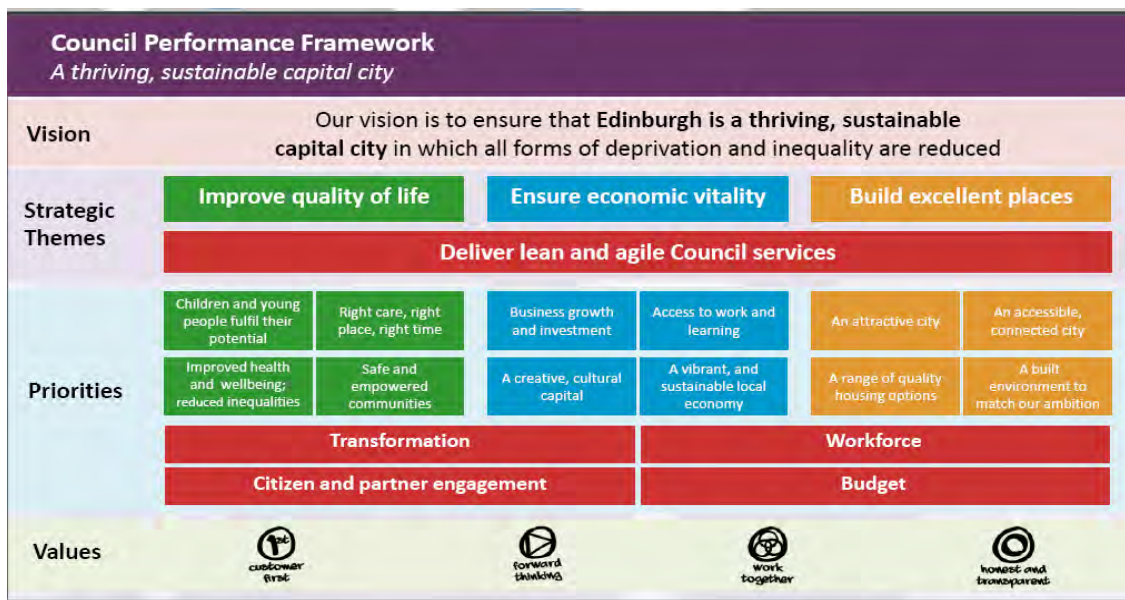
The organisation chart for Building Standards can be found on page 6. There are now five Building Standard teams, each with a team manager. This is an area based structure with teams in either the east or the west area. The links with Planning officers and support staff are shown in the chart. The boxes below show the individual teams and numbers of officers.



3. STRATEGIC OBJECTIVES

The Over-arching Goal/Vision Of The Service

The vision for the Council is set out in its Performance Framework as shown below.



In addition to delivering this strategy, the overarching goal of the Council's Building Standards Service is to:-

- Deliver an efficient, cost effective and customer focused Building Standards Service for the citizens of Edinburgh that will ensure, through the Building Warrant process, that in the public interest all new, altered, extended or converted buildings within the City of Edinburgh Council area are constructed to meet the minimum standards set by national Building Regulations.

Departmental Issues To Be Addressed In The Coming Year

Transformational Change proposals in the Council

The Building Standards service became part of the Planning and Transport Service on 30 November 2015. The aim of the Transformational Change programme is to create a lean and agile council and this is reflected in the final structure of the service which has slimmed down the number of building standards team managers from 5 to 4 and work is ongoing to align the team boundaries with the boundaries of the new Council locality areas.

Preparing for the introduction of e-Building Standards and focusing on Key Performance Outcomes is a priority. The main issue for the Building Standards Service is to improve performance by reducing the amount of time to produce the "First Report" and thereby reduce the time taken to grant a building warrant. Currently targets are not being met and so a new Customer Engagement Strategy was implemented on 14 December 2014 which focuses on supporting our customers in the move to online channels including our website, eDevelopment and social media.

The Key Strategic Objectives For The Coming Year (16/17)

These are based on the Planning and Transport Service Plan for 2016/17 and statutory requirements.

1. The service will produce a Building Standards scorecard using the relevant Scottish Government template to show how we have performed against the quarterly performance targets, verifier standards and address key themes as part of Building Standards National Framework. The perspectives and themes are:
 - Professional expertise and technical processes;
 - Quality customer experience; and
 - Operational & financial efficiency.
2. The service will promote our place-making role to put Planning and Building Standards at the heart of place-making in the City.
3. The service will update the National Customer Charter to ensure it is compatible with the Planning and Building Standards Customer Engagement Strategy.
4. The service will allocate responsibility to members of the verification team for monitoring and reporting progress against the targets outlined in the Continuous Improvement Plan.
5. The service will continue to update progress against the Continuous Improvement Plan on a quarterly basis.
6. The service will deliver the e-Building Standards Project in line with Scottish Government milestones.
7. The service will implement the outcomes from the Building Standards Lean Review of Statutory Processes to improve service delivery

4. KEY PERFORMANCE OUTCOMES

Professional Expertise and Technical Processes	Relevant KPO	Target completion date
Protocols for dealing with work. The Council has in place risk management protocols for dealing with the management of work on building warrants and completion certificates.	1, 2, 3 and 9	31 March 2017

<p>The protocols form part of the council's quality assurance procedures which apply to all building standards work. Key actions are:</p> <ul style="list-style-type: none"> • Embed risk management procedures to ensure applications are allocated to staff who are suitably qualified and experienced to deal with them. Review on an annual basis; • Implement guidance covering processes such as drain testing and site inspections to improve efficiency; • Implement the lean review outcomes of building standards processes to improve ways of working. 		
<p>Performance Management Systems</p> <p>The Council has a detailed performance reporting system based on Microsoft Access. Monthly reports are circulated to all managers and individual team managers assess team performance in relation to targets set in the National Customer Charter. Targets are also set through Performance and Review systems. Regular meetings are held between team managers and senior managers to discuss performance and an action plan is in place to remedy current problems. Key actions in 2016/17 are as follows:</p> <ul style="list-style-type: none"> • Post BSD returns via web platform; • Put in place efficiencies in the BS process to improve performance; • Change our customer contact channels to allow a greater focus on warrant and completion certificate processing; • Embed risk assessment methodology into normal working practices for reasonable inquiry; and • Produce a Continuous Improvement Plan based on the template, outlining plans in place to meet the KPO targets. 	<p>1 and 2</p>	<p>ongoing</p>
<p>Training and Development</p> <p>Training in the main is derived from the staff performance and development interviews carried out once a year. During this process the training needs of each member of staff are identified and tasked. The service aims to provide 36 hours of training per year per member of staff. In addition to this, other centralised training will be given which concentrates on health and safety requirements and changes to legislation.</p> <p>A staff development group which has 2 building standard representatives on the group also assists in providing training for Building Standards staff. Key actions for training in 2016/17 are proposed as follows:</p> <ul style="list-style-type: none"> • Support building surveyors in attending courses to aid their CPD; • Provide training aimed at ensuring consistency in the preparation of CCNPs; and • Provide appropriate training to further engage staff in enhanced e-Building Standards processes. 	<p>1, 2 and 9</p>	<p>Ongoing</p>

<p>Benchmarking/shared services/Partnership Work</p> <p>Benchmarking of the service is carried on a regular basis with other partner councils. This is achieved primarily through the Council's active participation groups and by contributing to benchmarking survey's carried out by the groups. In terms of shared services, currently CEC Building Standards provides structural engineering and fire engineering expertise to other local authority councils. It is intended to continue providing these services. Key actions for 2016/17 include:</p> <ul style="list-style-type: none"> • Benchmarking with SESBC – The South East Scotland Building Standards Consortium Group; Local Authority Building Standards Scotland (LABSS) and the UK Core Cities Group; • Giving Structural Engineering Support – To Midlothian Council and Fire Engineering Support to East Lothian, Midlothian, Scottish Borders, Fife and Orkney Islands Councils; and • Take a lead role on the national e-Building Standards project. 	7	Ongoing
<p>Commitment to Work Together on Technical Issues</p> <p>Team managers work together to resolve any technical interpretation issues. Key actions are:</p> <ul style="list-style-type: none"> • BS team managers to meet regularly as a technical forum to resolve technical questions. 	7	Ongoing.
<p>Succession Planning</p> <p>The Building Standards service in Edinburgh has a high proportion of surveyors in the 50+ age bracket. This is recognised and trainee surveyors were employed in 2015 to offset future potential problems. Key actions:</p> <ul style="list-style-type: none"> • Consider succession planning as part of further service restructuring. 	1	31 March 2017

Quality Customer Experience	Relevant KPO	Target completion date:
<p>Customer Communication Strategies</p> <p>The Planning and Building Standards (PBS) Customer Engagement Strategy was approved in December 2015 and this sets out how we will communicate and engage with our customers. It has now been largely implemented. Key actions for 2016/17 are:</p> <ul style="list-style-type: none"> • Analysis of benefits realisation in relation to the 	3 and 4	Ongoing.

<p>implementation of the strategy;</p> <ul style="list-style-type: none"> • Publish data on performance against national KPOs within the National Customer Charter on an annual basis; and • Maintain Customer Service Excellence accreditation. 		
<p>Charter The national charter is still relevant but a PBS Customer Service Charter was finalised and implemented in December 2015. This covers the building standards service as well as planning. Key actions are:</p> <ul style="list-style-type: none"> • Review the National charter to ensure it is up-to-date; • Ensure the national customer charter is published on CEC website and is clearly accessible for customers online and in printed form. 	3 and 4	Ongoing.
<p>Engagement The Customer Engagement Strategy was subject to consultation including focus groups and was implemented following final approval. A meeting was also held with Edinburgh Chartered Architects Network to discuss their concerns. Key actions include:</p> <ul style="list-style-type: none"> • Form a customer focus group to meet every 6 months to get customer feedback; and • Take forward actions from meeting with ECAN. 	3 and 4	Ongoing.
<p>Customer Feedback The service is fully involved in national surveys and is also committed to local surveys to get customer feedback. Key actions are:</p> <ul style="list-style-type: none"> • Provide BSD with information required for national surveys; • Create a system of customer surveys to get feedback on customer satisfaction; and • Create customer focus groups for feedback. 	3 and 4	Ongoing.
<p>Accessibility of service The service operates a part day phone, email and enquiry counter service. This allows BS surveyors to concentrate on warrant processing and improve performance. Key action:</p> <ul style="list-style-type: none"> • Assess the success of the revised help desk service with more focus on customer using online systems to self serve in line with the customer engagement strategy. 	3 and 4	31 March 2017
<p>Escape Route The format of a customer review process will be agreed following ongoing discussions between the BSD and LABSS. Key actions include</p> <ul style="list-style-type: none"> • Ensure the requirements of the customer 'escape route' are detailed in the customer charter. 	4	31 March 2017

<p>External Accreditations - Continue to be accredited and audited under the following quality management systems :</p> <p>(a) BS ISO 9001: 2008 , (Auditor – SGS UK LTD.);</p> <p>(b) Customer Services Excellence; and</p> <p>(c) Investors in People (Auditors – IIP Scotland)</p>	<p>4 and 5</p>	<p>Ongoing.</p>
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<p>Operational and Financial Efficiency</p>	<p>Relevant to KPO (6-9):</p>	<p>Target completion date:</p>
<p>Team Structures The merging of the service with transport means a new structure is in place. Key action:</p> <ul style="list-style-type: none"> • Ensure new team structures deliver the operational and financial efficiencies required under transformational change. 	<p>6</p>	<p>May 2016</p>
<p>Time recording system. Systems are in place for the collation of this information. Key action proposed:</p> <ul style="list-style-type: none"> • Ensure that time recording systems identify the percentage of time spent on verification activity, and thus enable direct staff costs required to run the verification system to be calculated. 	<p>6</p>	<p>Ongoing.</p>
<p>Financial Monitoring/Guidance Monthly monitoring of fee income is undertaken and verification costs are reported on a quarterly basis to the BSD and verification income reported on a quarterly basis to the BSD:</p> <ul style="list-style-type: none"> • Continue to report verification income to BSD. 	<p>6</p>	<p>Ongoing.</p>
<p>IT Systems The BS service uses the Uniform, IDOX GMS and workflow systems plus AutoVue Professional. Preparation is being made for e-Building Standards. The key action is:</p> <ul style="list-style-type: none"> • Prepare for e-Building Standards including an assessment of technical requirements. 	<p>7</p>	<p>September 2016</p>
<p>Finance Systems The building standards service adheres to the corporate financial policies of the City of Edinburgh Council. Budgets are monitored and reassessed on an ongoing basis relative to expenditure and anticipated revenue income. Key action:</p> <ul style="list-style-type: none"> • Keep the budget under revenue. 	<p>7</p>	<p>Ongoing.</p>
<p>Internal Communication Strategies 2 building standards surveyors are on the staff engagement group. Staff briefings are held yearly</p>	<p>7</p>	<p>Ongoing.</p>

and a number of initiatives including a staff newsletter and head of service monthly talks have improved engagement. Key actions:		
<ul style="list-style-type: none"> Continue to embed the staff engagement strategy. 		

5. Building Standards – Additional Data (Local Authority Annual Return. Period 01.04.2015 – 31.03.2016)

Building Standards – Additional Data (Local Authority Annual Return) 2015-16

1	Building Warrant (BW)	Number
1.1	No. of BW Applications (including "late" applications)	4135
1.2	No. of "late" BW applications (as included above)	100
1.3	No. of BW approved	3542
1.4	No. of BW refused	0
1.5	No. of amendment to BW applications	982
1.6	No. of amendment to BW applications approved	895
1.7	No. of amendment to BW applications refused	1

Comments:

2	Completion Certificates (CC)	Number
2.1	No. of CC submissions (including those where no warrant was obtained)	5303
2.2	No. of CC submissions where no warrant was obtained ("late" CCs as included above)	150
2.3	No. of CC submissions accepted	6007
2.4	No. of CC submissions rejected	3

Comments:

3	Fees	Number
3.1	Total value of works for BW applications (including "late" applications)	£1050185924
3.2	Total value of works for amendment to warrant applications	£54876895
3.3	Total value of works for CC submissions where no warrant was obtained	£55996649
	Total Value of Work	£1161059468
3.4	Total building warrant fee income (including 'late' BW)	£3946613
3.5	Total amendment to warrant fee income	£210268
3.6	Total CC fee income where no warrant was obtained	£30775
	Total Fee Income	£4187656

Comments:

4	Costs	Number
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4.1	Total expenditure on verification	£2111287
Comments:		
5	Certification	Number
5.1	No of certificates of design (building structures) provided	2937
5.2	No of certificates of design (energy) domestic provided	37
5.3	No of certificates of design (energy) non-domestic provided	1
5.4	No of certificates of construction (electrical) provided	2367
5.5	No of certificates of construction (drainage, heating and plumbing) provided	66
Comments:		
6	EPCs	Number
6.1	No of copy EPCs received for domestic buildings under Standard 6.9	655
6.2	No of copy EPCs received for non-domestic buildings under Standard 6.9	6
Comments:		
7	Statements of Sustainability	Number
7.1	No of copy Statements of Sustainability for domestic buildings under Standard 7.1 "Bronze"	320
7.2	No of copy Statements of Sustainability for domestic buildings under Standard 7.1 "Bronze +"	72
7.3	No of copy Statements of Sustainability for domestic buildings under Standard 7.1 "Silver"	0
7.4	No of copy Statements of Sustainability for domestic buildings under Standard 7.1 "Gold"	80
7.5	No of copy Statements of Sustainability for domestic buildings under Standard 7.1 "Platinum"	0
7.6	No of copy Statements of Sustainability for non-domestic buildings under Standard 7.1 "Bronze"	0
7.7	No of copy Statements of Sustainability for non-domestic buildings under Standard 7.1 "Bronze +"	2
7.8	No of copy Statements of Sustainability for non-domestic buildings under Standard 7.1 "Silver"	2
7.9*	No of copy Statements of Sustainability for non-domestic buildings under Standard 7.1 "Gold"	0
7.10*	No of copy Statements of Sustainability for non-domestic buildings under Standard 7.1 "Platinum"	0
	<i>*7.8 to 7.10: Higher levels for Silver, Gold and Platinum are not currently possible for non-domestic.</i>	0
Comments:		
8	Enforcement	Number
8.1	No of section 25 notices issued	0
8.2	No of section 26 notices issued	0
8.3	No of section 27 notices issued	11
8.4	No of section 28 notices issued	0
8.5	No of instances where the local authority has taken action under Section 29	0
8.6	No of section 30 notices issued	0
8.7	No of enforcement cases reported to the Procurator Fiscal	0
8.8	No of cases from above where the local authority carried out work	0
Comments:		

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THE CITY OF EDINBURGH COUNCIL

PLANNING AND TRANSPORT

Building Standards

NATIONAL CUSTOMER CHARTER



The Purpose of a National Customer Charter

A National Customer Charter for Building Standards Verification provides information about the minimum standards of service that all local authority verifiers should meet. This gives customers the reassurance that a consistent, high quality service will be delivered no matter which local authority provides the service.

Our Aims:

To grant building warrants and accept completion certificates:

- To secure the health, safety, welfare and convenience of persons in and about buildings and others who may be affected by buildings or matters connected with buildings;
- Furthering the conservation of fuel and power, and;
- Furthering the achievement of sustainable development.

Our vision/values:

To provide a professional and informative service to all our customers.

Our Commitments:

Nationally all local authority verifiers will:

1. Seek to reduce the average time it takes for customers to obtain a building warrant
2. Ensure continuous improvement around the quality of our assessments to ensure compliance
3. Meet and seek to exceed customer expectations
4. Carry out local customer satisfaction surveys
5. Address feedback obtained through a National Customer Satisfaction Survey to improve the customer experience
6. Provide accurate financial data that is evidence-based
7. Engage with our peers and stakeholders through a National Forum that will identify and embed service improvements at a national level
8. Develop and adhere to a Balanced Scorecard approach outlining our objectives and targets
9. Fully adhere to the commitments outlined in this Charter (including information regarding the escape route process for dissatisfied customers in relation to building warrant processing timescales).
10. Provide a consistent format for our continuous improvement plans

Information:

National information on verification performance can be found at the Scottish Government website.

<http://www.scotland.gov.uk/bsd>

The City of Edinburgh Council Building Standards Verification Service

The [Planning and Building Standards Customer Service Charter](#) can be found on the Council website.

This sets out the service standards that can be expected when dealing with the Council's Building Standards verification service.

Planning Committee

10am, Thursday, 19 May 2016

Supplementary Guidance: Bruntsfield/Morningside and Leith Town Centres - Finalised

Item number	8.1
Report number	
Executive/routine	
Wards	Meadows/Morningside Leith Walk Leith

Executive Summary

The purpose of this report is to seek Committee approval of the finalised Supplementary Guidance (SG) for Bruntsfield/Morningside Town Centre and Leith Town Centre. The SGs will guide the balance of uses within the town centres. They will be used to determine planning applications for the change of use of shop units to non-shop uses and help to deliver the wider placemaking agenda. In both town centres the finalised policy affords more protection for shop uses than the preferred option consulted on in the draft SGs. Once approved, the two SGs can be formally adopted as part of the development plan, supplementing the Edinburgh Local Development Plan.

Links

Coalition pledges	P15
Council outcomes	CO7 , CO8 , CO19 , CO21
Single Outcome Agreement	SO1 , SO4

Supplementary Guidance: Bruntsfield/Morningside and Leith Town Centres - Finalised

1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 approves Appendix 1 as the finalised Supplementary Guidance for Bruntsfield/Morningside Town Centre;
 - 1.1.2 approves Appendix 2 as the finalised Supplementary Guidance for Leith Town Centre; and
 - 1.1.3 notes that both will be adopted as part of the statutory development plan at the procedurally appropriate time, once the Edinburgh Local Development Plan has been adopted.

2. Background

- 2.1 On 3 December 2015, Planning Committee approved draft SGs for Bruntsfield/Morningside and Leith Town Centres for consultation.
- 2.2 The Second Proposed Local Development Plan (LDP) was approved on 19 June 2014 and was submitted to Scottish Ministers on 29 May 2015 for examination. The SGs aim to deliver three of the five overall LDP aims:
- to support the growth of the city economy;
 - to help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services; and
 - to help create strong, sustainable and healthier communities, enabling residents to enjoy a high quality of life.
- 2.3 The SGs also aim to deliver two objectives in Chapter 6 (Shopping and Leisure) of the LDP:
- to maintain the existing and proposed distribution of centres throughout the city and sustain their vitality and viability; and
 - to improve the appearance, quality and attractiveness of all centres.

- 2.4 The LDP identifies nine town centres (including the City Centre Retail Core) with their boundaries shown on the Proposals Map. It devolves the detailed policy for these centres to separate supplementary guidance. This new approach was consulted on in the LDP's Main Issues Report as a preferred option to allow a more flexible approach to meet the particular needs and characteristics of each town centre. The programme for their preparation is set out in the report on the Annual Review of Guidance to Planning Committee on 25 February 2016.
- 2.5 Statutory SG is prepared under Section 22 of the Planning etc (Scotland) Act 2006.
- 2.6 The finalised SGs will be considered as material considerations in the determination of planning applications for the change of use of shop units. Once adopted, they will form part of the statutory development plan. This will take place after the LDP is adopted. An updated timetable for the LDP is set out in a separate report to this Committee meeting.
- 2.7 Of the nine town centres, four SGs have already been prepared, consulted on and finalised (City Centre, Corstorphine, Gorgie/Dalry, and Tollcross) and a further three are programmed for preparation in 2016/17 (Nicolson Street/Clerk Street, Portobello and Stockbridge).
- 2.8 Subject to resources, the intention is to review the guidance every two years to take account of changes of use over time.
- 2.9 The SGs demonstrate the Council's requirement to apply the Scottish Government's Town Centre First Policy and the desire to promote each town centre as the heart of the community it serves and a hub for a range of activities.
- 2.10 The preparation of the development plan policy at local level relates to the Localities model being established through the Council's Transformation Programme, which encourages a stronger joined up approach to working with communities to deliver projects.

3. Main report

- 3.1 The overall aim of the SGs is to deliver the Council's strategic priorities to improve the quality of life, ensure economic vitality and build excellent places.
- 3.2 The process of preparation has included:
 - analysing the results of citywide shop surveys undertaken in 1986, 1996, 2004, 2010 and 2015, including trends in the proportion of non-shop uses and vacancy rates;
 - assessing effectiveness of existing policies in the Edinburgh City Local Plan;

- joint working with the relevant officers in Neighbourhood teams, Transport and Economic Development teams and with community council presentations;
 - analysing the 'Public Life Street Assessments' carried out by consultants (HERE+NOW) and funded by the 'Smarter Choices Smarter Places' programme; and
 - considering the responses to consultation on the draft SGs (see Consultation and Engagement section below).
- 3.3 The draft SGs included policy options and accompanying questions. The draft SG for Bruntsfield/Morningside received 37 responses and the draft SG for Leith Town Centre received 28 responses.
- 3.4 As well as receiving broad support for the preferred policy options on the basis that greater flexibility will enhance and maintain vitality, viability and occupancy rates, a number of concerns were also raised. These included:
- maintaining a level of control over those frontages identified as already exceeding one-third in non-shop use; and
 - concern over the potential increase in cafes, estate agents, bookmakers and hot food takeaways, as a result of removing the level of protection afforded to those frontages proposed to be removed.
- 3.5 The finalised SGs have adopted an approach which incorporates elements from the preferred and alternative policy options. In doing so, it is considered that the finalised SG addresses a number of concerns raised during the consultation.
- 3.6 There was broad support in both town centres for continuing to not allow conversion of shop units to residential use.
- 3.7 The consultation asked for views on the existing town centre boundaries, as defined in the LDP Proposals Map.
- 3.8 Responses relating to potential boundary changes at Bruntsfield/Morningside included:
- extending the boundary to include side streets such as the north side of Colinton Road, top of Viewforth, and Belhaven Terrace; and
 - amalgamating the town centre with Comiston Road Local Centre.
- 3.9 Responses relating to potential boundary changes at Leith included:
- extending the boundary to include side streets such as Albert Street and Henderson Street; and
 - extending the boundary along Duke Street and down Constitution Street to Bernard Street.
- 3.10 Procedurally there is no scope to make such changes to this LDP. However, these suggestions for changes to the town centre boundary will be considered during the preparation of the next LDP.

- 3.11 The draft SGs identified development opportunity areas and sites in and around the town centres and options for how they could be developed. There was broad support for these in both town centres.
- 3.12 In finalising the SGs, consideration was given to the findings of the 'Public Life Street Assessment' carried out by consultants, HERE+NOW. For each of the town centres, an analysis of the place and movement function has led to the development of three overarching aims, incorporating development principles that can be applied to the town centre as a whole, including all potential opportunity areas.
- 3.13 For Bruntsfield/Morningside Town Centre, the three overarching aims are:
- prioritise pedestrian and cycle movement;
 - promote and facilitate staying times by making environmental improvements, which would enhance visual interest and comfort within the public realm; and
 - ensure a mix of uses to meet the needs and demands of the population, thus maintaining it as a destination for both shopping and leisure activities that extend into the evening.
- 3.14 For Leith Town Centre, the three overarching aims are:
- promote place by maximising Leith Town Centre's contribution to an active public street life, encouraging people to spend longer in the town centre by enhancing the comfort, interest and quality of the public realm;
 - facilitate movement and increase footfall by prioritising pedestrians and cyclists over cars; and
 - create a destination that provides a vibrant mix of shopping and other town centres services for residents and visitors.
- 3.15 The finalised SGs will be used to determine planning applications for the change of use of shop units to non-shop uses, and by identifying a vision for each of the town centres, they will also help to deliver the wider placemaking agenda.
- 3.16 In this regard, it is envisaged that the SGs will also be used by the Locality Teams and Neighbourhood Partnerships in supporting their Locality Improvement Plans by identifying key priorities.

4. Measures of success

- 4.1 The vitality and viability of the two town centres are preserved and enhanced. A clear, consistent and adaptable policy context is provided to communities and businesses. Local priorities for the centres are expressed in the relevant part of the development plan as an outcome of locally-focused policy formulation.

5. Financial impact

- 5.1 The money for the 'Public Life Street Assessment' has come from the Smarter Choices Smarter Places programme, which is 50% Scottish Government funding and 50% Council and partners match. The assessment itself is 100% funded by the Scottish Government grant fund aspect of this programme. This funding is secured and confirmed and the consultant's fee is under £25,000.

6. Risk, policy, compliance and governance impact

- 6.1 There are no perceived risks associated with this report.

7. Equalities impact

- 7.1 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 enhances the rights to 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.

8. Sustainability impact

- 8.1 The proposals in this report will:
- reduce carbon emissions because they support and provide local services in sustainable locations, reducing the need for travel;
 - increase the city's resilience to climate change impacts because supporting town centres reduces the need to travel for services;
 - help achieve a sustainable Edinburgh because town centres are places for social and economic interaction, and fostering their vitality and viability will protect their identity within our communities;
 - help achieve a sustainable Edinburgh because it supports the town centres where many local businesses choose to locate; and
 - help achieve a sustainable Edinburgh because they promote the continued use of shop units in beneficial use.
- 8.2 A Strategic Environment Assessment (SEA) screening process determined that a full assessment was not required for either SG.

9. Consultation and engagement

- 9.1 The principle of preparing SGs for town centres was consulted on through the LDP process. Nine representations relating to the issue are being considered through the LDP examination. The SGs are being prepared in anticipation of the LDP, and they will not be formally adopted until the LDP examination outcome is known and the LDP itself has been adopted.
- 9.2 Throughout the project to date, engagement has taken place involving the relevant Neighbourhood Teams, the Transport and Economic Development services, and community councils.
- 9.3 The consultation period ran for six weeks between 5 January and 16 February 2016. During this time, the [draft SG for Bruntsfield/Morningside](#) and [draft SG for Leith](#) were available on the Council's Consultation Hub.
- 9.4 For Bruntsfield/Morningside, two drop-in events were held at Morningside Library on 19 and 23 January. For Leith, two drop-in events were held at McDonald Library on 26 and 30 February. In total, 1,272 letters, emails and advertisement posters were sent to community councils, amenity bodies, and local businesses.
- 9.5 A summary of the consultation responses are set out in Appendix 3.
- 9.6 Additionally, consultation took place with the city's Access Panel.

10. Background reading/external references

- 10.1 [Annual Review of Guidance report](#) to Planning Committee (27 February 2014)
- 10.2 Edinburgh Local Development Plan [Main Issues Report](#) (October 2011)
- 10.3 [Local Development Plan - Second Proposed Plan](#) (June 2014)
- 10.4 [Supplementary Guidance: Bruntsfield/Morningside and Leith Town Centres – drafts for consultation report](#) to Planning Committee (3 December 2015)
- 10.5 [Draft Supplementary Guidance – Bruntsfield/Morningside Town Centre](#) (December 2015)
- 10.6 [Draft Supplementary Guidance – Leith Town Centre](#) (December 2015)
- 10.7 Public Life Street Assessments (December 2015)

Paul Lawrence

Executive Director of Place

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11. Links

Coalition pledges	P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors
Council outcomes	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.
Single Outcome Agreement	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
Appendices	Appendix 1 Town Centre Supplementary Guidance – Bruntsfield/Morningside - Finalised Appendix 2 Town Centre Supplementary Guidance - Leith – Finalised Appendix 3 Summary of consultation responses



Bruntsfield/Morningside Town Centre

Supplementary Guidance

May 2016

CONTENTS

1. Introduction
2. Bruntsfield/Morningside Town Centre – Key Findings
3. The Vision for Bruntsfield/Morningside
4. Retail Policies
5. Links to other policies and guidance
6. Definitions
7. Map 1 & 2

1. INTRODUCTION

The Supplementary Guidance has been prepared in accordance with **Policy Ret 8: Alternative Use of Shop Units in Defined Centres**, in the Local Development Plan (LDP) and applies to all shop units within the town centre. It aims to deliver two LDP objectives set out in Chapter 6 (Shopping and Leisure) of the Plan:

- To maintain the existing and proposed broad distribution of centres throughout the city and sustain their vitality and viability;
and
- To improve the appearance, quality and attractiveness of all centres.

The Supplementary Guidance has been informed by the 'Public Life Street Assessment' carried out by design consultants, HERE+NOW, which explored how the town centre should evolve to maximise the potential for benefitting public life.

2. BRUNTSFIELD/MORNINGSIDE TOWN CENTRE – KEY FINDINGS

Bruntsfield/Morningside is one of Edinburgh's nine town centres (including the City Centre). It is defined, protected and promoted as the heart of the community and a hub for a wide range of activities from shopping to leisure. Bruntsfield/Morningside Town Centre (defined in Map 1 and 2 on page 17-18) is located along a main arterial route leading south from the City Centre. The boundary starts at the junction of Leamington Terrace/Bruntsfield Place and continues down to the bottom of Morningside Road, taking in side streets like Church Hill Place and a part of Colinton Road.

Bruntsfield/Morningside is densely populated, with a population of over 10,000 within easy walking distance of the town centre. The area is historic in character, with a number of listed buildings and the majority of the town centre is located within Marchmont, Meadows and Bruntsfield, Merchiston and Greenhill, and Morningside Conservation Areas.

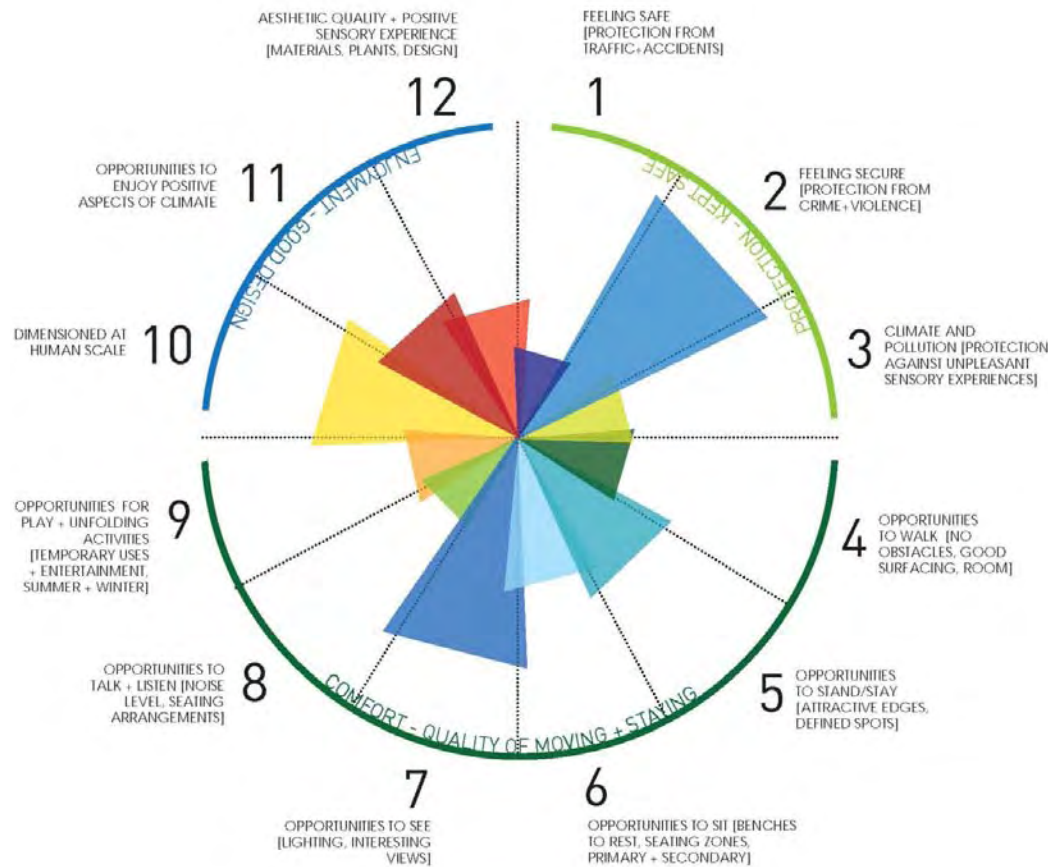
Public Life Street Assessment

A systematic methodology using direct observation techniques (pedestrian counts, behavioural mapping and tracing studies) was used to assess both the place and movement function of Bruntsfield/Morningside Town Centre. The results are summarised below and in the accompanying graphics.

Place Function Analysis

As identified in the image below, Bruntsfield and Morningside Town Centre has a mix of place function scores, with some very high, for example feeling secure, and some very low, such as feeling safe from traffic and opportunities to walk. The diversity of small scale shops provide visual interest and a desire to stop and stay, particularly where awnings provide shelter. However, narrow

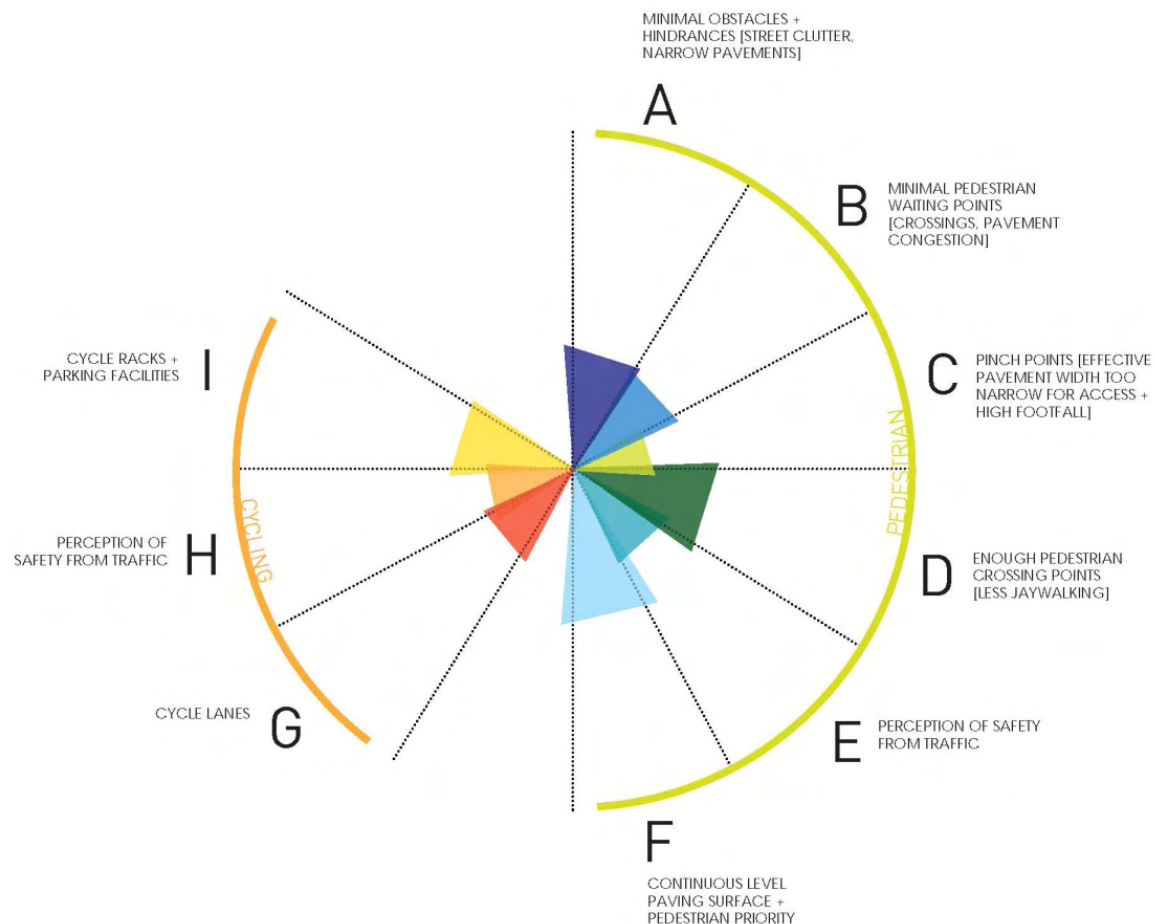
pavements and limited opportunities to sit often restrict people’s desire to stop and stay. Likewise, although there are many high points along the street which offer views to the Pentlands, there are little opportunities to appreciate these.



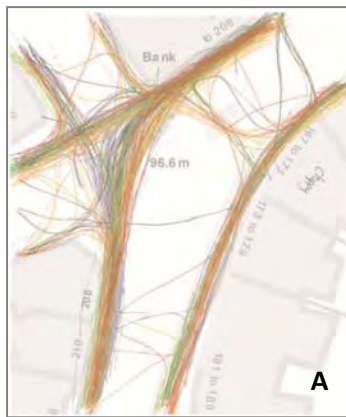
Pedestrian Movement Function

As identified in the image below, Bruntsfield/Morningside Town Centre scored poorly for movement function, both for pedestrians and cyclists. These low scores are the result of narrow pavements, street clutter, poor material surfaces, poor drainage, and a lack of cycle facilities and pedestrian priority. Narrow pavements, heavy peak footfall and long waiting times at crossing points result in

significant pedestrian congestion in many places throughout the town centre. This often results in incidences of jaywalking, single file walking and frequently stepping out into the road to avoid people and obstacles.



The map and images on the following page show the observational tracing studies carried out at the five locations (A-E) within the town centre boundary. The tracing studies mark pedestrian movement lines. As these build up, pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.



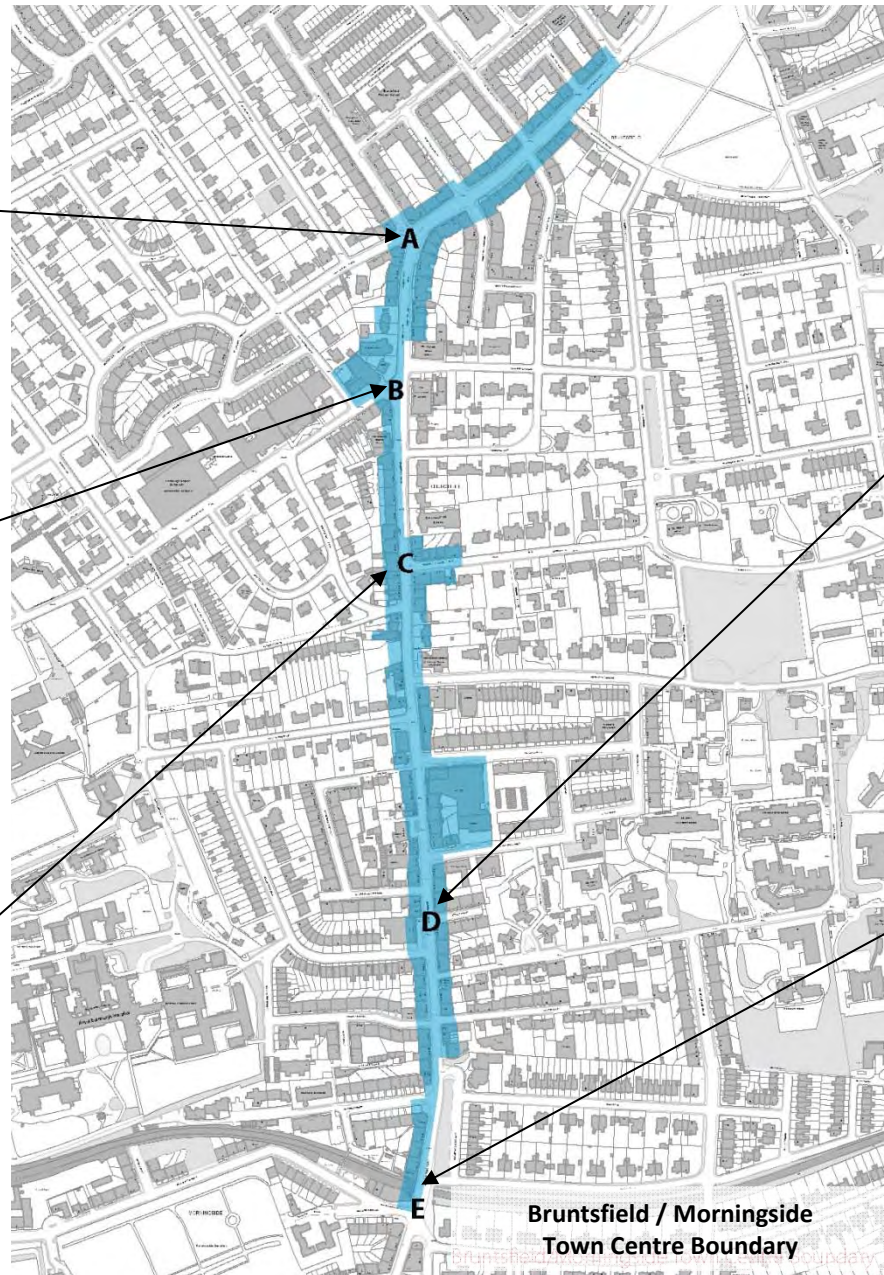
A



B



C



Bruntsfield / Morningside
Town Centre Boundary



D

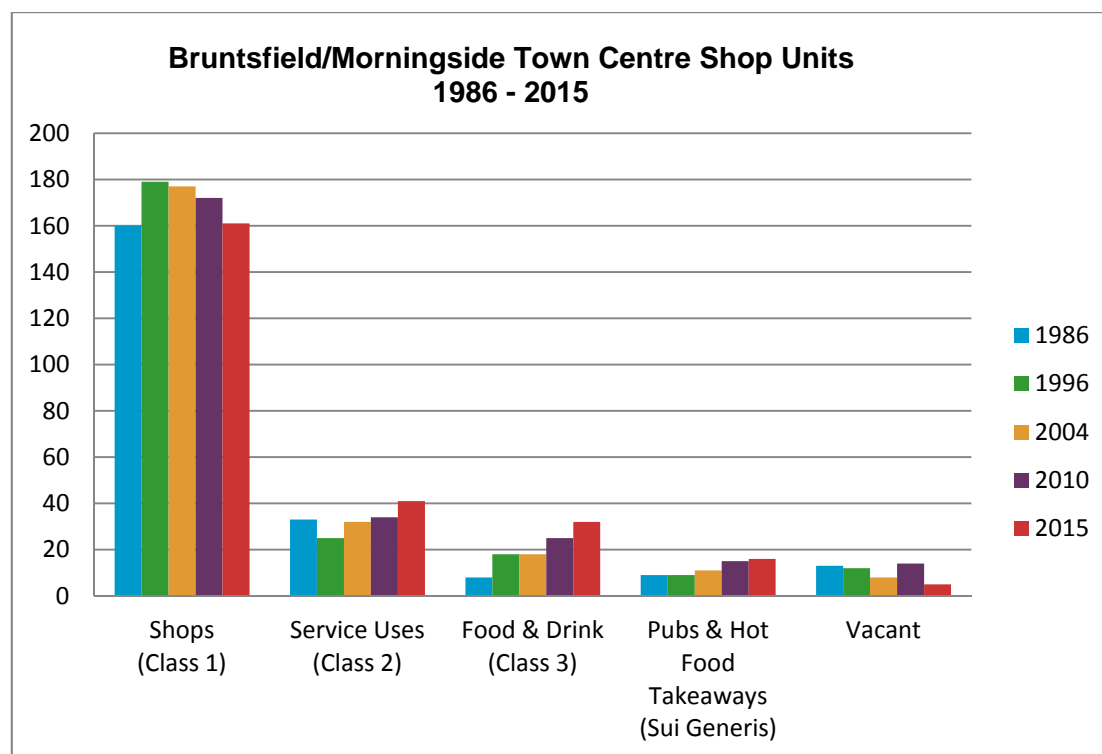


E

From approximately March 2017, Bruntsfield/Morningside will introduce a 20mph speed limit, which is currently being rolled out across the city. Reduced traffic speed will improve the sense of security for pedestrians and cyclists. Since the Public Life Street Assessment was carried out, the town centre has also benefitted from the [trade waste policy](#) that only allows trade waste to be presented on the street/outside premises for one-hour within set collection windows. This has significantly reduced pavement clutter and improved pedestrian movement at peak times, for example commuter times and during lunch breaks.

Shops and other town centre uses

Similar to Edinburgh's other town centres, the shop units are predominantly ground floor units under traditional tenemental housing. Where a unit is used as a shop it is necessary to get planning permission from the Council to change to another use. However, the planning system cannot control what goods shops are selling, nor can it control which company occupies a shop. National retailers such as Boots and Superdrug are commonplace, but a good proportion of retail units are occupied by up-market independent operators. There are also a number of smaller supermarkets within the town centre, Marks & Spencers Simply Food and a large Waitrose. The mix of uses has been monitored in [city-wide shop surveys](#) periodically undertaken since 1986. As identified in the chart below, the survey shows a steady increase in other town centre uses. It also shows a steady decrease in the vacancy rates. The vacancy rate is 2%, which is significantly below the Edinburgh average of 7% and below the national average which is between 9 and 13%.



Notwithstanding the number of shop uses, the area also benefits from having a number of community, leisure and public uses located within and in close proximity, such as Bruntsfield Links, Morningside Library, Dominion Cinema, Church Hill Theatre, a number of health centres and the Eric Liddell Centre, which operates a range of caring services, educational courses, and activities for the community. As a result of the mix of uses, employment in Bruntsfield/Morningside Town Centre is high at 4,900. Re-letting potential is also high, with vacancy rates being consistently low. Rents have increased or remained stable over recent years. The retail rent (2 years ending September 2015) is £24/sq ft; the highest of all eight town centres (excluding the city centre) and double that of Leith and Portobello.

3. THE VISION FOR BRUNTSFIELD/MORNINGSIDE

There is great potential to improve the movement and place function of Bruntsfield/Morningside Town Centre. Three key overarching aims have been identified for the town centre as a whole. Both the Planning and Transport Service and Localities team should endeavour to apply these, where appropriate. External parties should consider these when submitting planning applications.

AIM 1 - Prioritise pedestrian and cycle movement

- a) Improve connections with the wider active travel network as identified on Map 1 and 2.
- b) Increase opportunities for cycle parking facilities at key points along the town centre.
- c) Simplify complex pedestrian crossings at key junctions, for example Holy Corner.
- d) As part of the Capital Renewals Program and in line with Edinburgh's Street Design Guidance, explore the potential to move the kerbs to make pavements wider and carriageways narrower.
- e) Minimise appropriate pavement displays and other street clutter as identified in any relevant street audits prepared by the Council or Living Streets.
- f) Explore the opportunities of redesigning key junctions that currently present a barrier to pedestrian movement, for example Holy Corner, where the semi public space outside Bank of Scotland provides an opportunity for new civic space with seating, green space, and cycle racks.

AIM 2 - Promote and facilitate staying times by making environmental improvements, which would enhance visual interest and comfort within the public realm

- a) Incorporate and enhance natural and built features where they can contribute positively to new development, for example the former listed police box, the South Suburban railway line, any existing pedestrian links, and private/public open spaces.

- b) Ensure active frontages to the street by prohibiting the change of use from shop use to residential in ground floor units.
- c) The mix of uses at ground floor level must seek to activate the building, by providing glazing which will allow for natural surveillance and interaction to take place between the building and outdoor space.
- d) Support high quality shopfront design that complies with the Council's Guidance for Businesses, and the Listed Building and Conservation Area Guidance.
- e) Maximise opportunities for formal and informal outdoor seating incorporating shelter in the form of trees, planters or shop front awnings.
- f) Open up existing private open space, for example at Hermitage Terrace, to enable it to function as part of the town centre.
- g) Retain existing frontage set-backs along Morningside Road, as part of future redevelopment opportunities, to provide for flexible pedestrian priority spaces with opportunities for outdoor markets on an otherwise very linear and narrow street. For example at Belhaven Terrace (Bank of Scotland), Morningside Park (M&S Simply Food/Superdrug), Falcon Avenue (Waitrose), Balcarres Street (Bank of Scotland) and Hermitage Terrace (Post Office).

AIM 3 - Ensure a mix of uses to meet the needs and demands of the population, thus maintaining it as a **destination for both shopping and leisure activities that extend into the evening**

- a) Planning applications for a change of use from a shop to a non-shop use must comply with the policies set out in Section 4.
- b) Opportunities should be considered for promoting residential use above shop units in any new development or redevelopment schemes within and on the edge of the town centre boundary, for example the M&S Simply Food/Superdrug, Post Office and Bank of Scotland buildings along Morningside Road.
- c) Where pavements are wider and there are clusterings of food and drink uses, outdoor seating permits should be encouraged.
- d) Support class 3 food and drink use on corner units where there is opportunity to activate the public street life.

4. RETAIL POLICIES

The three policies below ([Policy BM 1](#), [Policy BM 2](#) and [Policy BM 3](#)) set out when a shop unit can change from a shop use to a non-shop use.

Policy BM 1 – Alternative Use of Shop Units in Primary Frontages

In the Primary Frontages, defined in [Table 1](#) (see Map 1 and Map 2), 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) the proposal is for an appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability.

Table 1 : Primary Frontages
20 - 104 Morningside Road
179 - 235 Morningside Road
200 - 372 Morningside Road
237 - 265 Morningside Road
132 - 174 Bruntsfield Place & 2 Bruntsfield Avenue
176 - 206 Bruntsfield Place
103 - 129 Bruntsfield Place
131 - 141 Bruntsfield Place

Policy BM 2 – Alternative Use of Shop Units in Secondary Frontages

In the Secondary Frontages, defined in **Table 2** (see Map 1 and Map 2), 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 half** of the total number of units in the frontage will be in non-shop use; and
- b) the proposal is for an appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability.

Table 2 : Secondary Frontages
78 - 130 Bruntsfield Place
145 - 177 Morningside Road

Policy BM 3 – Alternative Use of Shop Units Elsewhere in Bruntsfield/Morningside Town Centre

For those locations not within a ‘frontage’, but elsewhere within the Bruntsfield/Morningside Town Centre boundary, a change of use from a shop to a non-shop use will be permitted provided a proposal is:

- Class 2 – financial, professional or other services
- Class 3 – food and drink uses
- An appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability

5. LINKS TO OTHER POLICIES AND GUIDANCE

Other relevant policies in the Local Development Plan include:

- Ret 2 Town Centres;
- Ret 10 Food and Drink Establishments; and
- Hou 7 Inappropriate Uses in Residential Areas

Policy Ret 2 generally supports shop uses in town centres. Policies Ret 10 and Hou 7 consider the impact of proposals on nearby residents, such as public houses and hot-food takeaways.

One-Door Approach

The One Door Approach to Development Consents aims to give the customer all the information they need at the start of the development process. Food and drink, public house and hot-food takeaway uses will often require other consents and are subject to separate controls by licensing for:

- Alcohol
- Hours of operation
- 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 or contact the Business Gateway.

Edinburgh Street Design Guidance

Edinburgh's new Street Design Guidance brings together previously separate CEC guidance on street design to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a world-class network of vibrant, safe, attractive, effective and enjoyable streets. The guidance will apply to a range of Council services who manage streets for various purposes.

Edinburgh Design Guidance

The Edinburgh Design Guidance sets out the Council's expectations for the design of new development in Edinburgh. The guidance is intended for all new buildings and should be used as a point of reference, a basis for the planning, design and communication of new development proposals and a material consideration in assessing planning applications. It aims to provide guidance on how to comply with the policies in the local plans, explain the key ideas which need to be considered during the design process, give examples of good quality design, and set out the requirements for design and access statements.

6. DEFINITIONS

Class 1 shop use - A unit used for the sale of goods to visiting members of the public, for example, post office, sale of tickets, cold food for consumption off the premises, and hairdressing.

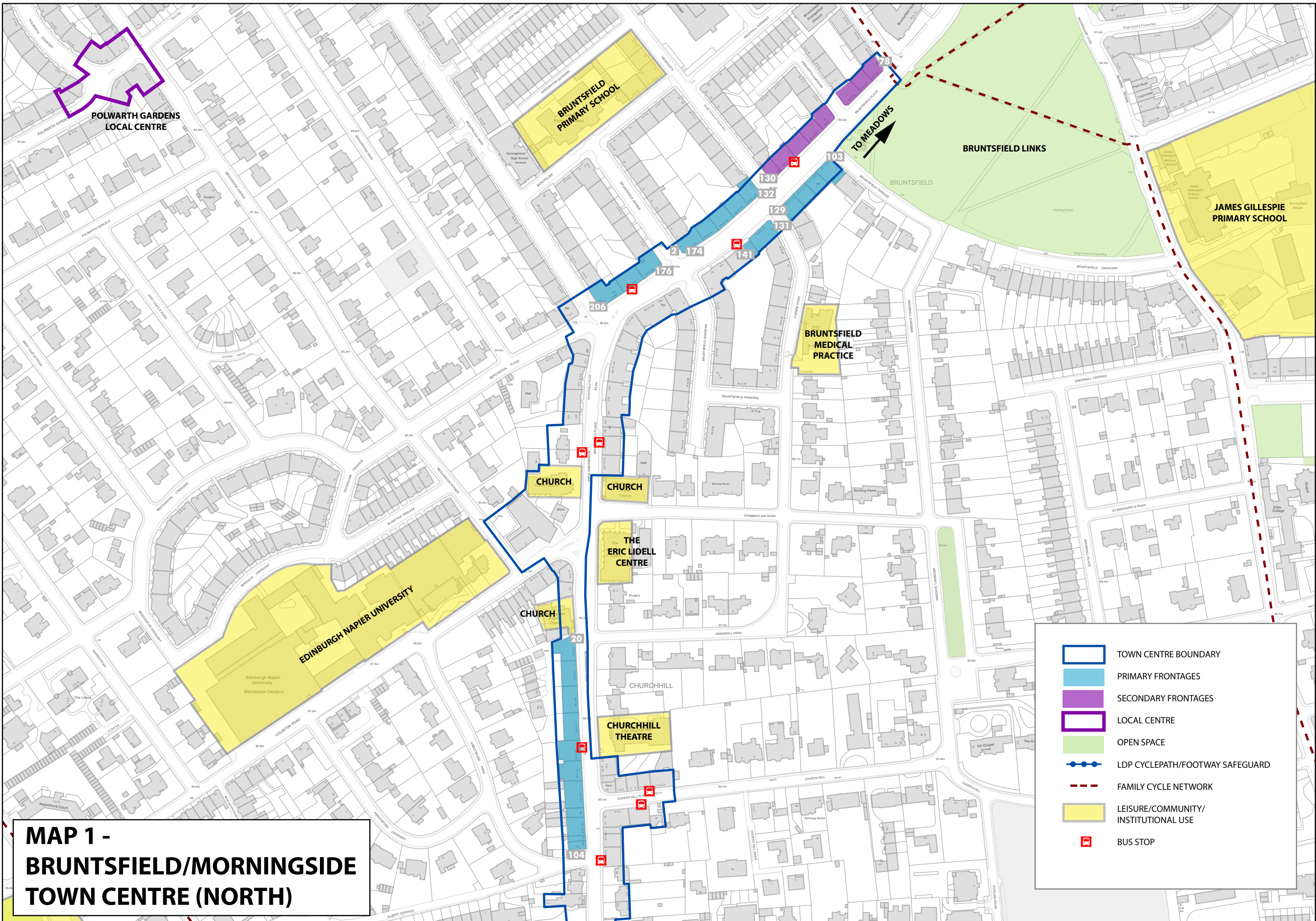
Shop unit - Premises opening directly onto the street and designed primarily for shop use.

Non-shop uses - Changing a shop to a non-shop use is known as a 'change of use' and will always require planning permission.

Examples of non-shop uses are:

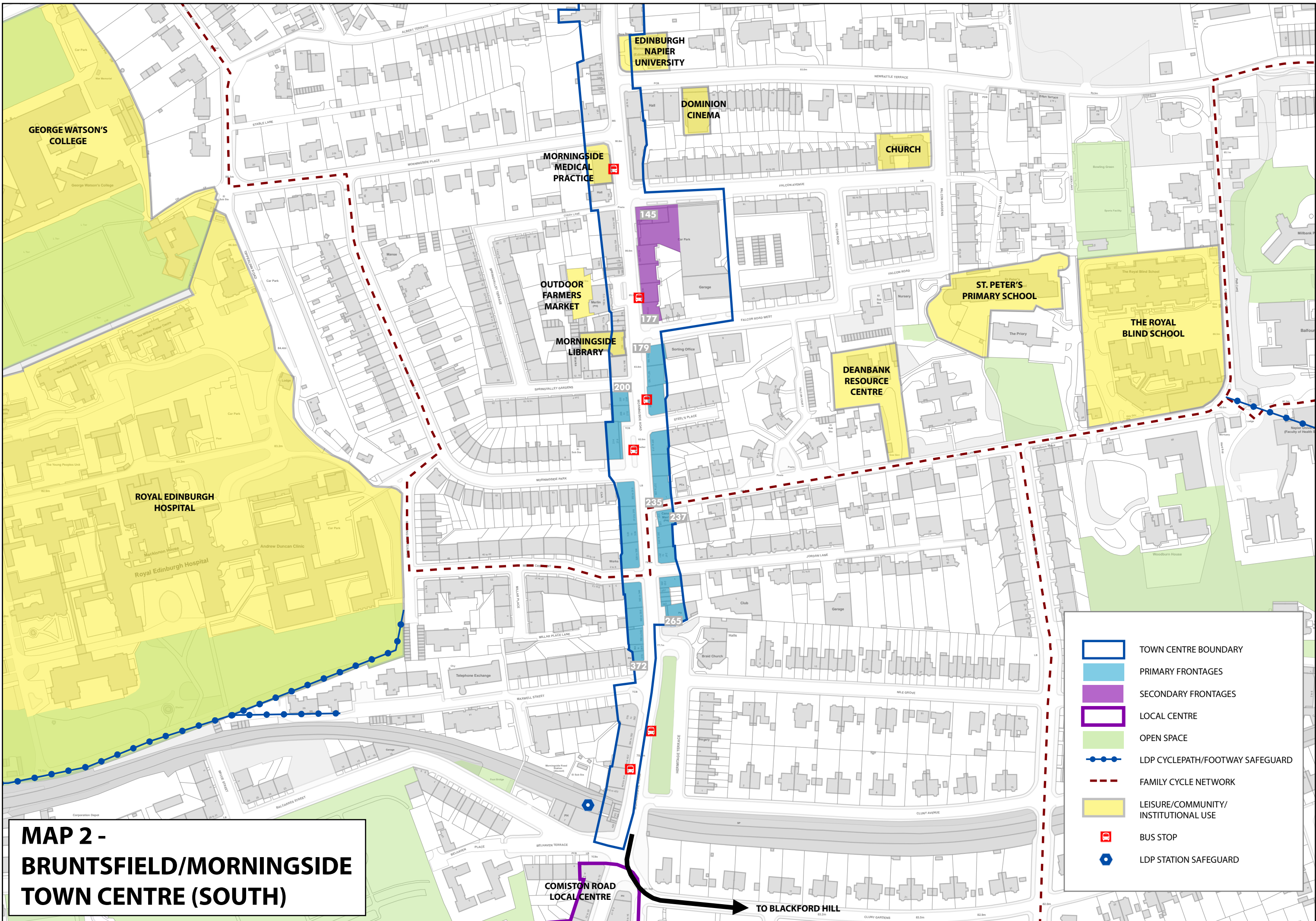
- **Class 2 Service Uses** – lawyers, accountants, estate agents, health centres, tanning salons, betting shops and pawn brokers.
- **Class 3 Food and Drink** (consumed on premises) – restaurant, cafe, snack bar (not a public house or hot food take-away).
- Pubs and hot food takeaways are classified as **Sui Generis**.

Some changes of use are permitted development, 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.













**MAP 1 -
BRUNTSFIELD/MORNINGSIDE
TOWN CENTRE (NORTH)**

	TOWN CENTRE BOUNDARY
	PRIMARY FRONTAGES
	SECONDARY FRONTAGES
	LOCAL CENTRE
	OPEN SPACE
	LDP CYCLEPATH/FOOTWAY SAFEGUARD
	FAMILY CYCLE NETWORK
	LEISURE/COMMUNITY/ INSTITUTIONAL USE
	BUS STOP



**MAP 2 -
BRUNTSFIELD/MORNINGSIDE
TOWN CENTRE (SOUTH)**

	TOWN CENTRE BOUNDARY
	PRIMARY FRONTAGES
	SECONDARY FRONTAGES
	LOCAL CENTRE
	OPEN SPACE
	LDP CYCLEPATH/FOOTWAY SAFEGUARD
	FAMILY CYCLE NETWORK
	LEISURE/COMMUNITY/ INSTITUTIONAL USE
	BUS STOP
	LDP STATION SAFEGUARD



Leith Town Centre

Supplementary Guidance

May 2016

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2. Leith Town Centre – Key Findings
3. The Vision for Leith
4. Retail Policies
5. Links to other policies and guidance
6. Definitions
7. Map 1 & 2

1. INTRODUCTION

The Supplementary Guidance has been prepared in accordance with **Policy Ret 8: Alternative Use of Shop Units in Defined Centres**, in the Local Development Plan (LDP) and applies to all shop units within the town centre. It aims to deliver two LDP objectives set out in Chapter 6 (Shopping and Leisure) of the Plan:

- To maintain the existing and proposed broad distribution of centres throughout the city and sustain their vitality and viability;
and
- To improve the appearance, quality and attractiveness of all centres.

The Supplementary Guidance has been informed by the 'Public Life Street Assessment' carried out by design consultants, HERE+NOW, which explored how the town centre should evolve to maximise the potential for benefitting public life.

2. LEITH TOWN CENTRE – KEY FINDINGS

Leith Town Centre is one of Edinburgh's nine town centres (including the City Centre Retail Core) defined, protected and promoted as the heart of the community and a hub for a wide range of activities from shopping and providing local services and as a leisure destination. Leith Town Centre (defined in Map 1 and 2) starts just to the north of the city centre and follows Leith Walk north to take in parts of Great Junction Street, Duke Street and the Kirkgate. Leith Walk has evolved from a historic route that led from the Port of Leith to the city to a main arterial route into the city centre, most of the town centre is with either the Leith Conservation Area or the New Town Conservation Area.

Leith Ward has the highest population density in the city and is one of the most densely populated areas in the UK. There are over 16,000 residents that are within an easy walking distance of the town centre boundary (see map 1 and 2). The resident population and visitors to Leith are set to increase with the following developments:

- Four new dedicated student accommodation blocks (two of which include new shop units);
- New housing at Tennant Street and Brunswick Road;
- Proximity to the Edinburgh St. James development and new hotel at Baxter Place;
- Commitment to extending the Tram line to Newhaven.

Leith Town Centre is the subject of an extensive road and public realm renewal programme, referred to as the 'Leith Programme'. Funded by the Council and Sustrans, it is focussed on delivering high quality public realm, focussing on walking, cycling, public transport and street life along Leith's principal street. The first three phases are complete, with further phases subject to

consultation. From March 2017 the 20mph programme will be introduced in the Leith area. Reduced traffic speed will improve the sense of security for pedestrians and cyclists.

The average quoting retail rent (2 years ending Sep 2015) (£/sq ft) is £12 which, along with Portobello, is the lowest rent in the city and equates to half the rent of Bruntsfield/Morningside and Stockbridge Town Centres.

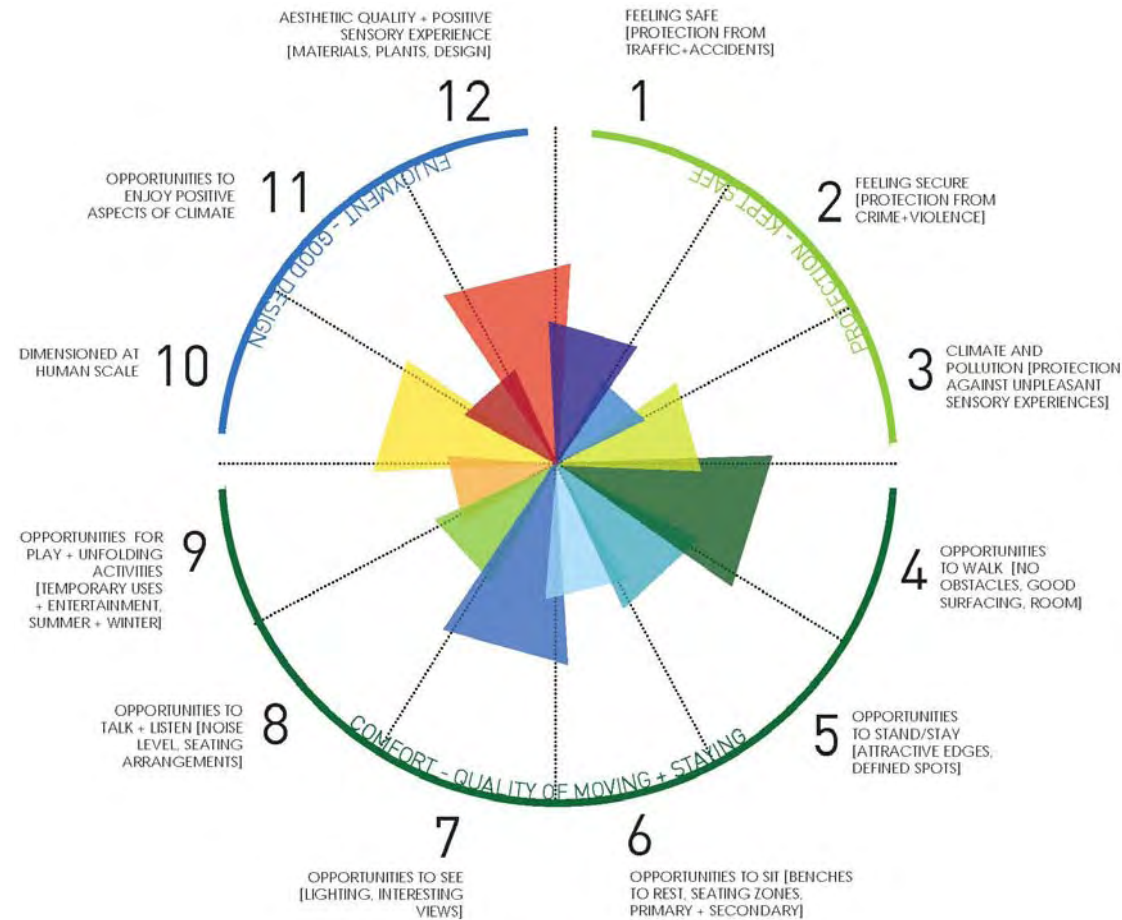
Leith has benefitted from the [trade waste policy](#) that only allows trade waste to be presented on the street/outside premises for one-hour within set collection windows. This has significantly reduced pavement clutter and improved pedestrian movement, especially at peak times of the day.

Public Life Street Assessment

A systematic methodology using direct observation techniques (pedestrian counts, behavioural mapping and tracing studies) was used to assess both the place and movement function of the Leith Town Centre. The results are summarised below and in the accompanying graphics.

Place Function Analysis

The place function was assessed against 12 Quality Criteria advocated by Gehl Architects. Generally the place function score is split between those areas already improved under the Leith Programme, and those yet to be transformed by the programme. The sections south of Pilrig Street, as well as Great Junction Street, have a poorer score. As identified in the 'wheel' diagram below, Leith scored moderately on its aesthetic quality and detail design. The assessment highlighted a need to address lack of vegetation and planting throughout the centre.



As a movement route the centre scores highly especially in the improved sections. Generally there is good lighting and opportunities to enjoy views up the Walk. Wider footpaths, particularly in the newer sections, allows shopfronts to be appreciated and creates space that feels at a human scale and less dominated by cars.

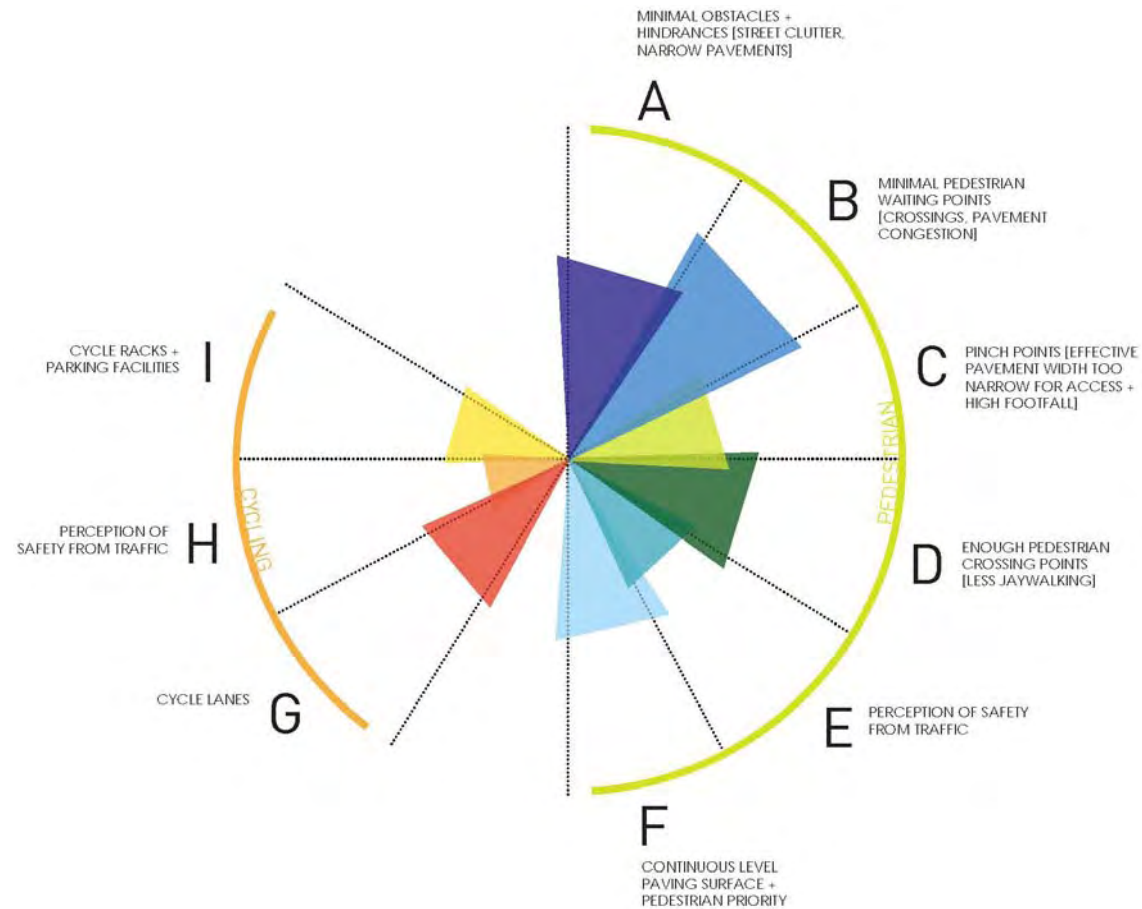
The place function scored less well on opportunities to enjoy positive climate as there is currently little shelter from inclement weather; there are few opportunities for play and unfolding activities; traffic noise and lack of sheltered seating from traffic make few opportunities to talk and listen. Overall there is a lack of places to sit or stay in a comfortable setting due to lack of shelter and seating. Feeling safe and protected from traffic and accidents scored poorly. The assessment drew attention to a perception of crime and anti-social behaviour.

Pedestrian Movement Function

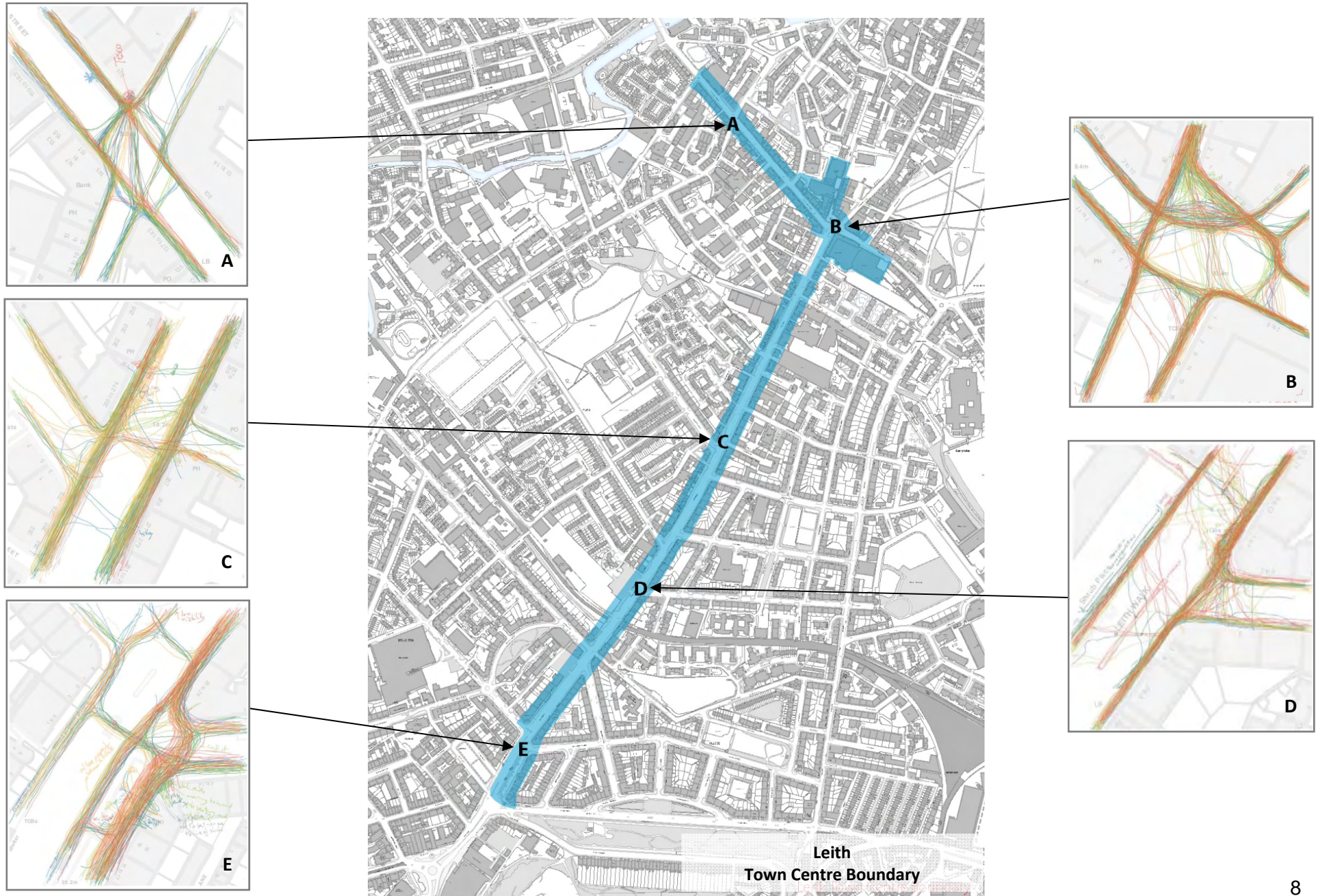
As described in the 'wheel' diagram below, Leith enjoys minimal pedestrian congestion (with the exception of Great Junction Street). Along the length of the Walk there are few waiting points for pedestrians when crossing minor roads. The completed section of the Leith Programme has particularly helped minimise pedestrian waiting points with the raised entry treatment of side streets; wide and clear pedestrian routes; and the addition of new crossings. Elsewhere such as Great Junction Street movement is impeded by narrow pavements, higher number of obstacles and A-frames are prevalent in the south of Leith Walk.

There are some sections that pedestrian movement tracing (see images below) highlighted as problematic, such as the south of the Pilrig Road junction and the complex junction at Montgomery Street/Elm Row. Where new crossings have been added, these have been welcomed.

Paving surface and width is a problem in the sections yet to be improved and in Great Junction Street where there is a lack in pedestrian priority in terms of carriageway space and junction layouts. User interviews expressed concern regarding traffic in terms of accidents, volume and noise.



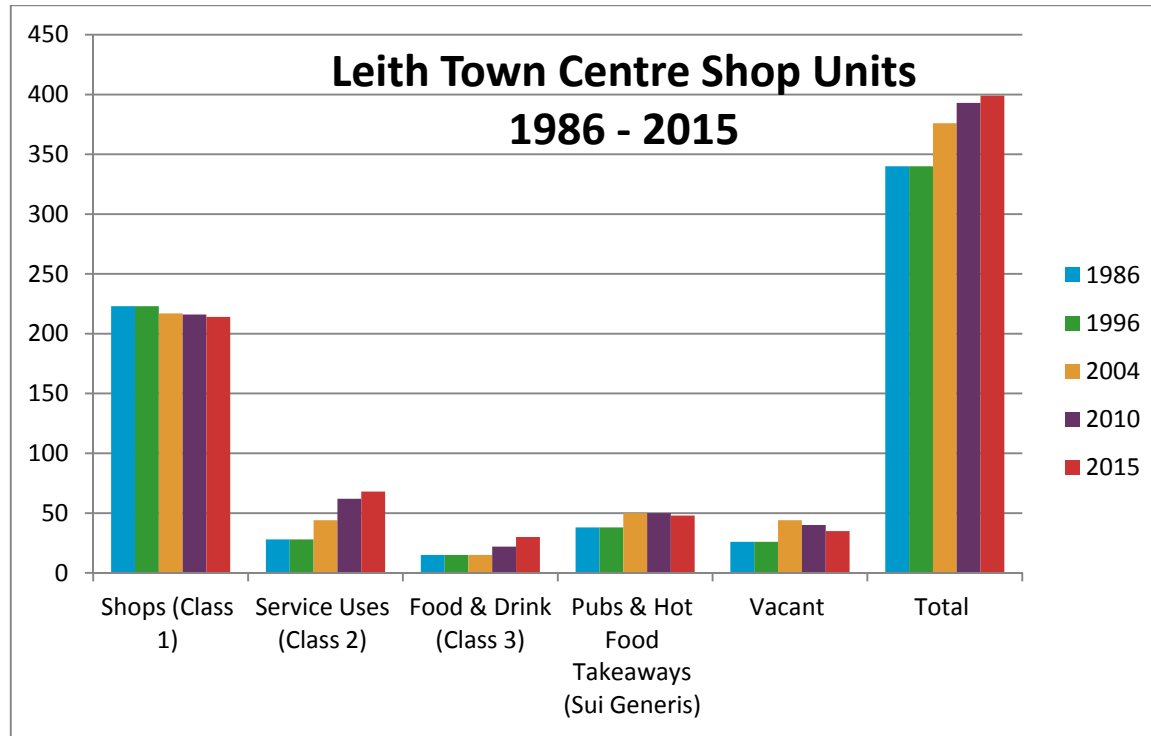
The map and images below show the observational tracing studies carried out at the five locations (A-E) within the town centre boundary. The tracing studies mark pedestrian movement lines. As these build up, pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.



Shop and other town centre uses

Similar to Edinburgh's other town centres, the shop units are predominantly ground floor units under traditional tenemental housing. Where a unit is used as a shop it is necessary to get planning permission from the Council to change to another use. However, the planning system cannot control what goods shops are selling, nor can it control which company occupies a shop. Leith has a dedicated pedestrian shopping precinct at the Newkirkgate with national retailers like Lidl and Farmfoods present with dedicated parking to the rear. There is a recently extended stand-alone supermarket at the bottom of the Walk. Some units have been merged to accommodate larger units, often for the 'local' format national supermarkets (Tesco Metro, Scotmid, the Cooperative and other independent supermarkets). There is a good mix of other convenience shops to serve the large local population as well as specialist independent shops to draw in trade, making Leith a shopping destination. The shopfront design is of varying quality across the centre.

The mix of uses has been monitored in [city-wide shop surveys](#) periodically undertaken since 1986. As the graph below shows, the mix of uses follows trends seen in other town centres like a small loss in shops contrasting with an increase in service uses and food and drink uses. Pubs and hot food takeaways have remained more stable over the years, and there has been an improvement in the vacancy rate. The last survey shows a 10% rate which is below the national average and which is between 9% and 13%, but higher than Edinburgh's average of 7%.



3. THE VISION FOR LEITH

There is great potential to improve the movement and place function of Leith Town Centre. Three key overarching aims have been identified for the town centre as a whole. Both the Planning and Transport Service and Localities teams should endeavour to apply these, where appropriate. External parties should consider these when submitting planning applications.

AIM 1 - Promote PLACE by maximising Leith Town Centre's contribution to an active public street life, encouraging people to spend longer in the town centre by enhancing the comfort, interest and quality of the public realm.

- a) Bringing visual interest to the streetscape that can be appreciated by pedestrians, such as supporting:
 - outdoor seating;
 - appropriate pavement displays of traders' goods; and
 - high quality shopfront design that complies with the Council's Guidance for Businesses, and the Listed Building and Conservation Area Guidance.
- b) Adding opportunities to shelter from the elements, rest and enjoy positive climate, for example by supporting the addition/use of:
 - Planters, trees, awnings, overhangs; and
 - formal or informal seating.
- c) Creating flexible public spaces that allow options to test outdoor markets/temporary stalls/seating spaces, for example at Elm Row or the Kirkgate.
- d) Improving the environmental quality of all amenity space, regardless of tenure, to create informal open spaces, for example at Croall Place.

- e) Any development opportunity should make a positive contribution to the public realm by meeting the Street Design Guidance and future public realm strategy.

AIM 2 - Facilitate MOVEMENT and increase footfall by prioritising pedestrians and cyclists over cars.

Leith Town Centre scores well for movement, but there are some areas that still need to be redesigned to reduce pinch points (congestion) and increase pavement space.

- a) Improve connections with the wider walking and cycling networks and QuietRoutes network, for example creating more direct routes to Pilrig Park through the redevelopment of the Stead's Place/100 – 152 Leith Walk block and from Great Junction Street potentially from Pirrie Street; and in the long-term to connect to the Powderhall train line, the route of which is safeguarded as a long-term active travel off-road route;
- b) Upgrade junctions by moving kerbs to create wider pavements and narrower carriageways to help reduce congestion at the narrow sections of pavement, for example at the junction with Bonnington Road;
- c) Reduce street clutter that impedes pedestrian movement, particularly at Great Junction Street;
- d) Simplify complex road junctions for example the Elm Row/Annandale Street/Montgomery Street junction through the next phase of the Leith Programme.

AIM 3 - Create a DESTINATION that provides a vibrant mix of shopping and other town centre services for residents and visitors.

- a) Maximise Leith's large resident population and ensure that the town centre meets their shopping needs and demands, balanced against the benefits of extending economic activity and footfall into the evening.
- b) Recognise the retail focus at the foot of the Walk, supported by busy bus stops and available parking, and nurture it by applying an appropriate planning policy that protects shop use (see **Policy LTC 1** below).

- c) Capitalise on the wide pavements and clustering of food and drink with outdoor seating permits located between Stead's Place and Iona Street by applying an appropriate policy that allows greater flexibility in changes to food and drink uses (see **Policy LTC 2** below).
- d) Town centres are highly accessible and desirable locations for a variety of uses, including residential and small business use. These uses would be supported as part of the redevelopment of larger sites such as the land behind Stead's Place/100 – 152 Leith Walk block and the site that includes the former depot at 165 Leith Walk, which could also accommodate the space needs of the Community Planning Partners. The Housing Land Study (June 2014) identified the depot site as a 'high' probability for development with an indicative capacity of 100 units; while the northern section is identified as Leith Walk/Manderston St and given a 'low' probability for development, with an indicative capacity of 44 units. Development opportunities within the town centre boundary and directly adjacent to the street frontage should also deliver:
- active frontages with ground floor commercial units;
 - clear pedestrian links through the site; and
 - opportunities to create or enhance public spaces, where possible.
- e) Consequently, the conversion of any shop unit to residential use within the town centre boundary will not be permitted.
- f) Ensure Leith capitalises on the opportunities that the three tram stops safeguarded along Leith Walk will bring to the immediate vicinity.

4. RETAIL POLICIES

The three policies below (**Policy LTC1**, **Policy LTC2** and **Policy LTC3**) set out when a shop unit can change from a shop use to a non-shop use.

Policy LTC 1 – Alternative Use of Shop Units in Defined Frontages (foot of the Walk area)

In the Frontages at the foot of the Walk area, defined in **Table 1** (see Map 1), 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) the proposal is for an appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability.

Table 1: Frontages (foot of the Walk area)
2-52 Great Junction Street and 1-3 Duke Street
1-67 Great Junction Street and 2-4 Leith Walk
Kirkgate – all units

Policy LTC 2 – Alternative Use of Shop Units in Defined Frontages (Elm Row and Leith Walk)

In the Frontages at Elm Row and Leith Walk, defined in **Table 2** (see Map 2), 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 half** of the total number of units in the frontage will be in non-shop use; and

- b) the proposal is for an appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability.

Table 2: Frontages (Elm Row and Leith Walk)
25-75 Elm Row and 94-96 Brunswick Street
1-23 Elm Row
265-295 Leith Walk

Policy LTC 3 – Alternative Use of Shop Units Elsewhere in Leith Town Centre

For those locations not within a ‘frontage’, but elsewhere within the Leith Town Centre boundary, a change of use from a shop to a non-shop use will be permitted provided a proposal is:

- Class 2 – financial, professional or other services
- Class 3 – food and drink uses
- An appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability

5. LINKS TO OTHER POLICIES AND GUIDANCE

Other relevant policies in the [Local Development Plan](#) include:

- Ret 2 Town Centres;
- Ret 10 Food and Drink Establishments; and
- Hou 7 Inappropriate Uses in Residential Areas

Policy Ret 2 generally supports shop uses in town centres. Policies Ret 10 and Hou 7 consider the impact of proposals on nearby residents, such as public houses and hot-food takeaways.

One-Door Approach

The One Door Approach to Development Consents aims to give the customer all the information they need at the start of the development process. Food and drink, public house and hot-food takeaway uses will often require other consents and are subject to separate controls by licensing for:

- [Alcohol](#)
- [Hours of operation](#)
- [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](#) or contact the [Business Gateway](#).

Edinburgh Street Design Guidance

[Edinburgh's new Street Design Guidance](#) brings together previously separate CEC guidance on street design to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a world-class network of vibrant, safe, attractive, effective and enjoyable streets. The guidance will apply to a range of Council services who manage streets for various purposes.

Edinburgh Design Guidance

The [Edinburgh Design Guidance](#) sets out the Council's expectations for the design of new development in Edinburgh. The guidance is intended for all new buildings and should be used as a point of reference, a basis for the planning, design and communication of new development proposals and a material consideration in assessing planning applications. It aims to provide guidance on how to comply with the policies in the local plans, explain the key ideas which need to be considered during the design process, give examples of good quality design, and set out the requirements for design and access statements.

6. DEFINITIONS

Class 1 shop use - A unit used for the sale of goods to visiting members of the public, for example, post office, sale of tickets, cold food for consumption off the premises, and hairdressing.

Shop unit - Premises opening directly onto the street and designed primarily for shop use.

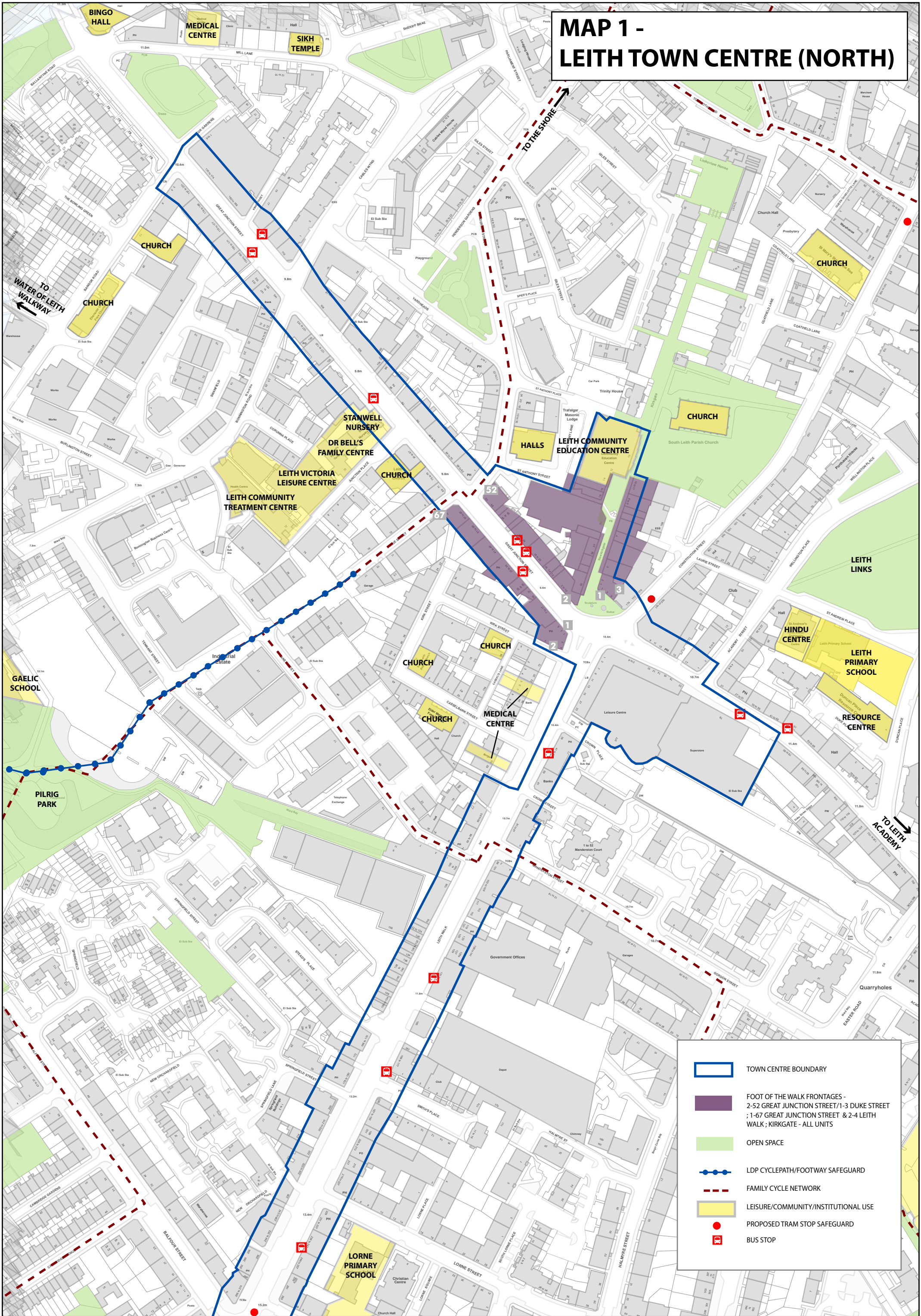
Non-shop uses - Changing a shop to a non-shop use is known as a 'change of use' and will always require planning permission.






Examples of non-shop uses are:

- **Class 2 Service Uses** – lawyers, accountants, estate agents, health centres, tanning salons, betting shops and pawn brokers.
- **Class 3 Food and Drink** (consumed on premises) – restaurant, cafe, snack bar (not a public house or hot food take-away).
- Pubs and hot food takeaways are classified as **Sui Generis**.

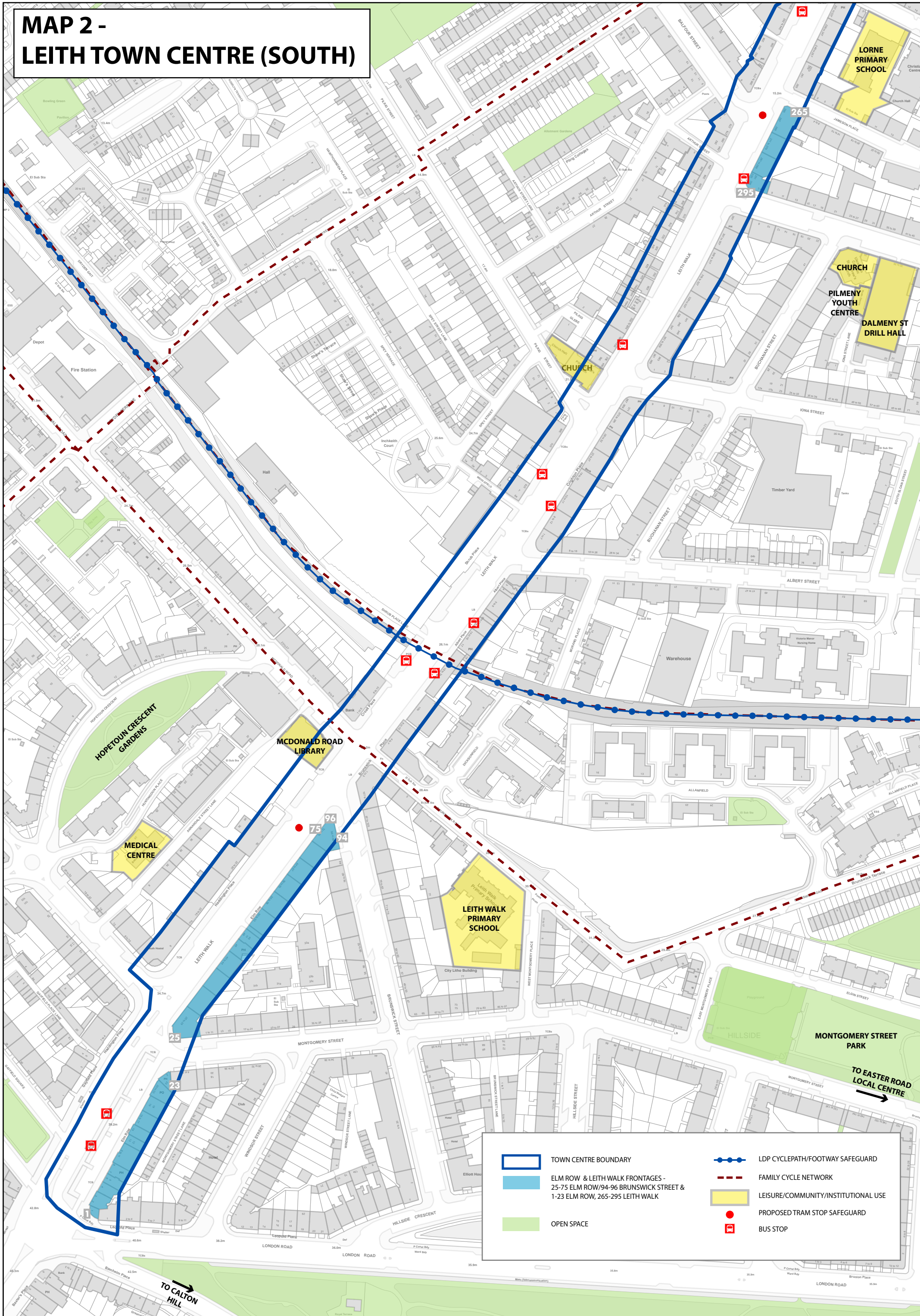
Some changes of use are permitted development, for example, a cafe (Class 3) being turned into a shop unit (Class 1). The Scottish Government Circular 1/1998 contains guidance on use classes.









MAP 1 - LEITH TOWN CENTRE (NORTH)



-  TOWN CENTRE BOUNDARY
-  FOOT OF THE WALK FRONTAGES -
2-52 GREAT JUNCTION STREET/1-3 DUKE STREET
; 1-67 GREAT JUNCTION STREET & 2-4 LEITH
WALK; KIRKGATE - ALL UNITS
-  OPEN SPACE
-  LDP CYCLEPATH/FOOTWAY SAFEGUARD
-  FAMILY CYCLE NETWORK
-  LEISURE/COMMUNITY/INSTITUTIONAL USE
-  PROPOSED TRAM STOP SAFEGUARD
-  BUS STOP

MAP 2 - LEITH TOWN CENTRE (SOUTH)



	TOWN CENTRE BOUNDARY		LDP CYCLEPATH/FOOTWAY SAFEGUARD
	ELM ROW & LEITH WALK FRONTAGES - 25-75 ELM ROW/94-96 BRUNSWICK STREET & 1-23 ELM ROW, 265-295 LEITH WALK		FAMILY CYCLE NETWORK
	OPEN SPACE		LEISURE/COMMUNITY/INSTITUTIONAL USE
			PROPOSED TRAM STOP SAFEGUARD
			BUS STOP

Appendix 3: Summary of Consultation Responses – Bruntsfield/Morningside Town Centre and Leith Town Centre

Bruntsfield/Morningside Town Centre

37 people in total have responded to the consultation. This included 33 individuals, one developer, one community council, one community groups and the Access Panel.

Questions/Issues	Council Response
<p>Defining frontages</p> <p>Status quo – 13 Preferred option – 12 None of the options – 5</p> <p>Concern raised that removing the two protected frontages exceeding the current policy would encourage more non-shop uses like bookmakers, cafes, estate agents and hot food takeaways.</p> <p>Others stated that greater flexibility was good, so long as they were still providing valuable services to the local area and enhancing ambience and vitality.</p> <p>Those that did not agree with any of the options preferred the notion of raising the threshold to 50% non-shop uses in those frontages already exceeding the current limit.</p>	<p>As stated in the draft SG, these two frontages are exceeding the current policy. For this reason, the Council considers it necessary to take account of this in the SG. In order to ensure a balanced mix of uses, it is considered important to retain a level of control over these two frontages and increase their threshold to 50%.</p> <p>The Supplementary Guidance will be reviewed every 2 years and if the policy in the SG is not having the desired effect of ensuring a balance of shop uses and non-shop uses, restrictions on further changes of use would be considered.</p>
<p>Policy BM 1</p> <p>Status quo – 5 Preferred option – 13 Alternative option 1 – 8 None of the options – 4</p> <p>The majority considered the preferred policy option provided sufficient flexibility to minimise vacant units, whilst protecting retail and ensuring overall character and vitality of the area is preserved.</p> <p>Those preferring the alternative option 1 highlighted the importance of maintaining a degree of control on the two frontages not currently complying with the policy. It was suggested that a combination of the preferred option (a policy of no more than 33% non-shop use for the 8 frontages) and alternative option 1 (applying a 50% limit only to those 2 frontages where 33% limit is currently exceeded) should be considered, as it allows control of all frontages.</p>	<p>The Council proposes to remove the need to assess the change of use against whether it will result in four or more consecutive non-shop uses as this provides greater flexibility in where non-shop uses can be located.</p> <p>Although there was majority support for the preferred option of dropping the two frontages which exceed the current threshold, the Council considers that a level of control is still required. There was general support in both options for increasing flexibility. This will still be achieved in the finalised SG, whilst maintaining a level of control by increasing the threshold from 'no more than one third' to 'no more than half'.</p>

<p>General support for removing the restriction on consecutive non-shop uses as it is currently too restrictive.</p>	
<p>Policy BM 2 Alternative use of shops – Elsewhere</p> <p>Status quo – 7 Preferred option – 18 None of the above – 2</p> <p>Consider that there are already too many offices, hot food takeaways and cafes, and a dominant influence of corporate chains and charity shops. Concern that relaxing the current control would encourage more. The majority agree with the preferred option as it provides flexibility and helps to minimise vacant units and enhance vitality. Considered that it is important, however, to ensure that there are no groupings of potentially bad-neighbour uses, or Class 3 uses. Stated that more community uses for example creative arts and workshop spaces should be given precedence.</p>	<p>The planning system concerns the use of land and buildings and legislation does not distinguish between types of shops. The preferred policy aims to allow more mixed uses to support the town centre role.</p>
<p>Change of use to residential</p> <p>The majority consider that any change to residential could harm the attractiveness of the town centre as a retail/service hub.</p>	<p>For placemaking purposes, it is important that ground floor uses help to bring activity onto the street. Generally, residential units at ground floor level tend to add little vitality to the town centre.</p>
<p>Residential above shop units</p> <p>The majority agree that residential use should be developed above shop units as it complements the existing town centre character, as well as enhancing the sense of place.</p> <p>Concern was raised that large buildings would damage the aesthetic character of the surrounding tenements and villas, and have further impact on traffic in the area.</p> <p>Subsidence was also raised as a potential issue caused by numerous underground streams in the area.</p>	<p>The Council supports residential use above shop units, where it would enhance vibrancy, vitality and viability throughout the day and into the evening, subject to compliance with the design policies in the Local Development Plan. This complies with Scottish Planning Policy, which encourages the planning system to “consider opportunities for promoting residential use within town centres where this fits with local need and demand”. The issue of subsidence would be taken into account in any future planning application.</p>
<p>Amending the town centre boundary</p>	

<p>There was an equal response rate for those happy with the current boundary and those seeking a change. Suggested boundary changes included:</p> <ul style="list-style-type: none"> • Extending northwards to Gillespie Crescent. • Extending the boundary to include side streets such as the north side of Colinton Road, top of Viewforth and Belhaven Terrace • Amalgamating the town centre with Comiston Road Local Centre. 	<p>Procedurally there is no scope to make such changes to this Local Development Plan. It is recommended that these changes be considered in the context of the next Local Development Plan process as it involves altering the proposals map.</p>
<p>Opportunity Site A</p> <p>The majority of respondents agreed that there is opportunity to make Holy Corner more welcoming. It was recognised as a key barrier to pedestrian/cyclist movement. Suggestions for this site include:</p> <ul style="list-style-type: none"> • Widening pavements • Constructing a segregated cycle track • Improving pedestrian movement by creating an official civic space • Removing the parking from the bank • Introduce more seating 	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>
<p>Opportunity Site B</p> <p>The majority of respondents agreed that there is opportunity to make changes that will benefit the public realm. The elements that are supported include:</p> <ul style="list-style-type: none"> • street trees • pedestrian priority area in front of the building • ground floor retail with residential above • continuation of tenemental form and perimeter block layout. • Provision of bike racks • Opportunity for farmers' market on the new civic space from retaining set back. <p>There is concern over the potential reduction in car parking spaces and some concern over increasing the height in this location. One respondent doesn't support the retention of the set back as this would not be</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>

<p>a continuation of the tenemental form, and not considered viable to provide civic space in front of the building. Instead, it is suggested that civic space could be provided along Morningside Park.</p>	
<p>Opportunity Site C</p> <p>The majority of respondents supported opportunity site C, in particular:</p> <ul style="list-style-type: none"> • Enhancing the provision of seating • Improving pedestrian movement and connectivity through the green space to reduce congestion on the pavements • Opening up the private green space to the public • Opportunity to make this a site for a farmers market <p>Concern expressed that by opening this green space up, it would become a haven for litter and street drinking.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>
<p>Opportunity Site D</p> <p>The majority of respondents supported opportunity site D, considering that the proposals would help fully incorporate the southern end of Morningside into the surrounding streetscape. Support for safeguarding the station at this location and improving pedestrian access, whilst taking advantage of the wider pavements. There is some opposition to the site on the grounds that additional storeys would impact upon views from Balcarres Street and current car parking spaces are well used.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>
<p>Opportunity Site E</p> <p>The majority of respondents supported opportunity site E, seeing it as an opportunity to incorporate cultural and commercial use as well as residential. Those that don't support this site, consider that it would impact on traffic flow, parking, local amenities and aesthetics of the old building.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that</p>

	<p>individual sites will not be shown.</p> <p>A report was taken to the Finance and Resource Committee on 13 May 2015 which approved the disposal of the existing school site to CALA Management Limited. The offer from CALA was for conversion to 100 residential apartments comprising one, two and three bedroom.</p>
<p>Opportunity Site F</p> <p>The majority of respondents support opportunity site F, but have concern about the very narrow pavements and congestion in this area at peak times. It is suggested that good active travel links are needed as part of the proposal, particularly if a school is proposed on this site.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p> <p>The following was approved at Full Council Committee on 4 February 2016;</p> <ul style="list-style-type: none"> • the establishment of a new double stream primary school including nursery classes on the combined site of the existing South Morningside Primary School Deanbank temporary annexe and the Oaklands Care Home; and • the closure of the existing nursery classes on the combined site of the existing South Morningside Primary School Deanbank temporary annexe and the Oaklands Care Home.
<p>Opportunity Site G</p> <p>The majority of respondents support opportunity site G. Issues raised included the need for affordable or social rented housing, community buildings, active travel links, and road improvements. For those who do not support this site, state that there is already a huge pressure on schools and transport network, would like to see the retention of woodland and open space and consider that a primary school is a more appropriate use for the site.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity</p>

	<p>areas. Therefore, it was decided that individual sites will not be shown.</p> <p>The existing hospital is owned and managed by the Lothian Primary Care NHS Trust. Part, or all, of the 17ha site may be disposed in the future. A Development Brief was prepared in 2002, which sets out key development principles. This is likely to be updated in due course.</p>
<p>Other development opportunities</p> <p>Some other issues and opportunities raised through the consultation include:</p> <ul style="list-style-type: none"> • Better safe routes for cycling • Priority for pedestrians • Reducing the number of car parking spaces • Reducing traffic volumes along Bruntfield Place and Morningside Road • Potential future redevelopment of other one-storey buildings for example Post Office, The Merlin and the former public toilets at Canaan Lane. Retaining setbacks at these points along Morningside Road and introduction of residential above ground floor retail is considered important if future redevelopment occurs. • Redeveloping the former public toilets into two storey buildings which could provide additional facilities for bike hire. • Pedestrianisation of sections of Morningside Road • Developing a gym/leisure facility in this area. 	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the other suggestions for improvement can be applied to all opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites and uses will not be shown.</p>
<p>Other proposed improvements</p> <p>There was majority support for the other proposed improvements set out in the draft. Some of the issues raised included:</p> <ul style="list-style-type: none"> • Narrow pavements • Limited cycle parking • Too many obstacles and street clutter, such as A-boards, bollards and bins • Sacrificing car parking could help widen pavements 	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW and the suggestions raised through the consultation, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole.</p>

<ul style="list-style-type: none"> • Shortage of parking • More dropped kerbs needed, along with better dimpling for the blind. 	
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Leith Town Centre

28 people in total have responded to the consultation. This included 27 individuals and the Access Panel.

Questions/Issues	Council Response
<p>Defining frontages</p> <p>Status quo – 6 Preferred option – 17 None of the options – 4</p> <p>The majority of respondents support the preferred option to remove frontages that already exceed the threshold for non-shop uses as set out in the Edinburgh City Local Plan. This approach was supported the best for improving vitality and ambience, such as that brought by more cafes and restaurants. Despite desire for more shops some thought flexibility would help fill empty units. Flexibility required for shop owners to respond to the demand for more hot food restaurants and quality bars as the area changes. However, there was concern if more non-shop uses results in only more professional services offices.</p> <p>Those supporting the status quo option were concerned that removing the four out of seven protected frontages exceeding the current policy would not provide the needed protection for existing shops or support more shops in the area, going against LDP objectives.</p> <p>Other issues raised included:</p> <ul style="list-style-type: none"> • detrimental impacts associated with hot food takeaways that are closed during the day; • units should be cheap enough for new enterprises to set up and keep the vibrant mix, • ‘chain’ supermarkets affect the survival of smaller independent shops, • criterion for consent should be the 	<p>As stated in the draft SG, these four frontages are exceeding the current policy. For this reason, the Council considers it necessary to take account of this in the SG. In order to ensure a balanced mix of uses, and to address concerns raised through the consultation, it is considered important to retain a level of control over these some of these frontages and increase their threshold to 50%. However, the frontage with the highest non-shop uses (229-263a Leith Walk) will no longer be shown as a frontage.</p> <p>The Supplementary Guidance will be reviewed every 2 years and if the policy in the SG is not having the desired effect of ensuring a balance of shop uses and non-shop uses, restrictions on further changes of use would be considered.</p> <p>The planning system concerns the use of land and buildings and legislation does not distinguish between types of shops. The preferred policy aims to allow more mixed uses to support the town centre role.</p>

<p>benefit to the local area not the applicant's profit</p> <ul style="list-style-type: none"> • more say by the public in what sorts of businesses are allowed in the area. 	
<p>Policy L1</p> <p>Status quo – 8 Preferred option – 14 Alternative option 1 – 3 None of the options – 2</p> <p>The majority considered the preferred policy option provides the most flexibility while not harming the overall character and vitality of the town centre.</p> <p>Those that preferred the status quo thought that there is no lack of non-shop services, and that the character of the area is already being enhanced by the changing nature of existing non-shop uses. Other issues raised included:</p> <ul style="list-style-type: none"> • inappropriate shop fronts, • keep shop units available for new business premises. <p>Concern that removing the four consecutive non-shop uses further weakens the protection for shops.</p> <p>Those who sought increasing the proportion on all defined frontages (alternative option 1) thought that Leith Walk should become the 'go to' place for eating and drinking.</p>	<p>Although there was majority support for the preferred option of dropping the four frontages which exceed the current threshold, the Council considers that a level of control is still required. There was general support for increasing flexibility. This will still be achieved in the finalised SG, whilst maintaining a level of control by increasing the threshold from 'no more than one third' to 'no more than half' and by removing only one frontage.</p> <p>The Council proposes to remove the need to assess the change of use against whether it will result in four or more consecutive non-shop uses as this provides greater flexibility in where non-shop uses can be located.</p> <p>The Council's Guidance for Businesses sets out the expectations for quality shopfronts.</p>
<p>Policy L2 – Alternative use of shops – Elsewhere</p> <p>Status quo – 6 Preferred option – 19 None of the above – 1</p> <p>The majority supported the preferred option giving greatest flexibility. However it was considered that care is required so that this will not result in emptiness at night if financial and other services concentrate together. Suggestion for temporary pop-up shops to encourage local artists, designers and chefs.</p> <p>Those supporting the status quo concern</p>	<p>The planning system concerns the use of land and buildings and legislation does not distinguish between types of shops. The SG aims to allow more mixed uses to support the town centre role.</p> <p>The Council proposes to remove the need to assess the change of use against whether it will result in four or more consecutive non-shop uses as this provides greater flexibility in where non-shop uses can be located.</p>

<p>that more shops are needed, providing greater variety of shops, and that the policy is silent on achieving higher quality shops and services.</p>	
<p>Change of use to residential</p> <p>The majority consider that any change to residential could harm the vitality and attractiveness of the town centre as conversions are often unattractive and provide poor residential accommodation.</p>	<p>For placemaking purposes, it is important that ground floor uses help to bring activity onto the street. Generally, residential units at ground floor level tend to add little vitality to the town centre.</p>
<p>Amending the town centre boundary</p> <p>There was roughly an equal response rate for those happy with the current boundary and those seeking a change. Suggested boundary changes included:</p> <ul style="list-style-type: none"> • Extending along Duke St and Constitution Street down to Bernard Street • Extending across east side of Henderson Street • Extending upwards to the Omni Centre • Include units on adjoining streets already in business use (eg Albert Street, Montgomery Street, Brunswick Street, Iona Street, Dalmeny Street) to prevent them being lost to residential use. • Include Hopetoun Crescent Parks and Easter Road. 	<p>Procedurally there is no scope to make such changes to this Local Development Plan. It is recommended that these changes be considered in the context of the next Local Development Plan process as it involves altering the proposals map.</p> <p>More significant suggestions to the town centre boundary (such as merging Easter Road local centre or other groupings of commercial units not physically adjacent to the town centre) would present a change to the plan's retail strategy and could only be addressed through the preparation of the next Main Issues Report.</p>
<p>Opportunity Site A – 165 Leith Walk</p> <p>The majority of respondents welcome 165 Leith Walk former depot as a development opportunity. There is particular support for business/creative industries and a GP surgery on this site. In addition there was support for the opportunity to save the listed building and connect to the Green Bridge proposal. However, some concern was raised about more housing in an already densely populated area and the need to take into account the impact of other large redevelopments (e.g. Shrub Hill and Brunswick Road) as well as the over-provision of student accommodation.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>
<p>Opportunity Site B – Annandale</p>	<p>Based on the findings of the 'Public Life</p>

<p>Street/Elm Row/Montgomery Street Junction</p> <p>The majority of respondents agreed that there is opportunity to make changes that will benefit the public realm. The elements suggested include:</p> <ul style="list-style-type: none"> • Better cycle provision and easier pedestrian routes • Make Elm Row one-way and improve exit onto London Road roundabout • Segregate cycle lane on Leith Walk to avoid current conflict with bus stop <p>Concern for any loss of parking on Elm Row was raised.</p>	<p>Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>
<p>Opportunity Site C – Stead's Place/Jane Street</p> <p>The majority of respondents supported opportunity site C, in particular:</p> <ul style="list-style-type: none"> • Encouraging cycling and walking routes through to Pilirg Park • Re-use of the railway embankment and Green Bridge proposal. <p>However there was concern expressed that this would result in the loss of employment land which should be valued and employment sites in the area supports local businesses especially at lunchtime.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>
<p>Other development opportunities</p> <p>Other suggestions include:</p> <ul style="list-style-type: none"> • Modern health centre facilities co-located with other social services • Development opportunities for children and the benefit of town centre to local schools • Plan now for the redevelopment of Coalfield Lane/Giles Street • No more HMOs • Improve cycle and pedestrian links to the Shore to form a connected community • Rationalise the street naming signage along the Walk to aid tourists • Support for tree planting and protective planting and benches on wide pavements • Encourage the use of local parks 	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW, there is great potential to improve the movement and place function of the town centre. Many of the suggestions for improvement can be applied to all the opportunity sites. For this reason, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole, including <i>all</i> potential opportunity areas. Therefore, it was decided that individual sites will not be shown.</p>

<ul style="list-style-type: none"> • Support the painting of security shutters • Plan for the future of the Great Junction Street arcade and the vacant unit at the foot of the Walk (former job centre office). 	
<p>Other proposed improvements</p> <p>General support for the revitalisation of the suggested areas for improvement. Other issues raised through the consultation include the rationalisation of signage and that there are too many advertising hoardings.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW and the suggestions raised through the consultation, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole.</p>
<p>Any other comments</p> <p>Ensure safe design for disabled people.</p>	<p>Based on the findings of the 'Public Life Street Assessment' carried out by HERE+NOW and the suggestions raised through the consultation, three key overarching aims have been identified, incorporating development principles that can be applied to the town centre as a whole.</p>

Planning Committee

10.00am, Thursday, 19 May 2016

Placemaking Update

Item number	9.1
Report number	
Executive/routine	
Wards	

Executive Summary

On 1 October 2015, a report on how the planning system can promote good placemaking was noted by the Planning Committee. This report provides an update on Placemaking, setting it in a wider community planning context and linking it to the Council's Transformation Change process. It describes what has been achieved in the last 6 months and a programme of work for the next year.

Links

Coalition Pledges	P4, P8, P17, P33, P40, P44
Council Priorities	CO7, CO8, CO10, CO16, CO19, CO21, CO23, CO26
Single Outcome Agreement	SO1, SO2, SO4

Placemaking Update

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the contents of the report; and
 - 1.1.2 agrees the priorities for work set out in Appendix 3.

2. Background

- 2.1 Placemaking is about delivering good places. The Scottish Government sees the Planning system as being instrumental in the delivery of good places. Policy statements - Creating Places, Designing Streets, Designing Places and the introduction of the Place Standard have all provided advice and tools for local authorities in taking forward this objective.
- 2.2 On 1 October 2015, Committee noted the contents of a report on Placemaking. The report provided initial ideas about strands of work that would develop a Placemaking Agenda for Planning and Building Standards activities. This was set out under the headings of 'Awareness', 'Understanding' and 'Delivery'.
- 2.3 Since then, much of the work has focussed on use of the Place Standard and consideration of Placemaking at a more strategic, Council-wide, level in line with the Transformation Change programme and in consideration of locality-based delivery.
- 2.4 This revised process is exemplified by the work that has taken place in Queensferry where use of the Place Standard has been the focus for multi-service involvement in local community planning.

3. Main report

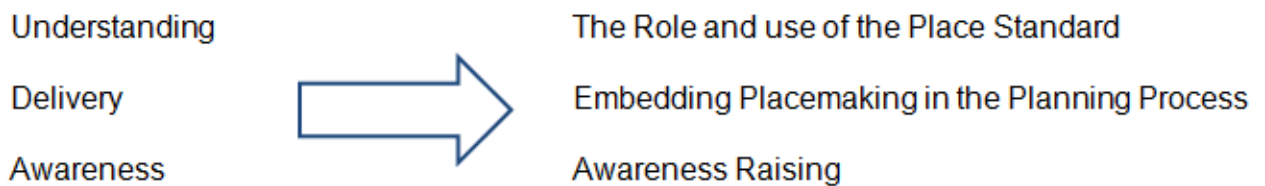
- 3.1 The Scottish Government's draft Planning Delivery Advice Note (February 2016) on Housing and Infrastructure states:

"The central aim of planning is to deliver high quality places for people that meet the needs of communities and support sustainable and inclusive economic growth. Planning supports this by setting out a place-based spatial vision."

The Advice Note goes on to say that "effective joint working is key to this - establishing a shared sense of responsibility, building partnerships and actively

engaging communities" and that the Place Standard is a useful tool for bringing parties together.

- 3.2 The requirements of the Community Empowerment Act place a parallel responsibility upon local authorities to work with communities in a way that brings together community planning and spatial planning.
- 3.3 This is reflected in the work that has been advanced since the last progress report in October 2015. At that time, the three strands of work were identified to help deliver a placemaking agenda: 'Awareness', 'Understanding' and 'Delivery'. Since then, they have evolved into 'the Role and Use of the Place Standard', 'Embedding Placemaking into the Planning process' and 'Awareness-Raising'.



The Role and Use of the Place Standard

- 3.4 The first of these strands looks at the potential to use of the Place Standard to create links between community planning and spatial planning. At a strategic level, this can also serve to facilitate cross-service working and the development of locality plans.
- 3.5 The Place Standard has been developed by the Scottish Government, Architecture and Design Scotland and NHS Scotland. It was formally launched in December 2015 and is an important component of the placemaking toolkit. The work the Council carried out in piloting the Place Standard in Queensferry was promoted at the launch as good practice. Council officers and representatives of Queensferry and District Community Council attended to share their experience.
- 3.6 The outcomes of a Place Standard exercise - a compass diagram, reflect the qualities of a place and how effectively it works for those who live and work there. The outputs from the process cover a range of topics that cover responsibilities across many Council services. Therefore it acts as a tool which brings together different services to impact on an area in a holistic manner.
- 3.7 The Queensferry exercise (see Appendix 1) produced a compass diagram that illustrated local community concerns around issues of traffic, access to the countryside, housing mix and access to employment opportunities. These are set out in Table 2 of Appendix 1, which also shows how they will be taken forward in the form of strategic objectives for Queensferry.

- 3.8 Following the pilot use of the Place Standard in Queensferry, further exercises are being promoted to use the tool in the South Side, Corstorphine and in the east of the city in relation to areas around Brunstane. This is a joint Place Standard exercise with East Lothian Council linking to the Musselburgh area.
- 3.9 The objective of this approach is to test the Place Standard in a limited number of different situations, and assess its value as a tool that can be used across the Council. In particular, it is intended to assess the potential to use the tool as a model with the new localities. Appendix 2 illustrates the role that the Place Standard can play in linking community planning and spatial planning.

Embedding Placemaking into the Planning process

- 3.10 The Scottish Planning Policy states “Planning’s purpose is to create better places”. Embedding placemaking into the planning process is therefore a key aim of the placemaking agenda.
- 3.11 It is important that the whole of the planning process, from forward planning through the strategic and local development plans, and delivery of projects, has placemaking embedded within it.
- 3.12 Scottish Government policy on designing good places is set out in policy documents; Designing Places, Creating Places and Designing Streets. All of these policy documents are underpinned by the six qualities of successful places. These are:
- distinctive;
 - safe and pleasant;
 - easy to move around;
 - welcoming;
 - adaptable; and
 - resource efficient.
- 3.13 The Planning Committee's role in promoting good placemaking is set out in current policy and guidance. The Edinburgh Design Guidance, the Street Design Guidance, Conservation Area Character Appraisals and many other pieces of guidance and policy seek to shape new development and changes in the physical environment in a manner that will deliver better places.
- 3.14 However, there are currently limited links between existing policy, guidance and processes that explicitly relates them to placemaking. It is proposed to review the guidance against the six qualities of successful places and, where necessary, amend the guidance to ensure that it leads to better placemaking. Of particular relevance is the Edinburgh Design Guidance, which was identified as a priority for review in the Annual Review of Guidance approved by Committee on 26 February 2016.

- 3.15 A further strand of work will look at the opportunity to develop briefs for specific sites. These will have a place-based approach, and incorporate the views and aspirations the local community. The format of the brief is innovative in as much as it specifically addresses the six qualities of successful places. The process will involve two stages: firstly, the gathering of community views - which could be done through a Place Standard exercise. Secondly, the brief will be written around the six qualities of successful places and incorporate the outputs from the first stage of the process.
- 3.16 An example of this new approach can be seen in the brief for the National Galleries Facility at Granton, which is a separate agenda item for this committee. It uses the principle of a Place Standard exercise to identify community need. This has been fed into the brief for the site, which itself is ordered around the six qualities of successful places to ensure it has a placemaking focus. Through this process the community will have three opportunities to input: firstly, through the Place Standard exercise - in relation to the general area, secondly, through the brief - in relation to the site development principles, and thirdly, through the planning application process - in relation to the proposal itself. This ensures the community is engaged throughout the whole process and maximises its opportunities to influence its own neighbourhood.
- 3.17 It is proposed to pilot variations of this approach over the coming year to test it against a range of circumstances.
- 3.18 Developing a place-based approach to Planning work will involve changes to some work practices. This is to ensure that Planning, alongside other services, recognises and responds to the holistic nature of communities and places by delivering services in a co-ordinated and joined-up manner. The driver for change in the way the Council responds to this will come thorough new structures and processes but the Planning and Transport service needs to ensure it is set up to play its part and help and consider what work practices might be improved to help deliver this.

Awareness-raising

- 3.19 The purpose of awareness-raising is to enhance knowledge and understanding of placemaking, and its underlying philosophy. Initially this has been targeted at Council staff, but the programme is now growing to include partner organisations, stakeholders and the wider public.
- 3.20 There are a number of activities that are already delivered by the Planning and Transport service which can be expanded to promote multi-disciplinary working across Council services in accordance with Transformational Change objectives. These include:
- lunchtime seminars;
 - training workshops; and
 - promotion of the Place Standard tool.

- 3.21 A number of events have already taken place with local communities. A Place Standard workshop was held at a meeting of the Edinburgh Civic Forum. Community councils and community groups in Fairmilehead, Corstorphine and Cramond have been briefed on the Place Standard. A report back on the Queensferry project is scheduled to be discussed at the next Almond Neighbourhood Partnership meeting.
- 3.22 There are other key projects which have been identified that require specific resources and funding. These are:
- development of a placemaking website;
 - involvement with the Festival of Architecture as part of Scotland's Year of Innovation, Architecture and Design 2016; and
 - a placemaking event/symposium with wider city activities to celebrate place.
- 3.23 The objective of developing an awareness-raising programme is to provide information and generate interest in placemaking as a core planning objective. A second objective is to promote the idea of placemaking across the Council as an approach that can deliver better and more joined up service delivery.
- 3.24 The above three strands of work make up the current focus of the Placemaking Agenda. A work programme for the next year is set out in Appendix 3, and Committee is asked to agree these priorities.

4. Measures of success

- 4.1 Completion of the Place Standard pilot exercises, a review of the Edinburgh Design Guidance against the 6 qualities of successful places and the continuation of a programme of awareness-raising would all constitute success in delivery of the Placemaking agenda.

5. Financial impact

- 5.1 There is no direct financial impact flowing from this report. Resources required to run the Place Standard events can be covered from within existing budgets. Under the Awareness-raising work strand, some modest funding may be required to host guest speakers or for venue hire but that will be contained within existing budgets for training, or shared with partners where possible. Development of a Place website would require a budget and that will be assessed alongside other considerations into its feasibility.

6. Risk, policy, compliance and governance impact

- 6.1 This report does not raise any concern in relation to risk, policy, compliance and governance.

7. Equalities impact

- 7.1 This report will help to deliver the Council's aspirations to create better places. The processes described facilitate community involvement in placemaking and allows them to influence their environment. It has the potential to improve the quality of life and it supports the creation of sustainable communities. There are no predicted negative impacts on equalities.

8. Sustainability impact

- 8.1 Creating better places will lead to a minimisation of the use of natural resources and a reduction of carbon emissions. The proposals in this report will help to achieve a sustainable Edinburgh in a number of ways. These include creating sustainable communities, promoting walking and cycling, supporting the identity of communities, fostering social interaction and creating a positive environment in which people interact.

9. Consultation and engagement

- 9.1 This report reflects work that has been carried out in the last six months and charts out a programme of work for the forthcoming year. The key strands of work described will involve extensive community engagement and the thrust of the report is to provide greater opportunity for communities to shape their environments.

10. Background reading/external references

- 10.1 Placemaking Committee Report

Paul Lawrence

Executive Director Place

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11. Links

Coalition Pledges	P4, P8, P17, P33, P44
Council Priorities	CO&, CO8, CO10, CO16, CO19, CO21, CO23, CO26
Single Outcome Agreement	SO1, SO2, SO4
Appendices	Appendix 1 - The Queensferry Project Appendix 2 - Strategic place making Appendix 3 - Place making work priorities

Appendix 1

The Queensferry Project

1. The local context

In 2015, a number of issues came together that suggested a community consultation process would benefit Queensferry. These were:

- the construction of the Queensferry Crossing with its consequent local traffic impacts,
- WHS status for the Forth Bridge and the potential increase in visitor related traffic,
- resurfacing of the High St with associated closures,
- LDP housing allocation that could potentially increase the population of Queensferry by 40%.

All these issues had raised concerns among the local community about the future direction of the town. Some had been discussed the previous year in a charrette that focussed on the town centre (Shaping the Future of Queensferry) but many of the issues, such as the housing allocations, had not been the subject of previous discussions.

Some of the more significant housing sites – Buillyeon Road and South Scotstoun- had been added during the LDP process and have yet to receive final approval from the Scottish Government although they have been promoted by the Council. As a result, there was considerable interest in the process.

2. The Place Standard exercise

At this time, Planning had been made aware of a new tool that was being piloted by the Scottish Government called the Place Standard. This seemed to fit the requirements of the situation so it was decided to work with the new tool and carry out a Place Standard assessment in Queensferry.

The Place Standard evaluates the qualities of a place through use of 14 questions which cover the physical and social aspects of a place. When all the questions have been scored, the results can be shown in a simple compass diagram that displays the strengths and weaknesses of that place.

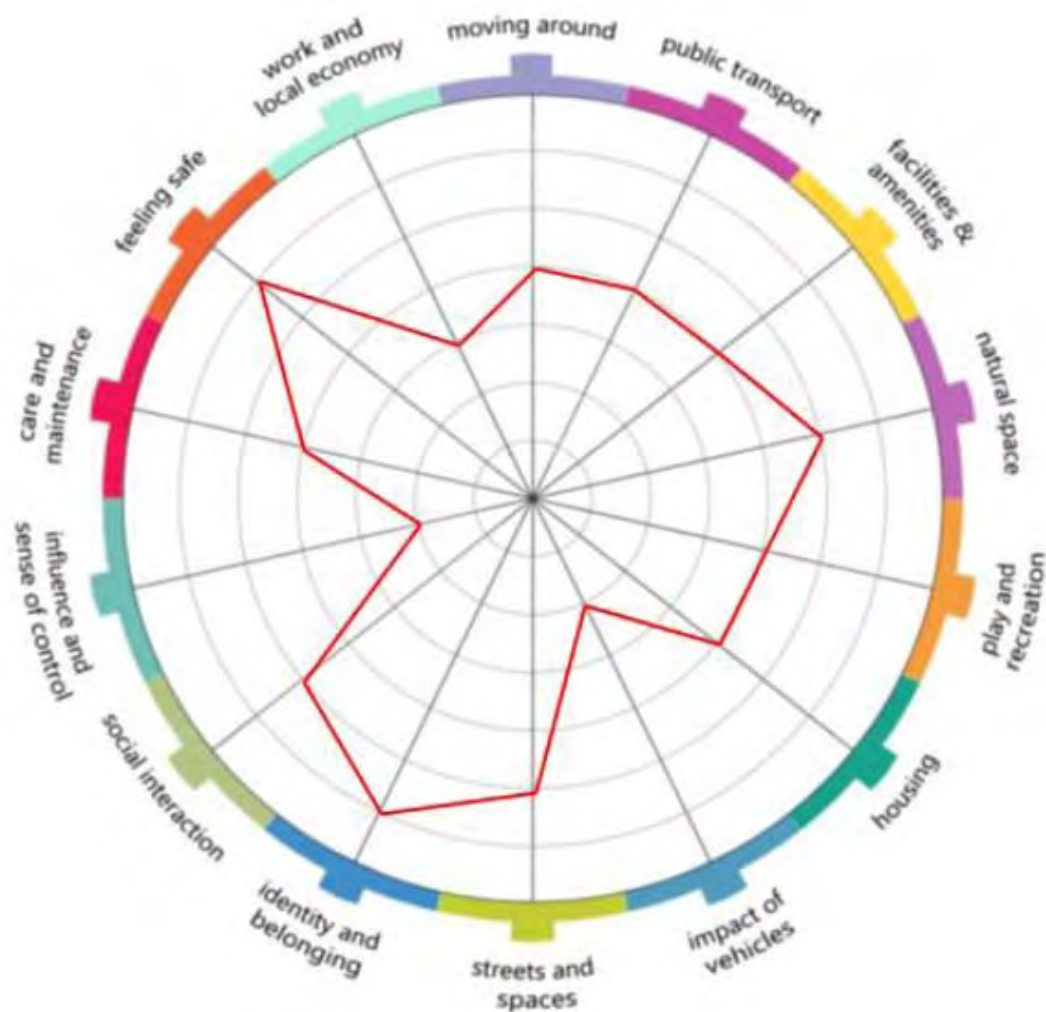
Working closely with the Queensferry and District Community Council and Queensferry Ambition, it was agreed that this tool offered a means of engaging the community and understanding the issues from their perspective. The idea was to try and achieve outcomes for the community that integrated new developments and delivered a series of benefits for the town as a whole.

The Place Standard exercises were carried out over three separate days in Queensferry High School in the summer/autumn of last year. These took the form of round table discussions. They were open sessions for whoever wished to participate together with a separate session for the schoolchildren. In all 32 tables of 5 – 8 people took part in the process.

3. The outcomes

The results were amalgamated into a compass diagram (see below) and shared with the community and the developers for the LDP sites. Specific issues that emerged from the round table discussions were noted and set against the 14 questions. These can be seen in Table 1 of this report.

The developers have been told that they should start to address the issues through their developments so they can be seen as part of the resolution of issues identified by the local community.



The outcomes show that Queensferry has a strong sense of identity and belonging and people generally feel safe. It scores well for social interaction and the quality of its streets and spaces and natural spaces. The low scores are related to traffic, work and the local economy and a lack of ability to influence things.

4. Strategic outcomes

Taking account of the outcomes from the Place Standard compass diagram and the contents of the discussions, it is possible to develop strategic outcomes for Queensferry. These are a set of objectives which take account of the exercise above and relate the outcomes to the changes that are taking place in Queensferry. It is clear, for instance, that local traffic levels and the impact of vehicles is a prime concern at the moment. The new development has the potential to exacerbate this so a strategic objective is to ensure that opportunities for alternative ways of getting around are put in place. Key routes – from the new developments to the town centre and to the station should be made easy to use for cyclists and pedestrians thereby minimising the need for vehicular travel.

The strategic objectives for Queensferry emerging from this exercise will be taken back to the community for consultation. They are listed below in Table 2 of this report.

The responsibility for addressing the strategic objectives lies with more than one authority. The developers will have a role to play as will the Council. The LDP Action Programme covers some of these issues and this exercise provides a degree of reassurance over the contents of the Action Programme. The community themselves will also have some of the answers to enhancing the town.

5. What's next

The strategic objectives will be the subject of a consultation exercise with the community. Once these have been agreed they will be passed on to the new Locality Team and/or the relevant service area for taking forward. It may be that an action plan is developed around some of the topics.

In the first instance, the draft objectives will be shared with the Queensferry Infrastructure Group to ensure that there is widespread awareness and support for the objectives.

6. Conclusions

The process to date has been an example of effective partnership working between the Council and the Community Council. In Queensferry, a long established and strong Community Council has provided very positive support. The process seeks to bridge the gap between spatial planning and community planning and it provides a thread between the needs of a community, as identified through the Place Standard, and what is delivered on the ground through the development process. The Scottish Government has been supportive of this project as it is the first that has been carried out by a local authority in Scotland using the Place Standard.

Table 1

<p>Feeling Safe</p> <ul style="list-style-type: none"> • General feeling that Queensferry is a safe place to live and travel around. • However, the lack of a visible police presence was raised by a number of respondents, and seen as a concern with the rising population. • The recent spate of burglaries was mentioned a number of times. 	<p>Work and Local Economy</p> <ul style="list-style-type: none"> • The overwhelming view was that Queensferry is a dormitory town for Edinburgh and other settlements, and that access to work in these places is good – if you have a car. • There is an active local economy, but it is centred on the tourist trade and service sector roles – restaurants, hotels, Tassoo etc. • A number of respondents highlighted the lack of professional-type jobs locally, and how big employers (e.g. Hewlett Packard) previously located there had left. 	<p>Moving Around</p> <ul style="list-style-type: none"> • General feeling Queensferry is easy to move around on foot. • Most groups mentioned the poor state of the High Street. • Views on cycle paths were mixed- some commented on their increased quality due to recent improvements and others commented on they are not well connected. 	<p>Public Transport</p> <ul style="list-style-type: none"> • Generally the bus services are seen as poor, both within Queensferry and for connections to other places. Comments centred on their prices, irregularity, and the withdrawal of services into Fife and West Lothian. • There was also a view that some areas in Queensferry are much better serviced than others. • Train services are viewed more positively, but are seen as expensive and overcrowded. 	<p>Facilities and Amenities</p> <ul style="list-style-type: none"> • Concern over the capacity of existing school and medical facilities being reached. • Leisure facilities are limited, and those available (e.g. the pool at Queensferry High School) are in poor condition. Facilities are available in surrounding settlements, but usage depends on access to a car. • The town has a fair number of shops, but they are seen as catering more towards tourists than residents.
<p>Care and Maintenance</p> <ul style="list-style-type: none"> • Buildings are generally well maintained. • There are problems with litter, dog fouling and graffiti in streets and parks. • Gritting in winter can be selective • Issues with cobbles on the High Street 	<p>Influence and Sense of Control</p> <ul style="list-style-type: none"> • Many respondents felt their opinions were lost within the system. • There was a view that public involvement in important issues has been lacking in the past, and where their views would not make a difference. • Generally respondents felt they had little control or influence over events (particularly young people). 		<p>Natural Space</p> <ul style="list-style-type: none"> • Although there are few natural spaces within the village, Queensferry benefits from being surrounded by publicly accessible estates. • However, access to these is dependent on having a car. • There is concern that access to a lot of these will be lost with the new housing developments. 	<p>Play and Recreation</p> <ul style="list-style-type: none"> • While there are play parks within Queensferry, they are not distributed evenly. Some families have trouble accessing them. • There is a general lack of recreational facilities (e.g. bowling alley, quality swimming pool, gym). • Teenagers and younger people are poorly catered for in terms of activities.
<p>Social Interaction</p> <ul style="list-style-type: none"> • Queensferry offers a lot of clubs and organisations. • Some felt there was a lack of facilities for these organisations, e.g. no dedicated community centre. • Others identified the High School as a good space for such activities. 	<p>Identify and Belonging</p> <ul style="list-style-type: none"> • Queensferry is seen as having a strong community identity, separate from Edinburgh. • However, some respondents felt this was more tied to their local areas than Queensferry as a whole. • There is a fear this sense may be lost with the new housing developments. 	<p>Streets and Spaces</p> <ul style="list-style-type: none"> • Queensferry has a number of quality historic buildings, making it pleasant to walk around. • However, the signage is quite poor in the centre, and should be improved to assist tourists with finding their way around. • The poor quality of pavements and roads (e.g. potholes) was raised. 	<p>Impact of Vehicles</p> <ul style="list-style-type: none"> • Traffic congestion is seen as a problem across the village, especially along the High Street and the schools along Station Road. This is increased when there is an incident on the Forth Road Bridge. • The High Street needs better traffic management, as it is constantly blocked by delivery trucks and tourist coaches. • There is a lack of parking along the Waterfront. 	<p>Housing</p> <ul style="list-style-type: none"> • The existing housing mix caters mainly for families, and there is a lack of smaller 1 or 2 bedroom properties for those seeking either an affordable first home or to downsize. • Lack of a care home and sheltered accommodation. • There was a general concern that the new housing sites will not cater towards these needs and provide more large and expensive family housing.

Table 2**Developing Strategic Objectives**

issue	score	Comment	Strategic objective	Priority
Work and the local economy	3	<ul style="list-style-type: none"> • Work available in Edinburgh • Local economy dependent on service industry • Few 'professional' jobs available locally 	Assess potential for local employment opportunities – craft, workshop, office. Reinforce and extend High St.	high
Moving around	4	<ul style="list-style-type: none"> • Generally easy on foot • Cycle paths not very well connected • Poor state of High St 	Improve pedestrian/cycle routes to key destinations – town centre, school, station. Ensure continued access to countryside/shoreline.	high
Public transport	4	<ul style="list-style-type: none"> • Poor bus service limited to certain parts of town • Good train connections but expensive. 	Improve pedestrian routes to bus service.	medium
Facilities and Amenities	4	<ul style="list-style-type: none"> • Concern over capacity of school and medical facilities • Leisure facilities limited (esp swimming pool) • Shops cater for visitors 	New Community High School (plus pool?) Funding agreed by SG.	medium
Play and Recreation	4	<ul style="list-style-type: none"> • Play parks not evenly distributed • Lack of recreational facilities (swimming pool) • Not much for teenagers 	New Community High School (plus pool?) Funding agreed by SG.	medium
Housing	4	<ul style="list-style-type: none"> • Existing mix caters mostly for families • Lack of care home and sheltered/supported accommodation • Few starter homes 	Seek better housing mix – esp for starter homes and supported accommodation	high
Impact of vehicles	2	<ul style="list-style-type: none"> • Traffic congestion a problem across the town • High St needs better traffic management • Lack of parking – esp along waterfront 	Create new cycle links across proposed dev sites to station and into town centre. Reinforce and extend High St. Review parking options. Improve ped/cycle access to retail park and better pedestrian environment.	high
Influence and Sense of control	2	<ul style="list-style-type: none"> • Views of public not taken seriously • Little influence over things that happen to their town 	Deliver on outcomes of Place Standard process.	high
Care and Maintenance	4	<ul style="list-style-type: none"> • Some general care issues in particular locations – dog fouling, litter, graffiti • Cobbles in High St need to be 	Reinforce and extend High St.	medium

		maintained		
Natural space	5	<ul style="list-style-type: none"> Publically accessible estates Concern access to sea and countryside lost with new housing developments 	Ensure continued access to countryside/shoreline.	high
Streets and Spaces	5	<ul style="list-style-type: none"> high quality built environment poor quality wayfinding 	Assist Forth Bridge Tourism Group develop signage strategy	low
Identity and Belonging	6	<ul style="list-style-type: none"> strong community identity concern over loss of identity with volume of new housing 	Funding in place for new community centre	low
Social Interaction	5	<ul style="list-style-type: none"> good offer of clubs and organisations but lack of facilities no dedicated community centre 	Funding in place for new community centre	low
Feeling Safe	6	<ul style="list-style-type: none"> generally safe place to live lack of visible police presence 		low

STRATEGIC PLACEMAKING



Appendix 3

Placemaking Work Priorities

	task	timescale	Lead /partners
Place Standard	Developing Place Standard process with Locality managers based on outcomes of pilots below.	May - Oct	Planning and Transport/ Localities managers
	South Side Place Standard exercise	June - Aug	Planning and Transport/ Localities managers/Community Council
	Brunstane Area/Musselburgh Place Standard exercise	Sept - Nov	Planning and Transport / Localities managers/Community Council/East Lothian Council
	Corstorphine Place Standard exercise	Sept - Nov	Planning and Transport / Localities managers/community Council
Embedding Placemaking in the Planning process	Audit of guidance – 6 qualities of successful places	Link to review of Edinburgh Design Guidance	Planning and Transport
	Pilot Place Brief – National Collections Facility at Granton	April/May	Planning and Transport
	Identify other pilot Place Briefs	May - December	Planning and Transport
Awareness-raising	Training	May - December	Place Group
	Talks/lectures	May – March 2017	Place Group
	Festival of Architecture	June	Planning and Transport /EAA/RIAS
	Symposium assessment	June – September	Place Group
	Website assessment	June - September	Place Group

Planning Committee

10.00am, Thursday 19 May, 2016

Place Brief for National Collections Facility at Granton Waterfront

Item number 9.2

Report number

Executive/routine

Wards

Executive Summary

This report seeks approval of a Place Brief to guide the development of a National Collections Facility at Waterfront Avenue, Granton. It has been prepared collaboratively by the Council and National Galleries of Scotland (the landowner/applicant), with input from the local community and other stakeholders.

Links

Coalition Pledges P8, P15, P17,P33, P44

Council Priorities CO7, CO8, CO10, CO16, CO19, CO21, CO23, CO26.

Single Outcome Agreement SO1, SO2, SO4.

Place Brief for National Collections Facility at Granton Waterfront

1. Recommendations

- 1.1 It is recommended that Committee approves the Place Brief for National Collections Facility at Granton Waterfront as non-statutory planning guidance.

2. Background

- 2.1 In September 2014, Scottish Ministers purchased 4.6 hectares of land immediately south of Waterfront Avenue, Granton (see Plan 1- Main Development Site in Appendix 1.) The intention is to deliver a visitor destination in the form of a National Collections Facility (NCF) which will enable The National Galleries of Scotland (NGS) and Historic Environment Scotland (HES) to:-
- create a new facility that is the primary means of caring for their art collections.
 - provide sufficient quality space and security to centralise HES archives and house all NGS collections.
 - contribute to the regeneration of Granton, through the provision of social amenities, employment opportunities, cultural activities and economic stimulus.
 - work with Edinburgh College and the City of Edinburgh Council to develop a range of youth engagement, apprenticeship and internship opportunities in a variety of occupations, and
 - provide a gateway to the working of museums, galleries and archives for the Granton community.
- 2.2 NGS approached planning officers in September 2015 to discuss how best to progress proposals for the NCF. The importance of taking account of the wider Granton context and providing early and meaningful community engagement opportunities was recognised at the outset.
- 2.3 This site provides the opportunity to pioneer a new approach to planning site briefs using the emerging Placemaking Agenda. There is a separate report on the agenda of this committee meeting providing an update on Placemaking. A place brief is used to identify design and place-making principles for a site and its immediate surroundings, which in turn will inform the submission of a Proposal of Application Notice (PAN) and detailed planning application. This process builds in community

engagement at three key stages in the process - preparation of the brief, the PAN stage and submitting comments at the full planning application stage. The brief applies Local Development Plan (LDP) development principles and design policies to a particular site context, whilst taking account of neighbouring sites and the regeneration/placemaking objectives for the wider Granton area.

3. Main report

Planning Context

- 3.1 The site lies within Granton Waterfront Central Development Area. Outline planning permission (Planning reference 01/02109/OUT) was granted for mixed use development, in April 2002. Development to date in this area includes key road and footpath/cycle links and housing at Saltire Street and Kingsburgh Crescent.
- 3.2 Table 11 in the Second Proposed LDP sets out development principles to guide future proposals in the Granton Waterfront Central Development Area (reference EW2b). Principles 1 and 6 are of particular reference to this site.
 - Principle 1 - complete the approved street layout and perimeter block urban form.
 - Principle 6 - the potential to enhance employment and a 'destination' through existing and new commercial, tourist and retail opportunities should be expressly encouraged.
- 3.3 The Second Proposed LDP does not make specific reference to cultural opportunities in Granton Central Development Area. However, the Council's response to an LDP representation on this matter was to acknowledge that a cultural proposal has the unique potential to contribute to the regeneration aims for Granton and changes to the LDP to reflect this could be appropriate. This matter is currently being considered through the LDP examination, the report of which is expected at the end of May 2016.
- 3.4 There are a number of design policies in the Second Proposed LDP relevant to the preparation of this brief, in particular Des 1 Design Quality and Context, Des 2 Co-ordinated Development, Des7 Layout Design and Des8 Public Realm and Landscape Design.
- 3.5 The creation of good places is also a key strand of Scottish Government planning policy, set out in the following documents - Designing Places, Creating Places and Designing Streets. In December 2015, the Scottish Government, NHS Scotland and Architecture and Design Scotland (A&DS) launched the Place Standard assessment tool to support the delivery of high quality places around Scotland. The Council's pilot use of this is explained in another report on the agenda at this Committee meeting.
- 3.6 The NCF Place Brief is a further opportunity to deliver the placemaking agenda in the urban context. It also involves the use of the place standard assessment tool in an appropriate form to help capture community aspirations.

Preparation of the Brief

- 3.7 The NCF Place Brief is the outcome of joint working between the Council, as planning authority, and National Galleries of Scotland, as landowner/developer. There has been valuable input from a range of Council services, the local community and other stakeholders in Granton Waterfront.
- 3.8 On 30 September 2015, NGS gave a short presentation at the Granton Waterfront Development Group to make community representatives and other stakeholders aware of the intentions to prepare a brief for the NCF site. The main period of engagement took place between 5 and 8 March 2016, when two community drop-in events and a structured workshop were held. Details of the events are provided at section 9.1 of this report. The place standard assessment tool was used as the basis for a questionnaire to gather views from the local community. A record of the issues raised during the community engagement events is provided in Appendix 2.
- 3.9 Appendix 2 includes the Report of Consultation (2i), a Note of the Workshop held on 7 March (2ii), and consultation responses from other service areas (2iii). The points raised include:
- recognition of the valuable contribution which the Madelvic Car Factory makes to the regeneration of the area;
 - the area needs a 'magnet' to draw people in;
 - provide north /south pedestrian /cycle links through the site;
 - biodiversity interest should be incorporated into new design;
 - some public access for play areas, sheltered sculpture park/gardens, cafe/restaurant, arts studios;
 - clear signage throughout;
 - opportunities for shared buildings with National Museums of Scotland; and
 - use of sustainable principles and consideration of green roofs.
- 3.10 There is considerable public support for the principle of a cultural facility on this site. The comments made have informed the preparation of the brief and will help NGS in progressing its proposals to application stage. Comments which relate to non-planning matters have also been recorded in Appendix 2 and these will be fed into local community planning processes.

The NCF Place Brief

- 3.11 The format of the brief is based on the six qualities of successful places set out in the Scottish Government document "Creating Places":-
- Distinctive;
 - Safe and pleasant;
 - Easy to move around;
 - Welcoming;
 - Adaptable, and
 - Resource efficient.
- 3.10 For each of these six qualities, the brief includes design and placemaking principles for the NCF site itself and the surrounding area. Future planning applications will be expected to address these principles to ensure that development helps to create a good place. Once approved, the brief will have the status of non-statutory planning guidance and will be a material consideration in the determination of relevant planning applications. It may also be used by other Council services and Localities partners to inform decisions on investment priorities and other actions.

4. Measures of success

- 4.1 The creation of an attractive and accessible visitor destination on the NCF site which will contribute to the regeneration of Granton, through the provision of social amenities, employment opportunities, cultural activities and economic stimulus.

5. Financial impact

- 5.1 This project, as part of the Placemaking Agenda, is being delivered collaboratively by the Council's Planning and Transport Service and NGS as landowner/applicant. Existing staff resources are being used and no additional costs have been incurred.

6. Risk, policy, compliance and governance impact

- 6.1 There are no significant risks associated with approval of the report as recommended.

7. Equalities impact

- 7.1 The aim of developing a Placemaking Agenda is to enhance the quality of an area and improve the ability of the community to participate and influence their environment. This report applies these aims to an area south of Waterfront Avenue in Granton. It has the potential to improve the quality of life and help the community to be more sustainable. There are no predicted negative impacts on equalities.

8. Sustainability impact

- 8.1 The Place Brief incorporates principles under the Placemaking criteria of resource efficient. This criteria includes principles which encourages the use of creative SUDS solutions, innovative hard and soft landscaping measures and high quality, sustainable materials to be used in construction.

9. Consultation and engagement

- 9.1 A number of engagement activities took place, led by NGS with the involvement of Council officers. Two drop-in events were organised to obtain the views of the local community. The first took place on Saturday 5 March from 11am to 4pm. The second took place on Tuesday 8 March from 2 to 8pm. To ensure maximum publicity, advertisements were placed in the Edinburgh Evening News and Scotsman, 12,375 leaflets were distributed to local residents and businesses and social media was used.
- 9.2 The third event took place on Monday 7 March between 3 and 5pm. This took the form of a stakeholder workshop to which representatives of community groups were invited. Consultation also took place with other Council services, including Transport, Parks and Greenspace, Environmental Assessment, and North Neighbourhood team.
- 9.3 A questionnaire was prepared by the applicant based on the place standard assessment tool. The questions covered facilities and amenities, work and local economy, walking and cycling, public transport, range of spaces to meet people, positive identity, and feeling safe. Everyone attending the drop-in sessions was asked to complete the questionnaire, either using a paper copy or online. At the workshop, the chair used the questionnaire as a basis for discussion about the site. These discussions were documented.

- 9.4 Local interests were well represented at the public engagement events with a range of local people making contributions. Thirty seven people attended on Saturday 5 March and 38 people attended on Tuesday 8 March. Ten paper questionnaires were completed and 139 responses submitted online. The Report of Consultation is included in Appendix 2 of the report.
- 9.5 The discussions which took place at the workshop and the online comments inform the contents of the Place Brief. There will be an opportunity for further consultation and engagement when the applicant submits a PAN.

10. Background reading/external references

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges	<p>P8- Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites.</p> <p>P15-Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.</p> <p>P17-Continue efforts to develop the city's gap sites and encourage regeneration.</p> <p>P33- Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44- Prioritise keeping our streets clean and attractive.</p>
Council Priorities	<p>CO7-Edinburgh draws new investment in development and regeneration.</p> <p>CO8-Edinburgh's economy creates and sustains job opportunities.</p> <p>CO10-Improve health and reduce inequalities</p> <p>CO16-Well-housed people live in a good quality home that is affordable and meets their need in a well-managed neighbourhood.</p> <p>CO19-Attractive Place 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>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>
Single Outcome Agreement	<p>SO1- Edinburgh's economy delivers increased investment, jobs and opportunities for all.</p> <p>SO2- Edinburgh's citizens experience improved health and well-being, with reduced inequalities in health.</p> <p>SO4- Edinburgh's communities are safer and have improved physical and social fabric.</p>

Appendices

Appendix 1. Place Brief for National Collections Facility at Granton Waterfront

Appendix 2. i) The Report of Consultation

Appendix 2 ii) A note of the workshop held on 7 March.

Appendix 2 iii) Consultation responses from other service areas

Appendix 1

Place Brief. National Collections Facility (NCF site).

Contents

1.0 Purpose

2.0 Location and Proposal

3.0 Vision and Aim

4.0 Placemaking Principles

5.0 Conclusion

Plan 1 Location Plan

Plan 2 Placemaking Principles Diagram

Plan 3 Key Views

1.0 Purpose

1.1 A Place Brief is a set of high level principles which shape the future development of a site. The brief has a place-based approach and incorporates the views and aspirations of the local community. The format of the brief is innovative in as much as it specifically addresses the six placemaking criteria underpinning the Scottish Government policy documents; Designing Places, Creating Places and Designing Streets. The six criteria are:-

- Distinctive
- Safe and pleasant
- Welcoming
- Adaptable
- Resource efficient
- Easy to move around and beyond.

1.2 The process involves two stages: firstly, the gathering of community views- which could be done through a Place Standard exercise. Secondly, the brief will be written around the six placemaking criteria and incorporates the outputs from the first stage.

1.3 This brief has been prepared collaboratively by the Council and National Galleries of Scotland with considerable input from the local community and other stakeholders. Comments submitted during and following community engagement events have been recorded and can be viewed in Appendix 2 or the report to Committee on 19 May 2016 (add link).

1.3 The Place Brief will form non-statutory planning guidance. It will be used by National Galleries Scotland to develop proposals for a National Collections Facility at Granton

Waterfront and by the Council, as a material consideration, in determining future planning applications.

2.0 Location and Proposal

2.1 This Place Brief has been prepared to guide the redevelopment of a site at Waterfront Avenue, Granton (Plan 1) for a National Collections Facility (NCF). The brief relates to the main development site owned by the National Galleries of Scotland and a wider development area bounded by Waterfront Avenue to the north, West Granton Road to the south and east and Waterfront Broadway to the west. The brief identifies design and placemaking criteria to guide development proposals on the main site. Consideration is also given to the wider development area to promote good placemaking beyond the site boundary.

3.0 Vision and Aim

3.1 The vision for the main development site is for a visitor destination which will contribute to the regeneration of Granton, through the provision of social amenities, employment opportunities, cultural activities and economic stimulus. The NCF will also provide a gateway to the working world of museums, galleries and archives for the Granton community. The aim of the Place Brief is to set high level development principles to help realise this vision. NGS is expected to submit a Proposal of Application Notice (PAN) and then detailed planning application for the proposed NCF on the main development site.

3.2 A further aim of this Place Brief is to consider the relationship between the main development site and the wider area. The brief identifies opportunities to enhance the setting of the NCF site and improve linkages between it and the wider area. The wider site is in various ownerships and development proposals are likely to come forward in separate applications over different time periods.

4.0 Placemaking Principles

The following principles should be used to guide future development within the main development site and the wider area. Where possible, these principles have been illustrated on Plan 2.

Distinctive

4.1 Main Development Site

- The development of this site by NGS for the purpose of a National Collection Facility (NCF) is supported. An indicative building footprint is shown on Plan 2.
- A well designed public space should be created between the NCF building and the existing cycle/footpath known as The Walk.
- Opportunities for public art within the site should be explored, in particular at the main entrance to the building to create a sense of arrival.

- The Madelvic Car Factory, in the north eastern corner of the site, is B listed and is important to the heritage of the area. Options for its future use should be considered carefully in discussion with the Council and Historic Environment Scotland.
- Key views into the site are shown on Plan 3. A Design Statement should be submitted as part of the planning application and this should demonstrate how these views have been taken into account in the preparation of the development proposals.
- Key views from the site should be identified through a site analysis submitted as part of a supporting Design Statement. For example, the north elevation could take advantage of views towards the Firth of Forth.
- Ecological understanding of the site and its context should inform the design.

4.2 **Wider Area**

- Development on land between Waterfront Broadway and the National Museum site should relate positively to the Walk. The proposed green space immediately to the north west at the Walk should be designed to create strong physical and visual links with the public space to be created as part of the NCF development.

Safe and Pleasant

4.3 **Main Development Site**

- All pedestrian routes and cycle paths should be clearly defined.
- Natural surveillance of public routes should be incorporated.
- All footpaths leading to the building should be well lit with frequent points of access.
- Security measures should not detract from the appearance of the development.
- The public space and enhanced green space within the site should be well designed. A multi-disciplinary team of designers should be appointed.
- A simple pallet of high quality materials should be used in the building and external spaces.

4.4 **Wider Area**

- All pedestrian routes and cycle paths leading to the NCF site should be clearly defined and well lit, with frequent points of access and natural surveillance.

Welcoming

4.5 **Main Development Site**

- The main public access to the building should create a sense of arrival with appropriate signage and landscaping. It is anticipated that this will be created on the west elevation with access onto the public space.
- The north and east elevations should also be well designed to create an attractive frontage to the wider area.
- The public space could include a small separate building in the south west corner to provide shelter from the elements and community/visitor facilities. This should positively address The Walk and the public space.

- Servicing arrangements should be unobtrusive and not compromise the pedestrian/cyclist experience.
- Any planting scheme should provide seasonal interest and maximise biodiversity. The design of the boundaries of the site should be carefully considered to create appropriate edges.

4.6 **Wider Area**

- The West Granton Road edge should be improved through the provision of additional landscaping and enhancement of the existing landscaping and boundary.
- Consideration should be given to enhancing the boundary between the NCF site and the site owned by the National Museums of Scotland.

Adaptable

4.7 **Main Development Site**

- The proposal should create a visitor destination incorporating flexibility and adaptability. This should include educational and research facilities. Whilst a large proportion of the building will be needed for collection care purposes, efforts should be made to maximise public access where possible.
- Within the publically accessible parts of the building and outdoor areas, consideration should be given to the provision of useable amenity space which can be made available to the wider community.

4.8 **Wider Area**

On neighbouring sites, the creation of a series of individual buildings or mixed use developments and external spaces will provide a place which can adapt to future needs and opportunities.

Resource Efficient

4.9 **Main Development Site**

- The design of the building and materials used in its construction should be sustainable. Innovative creative SUDs solutions within the hard and soft landscaping should be designed and green roofs encouraged.
- Good quality hard and soft landscape materials and features should be specified throughout the public realm to minimise the need for replacement in the long term.

4.10 **Wider Area**

Housing led mixed use development is supported to make efficient use of brownfield sites.

Easy to Move around and Beyond

4.11 **Main Development Site**

- There is a considerable change in levels between West Granton Road to the south and the site. Proposals should demonstrate how pedestrian and cycle linkages to the south of the site can be achieved.
- Strong pedestrian links should be made with the Walk.
- There are two possible vehicle access points – one from Waterfront Avenue and one from Granton Park Avenue.
- Appropriate car and cycle parking for a visitor destination of this scale should be agreed with the Council. Over provision of car parking should be avoided in the interests of promoting accessibility by walking, cycling and use of public transport.
- Proposals should seek removal of existing barriers to permeability and sustainable travel.
- Signage should be designed as integral to the overall concept.

4.12 Wider Area

- Proposals should minimise conflict between vehicles and pedestrians and cyclists.
- Maximise opportunities for off road cycle routes.
- Permeability for pedestrians and cyclists should be improved.
- Strong links should be made with the footpath and cycle routes already established.

5.0 Next Steps

- 5.1 The local community and other stakeholders will have further opportunity to comment on the proposals at both PAN and planning application stage. The PAN (proposal of application notice) stage runs for at least 12 weeks. During this time, prospective applicants are required to engage with the local community and seek their views on the proposals. At least one public engagement event will be held in the local area. A PAC (pre-application consultation) report is prepared by the applicant providing a summary of comments made and how these have been taken into account. The PAC report must be submitted to the Council with the planning application. When a planning application is submitted, there is a statutory period of 21 days within which representations can be made to the planning authority.
- 5.2 As well as informing development on the main development site, the Place Brief should also guide proposals within the area surrounding the NCF site and may be of use to other Council Services and Localities Partners.

PLAN 1 LOCATION PLAN

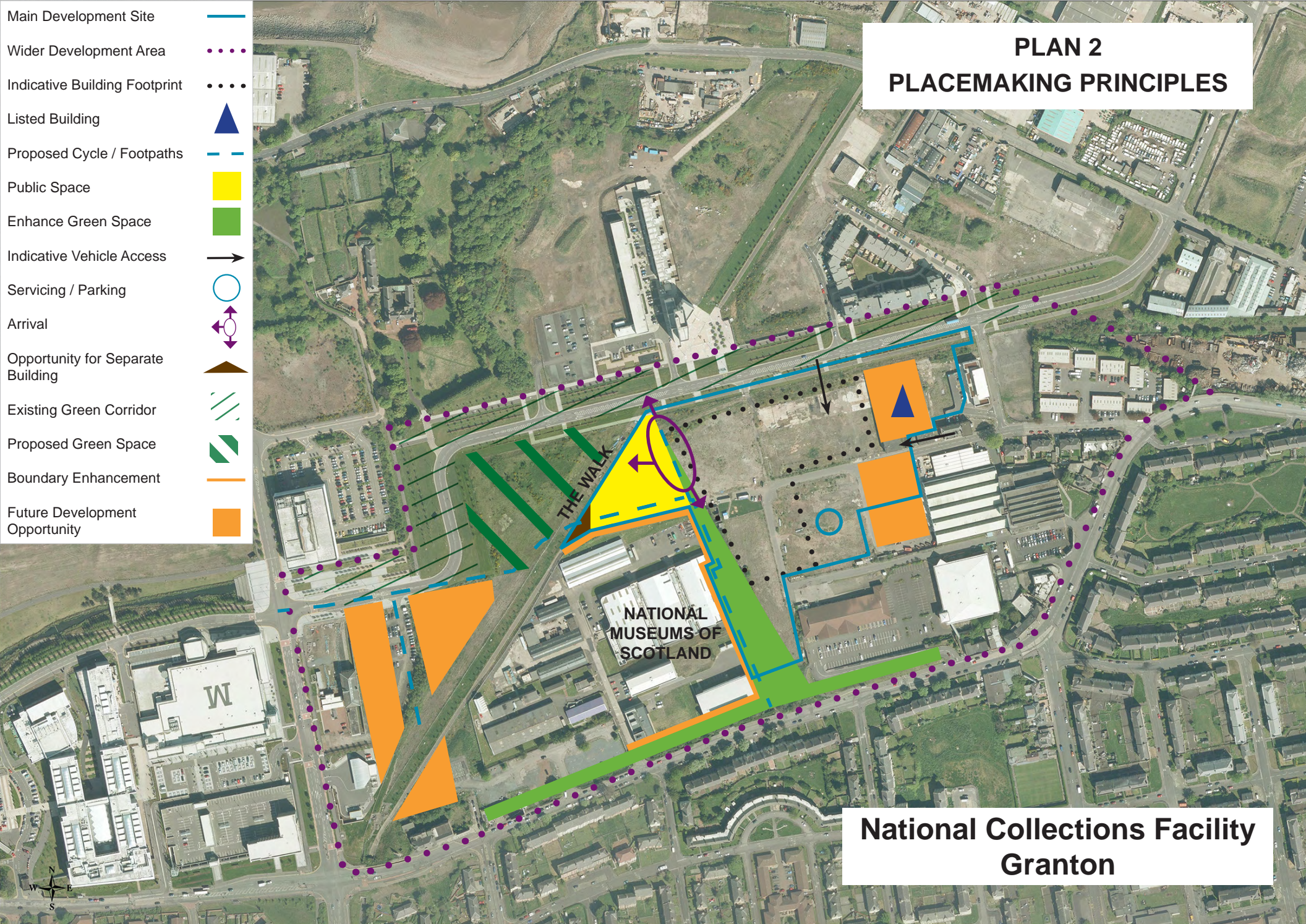
Main Development Site ———
Wider Development Area ·····



**National Collections Facility
Granton**

- Main Development Site —
- Wider Development Area ⋯
- Indicative Building Footprint ⋯⋯
- Listed Building ▲
- Proposed Cycle / Footpaths - - -
- Public Space ■
- Enhance Green Space ■
- Indicative Vehicle Access →
- Servicing / Parking ○
- Arrival ↻
- Opportunity for Separate Building ▲
- Existing Green Corridor ▨
- Proposed Green Space ▨
- Boundary Enhancement —
- Future Development Opportunity ■




PLAN 2 PLACEMAKING PRINCIPLES



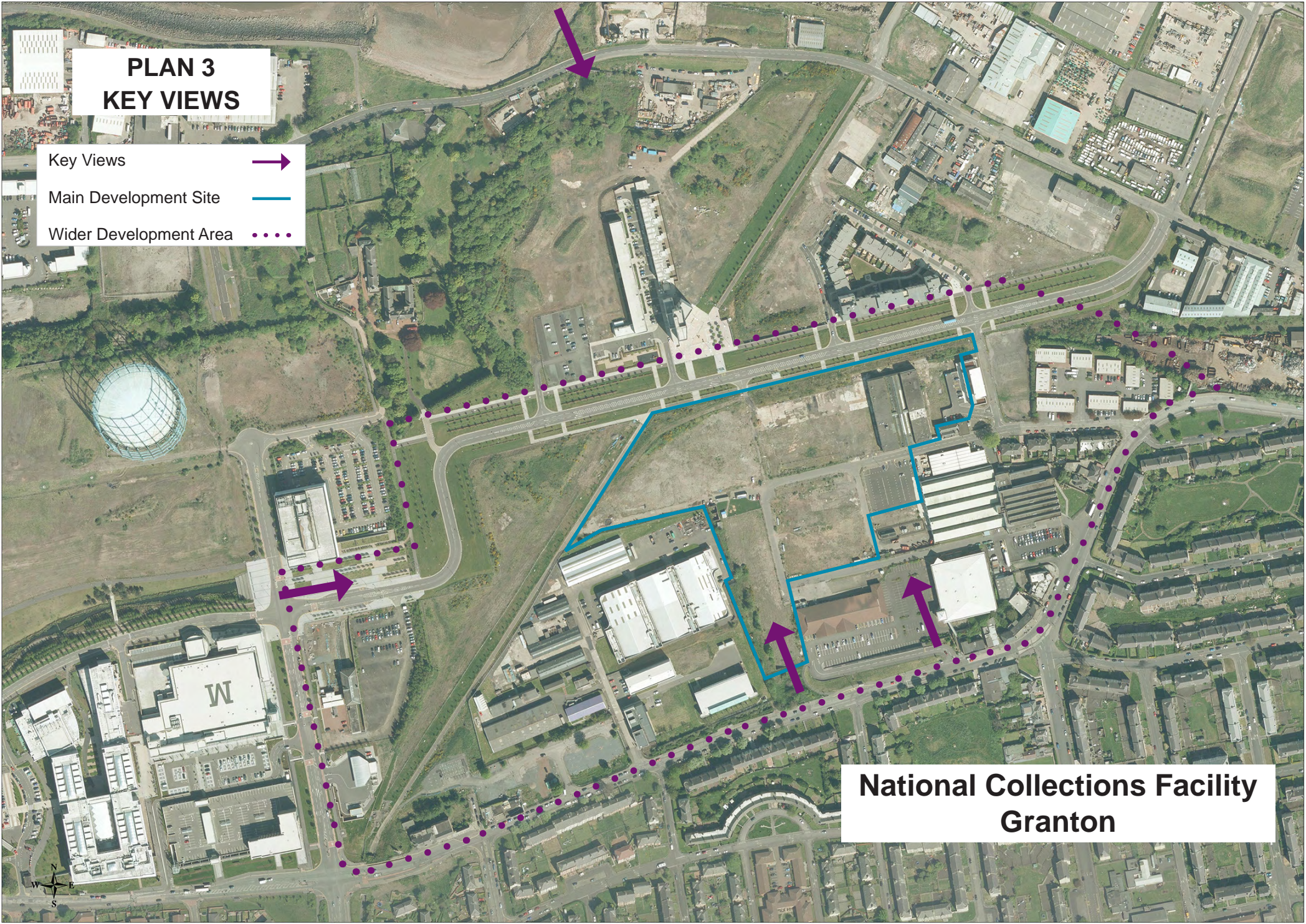
National Collections Facility Granton



PLAN 3 KEY VIEWS

- Key Views 
- Main Development Site 
- Wider Development Area 

**National Collections Facility
Granton**



GVA James Barr



Report

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National Collections Facility, Granton

Development Brief

Report of Consultation

April 2016



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For and on behalf of National Galleries of Scotland

1. Introduction

- 1.1 This report sets out the methodology of consultation undertaken in advance of the production of a Development Brief for land at Waterfront Avenue, Granton. It includes an overview of the consultation undertaken and provides an analysis of the feedback received.
- 1.2 In doing so, the report comprises the following sections:
- [Section 2: Overview of Development Brief Consultation](#)
 - [Section 3: Public Exhibition – Format and Feedback](#)
 - [Section 4: Workshop – Format and Feedback](#)
 - [Section 5: Conclusions](#)
- 1.3 In undertaking this community consultation, the project team has had regard to the guidance and recommendations set out in Planning Advice Note 3/2010 Community Engagement (August 2010).
- 1.4 In line with best practice, the project team has sought to engage with the community an early opportunity and to provide the community and key stakeholders with the opportunity to provide feedback which will be taken into account in progressing the Development Brief.

2. Overview of Consultation

- 2.1 As part of producing a Development Brief for the area, NGS has undertaken extensive consultation with the local community and key stakeholders to inform the process.
- 2.2 This section provides an overview of the pre-application consultation undertaken which includes the following activities:
- 1st event – drop-in public exhibition held over two days on 5 March 2016 & 8 March 2016;
 - 2nd event – stakeholder workshop on 7 March 2016.
- 2.3 This consultation process is described in greater detail below and in the subsequent sections.

Notifying the Public

- 2.4 From the outset, NGS has sought to ensure that the public consultation process was well advertised to ensure as many people as possible with a likely interest in the development were aware of the proposals and understood the opportunity to engage in the process and provide feedback.
- 2.5 In order to publicise the Public Exhibition held over two days on 5 March and 8 March 2016, advertisements were placed in the Edinburgh Evening News on 29 February and 3 March 2016, and in the Scotsman on 29 February 2016.
- 2.6 Additionally, invites were sent to residents and businesses in the 'EH4' & 'EH5' postcode sectors covering the development brief site and surrounding areas informing them of the public event. A total of 12,375 leaflets were distributed by Royal Mail's leaflet drop service.
- 2.7 To advertise the stakeholder workshop on 7 March 2016, individual invites were sent to key stakeholders and community groups.
- 2.8 Sections 3 and 4 of this report provide greater detail on the Public Exhibition and Workshop respectively, and the feedback received.

3. Public Exhibition – Format and Feedback

- 3.1 A public consultation exhibition was held over two days on Saturday 5 March 2016 from 11am to 4pm and Tuesday 8 March 2016 from 2pm to 8pm at Madelvic House, Granton Park Avenue.
- 3.2 Madelvic House was the closest available venue to the site suitable for an exhibition and was considered accessible to all.
- 3.3 Representatives from the project team attended the exhibition to answer any queries. An information leaflet was handed out to those who attended to provide background information to the National Collections Facility.



Exhibition Boards

- 3.4 The purpose of the public exhibitions was to set out information on the study area including history, planning considerations and site analysis.
- 3.5 Seven exhibition boards were displayed at the event. The boards provided the following details:

- Board 1: Welcome
- Board 2: Site & study area
- Board 3: Site history
- Board 4: Planning context
- Board 5: Site context: Buildings, uses and spaces
- Board 6: Site context: Movement & connection
- Board 7: Your comments

Providing Feedback

- 3.6 A key aim of the community consultation was to gain feedback from local residents, the community, and potential users of the facility. Visitors were encouraged to register views by filling out a feedback questionnaire, this included questions relating to the following themes:
- Part 1: What we know
 - Part 2: Evaluating the existing
 - Part 3: What you can tell us
- 3.7 Completed questionnaires could be returned to the project team on the day of the exhibitions. Alternatively, it was advised that completed questionnaires could be returned to the National Galleries of Scotland by post.
- 3.8 In addition, the NGS website was used to host an online version of the feedback questionnaire. The following web address (<https://www.nationalgalleries.org/aboutus/special-projects/national-collections-facility>) was created for this purpose and printed on the information leaflets handed out at the event.
- 3.9 The feedback questionnaire asked 17 questions, ten of which were questions from the 'Place Standard' tool:
- Q1. The boards give an overview of what we know about the site and the surrounding area. With these in mind, are there any other specific features of the site and surrounding area you are aware of and would like to bring to our attention? Please write your feedback below or draw on the plan.
 - Q2. What are your views on the existing buildings on the site in terms of their form and appearance? Do you consider that they contribute positively to the character and appearance of the surrounding area? Please write your feedback below or draw on the plan.

- Q3. Are there features on the existing site you would like to see retained? Please write your feedback below or draw on the plan.
- Q4. Can I easily walk and cycle around using good quality routes?
- Q5. Does public transport meet my needs?
- Q6. Do buildings, streets and public spaces create an attractive place that is easy to get around?
- Q7. Do facilities and amenities meet my needs?
- Q8. Is there an active local economy and the opportunity to access good quality work?
- Q9. Is there a range of spaces and opportunities to meet people?
- Q10. Does this place have a positive identity and do I feel I belong?
- Q11. Do I feel safe?
- Q12. Are buildings and spaces well cared for?
- Q13. Do I feel able to participate in decisions and help change things for the better?
- Q14. The boards show a number of opportunities for the development brief site in relation to the creation of spaces. What types of new spaces would you like to see on the site? Please write your feedback below or draw on the plan.
- Q15. The boards show a number of opportunities for the development brief site in relation to improving connections through and around the site. How would you like to move through and around the site? Please write your feedback below or draw on the plan.
- Q16. The boards show a number of opportunities for the development brief site in relation to buildings and uses. What aspects of the development brief site and surrounding area do you consider important and should be a consideration in future development proposals? Please write your feedback below or draw on the plan.
- Q17. Please elaborate on any of your answers given above and/or provide any additional comments below.

Public Exhibition Feedback

3.10 The public exhibition on 5 March 2016 was well attended by 37 people between 11am and 4pm, and on 8 March by 38 people between 2pm and 8pm. From our extensive experience of public consultations, this is considered to be a good level of attendance, although it represents only a small percentage of the invites distributed. From this attendance and advertisement of the community consultation, 11 completed questionnaires were received and a further 125 responses were received from the online survey.

3.11 Analysis of the questionnaire feedback from the event is presented below under the headings 'Part 1: What we know', 'Part 2: Evaluating the existing', and 'Part 3: What you can tell us'.

Part 1: What we know

3.12 **Question 1** asked respondents if there were any specific features of the site and the surrounding area they would like to bring to our attention.

3.13 Respondents raised various aspects of the site in response to this question; these included the site's proximity to the River Forth and any corresponding potential for flooding, the site's existing connectivity including public transport provision, links to cycle ways and car parking facilities.

3.14 The Madelvic Factory building, Madelvic House, and the area's industrial heritage were also frequently highlighted as important aspects of the development brief site.

3.15 All responses to question 1 are shown below.

Madelvic House & factory are very important historic buildings in the history of the motorcar being the 1st purpose built car factory in the world. They must be preserved & enhanced. The factory could become studios for hire or storage. The "Grand Avenue" to the north needs a central feature to give it purpose. This could be the main entrance to the new NGS complex.
Over time, this area has become overgrown and green - in a good way - this soft landscaping should be retained in the design of the site, and room for birds (and the local madelvic foxes!) provided. You can hear the wildlife in the morning & this shouldn't be deadened.
Would be worth indicating travel time to points around the city.
Let's see some really good designs for new housing maybe they might win awards (!!). Inject some real enthusiasm in the surrounding buildings as well as the Gallery building.
Some transport items, replica of old car which was built at the car factory.
The plan seems fairly straightforward - it would be nice to think that the site could eventually be linked in with the newly created green spaces round the gasometer and, eventually, down to the seafront to give an expanded leisure/culture area.
I don't live in this area. I live in EH15. I am interested in the Art Facility development but don't know a thing about this area. I won't be able to answer these questions which appear to be about the area & not specific to the Arts Facility.

Edinburgh Atlas - Guide by John Bartholomew & Son Ltd and the Geographical Institute, Edinburgh 1950 pages 6&7
 Ward Lock & Co Edinburgh Illustrated Guide Book for 1930 First Map and information on page 143
 The above publications show the important historical and industrial history of this area.

The site has little access from West Granton Road & passing traffic on Granton Park Avenue is minimal. Therefore, thought is required on how to create public awareness & draw the public in.

Madelvic factory build in 1898 for the manufacture of electric motor fitted to a horseless carriage - a Brougham Carriage. The electric motor unit designed was also adapted to be easily installed by home owner. Later going onto build electric vans for Royal Mail and a two seater car. Though the company didn't last very long hand changed company ownership. It did show the Scottish, and Granton, innovation by Sir William Peck. The building also was reported to have the very first 'roof test track', aswell as the first purpose build motor car factory in the UK. Sir William Peck went onto become first director of Edinburgh City Observatory, a Scottish astronomer, writer, scientific instrument maker, and a number of internal combustion engine designs and patents. Not so far from Madelvic Factory was a 15 century castle close Caroline House. The castle sadly was pulled down for excavation by short lived quarry company in 1920's. Granton House mansion build by Earl of Hopetoun in 1807, but sadly destroyed by fire on 1st Jan' 1954 under the ownership of Edinburgh Coperation. Granton harbour build by 5th Lord of Buccleuch with construction oversaw by Robert Stevenson. The harbour also boasted the worlds first train-ferry (or goods train carriage ferry), amongst the habour being a major goods port for Edinburgh. Madelvic Factory was build next to Broom Park and Georgian Villa house. Broom Park (now Broompark Business park), also front of Madelvic house had itself a garden popular at the time. The walled garden of Granton Castle with once large Caroline House Gardens, nodoudt Granton House Gardens parkland or Gardens was took up a substantial amount of land in Granton. Also one time a cricket ground next to Satire apartments. Being a important harbour and thriving industry with the gaswork, chemical printing company, ironworks, Granton Train Station, came the magnificent steam train plus 5 narrow gauge trains for the gasworks (two which are still in operation at another museum).

Haven't been there for a long time but as far as I remember this area needs some life put back into it.

Potential biodiversity importance of the site as derelict vacant land. Specifically open mosaic habitat may be present which is important for invertebrate communities and possibly rare plants

None other than it will obviously encourage art students at the nearby Telford College and may even encourage them to improve their offering.

You are very near local cycle paths at the proposed site. Would be great to have adequate places to lock bikes to encourage people to cycle to the site.

There is a need to reinstate a bus (no17) that can go up from Granton Road and then past the lighthouse building and up Waterfront Avenue. Currently there are no buses that go up the hill from Granton Square to Granton Road.
Historical interest of Madelvic car factory and Madelvic House
Sounds like a run down industrial area
None - I believe the proposed development would do nothing but improve and help to redevelop the area.
Waterfront Avenue sets a strong design move. The break in topography on the site and sea views should be utilised positively in the designs.
The site is very bleak and unattractive
Realise that there are some quite tough areas of Granton- important for staff and visitor safety that the site is well lit and monitored
I don't know the area at all
No - I don't know the area
Never been there sorry
Granton Castle Walled Garden, remains on ancient monument scheduled and partially demolished in 1921. Became part of curtilage associated with Caroline Park House in 1740.
Granton Castle Walled Garden, to Northwest of site. Remains of an ancient monument scheduled and psrtially demolished in 1921. Still the remnant of the historic gardens and designed landscape associated with Caroline Park House, becoming part of the historic curtilage in 1740.
What interaction will there be with the Museums buildings on the same site?
No, I don't go out there so don't know what it looks like.
Neglected area/part of town. Dirty - loads of rubbish (never cleaned?) around Lidl / BM store. Feels unsafe after dark. Ugly area visually. Only one good bus connection with the city centre (number 8, as number 16 too long). The nearest bus stops - in both directions - could be renamed (additional/double named) after the Museum/Galleries, to make it easier to find - drivers to advise on where to get off, etc.
Waterfront very appealing as is general regeneration of the area
The site is unsuitable as a National facility it is poorly accessible in more ways than one; especially for visitors from other Scottish towns, cities and regions. The mixed use of the location as described being next to a retail park and volume private house builders project is not complimentary. Better the facility was located, for example, in Dundee next to the V&A to be developed there.
yes Could it be in a more Central position in Scotland?

No I am not familiar with this part of the city
I don't know specifics of the site. From where my journey would start, it is fairly inaccessible.
It is an area of concern for security.
I think it is an uninspiring site and not easy to access
I'm not familiar with the site
It is quite distant from all your existing site - will you put on transport?
Too far from central Edinburgh. visiting would necessitate a special journey, instead of the current convenience of popping in whenever one is in town.
Are Granton Castle gardens very near ?
Being so close to water seems a touch risky
No, other than this area really needs a project like this
When I visited I was disappointed there was so little organisation of the paintings
I don't know the site but if it's on the waterfront it sounds as if it could be made quite attractive and somewhere people will enjoy visiting.
No. It needs to be an open and welcoming site ,Rather like a secret building at the moment.
No, I was unaware of it. I am assuming this will be a new build in the space between the existing buildings although it is not absolutely clear to me from the description. If I am right, it seems fine, but how much is it going to cost to build and run?
This is an area where significant investment and arts activity could have a major impact on the local community and local economy
Royston House is close. This is a little known gem of Scottish Baroque architecture, built by the 1st Earl of Cromartie, a precursor of the Scottish Enlightenment who probably had a hand in its design
It should not be affected by rising sea levels
Granton:Hub group who want to develop an arts and community hub at Madelvic House
The distance from the centre a major consideration
I think there could be better signage from one Gallery to the next
I have just looked at the map to see where Granton is and it is very unlikely I would ever visit it.
I don't know the area but it looks as if it would regenerate it
Accessibility by public transport would be more difficult than the current site on Princess Street
Close to Forth - will climate change / water levels rising affect the site?
I see the site on the map, and it looks very accessible.

A good addition to a very deprived/depressed area the nature of which will bring its own security and environmental problems. Hope fully the area will improve over time.
It is a run down area of the city
NMS needs better signposting
Sea - sea salt - damage to materials?
Poor road and public transport access
Not the best of areas to house such a prestigious collection
Traffic issues - busy West Granton Road
This is a relatively low lying site and within 100 years may be subject to effects of rising sea level and flooding. Is this to be a very long term facility?
Parking is difficult and public transport to that area is not great.
the Granton Castle Walled Garden is a new project that would tie in with your project as it combines archaeology with horticulture.
Transport links aren't ideal.....
Please make sure there are good bus services to the facility.
Access from Waterfront Avenue would have to be enhanced to make use of transport facilities on the north side of the site.

- 3.16 **Question 2** asked for respondent's views on the existing buildings on the site in terms of their form and appearance, and whether they contribute positively to the character and appearance of the surrounding area.
- 3.17 From responses received, there was no consensus evident relating to the perceived value of the existing buildings on the development brief site.
- 3.18 Whilst some respondents identified the Madelvic Factory building as important, and sought its retention and refurbishment, others viewed the factory building's contribution to the site as being less about the built form and more about its contributions to the city's industrial heritage. Other respondents highlighted Madelvic House as being of particular value to the local area in both appearance and contribution to community life.
- 3.19 The more recent buildings in the area in the local area were not considered to be of particular value by a number of respondents.
- 3.20 All responses to question 2 are shown below.

The factory could be dressed up to look stunning so its present state of dereliction must not put off its preservation. The area needs a major 'magnet' to draw in people & finance. There is much benefit to be had with NMS facility nearby.

I don't see any need to keep the factory building. But replace them with custom built art spaces.

The Madelvic building is very nice but neglected. I'd prefer to see this used as a publicly accessible art storage facility prior to massive new buildings.
From my flat I can see the Castle, Calton Hill, the Pentlands, Corstorphine Hill - all these views should be retained and available from new building.

I think that it's important, given the mixed history of the site, to preserve as far as possible existing non-derelict buildings. Where does Madelvic house fit in to the plan? Any development of the site needs to be sympathetic to the history - and any new buildings should make reference to it.

The area certainly needs redeveloping & arts facility will contribute to this. It will be good to have an out of town centre arts facility and draw people to the area.

There has been some mention in the recent press reporting about a car manufacturing plant on the site which was the first in the UK. This would make the site a value of first importance and any existing structures should be incorporated into the New Building.

Madelvic House retains external charm but the factory is mainly past its best except for the 'workers entrance' doorway. I don't believe it would be worth the money to rejuvenate the factory rather than demolish and start again.

Madelvic factory has potential. Because a building is in a state of disuse and left to decay, where most people choose to ignore the building. Don't actual know its interesting and varied history. Reason for the buildings existence, it's original use, or, reason for it to be B-listed building or that it is a listed building. Doesn't mean it's of less historic significance for future generations. It depends what comes next in regenartion of the area. To be fair, in most part it is a deadend steet with know reason for most people to walk down to the building and fenced of waste ground. From the road it isn't really that noticable by road users and the few padestrines. Oneside the building is hiden by a care home and the otherside it just blends into the waste groud in inhabits. It is a building that history has forgotten, and one thats lost it's place in Scottish and world motor industry history. I find the building intriguing and a visual statement of a past industry and lost stories. Visually the building could be brought back from slow decay and death. Revitalised by right architect, modernised but yet keeping to the spirit of the original building, use and concept; which honours the innovation of the era and industrial history of Granton. Besides history, it's also a large length of building that gives character and possibilities to newer concepts to it's modern use and future. I like the idea of old industrial buildings working with new parklands and gardens. We normal think of them, industrial buildings and community parkland, as seperate entities. One of manmade and the other natural (less manmade), but both can successfully work together. Which is keening more popularity in designing modern public spaces, which has been apart of historic layout and development of Granton.

I trust new architects to do there best to retain the best parts of this area and not just bulldose away the best (if any)

I think the views of local people are most valid on this issue.

Have only seen the back if them from my flat but they look reasonable

Have driven past for many years but not that familiar. The area has been so radically modernised that in some ways it doesn't matter. I have no particular attachment to the buidings but to retain the old and combine with the modern is often a delight if done well and anchors the present in the past in a good way.

Given the history of leith/ granton / waterfront , I like the industrial feel of a lot of the buildings, especially in contrast to the very modern builds further up the coast at Western Harbour etc.

The buildings were built for a purpose and at that time the site did not play any further role in terms of helping to create a destination within the area. The new building will be far more significant if it can take on board the opportunity the whole site facility can contribute to creating a high quality people friendly area or parkland that can be used as a route or pathways to other places in the area. The site offers the potential to form a significant focus and addition to a developing cultural plan for North Edinburgh and the wider waterfront.

Car factory looks awful. Ideally it should be renovated to brought into some imaginative use. But it would be better to remove it than leave it rotting in a no-mans land.

never seen them

Didn't see any actual pictures of the site
I believe the very presence of Gallery buildings help to improve the character and appearance of this particular area of Edinburgh.
No- the existing buildings do not contribute to the area. They are negative in form and exclude connectivity within this area of the city
Not aware of the site
Modern and very little character
Good to see developments other than existing commercial properties
I have insufficient familiarity.
It would be good if there were pictures on your site
Yes
Not all of them
Yes
I don't recall ever seeing them
Not seen any signs for same in the area when driving through
Following the strong simple shapes of the adjacent NMS facility would seem appropriate
No
No
Land neglected and in need of regeneration.
Yes
I think that the retail units are an eyesore. However the beautiful red brick Madelvic buildings should be restored to their former glory if possible.
Yes
It is not at all an attractive group of buildings at present. The existing buildings make the wider site look like an industrial area
The area grey/gloomy/neglected/sad/dirty, so any of the new/modern gallery/museum buildings are/would be an improvement / cannot spoil anything.
I think the area would be enhanced by the removal of the existing buildings
variable
Not particularly
Don't think they particularly stand out
None

Not at all. Refer 1 above.
I am not from the area
I have no knowledge of the site
Yes
It's a bit anonymous at the moment. You wouldn't know a major gallery resource was there.
The retail supermarket premises etc are not aesthetically appealing
No
None worth preserving
No
Having visited the storage site for the Museum I think it is a featureless area
I think most of this area is industrial and run down
I am not that familiar.
I like the building, there seems to be a lot a shrubbery around which could be made use of
The website did not provide any photos of current buildings to view in order for me t provide a comment
I am not familiar with the site. How assessible is it by public transport?
Not particularly, but the area is not outstanding
I have not seen the existing buildings - there didn't seem to be any photographs on the description page.
As above ,They have a secret facility feel to them . They are not welcoming and the site itself how it looks is not a good addition to the area . It needs to open up more
Yes
Again, as in my response to the first question it is not clear if it is only new build or you want use some existing buildings or knock some down. If you are talking about retention, then it seems to me the building to retain is the B-listed garage.
The appearance of a collections facility is of very little consequence. The most important thing is that it is visually accessible i.e. local communities and other audiences will be able to see it and feel part of it.
No
The surrounding area is a post-industrial mess. This will improve it.
I'm ambivalent

No strong views.
Yes, these buildings are great and link Granton to it's victorian heritage
Undecided
No. The buildings are built with function first, rather than appearance.
No.
beautiful
I think they are beautiful and well kept
Beautiful buildings. Very positive contribution to the area.
I do not know the area as it is too far from the city centre.
Madelvic House is an interesting building and worth retaining
not particularly
The existing buildings on Princess Street are part of the historic character of Edinburgh. They are also easily accessibly to people visiting by train.
If sympathetically renovated, some of the existing buildings could enhance the overall facility
Current buildings are uninspiring. Better than wasteland, granted, but largely just sheds, with varying amounts of windows
I cannot see images of the existing site.
No
I don't know the area well but don't have a positive impression.
None
No, poor views of the sea
positive contribution
I don't know
With Morrisons next door?
Should be modernised and brought up to date
No idea - never been there. Is it reachable by bus?
An opportunity to use a historic building elsewhere is being missed
I think they are well planned and maintained and add to the overall feel of the exhibitions,
There are no buildings that merit special attention
The site would benefit by the removal of warehouse type buildings.
I haven't been.
not familiar with the buildings
Fine - quite subdued

Yes some of them do as this is essentially a post industrial site/area
None
Yes
Never been there
the existing buildings are hideous but could easily be improved - important to integrate a park.
I don't think they are remarkable enough to have any bearing on what NGS wants to do.
Not particularly
I've not visited the area, so can't comment.
The site is a blank sheet with the exception of the NMS collection centre and the Madelvic Factory. The latter is an eyesore, but, unfortunately, listed. The south façade could be restored but the factory building should be demolished. Otherwise there is huge scope to erect a custom built facility.

- 3.21 **Question 3** asked respondents if there were any existing features on the site they would like to see retained.
- 3.22 Madelvic House and the Madelvic Factory building were the main responses received in response to this question. Aside from these, a number of respondents didn't consider there to be anything on the site they would like to see retained.
- 3.23 All responses to question 3 are shown below.

The Madelvic House & Factory to be preserved. Provide pedestrian access from south in space between Lidl & NMS but main entrance on "Grand Avenue" - maybe proper public square here - service shared with B&M/Lidl/Others to south and well out of view. Enhance surrounding spaces not create lots more "left over space".
None.
Keep the existing office building. Keep the Madelvic factory façade but demolish the old factory building which is delapidated.
Car factory as transport museum.
Ref.Q2. If any other significant historical or industrial structures are present, it would be good to at least reference them. The whole area has an important and significant history both locally and nationally and part of the area regeneration would be helped by building on this heritage.
Madelvic House & front façade of factory. It would be nice to set up a small museum about the history of the site.

Madelvic Factory and House. The view of the Gasometer. Or at least an outdoor viewing platform on the roof of the new building for views of Gasometer landmark, the Forth Rail bridge, new and old road bridge and general panoramic views of Firth of Forth, Cramond, Fife, the Harbour, Edinburgh castle etc.
Can't remember but something kept relating to this areas past history.
Biodiversity interest could be incorporated into the design of the new building and surrounding landscape
Madelvic car factor
Maximise on the green space and increase tree or shrub planting. Introduce earthworks to help add visual form to the area and create windbreaks where families could play and picnic in good weather.
Car factory if it can be renovated - otherwise would be good to see as much green space as possible
No
Considering the proposal, no - I believe the proposed changes will only be of benefit / improve the existing site.
Not really. Sea views should be allowed for within the site and from W. Granton Road
None
No
NO
No
the historic parts
The redbrick Madelvic buildings
ALL OF THEM
No.
No
I am not that familiar with the site - I have visited the NMS archives and was very happy with everything I saw.
None
any listed buildigs and residential units
Not particularly
No
no

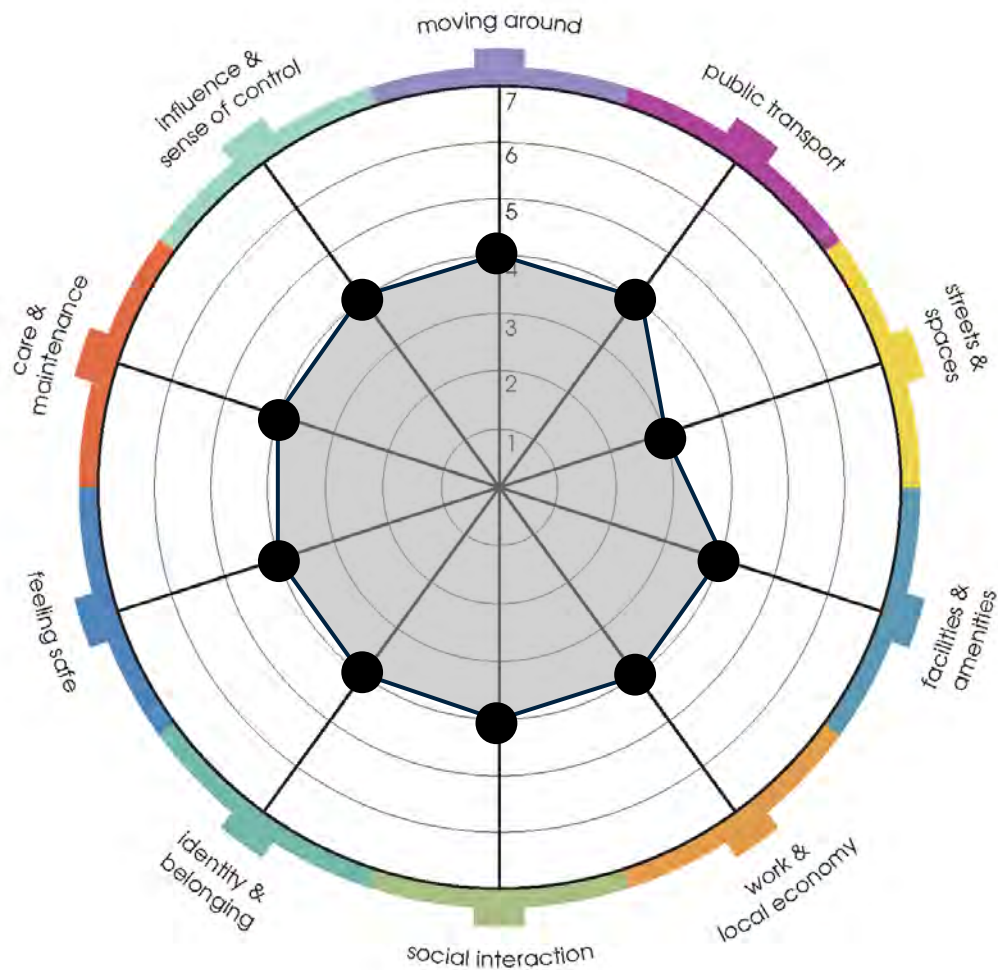
No
Not applicable question if the National facility was proposed for a better alternative site.
Do not know the site
maldevic factory
Have not seen the site
don't remember enough!
do not know site
I don't know it well enough to comment
Not really.
No
No
No
No
Not really.
Greenery
As above
no
The colour scheme is alright but it needs a rethink.
No
See above: the B-listed garage
parking?
no
No
No
Not particularly.
Madelvic House and the warehouse house behind, at least in part. I think the garden area could be developed in to an outdoor courtyard
No
No
No
the main site is really well laid out and i love the connction between the park and the

gallery
All
Madelvic House
no
The external appearance of the building - it is a fine piece of period architecture.
What am I missing?
Useful proximity to the NMS facility

Part 2: Evaluating the existing

- 3.24 The questions presented under this heading were intended to help us to understand the perceived quality of the development brief site at this point in time. The questions used were based on the 'Place Standard' tool developed by the Scottish Government, NHS Health Scotland and Architecture & Design Scotland as a way of evaluating 'how good is Our Place?'
- 3.25 The Place Standard tool requires the questions be answered using a scale of 1 to 7, where 1 means there is a lot of room for improvement and 7 means there is very little room for improvement. In line with the Place Standard guidance, a number of related questions were presented to assist respondents in considering their answer to each question.
- 3.26 Responses to the Place Standard questions, as an average rating, are presented below. This shows that generally the development brief site scored in the mid-range between 3 & 4 on all topics. There are obvious disadvantages with the use of average scores to evaluate a place. Therefore these scores have been analysed in conjunction with accompanying comments provided on the feedback questionnaire.

Place Standard Theme	Average Rating
Moving around	3.6
Public transport	4.0
Streets and spaces	2.7
Facilities and amenities	3.6
Work and the local economy	3.4
Social interaction	3.6
Identity and belonging	3.5
Feeling safe	3.8
Care and maintenance	3.5
Influence and sense of control	3.6



Place Standard Compass - Adapted from the Place Standard tool produced by the Scottish Government, Architecture & Design Scotland, and NHS Health Scotland

Part 3: What you can tell us

- 3.27 **Question 14** asked respondents what types of new spaces they would like to see on the site.
- 3.28 A number of types of new spaces were suggested in response to this question. These included the provision of publicly accessible spaces, both indoor and outdoor, with suggestions for these spaces to include café/restaurant facilities, open space for exhibitions, artwork and opportunities for learning. The provision of good quality green spaces was also sought, as was the provision of car parking to serve the National Collections Facility.
- 3.29 All responses to Question 14 are shown below.

<p>There is no local play park so that would be an asset - normal equipment and specific play sculpture.</p> <p>Sheltered sculpture park - must get away from the too big public spaces created by the waterfront project. These are not used, cold, windswept etc. New spaces must be human scale, inviting & inspiring - eg bits of Alnwick Garden - fun too.</p>
Openness, permeability through the site, green spaces not hard surfaces.
Green spaces for humans and wildlife/biodiversity. Make most of south-facing viewpoint to create a nice piazza.
Community buildings/doctors surgery
Heritage park
Play space for children A maximum amount of green space Enhanced walking paths to link the site to the shore Small café/coffee house to encourage lingering - and involvement?
National Galleries Facility, parkland, preservation & use of Madelvic Building & history display. I've never heard of it.
Educational, reflecting the history. Community spaces.
Café, park/green space, education opportunities, gallery space, car parking
More green areas. The road always feel dusty and unclean.
I would like to see this as a major, inclusive attraction to Edinburgh residents and visitors offering new training and job opportunities in the area and with a building and landscape designed and implemented as an exemplar of sustainable development for other major development sites to follow through a process of local community engagement, designing with urban biodiversity, incorporating adaptation to climate change.
Gallery, shops. Something that provides benefits to the locals rather than just a big warehouse to store stuff.
Opportunity to create social space and cafe facilities for quality for nearby walkers/students/shoppers as well as those public visitors to site
In addition to the proposed archive, a cafe and public toilet would be great
Site shelter areas so public can meet and enjoy the area. A well designed public space with scope to do outdoor performance and to exhibit various art forms in the external environment. A series of plinths that create an attractive visual and walkable route through the site would be useful for display of national collections artefacts or other sculptors.
Green space to improve people's pride in the area, wellbeing and improve biodiversity and the environment generally

traditional gallery spaces. Cafes
Spaces that entice and invite the public in the same style as the sites at Dean, The Mound and Queen Street.
Displays of artefacts not already in the Museums
I dont know if 1 is good or bad on your survey above?
outdoor eating area with water feature and sculptures
Visitor access for themed tours
There does seem to be the opportunity of creating interesting external spaces in which new, commissioned works of art might be displayed.
green space with trees
children interactive
Outdoor spaces, communitygardens/allotments (or some sort of community involvement in the green spaces)
Public access indoor spaces with changing displays of art and to hear lectures/discussions about work being done, works of art etc.
Along the archives / collections accessible for public viewing maybe a special - themed - display area, talks small auditorium, visitors toilets, drinking water fountain, some benches to rest on, children's activities/talks/workshops area. Maybe a safe visitors' bicycle/buggy shelter.
green space/garden, secure cycle parking, cafe, wildlife areas (nesting boxes, wild flower borders, wild bee hives etc)
open grass water features seating trees
Content with current plan
It would appear this question is prejudiced by development already located at the proposed site and by other agendas judging by the volume private house building and other unimaginative development and overall lack of vision. Trying to retrofit the proposed National facility into this site is wrong and not at all good Place Making.
garden sculpture
Sensory garden. Restaurant offering value for money and a menu to suit different income brackets.
Don't know anything about the site
walk through sites
Spaces for new and up-coming artists. Hidden gem gallery for collection pieces. Cafe.

<p>Essential to have plenty of car parking spaces. Pointless to have excellent materials and resources if travel to the site is inconvenient...parking is especially important if spending lengthy periods of time at the site. A good quality cafe is also essential.</p> <p>Lots of car parking!! Pointless having excellent materials and resources if it is inconvenient to travel to the site. Especially if one intends to spend lengthy periods of time there. A good quality cafe would be essential.</p>
Exhibition space designed - unlike the main Gallery has become - MAINLY to enable proper viewing of the works displayed
Exhibition space. Space to enable a work of art which lies in storage to be viewed.
Surprise me
Useful spaces for study and viewing artworks, as well as good spaces for staff to do their work.
Visual Art spaces, Public Art teaching space
Space for research and better organisation of the work
Good open space . An outdoor and indoor quality cafe. Wide open exhibition spaces for Big pretigious exhibitions
Not much idea, but some social space like a cafe
cafe and display areas, activity spaces and areas to view stored works
There are no public attractions there now.
Cafe/ restaurant
An arts hub with a community focus in Madelvic House, with a cafe located there that would be open to the public and the NGS staff and visitors. Ideally there would be a glass walkway between Madelvic and the warehouse behind.
I think the provision of public spaces is key. The features I would most like to see are a library space (with a focus on art history) and a sculpture garden.
It seems to me that the principal use for this site would be for conservation and special trips but not as the National Gallery of Scotland.
viewing points to see restoration work under way - through glass?
Coffee areas / places to explore the story behind artworks and painters
Managed public and garden areas
Good cafes, shops, exhibition spaces, artists hubs, printmaking facilities, art house cinema, places for children.
more child/family friendly opportunities
a studio for an artist residency - practice led research

Digitisation means that the collections should be on a destination site as scholars can see images online
Good cafes and restaurants, areas to sit and rest, lots of toilets.
Open spaces within the site
Workshops, visitor centre, local history exhibitions, cafe open door policy of art stored for a number of years
Open public spaces both internal and external
More light filled spaces
Cafe. Education/workshop space. Library/consulting rooms. Meeting rooms (possible venue hire/external revenue)
art studios for community based art, education rooms (e.g., lecture theatre)
There is a vast opportunity to build a customised facility for storage, renovation, viewing and education. The new build should have green spaces, walkways and other facilities to make it more attractive to visit, i.e. other types of galleries, a restaurant and cafe.

- 3.30 **Question 15** asked respondents how they would like to move through and around the site.
- 3.31 A number of respondents sought the general improvement of connectivity through the site, linking to attractions/destinations in the wider area including Caroline Park House and the existing cycle path to the west. Some respondents also sought the introduction of a north-south route linking Waterfront Avenue and West Granton Road.
- 3.32 Some respondents also highlighted the other sites in the locality having a tendency to secure their site with fences to the detriment of permeability. This was noted as something the development brief site should aim to avoid.
- 3.33 Other comments included prioritising the pedestrian over vehicles, the incorporation of places to sit and to shelter from the elements, and the separation of service access from pedestrian/cycling routes.
- 3.34 All responses to Question 15 are shown below.

Actually I think the board were rubbish: very little information, very small scale - I had to kneel to see or pick up the boards - where on the boards did the show " a no. of opportunities for development of spaces" - just an inappropriate outline on the much bigger site outline.
North-south pedestrian & cycle link between Waterfront Avenue & West Granton Road shops Loads of cycle parking The site should connect on all sides to the cycle path (west), Waterfront Ave (north), shops (south)
Walking

Make as many through routes for pedestrians and non-car users as possible. Create a hub (town square) for public transport (good shelters, frequent service to city), coffee shops and sandwich bars etc. - with trees, benches, green spaces.
(walk)
Parking?? (sorry!) Links to the Walled Garden, Caroline House, etc.
Walkways with good lighting. Seating with tables. Decent landscaping. Connection to the foreshore and other park land.
Well lit pedestrian walkways & cycle paths. Carpark near entrance to site (so not invading the site but stopping need for visitors to park in neighbourhood)
Don't visit often (worked there 50 years ago) and walked all over and felt safe then. A village atmosphere.
I would like stairs and lifts to be accessible to disabled users.
As a non local resident I would like to access the site by bike from the existing bike track network
Don't know enough to answer
Unsure
The optimum would be to have an open site with no fencing so that it could be regarded as a parkland facility which added public benefit to the overall amenity of the area.
Walk and/or cycle with interesting things to encourage you to stop and look - sculpture, trees, plants, maybe information boards, places to sit, places to view the surrounding area (maybe a view of the sea and foreshore?)
walk
In a way that is both interactive, accessible to all ages and those with physical disabilities.
North- South connections between Waterfront Avenue and West Granton Road are key. Better pedestrian and cycle connectivity should be a key aim for site redevelopment
Pathways with access for children and disabled
good signage - easily seen NOT B & Q - up in the air!
easy walking routes
Good footpath access, better links with cycletracks and greenspaces nearby.
mix of walk and internal transport
on foot or by bike
Happy as it is

I really do wonder if this template is fit for purpose. How do I want to move through a site for which there are the vaguest proposals of...indoor, out door. I assume there will be lifts, so I don't get this unless you imagine people have time to work out the possible flow of the building, without the info to let them do it sensibly.
on foot / walking, as the buildings are fairly close to each other and considering the immense value of the collection probably the safest option too. Should be wheelchair/buggy friendly though.
On foot or by bike
walking
Might be issues with Passivhaus design due to many people moving around?
Nothing I can learn from the information available demonstrates any potential for connectivity, accessibility, Place Making or urban design which accepts people first on the transportation hierarchy.
walk or bus between nms facilities
Clockwise. Access for pedestrians and disabled people.
See above
walk
I'd like it to be as open and light as possible with great disability access
Pedestrian access should be uncomplicated.
In a logical way, i.e. one which is based on chronological and 'school' principles
Never go near that area
Walking mainly
Not sure.
Walking from area to area, each having clear text and descriptions, good colour and light essential, friendly welcome, want to feel safe travelling into and out of the arts facility with smart technology advising on bus times etc, good web site and comms policies on upcoming events
Don't know
No strong opinion on subject
I would like it to be disability friendly with an easy to follow route colour coded perhaps.
On foot
on my feet
On foot
Walking

The walkway could link the 2 main buildings and the courtyard garden could be expanded to provide growing space and outdoor cafe/workshop space.
lifts and moving walkways
I would like there to be gardens and open internal public areas such as a library and seating areas
the site is absolutely fine as it is.
eh? on my feet
I would like the opportunity to sit when I view artworks. Standing becomes so very tiring.
On foot only - pedestrianise it (and no bikes on site!)
By walking
walking
foot - presume disabled access catered for?
walk
walk
See above
walk or bus
On foot
Wlak
Walk
walkways
Easy to follow your without it being like a rabbit warren. The opposite of IKEA.
walking
The north side could have an access point, using the slope for steps and disabled access; between the NMS site and Lidl - a side entrance; Granton Park Avenue could have vehicle access, a car park, a main gate and reception centre, walkways and (separate) cycle ways would make for ease of access.

3.35 **Question 16** asked respondents what aspects of the development brief site and surrounding area they considered important and which should be a consideration in future development proposals?

3.36 All responses to Question 16 are shown below.

Opportunity for symbiotic relationship with NMS facility - exhibitions together - share café/restaurant - conservation studios & collections open for viewing - share dedicated transport links to city centre (perhaps in reproduction Madelvic Carriages! Only joking!)

<p>Accessible Madelvic Factory Decent cooked breakfast Room for public art to be shown</p>
<p>Part of the site would be an ideal venue for a Transport Museum. A new, purpose building which incorporates the façade of the old Madelvic works would attract footfall to the local area and provide employment opportunities.</p>
<p>Definitely restore the car works as artists, craftsmen work spaces. Great to have creative people working next to the Gallery site.</p>
<p>Some form of accessible, green open space to encourage local outdoor activities - fetes, fringe events, local market - people should be encouraged to use the space, and to pass through it with purpose. Wooded areas? A "croft" like Leith Links croft?</p>
<p>Trams may not come here for a long time if ever. Should concentrate on bus routes.</p>
<p>This is a chance to build something which has local and national value. A hub. 1. The building, environment and facilities constructed must be somewhere that a broad selection of people will want to come to. 2. A good café, meeting places, education facilities, information highway links, good landscaping 3. Proper links to local and national institutions colleges and universities but also local history and preservation groups. 4. Develop education opportunities around the local historical treasures that are here, research, walking tours, tourism, art and leisure, skills.</p>
<p>Public access Café to encourage public to visit Engage with surrounding community & not give elitist imagine that acts as barrier to entry for local community. Green space designed to help insects & birds.</p>
<p>I've covered most of this section by way of my previous answers. However to elaborate on making the facility attractive, other attractions would have to be introduced. If the Madelvic Factory is to be retained (after extensive renovation) the historic association with transport would lend itself for a heritage centre of Edinburgh's transport.</p>

3.37 **Question 17** asked respondents if they had any other comments/wished to elaborate on any of their previous answers.

3.38 All responses to question 17 are shown below.

<p>I hate the disposition of the shape shown below if it represents a building - no relationship with anything particularly its neighbours & adjacent roads footpaths etc. It can't be built like this! Lots of horrible triangular left over space.</p>
--

The new facility should be as open as possible and as modern as possible.
Use Spike Island as a comparable example in Bristol for art. Old Chain Pier/Loch Fyne style pub/restaurant in Madelvic Factory 20mph on Granton Road please
A draft proposal for the Transport Museum will be lodged separately.
Open for schools, community groups, local photographs
Will have to tour the area soon.
I would have liked more notice about the consultations on 5th and 8th March, I only received the invitation a few days beforehand.
I understand this is to be a phased development and there is therefore potential for temporary or medium term use of the site for local initiatives and possibly to create a landscape which could form the green infrastructure of future development
Would like the madelvic or other part to be made into an exhibition or gallery for visitors to come to this part of the city. Also the north side of land will border waterfront avenue, this should look attractive for residents or passing members of the public i.e. Not having the back of buildings fronting onto the street with air con units. Also, if the building are not tall and blocking light or views over the city.
If it was possible to create areas suitable for play, health and educational benefit as integral to the design scheme that would all add to the ambience and functional enjoyment of the site. Established trees would create an attractive setting, either as boundaries or to line pathways across the site. Cycle huts or places to securely store bikes, etc, would be very beneficial. Low lighting across pathways would help the sense of security and could make an interesting visual effect. Build in several places to be able to attach outdoor amplifiers and points to charge electric bikes and cars. A place for digital technologies. Maybe a series of pavillions or changing mobile structures.
The land at the moment is derelict, ugly, unwelcoming and feels unsafe. It would be great to move scores to the other end of the scale. I am also very concerned about the environment and see this kind of development as a potential showcase for how you can make a site beautiful, welcoming and good for the natural environment at the same time. Suggest you seek advice on ways to improve biodiversity, that would also be lovely spaces for people. There is a proposal to create an interactive walk in the area, with places to stop and use an app to find out more about how that spot was used and looked in the past. Tying in with that project might allow a means of directly connecting with other sites of interest in the whole Granton area.
Pictuires not piles of bricks pleaswe
I thinking is important to engage with the public and make the most of this opportunity to promote the accessibility of the galleries to younger generations.

<p>A view analysis should be undertaken as a starting point to inform placemaking, siting of buildings and decisions on building mass. Landscape design and use of topography should be key to ensure accommodation of large buildings. As a public body, NGS should demonstrate use of green roofs on large buildings- further advice available from the Scottish Green Roof Forum etc.</p>
<p>I feel this is a poor survey need to be updated</p>
<p>The basis proposition seems sound; the devil is always in the detail. One issue is the strange, irregular shape of at least one boundary - difficult to define, design and secure?</p>
<p>An important historic environment and neglected stretch of cycletrack could be linked with the inland cycletrack network and biodiversity enhanced with good planting. Friends of Granton Castle Walled Garden would like to see the site of the demolished castle and the remaining walled garden signposted with good interpretation to help walkers and passers by understand where it stood, and its cultural significance.</p>
<p>I feel this are sorely needs some investment of this type. So far investemtn has been in housing with providing any facilities for the new and existing communities living there. it is a sorely underdeveloped area but has excellent potentila given its proximity to the waterfront and the forth.</p>
<p>I'm not familiar with Granton. I hope I will have easy access to it from my hotel in New Town. I spend a lot of time in the National Galleries when I visit the city.</p>
<p>Given the area's industrial past it would be great to give nature a helping hand in this redevelopment</p>
<p>In whose interest is the proposed development? Local communities? Edinburgh Citizens? The people of Scotland. The Private Sector? The proposal needs a rethink?</p>
<p>I am utterly perplexed. The survey began by asking me about the Scottish National Collection. I would willingly give my opinion on this. But I know very little of Granton, other than that my partner's motorcycle was stolen and written off up there. I think it would be folly to move the Collection to Granton - far from your main source of income, namely tourists, visitors and others interested in fine art.</p>
<p>Granton has not had a reputation for being the best part of Edinburgh to live in. This new project should help people from less privileged backgrounds feel included/involved and encouraged to contribute. This project could offer job opportunities to those who otherwise might not be included in the Arts.</p>
<p>Not relevant</p>
<p>we like the transport museum in London layout</p>
<p>I love the fact that this is in Granton, providing an 'art-link' between the city, the river and Edinburgh's industrial north</p>
<p>I find the scoring scheme in this questionnaire/survey ambiguous! To make my answers plain, please understand that where I have ticked the number One, my response is NEGATIVE.</p>

<p>I am happy to participate in this, but I would much rather have an opportunity to encourage the Gallery to undo the disastrous current arrangement of the collection in the main gallery which the last director turned from a place of real and intelligible access to the jewels of the collection into a Victorian theme park with nil regard for the intelligent needs of the viewer/student of art - and as little respect for the collection itself. I have waited decades for the man to leave and for there to be a chance that the collection could once again genuinely serve its contents and the public. PLEASE, please address this as the first and most pressing priority and restore to us the glories of a properly accessible and truly wonderful collection. It was last a delight to use when I was a student of history and art history at the university.</p>
<p>Not the place for our National Art Galleries to be involved</p>
<p>The plan is not of a good enough quality to read on-line, so most of my answers are best guesses</p>
<p>PLEASE make it easy for people to use this site who can't take a car! It seems isolated and desolate, and there needs to be transport between this and your museums</p>
<p>I have no knowledge of the site hence answers are not much value. But I strongly support the aims of the project.</p>
<p>I found the rating question very confusing</p>
<p>No having been to the site or seen adequate pictures of the area I, very unfortunately, find it really impossible to answer the questions usefully though I would like to because this is a very exciting project.</p>
<p>I cannot see this site being easily located/ visited by those who live outwith Edinburgh. For me who loves the portrait gallery and the National Gallery it is not an attractive proposition</p>
<p>I think this should aim to be a world class site. That hights and specifically promotes Scottish Art.</p>
<p>I am very interested in Scottish Art and history. I visit Edinburgh frequently but am not familiar with this specific area and cannot answer a number of these questions</p>
<p>I own a flat in Corinthian Quay and so I want to see the area regenerated!</p>
<p>Granton is not viewed particularly as a destination for visitors. It is not particularly well served by public transport. I am unlikely to visit the new facility as a result.</p>
<p>Having a vibrant community of artists studios and community events would fit well with the NGS mission. It could also raise artistic and creative ambitions locally. Links could be made with North Edinburgh Arts.</p>
<p>From your description I am uncertain as to whether this will be fully open to the public in the way that the museums in the city centre are will the emphasis on research and conservation be of most concern? Will there be open storage areas or will the space be treated as an additional gallery space?</p>
<p>I think the idea of establishing this facility as a Passivhaus is very exciting, and there should be some kind of exhibit on the building's architecture incorporated into the space.</p>
<p>I come in from Berwick upon Tweed and can envisage no occasion when I would go out to this site.</p>
<p>Appropriate public transport links to City Centre and galleries will have to be created</p>

I don't have enough information from your website to form a view.
Previous access by appointment and restricted access hours were unfriendly
would like a bus stop at site clearly named
You are requiring too much research or assuming I know a great deal about the site...a very poor survey!
I just wish to make the comment that it is hoped that the design of the new complex is of a very high standard architecturally which fits into the area which has at the moment s feeling of neglect, despite the new rather ugly buildings that have been developed.
I would like to be able to access the new site easily and, as an interested member of the public, feel that there was a reason for me to come.
Last century thinking on the archival problem
monthly exhibition of at least one piece of art not on public view for many years
There is no information on the impact on existing conservation services within the existing museum network. Will any storage facilities and conservation services in other museums and galleries be reduced or changed when this project is initiated? Has a cost comparison / analysis been done to source alternative less extensive and expensive sites for this new service facility? Have funds been secured for this project and from where?
See enclosed proposal.

4. Workshop – Format and Feedback

4.1 On 7 March 2016, NGS hosted a stakeholder workshop with the assistance of its planning consultants GVA James Barr, and Lesley Porteous, Planning Officer at the City of Edinburgh Council. The two hour workshop was attended by nine members of the community, including representatives of the Granton Improvement Society, Granton Hub, North Edinburgh Arts, the Royal Botanic Gardens, West Pilton/West Granton Community Council, as well as other interested individuals.

4.2 Robert Newton of GVA James Barr conducted the workshop, introducing the site and context and the National Galleries of Scotland's ambitions to build a new National Collections Facility on land south of Waterfront Avenue, Granton. Round table discussions, using the feedback questionnaire as a guide, were then encouraged.

4.3 A variety of views were captured as part of the workshop exercise which we have grouped under the following headings:

- [Development brief site & context](#)
- [Vision](#)
- [Existing Buildings on Site](#)
- [Facilities in the Area](#)
- [Safety](#)
- [Links with the Community](#)
- [Landscaping](#)
- [The Proposals](#)

4.4 Analysis of the feedback gathered at the stakeholder workshop is presented below under the above headings.

Development brief site & context

4.5 Permeability of the development brief site was of particular relevance to the participants in the workshop. There was a perceived north/south divide between the new community of Granton Waterfront and the existing communities in Granton which was stopping people crossing down into the waterfront.

4.6 The creation of a new north-south route through the development brief site was therefore considered important amongst participants. Exploration of opportunities to include land outwith NGS ownership to implement this route was encouraged.

- 4.7 In terms of access, participants noted the importance of the site to be perceived as welcoming with fencing being used only where necessary (e.g. at loading bays), this would ensure the site remained permeable.
- 4.8 On the whole, participants considered the site to be fairly accessible, with good existing walking, cycling, and bus routes in the area. Parking, however, was perceived to be the exception with further provision in the area required, particularly for visitors to the new facility.
- 4.9 Although existing cycling provision was considered to be good, difficulties with accessing the cycle path at the junction of Waterfront Broadway/West Granton Road at Morrisons.
- 4.10 Opportunity to link development brief site with adjacent greenspace to the west, known as Madelvic 7.

Vision

- 4.11 Participants emphasised the importance of having a long term vision for the site (10-15 years) to maximise opportunities for the area in the future. Opportunities to build on the area's heritage including the claimed first purpose built car factory in the world. The NCF should create a destination in Granton, opening up opportunities for tourism and generating employment.
- 4.12 Participants also encouraged a strategy to engage young people in the facility and into art more generally. Links to local education facilities, including Edinburgh College (formerly Telford College), through the use of apprenticeships or similar.

Existing buildings on site

- 4.13 Workshop participants were keen to link the area's history to the development brief site, including the area's electric car heritage, noting that Granton's history was not well known.
- 4.14 It was noted that the Madelvic Car Factory is a listed building, and has been the subject of a number of planning applications regarding its alteration/demolition.

Facilities in the area

- 4.15 Participants reemphasised the divide between new development at Granton Waterfront and the existing community. It was noted that there was a perceived lack of facilities/amenities in the area.
- 4.16 Some participants sought the inclusion of ancillary uses to the NCF within the development brief site, including a café or a hub for businesses which curate events (e.g. Westergasfabrik in Amsterdam). Important to include uses which keep visitors in the area for longer.

- 4.17 Participants considered it important to know what was going on in adjacent development sites, including Forthquarter and the Central Development Area. Uses should be complementary where possible.
- 4.18 Participants also highlighted the opportunities for the arts within the development brief site, noting the number of organisations within Granton linked with the sector who are looking for accommodation.

Safety

- 4.19 Participants noted that the perception of Granton from outside the community was generally negative, even though crime had reduced substantially. It was considered that the NCF project presented an opportunity to change this perception for the better and act as an attraction to draw people into the area.
- 4.20 The future design of the NCF was also considered an incredible opportunity to address Granton's reputation.

Links with the community

- 4.21 The community noted previous experiences with development had left them disappointed, hoped that the NCF project would be different. Participants highlighted the need to engage with the wider Granton community with the help of the stakeholders present at the workshop.

Landscaping

- 4.22 Participants urged the development brief site to embrace opportunities for climate adaptation, SUDS, green roofs and for the landscaping to be cohesive. Opportunities for the development brief site to incorporate meantime uses, for example through the 'stalled spaces' initiative, meantime play spaces and growing projects.

The proposals

- 4.23 Participants emphasised that a holistic approach was needed, with permeability between facilities so people can move around the area. Flexibility of spaces was considered important for vibrancy and to future proof the proposals. An overriding theme was required to bring future uses together in a cohesive manner.
- 4.24 Temporary uses were again noted as being important to consider when designing the facility. Landscaping was encouraged to be flexible enough to allow for installations, e.g. by installing plinths for pop-up uses/artworks.
- 4.25 Participants also sought the inclusion of places of shelter within the site, noting a lack of this in the area with the nearest place to hide from the elements being at Morrisons.

4.26 There was a lack of consensus over the appearance of buildings on the site, with some participants seeking an iconic structure, whereas others sought something in keeping with the coastline location. Some participants urged it to be exemplar but not iconic.

5. Other comments

5.1 In addition to the consultation events detailed in previous sections, comments relating to the NCF project were sought from both adjacent land owners in the local area and other interested parties. These are detailed below.

EDI Group

"Thank you for presenting your exciting ideas for your new National Archive facility to the Granton Waterfront Subgroup meeting and sharing your presentation with us. You asked for feedback on:

- *A supporting statement for the vision*
- *Impact on surrounding development*
- *Any comment around tangible links to your development*
- *Any linkages with existing space/ services within the wider area*

Statement

EDI fully support National Galleries aim to make their new facility a destination for visitors as well as a storage and research/restoration facility. We welcome your proposals to include a café, library, specialist exhibition area, sculpture trail and plaza.

National Galleries stated you were looking to provide an exemplar design in terms of the buildings sustainability merits and passivhaus credentials which is to be welcomed. EDI encourage National Galleries to strive for a creative and desirable building and spaces as an aspirational place.

Impact on surrounding development

The building should make an architectural statement given the prominent frontage to Waterfront Avenue. It should be a high quality design and not a box. There is a need for functionality with storage but there is an opportunity to enhance the more functional areas though the public facing elements to create an aspirational place and a positive impact on the surrounding area.

Tangible links to our development

We welcome the open nature of the facility without a boundary fence which creates an improved environment for everyone who interacts with the building. EDI have land adjoining the development site known as Madelvic 7 which is currently proposed to be landscaped adjacent to the public facing part of your development. There is an opportunity to discuss how this might interact with your development.

Any linkages with existing space/ services within the wider area

EDI are engaging with a community group formed in relation to our adjoining building at Madelvic House. They are currently running a series of art based and local historical events which it is hoped will lead to a more permanent arrangement to let space and provide community facilities with an art based perspective. There is an opportunity for synergy and engagement with National Galleries that could be explored with the group."

Mark Harris, Head of Development – Regeneration, EDI

Edinburgh College

"Edinburgh College warmly welcomes the proposed new National Collection Facility. As very near neighbours it will provide a unique and exciting opportunity for our creative arts students studying at our Granton Campus to view and study works of art in a way that will really enhance their learning."

Annette Bruton, Principal Edinburgh College

"We believe that Edinburgh College plays a key role in the economy and the community in Granton having one of our campuses at the heart of the area. The National Collection Centre will bring important further potential to the area and support economic growth. It will help build the kind of community environment that our students and community will really benefit from."

Ian McKay, Chair, Edinburgh College

Economic Development - CEC

"• Waterfront Avenue is a fairly unwelcoming street at the moment with the developments all set back from the road and no active frontage. I'd see the entrance opposite Saltire Street as being quite crucial in terms of creating a sense of arrival for people alighting from the tram.

• It's hard to say just from the plan but could the pedestrian link between the Museums and Galleries buildings potentially be a challenging space to manage given the multiple right angles, etc? I'm just trying to picture how it would look in the evening when the buildings are empty.

• Generally it would be good to have some more north-south permeability.

• Will the retail outlets have good visibility? How would they be serviced?

• On the car factory, obviously we've spoken about the potential for the Council to take on the development of this site. Very happy to discuss this further if NGS are interested."

Kyle Drummond, Senior Economic Development Officer, Business Partnerships (and Investor Support), City Strategy and Economy, The City of Edinburgh Council

University of Strathclyde

"The National Galleries of Scotland collection is by far the most significant in Scotland for comparative research of wide variety of art works. Access to this collection is vital for much research in art history, technical art history and conservation science; which academics and

practitioners depend upon. The NGS also houses specialist analysis methods, such as micro-fader technology which is creating new fields of study for researchers in conservation science and more broadly in chemistry. The arrangement and layout of instruments and works is important for both visitor engagement and research activity. Developing and continuing research on the collections will have a strong, positive impact on visitor engagement"

Dr Andrea Hamilton, Director of Research, Civil and Environmental Engineering at the University of Strathclyde.

6. Conclusions

- 6.1 The National Galleries of Scotland has undertaken extensive consultation with the local community and key stakeholders to inform the production of a development brief for land at Waterfront Avenue, Granton.
- 6.2 This report has set out details of the community consultation process undertaken by NGS and the project team. Where, over the two events (covering three days), a total of 84 people attended and 136 feedback forms/online survey responses were received. This is considered a good response rate.
- 6.3 The feedback received and detailed in this report will be used to shape the development brief for the site.



Note of Workshop

Title: Workshop with Granton Community Stakeholders – National Collections Facility

Date 7 March 2016

Held at: Madelvic House, Granton Park Avenue, Edinburgh

Present: Ian Hendry – National Galleries of Scotland
 Lesley Porteous, CEC Planning
 Leona Alexander, Botanic Gardens, Urban Biodiversity Project Officer
 Wendy Wager – Chair of Granton Hub
 Louise Knight – Granton Hub Secretary
 Willie Black – Granton Improvement Society (GIS)
 Barbara Robertson – GIS / Granton Hub
 Ms Dovina - GIS
 Ross McEwan - GIS
 Kate Empress – North Edinburgh Arts
 Shaeron Averbuck – Community Artist
 Rob Newton – GVA James Barr
 Michael Nelson – GVA James Barr
 Meg Nelson – GVA James Barr

1.0	INTRODUCTION
1.1	<p>RN welcomed group and set scene. Introduced the National Galleries of Scotland’s (NGS) intention to build a new National Collections Facility (NCF) on land at West Granton Road. NGS and GVA (planning consultants) have already discussed the idea with CEC Planning Lesley Porteous and agreed that it is appropriate to first produce a Development Brief before a planning application is submitted. The brief will address the site and its surroundings, and identify a series of development principles which will guide the actual proposals. The brief will be endorsed by the CEC Planning Committee.</p> <p>This workshop is part of a public consultation exercise which also includes two drop-in events (5 and 8 March 2016) at Granton Hub, in order to gather feedback from the community in respect of their aspirations for the site and potential constraints.</p> <ul style="list-style-type: none"> • 37 people attended the event on 5 March • 38 people attended on 8 March <p>RN distributed the feedback form (based around a Place Standard assessment tool), and asked attendees to complete and return afterwards.</p>
2.0	BRIEF SITE AND CONTEXT
2.1	<p>RN identified the brief site land which Scottish Government have acquired for the facility, on a display board. LP encouraged the group to think wider than its boundary line, particularly in respect of movement, as the brief will address how the area can best fit into its surroundings.</p>



Note of Workshop

Permeability - RM, WB and WW highlighted the existing north/south divide between the new flats and existing community to south in Granton which stops people crossing down into the waterfront. It was agreed a north/south route through the site was important. Could try to encourage Lidl to assist with this, as WW noted there is an existing informal connection through Lidl's back gate onto West Granton Road.

- 2.2 Access - IH confirmed the new facility will comprise one building only, with just the deliveries area fenced off, so people will be able to walk around it. LP noted it is important to be welcoming.

WW noted existing walk, cycle and bus routes in the area are good but parking is a total nightmare - significant car park is required for visitors. NCF will be nice to cycle to.

RM noted the difficulties with the whole junction at Morrisons, where accessing the cycle path is appalling. There should also be a piece of public art there.

Adjacent green space - How will the triangular green space to the immediate west of the site interact with the proposals? It has a role to protect the view of Caroline House, but is flat and could be opened up.

3.0 **VISION**

- 3.1 KE asked what National Galleries' vision for the facility is and its expected footfall. IH confirmed it is to have all the artefacts in one place in an environment where they can be looked after, and can be lent out more frequently. The idea is for people to experience art in a different way, where they can see people working on the artworks, restoration etc and there will be educational staff too. It will not simply be a storage facility. We assume people will want to come and visit, optimistic.

WB urged group to have a 10-15 year vision and maximise opportunities for the future, not recreate mistakes. eg Madelvic Car Factory being the first purpose built car factory in the world (with electric car heritage), tourists and buses coming to Granton, extend Gallery bus route, tie the city to the shore, cruise liner potential. NCF must create a destination for Granton and/or be an employment generator, which we can be proud of.

Opportunity to engage local young people with working in art. Potential to link with schools, Telford College could start an art handling course, explore apprenticeships with Edinburgh College.

4.0 **EXISTING BUILDINGS ON SITE**

- 4.1 WB keen to link the area's history to the project - eg electric car heritage, Granton Hub facility. These buildings are listed and Historic Scotland refused their demolition in 2013. WB noted they have been doing some local asset mapping, including Madelvic House, station building and gasometer.

WW asked if NGS had any plans for the Car Factory, and IH said Scottish Government want to pass it on for community use and facilitate that before it falls down. The right people and money are needed around the table for that to



Note of Workshop

happen though, and it's a separate matter to the NCF project. WW said one of the problems in Granton is that people are always just waiting for things on hold to happen. And it is a real shame that Granton's history is not well known.

5.0 FACILITIES IN THE AREA

5.1 WW noted as well as there being a big cultural divide between the new flats and existing community, there are no facilities / amenities in the area which is a huge failing at the minute. No cafes or shops.

WB suggested there would be benefits of bringing a building here, even a modern building with some feeling about it that would bring people in.

KE suggested a hub for businesses which curate events eg Westergasfabrik in Amsterdam (former gas works, now a cultural venue). Something which keeps you going in between the beach and the Sculpture Workshop's café.

RM said it was important to know what's going on in the Station building, Walled Garden proposals, Gasometer, space for film/theatre, cinema etc. LP confirmed discussions with National Grid (gasometer) are running in parallel. WB noted the sudden stop and now sudden start are difficult to get to grips with.

Opportunities for the arts – BR said there are lots of big organisations in Granton who are linked with the arts and some need facilities (eg Screen Education Edinburgh). KE said there's an opportunity for other national institutions here, with NCF leading the way. She also noted a lack production space in Edinburgh.

SAFETY

WB noted crime has dropped right down in the area yet outsider's consideration of Granton is still negative. WW considered the NCF project would be very beneficial for Granton's identity, have a beneficial effect on people's perception of Granton and would bring people here.

LK said the design of the NCF is an incredible opportunity to address reputation and improved permeability in the area.

There are lots of empty spaces in the vicinity which feel a bit scary to walk on at present.

LINKS WITH COMMUNITY

WB stated the community were promised a lot in terms of NMS complex, but had been disappointed. 'You need to bring the wider community with you. We can help but we're not the total answer.'

SA referred to previous schemes and questioned their status. IH confirmed these initial proposals were to generate a cost, and stated NGS will need to reassess their needs.

LANDSCAPING

LK urged NGS to embrace opportunities for climate adaptation, SUDS, school children site visits, green roofs and for the landscaping to be cohesive. LP said



Note of Workshop

green spaces were an important issue for the brief to address. WB and RM also asked for flat, green rooves.

LP said CEC are looking for your ideas and examples from Europe. Tell us what we need here in the local area. We want to make this a space which feels good, where people want to come and which teaches us about history. KE continued the theme, seeking to get a 'culture of use'/cultural planning going at the brief area, for example through the 'stalled spaces initiative,' 'meantime' play spaces and growing projects (horticultural heritage here is quite strong).

THE PROPOSALS

IH described the proposals as being like bringing stuff into your living room out of the attic. By phase 7 of the project we would have the whole Conservation Department based in the facility, also curators, and the facility would be the hub for distribution and lending of artworks. This would enable the galleries elsewhere to increase their amount of exhibition space. As a significant employer, 150-200 people would work here. As noted above, there are local opportunities for Edinburgh College students to do catering in the building, and for starting courses on art handling. A photography gallery might be an idea.

In terms of facilities, IH said he didn't want to duplicate / jeopardise what's already planned (eg café). However group considered the population of Granton is due to rise significantly so would justify a café, and duplication is not always a bad thing. WB said they were engaging with the College regarding their long term plans.

KE emphasised a holistic approach is needed with permeability between facilities, so people can move around the area. LP agreed places / spaces need to be flexible for future uses, though KE said the area does need to have an overriding idea - it can't all be pop-up uses.

SA said opportunities for temporary uses should be kept in mind in terms of landscaping eg plinths for placing varying artworks. Also noted there is not much shelter in locality, and its a long distance from Morrisons café - perhaps open pavilions? WW referred to pretty wooden shelters she had seen elsewhere which might work here.

The group said they wanted to see as many active uses as possible. Fruit trees transplanted within the site, and skate park were suggested. Any community benefit could go towards reusing the gasometer eg Ruhr Valley Gasometer Oberhausen exhibition space.

IH said NGS were pretty keen for the building to be PassivHaus, designed from the inside out. It will be exemplar but not iconic. The link to the electric car heritage could be key.

WB said appearance should be in keeping with the coastline.

APPENDIX 2 (iii)

Consultation Responses from CEC service providers

City Strategy and Economy	<p>City Strategy and Economy welcomes the prospect of the development of this strategic brownfield site and the prospect of additional employment for an area of deprivation.</p> <p>A meaningful quantum of public-facing elements is desirable to animate the area, with two areas in particular viewed as a priority: the safeguarded tram halt opposite Saltire Street, which will form the natural point of entrance for visitors to the area and where it is desirable to create a sense of arrival, and the southernmost extent of the plot Madelvic 5-6, where public-facing elements could complement the convenience retail park occupied by Iceland, Lidl and B&M and the small retail parade at the eastern end of West Granton Road .</p> <p>It is desirable to improve permeability across the site: in particular, north-south permeability between West Granton Road and Waterfront Avenue. A key consideration is that the area is currently quiet at night and the lack of residential units means this is likely to remain the case; as a result, consideration must be given to the safety of people moving across the site.</p> <p>It is desirable that proposals be brought forward for the Madelvic Motor Factory, to include National Galleries of Scotland’s strategy for the building – restoration, demolition, or divestment – and a timeline for this action to ensure the Factory does not remain derelict indefinitely. It is noted that previous proposals for the restoration of the Factory assumed that parking associated with the Factory would be accommodated elsewhere on the site as part of a holistic regeneration. If it is anticipated that the redevelopment of the Factory will take place separately, then it is recommended that the land immediately west of the Factory be safeguarded for parking, servicing, and other uses to avoid creating a barrier to redevelopment.</p> <p>City Strategy and Economy would welcome an early dialogue with National Galleries of Scotland to discuss potential provision of employment and training opportunities for young and disadvantaged people throughout construction.</p>
Neighbourhood Office	The NCF will be a fantastic asset for North West Edinburgh and the opportunities that this will bring for the area and

	<p>existing and emerging communities will be immense. The contribution to the ongoing regeneration will provide a destination within Edinburgh Waterfront, attracting visitors, strengthening the local economy and providing facilities for those that work and live in the area.</p> <p>Easy access to, into and through the site is of primary importance and will permit those who live, work and visit to easily use the facilities and also access the homes and amenities that the wider regeneration offers.</p> <p>Permeability from West Granton Road will be a major factor in embedding this facility into the community and strengthening links between Granton waterfront and the wider neighbourhood.</p>
Archaeology	<p>The site is principally important in terms of its 20th century industry though earlier remains may survive on site associated with the adjacent pre- 1750 Broomhall House, which formally stood adjacent to the east, and the Caroline Park/Granton Castle Estate to the North. The main archaeological significance is undoubtedly the listed buildings associated with former Madelvic Car Factory, Scotland's first car-factory. Although only B-listed this site should be considered as being of greater national archaeological and historic importance in terms of our nation's industrial heritage. Accordingly in line with earlier applications and Masterplans for the site terms of CEC Planning Policy ENV9 the buildings must be retained and reused within any new development proposals.</p> <p>Any new application to develop the site in addition to the preservation of the former car-factory will require the undertaking of a programme of archaeological work which will include not only phased programmes of investigation/ reporting and analysis but also public interpretation of the Car-factory site.</p>
Parks and Greenspaces	No current plans affecting this area.
Planning and Transport: Active Travel & Cycle Unit	Forwarded plans of proposed cycle paths in the wider area and welcomed the requirement for cycle access points on to the Walk.

Planning Committee

10.00am, Thursday, 19 May 2016

Forth Bridge World Heritage Site Partnership Management Agreement

Item number 10.1

Report number

Executive/routine

Wards Ward 1 - Almond

Executive Summary

This report provides an update on the Forth Bridge World Heritage Management Plan Partnership Agreement, approved by Planning Committee on 27 February 2014.

This update is to reflect the change of role of Historic Environment Scotland to a statutory consultee in the listed building consent process and the consequent changes to the listed building consent process from October 2015. This is an amendment to the agreement already in place rather than a new document, as much of the information remained relevant and was carried over from the previous agreement.

The Partnership Management Agreement (PMA) for the Forth Bridge details the works that will require Listed Building Consent and outlines the processes for this that. It also sets out the type of works that can proceed without consent.

Links

Coalition Pledges P19 P31 P40

Council Priorities CO22 CO23 CO26

Single Outcome Agreement SO4

Forth Bridge World Heritage Site Partnership Management Agreement

1. Recommendations

- 1.1 It is recommended that committee approves the Forth Bridge World Heritage Site Partnership Management Agreement.

2. Background

- 2.1 The Forth Bridge was added to the list of World Heritage Sites by United Nations Educational, Scientific and Cultural Organisation (UNESCO) on 5 July 2015, at its 39th meeting in Bonn, Germany. It became Scotland's sixth World Heritage Site.
- 2.2 A Partnership Management Agreement (PMA) was put in place by Historic Scotland and Network Rail in February 2014. The purpose of the PMA was to streamline development application processes with Fife Council and the City of Edinburgh Council. It set out categories of development works for the bridge so that minor works could be differentiated from major works. Historic Scotland would only require to be notified of major works.
- 2.3 This update is to reflect the changed role of Historic Environment Scotland to a statutory consultee in the listed building consent process and the consequent changes to the listed building consent process from October 2015. This is an amendment to the PMA already in place rather than a new document, as much of the information remains relevant and is carried over from the previous agreement.
- 2.4 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.

3. Main report

- 3.1 In order to streamline the LBC process for works carried out by Network Rail on the bridge, Historic Environment Scotland and Network Rail proposes a 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 – works that are more significant than Category 1 and will require listed building consent. These include works that would impact on the character of the Forth Bridge such as minor alterations or new additions impacting buildings within the setting of the Forth Bridge. While both City of Edinburgh Council and Fife Council are required to consult Historic Environment Scotland, no detailed pre-application advice will be provided for this category of works.
 - Category 3 – 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, with Historic Environment Scotland, where detailed advice can be provided if required. This category of works should be subject to pre-application discussions between all parties.
- 3.2 The geographical area covered is the area of 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 in Appendix 1.
- 3.3 The Management Agreement contains a Toolbox (Appendix 3) which details the roles of each organisation. The relevant policies and guidance relating to works on the bridge are attached as links and a contact officer in each authority has been identified.
- 3.4 The agreement contains a clause enabling it to be terminated 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 legal agreement that allows consents to be issued without first notifying Historic Environment Scotland issued to both Edinburgh and Fife Councils will be withdrawn.
- 3.5 The agreement will run for a period of five years commencing on the date of the last signature and may be extended thereafter with the agreement of all the partners.

4. Measures of success

- 4.1 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.

5. Financial impact

- 5.1 There are no financial implications associated with this report.
- 5.2 The benefits of the working arrangement means there will be no additional strain on staff resources.

6. Risk, policy, compliance and governance impact

- 6.1 There are no significant risks associated with approval of the report as recommended.

7. Equalities impact

- 7.1 The aim of this agreement is to help deliver a proportionate and consistent LBC process by all parties as part of Network Rail's management of the Forth Bridge World Heritage Site and A Listed Building. This will help remove uncertainties and streamline the statutory timeframes. No negative impacts on equality have been identified.

8. Sustainability impact

- 8.1 Effective management of the built environment has the potential to minimise the use of natural resources and reduce carbon emissions.

9. Consultation and engagement

- 9.1 None.

10. Background reading/external references

- 10.1 Forth Bridge World Heritage Site Management Plan: <http://www.historic-scotland.gov.uk/forth-bridge-management-plan.pdf>
- 10.2 Forth Bridge World Heritage Site Action Plan (see Management Plan)
- 10.3 Committee Report Thursday 27 February 2014- The Forth Bridge - World Heritage Nomination and Partnership Management Agreement:
http://www.edinburgh.gov.uk/meetings/meeting/3233/planning_committee (Item 8.1)

Paul Lawrence

Executive Director- Place

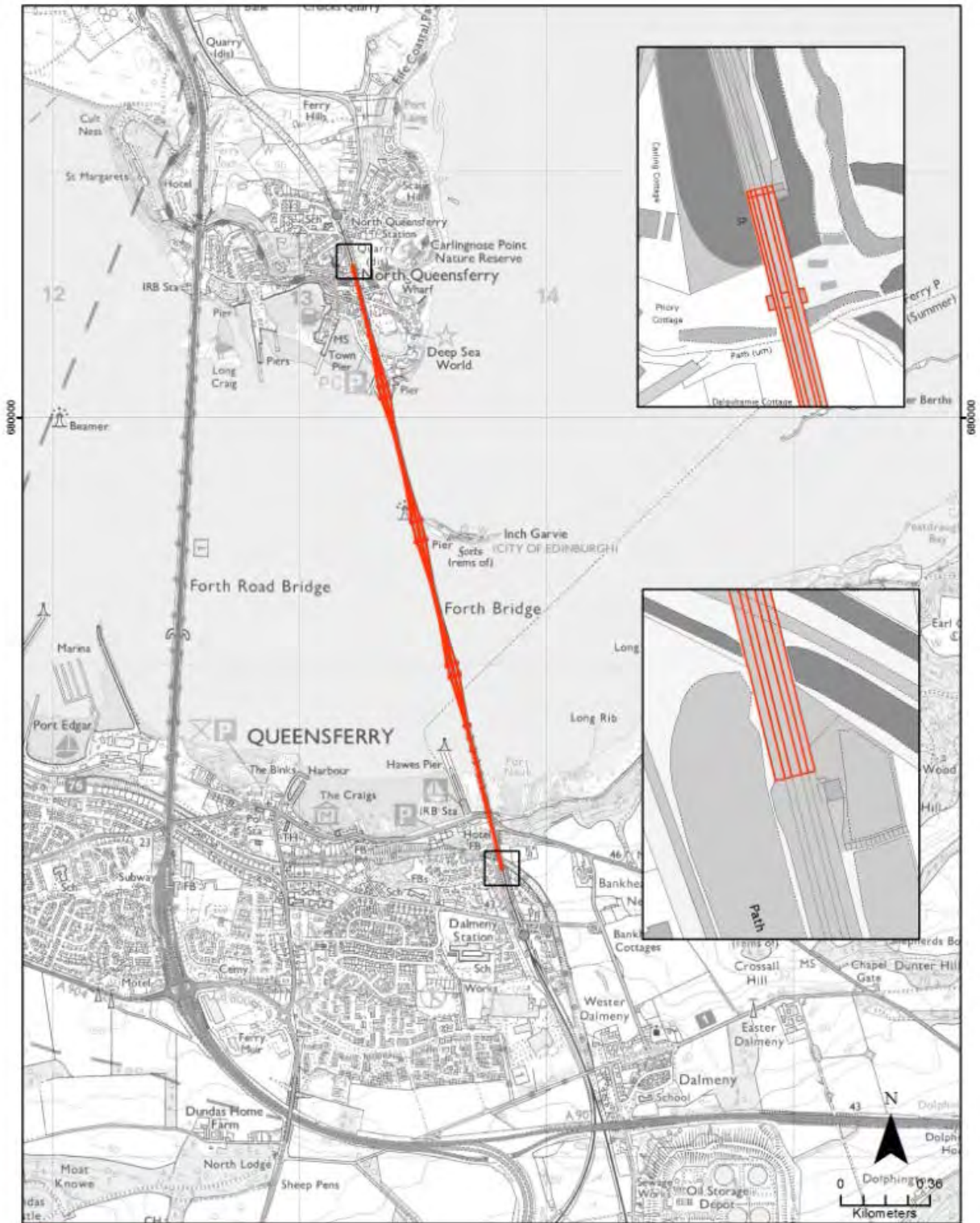
Contact: Chloe Porter, Planning Officer

E-mail: chloe.porter@edinburgh.gov.uk | Tel: 0131 529 6235

11. Links

Coalition Pledges	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. P31 Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure. P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city’s built heritage.
Council Priorities	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. 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 -	Appendix 1 Forth Bridge Area covered by the agreement Appendix 2 Forth Bridge Partnership Management Agreement Appendix 3 Toolbox Forth Bridge Partnership Management Agreement

Appendix 1: Forth Bridge Area covered by the agreement



HISTORIC SCOTLAND
ALBA AOSMHOR

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Title: Forth Bridge
Scale: 1 : 200,000 @ A4
Projection: British National Grid

Key



Appendix 2:

A Partnership Management Agreement Between Network Rail Infrastructure Ltd, City of Edinburgh Council, Fife Council and Historic Environment Scotland concerning the Forth Bridge



NetworkRail



• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

Fife
COUNCIL

**Partnership Management Agreement between Network Rail Infrastructure Ltd, City of
Edinburgh Council, Fife Council and Historic Environment Scotland**

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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 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. 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.
2. A schedule of works will then identify if listed building consent is required (categorisation of works) and the procedures that are to be followed.

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 listed building consent. While both City of Edinburgh Council and Fife Council are required to consult Historic Environment Scotland, no detailed pre-application advice will be provided for this category of works.
- 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 with Historic Environment Scotland, where detailed advice can be provided if required. 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.

<p>Roles of all parties</p>	<p>Owner. Network Rail Infrastructure Ltd is the owner of the bridge with detailed knowledge of the structure, its history and its maintenance and repair requirements.</p> <p>Historic Environment Scotland – Historic Environment Scotland is responsible for compiling and maintaining a list of buildings of special architectural or historic interest. It is also a statutory consultee within the LBC and planning processes.</p> <p>City of Edinburgh Council and Fife Council. 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).</p>	
<p>Named Contact Officers</p>	<p>Organisation</p>	<p>Officer Contact Details</p>
	<p>Network Rail Infrastructure Ltd</p>	<p>Sandra Heberton</p>
	<p>City of Edinburgh Council</p>	<p>Elaine Campbell</p>
	<p>Fife Council</p>	<p>Alastair Hamilton</p>
	<p>Historic Environment Scotland</p>	<p>Ian Thomson</p>
<p>Relevant Policy, Guidance and Links</p>	<p>Organisation</p>	<p>Documents</p>
	<p>Historic Environment Scotland</p>	<p>Scottish Historic Environment Policy</p>
	<p>Historic Environment Scotland</p>	<p>Managing Change Guidance Notes</p>
	<p>City of Edinburgh Council</p>	<p>Rural West Edinburgh Local Plan (this will be out of date can we put reference in to the LDP)</p>
	<p>City of Edinburgh Council</p>	

	Fife Council	Listed Buildings and Conservation Areas Guidance Dunfermline & West Fife Local Plan
Lifespan of this agreement	The agreement will run for a period of 5 years commencing on the date of the last signature and may be extended thereafter with the agreement of all the partners.	
Submission of works by Network Rail	<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 1st April each year. A copy of the list will also be sent to Historic Environment Scotland. 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>	
Ending the agreement	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.	




World Heritage

The international significance of the Forth Bridge has been recognised by its inclusion on the World Heritage List by UNESCO. [The Forth Bridge Management Plan](#) describes the Outstanding Universal Value (OUV) of the property and aims, among other things, to support the future management needs of the bridge. While the primary purpose of the PMA is the LBC process, this agreement will also help ensure protection of the bridge's integrity, authenticity and specifically, it's Outstanding Universal Value.

The parties to this agreement are also part of the World Heritage Steering Group. The contact officers in this agreement will therefore be able to report to the Steering Group on matters relating to the management of the property as required.

Note: The World Heritage Site does not include Pier Lighthouse, East and West Battery Piers in North Queensferry and the viewing area under the north cantilever.

Signature Page

Organisation	Name	Signature	Date
			
			
			

Statement of Importance

The Forth Bridge, designed by Sir John Fowler and Sir Benjamin Baker in 1882, is an internationally-important triumph of engineering, at once structural and aesthetic. 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 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>

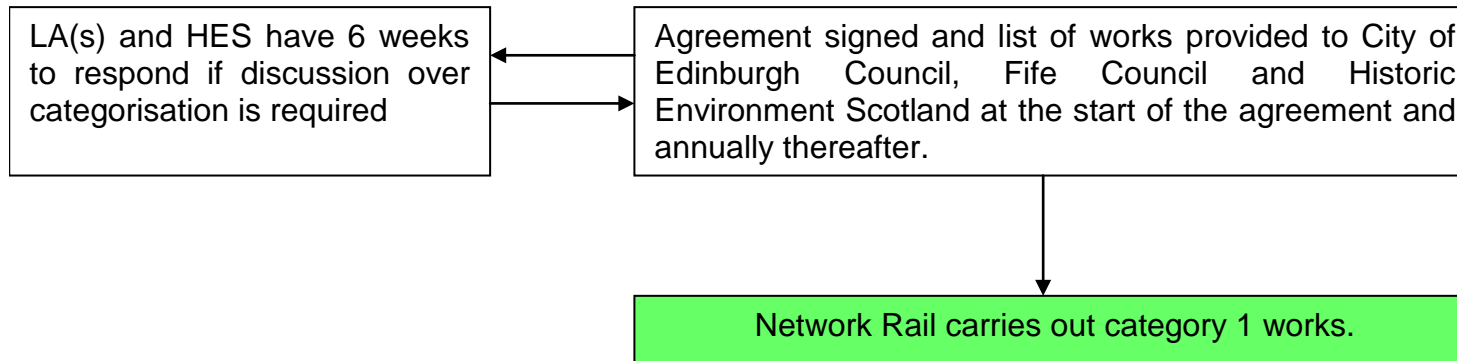
8	Forth Bridge Visitor Experience	2015	3
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Appendices

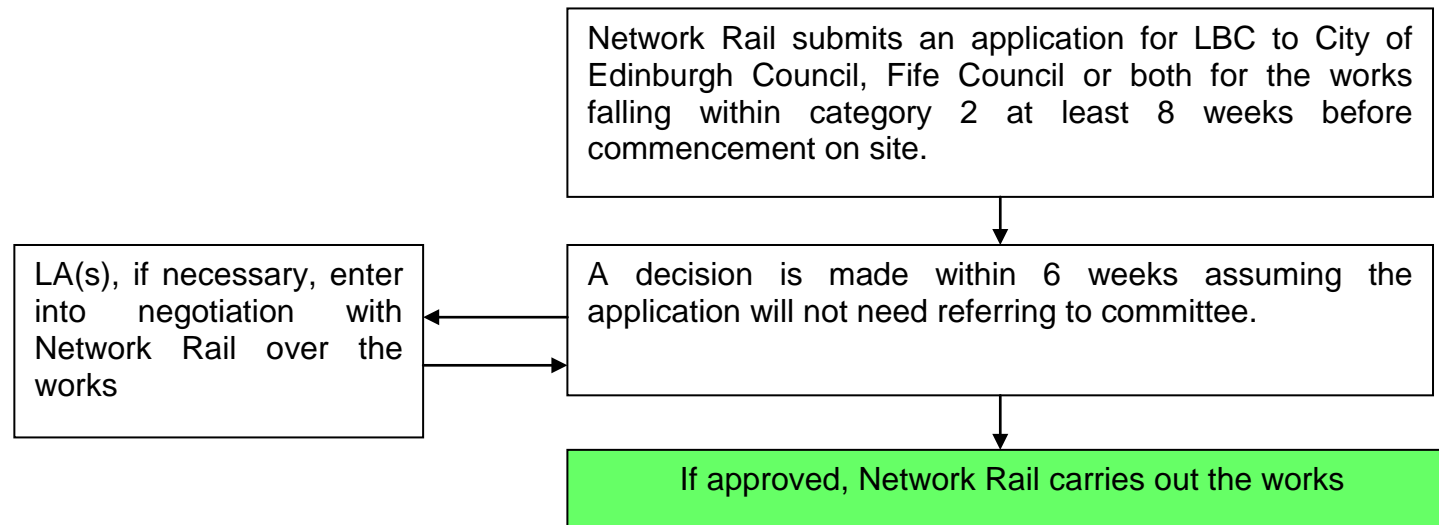
- Appendix 1 Process Flowcharts
- Appendix 2 Listing Descriptions
- Appendix 3 Area Covered by this Agreement
- Appendix 4 Project Supplements

Appendix 1 – Process Flowcharts:

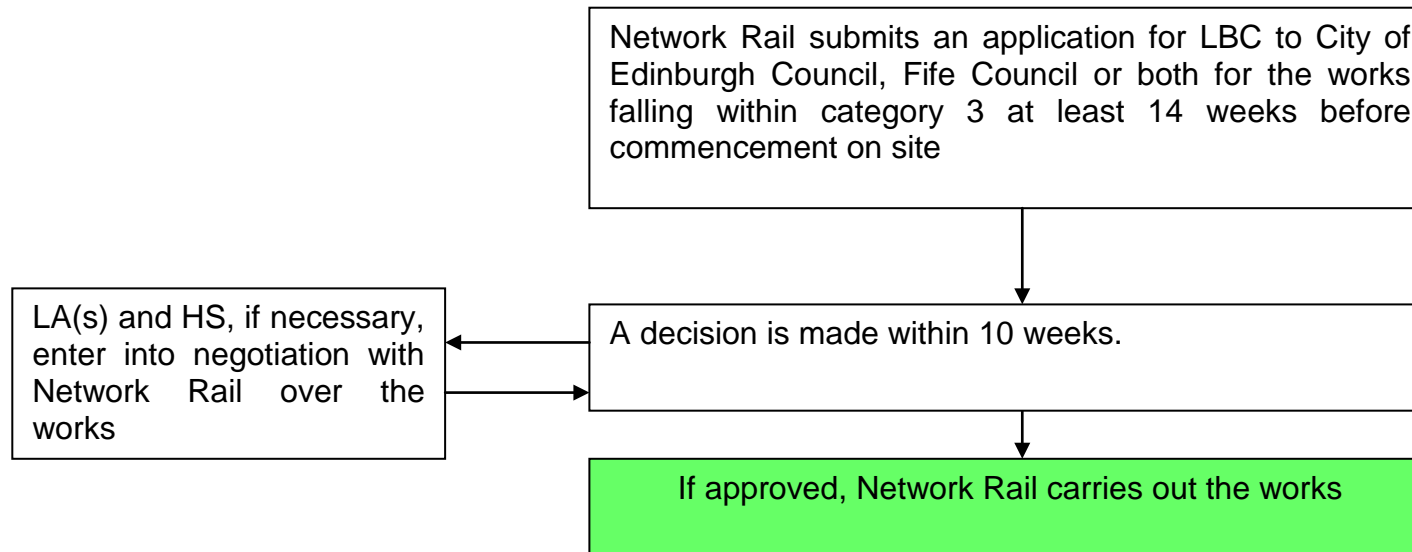
Works falling into category 1 (no consent required)



Works falling into category 2 (LBC required; consents issued without detailed advice from Historic Environment Scotland)



Workflow for Works within Management Agreement Classified at category 3 (LBC required; where detailed advice can be provided from Historic Environment Scotland if required)



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.

HBNUM: 43862 ITEM NO: 10

Group with Items: CAT: A

Map Ref: NT 13397 Date of Listing: 27-NOV-96
80141NORTH
QUEENSFERRY,
BATTERY ROAD,
EAST AND WEST
BATTERY PIERS
INCLUDING SHORING
AND VIEWING AREA
BELOW FORTH
BRIDGE NORTH
CANTILEVER, AND
BOUNDARY WALLS

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.

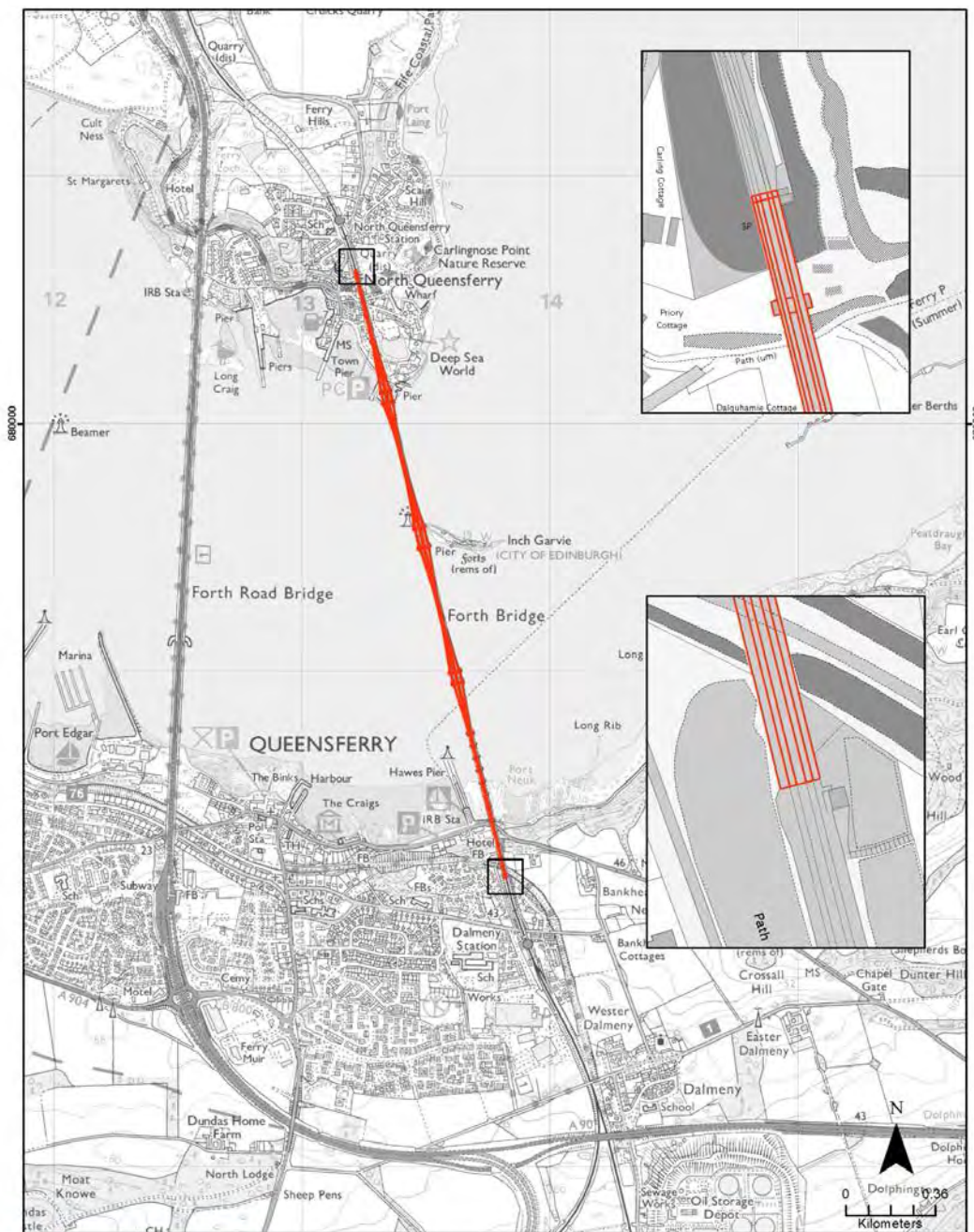
SHORING: sloping coped wall shoring ground under N cantilever; coursed dressed rubble. VIEWING AREA: raised open viewing area of irregular shape to NW of cantilever, surrounded by flat-headed coped random rubble walls, straight modern railings to SW; central square-plan entrance pier with square stepped 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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<p>Title: Forth Bridge</p> <p>Scale: 1 : 200,000 @ A4</p> <p>Projection: British National Grid</p>	<p>Key</p>
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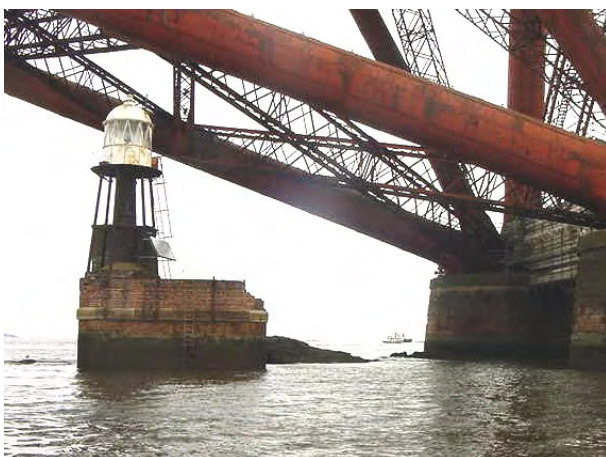


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Arrows indicate the start / end points of the Forth Bridge, where the masonry parapet piers terminate, for Fife (above) and Edinburgh (below).



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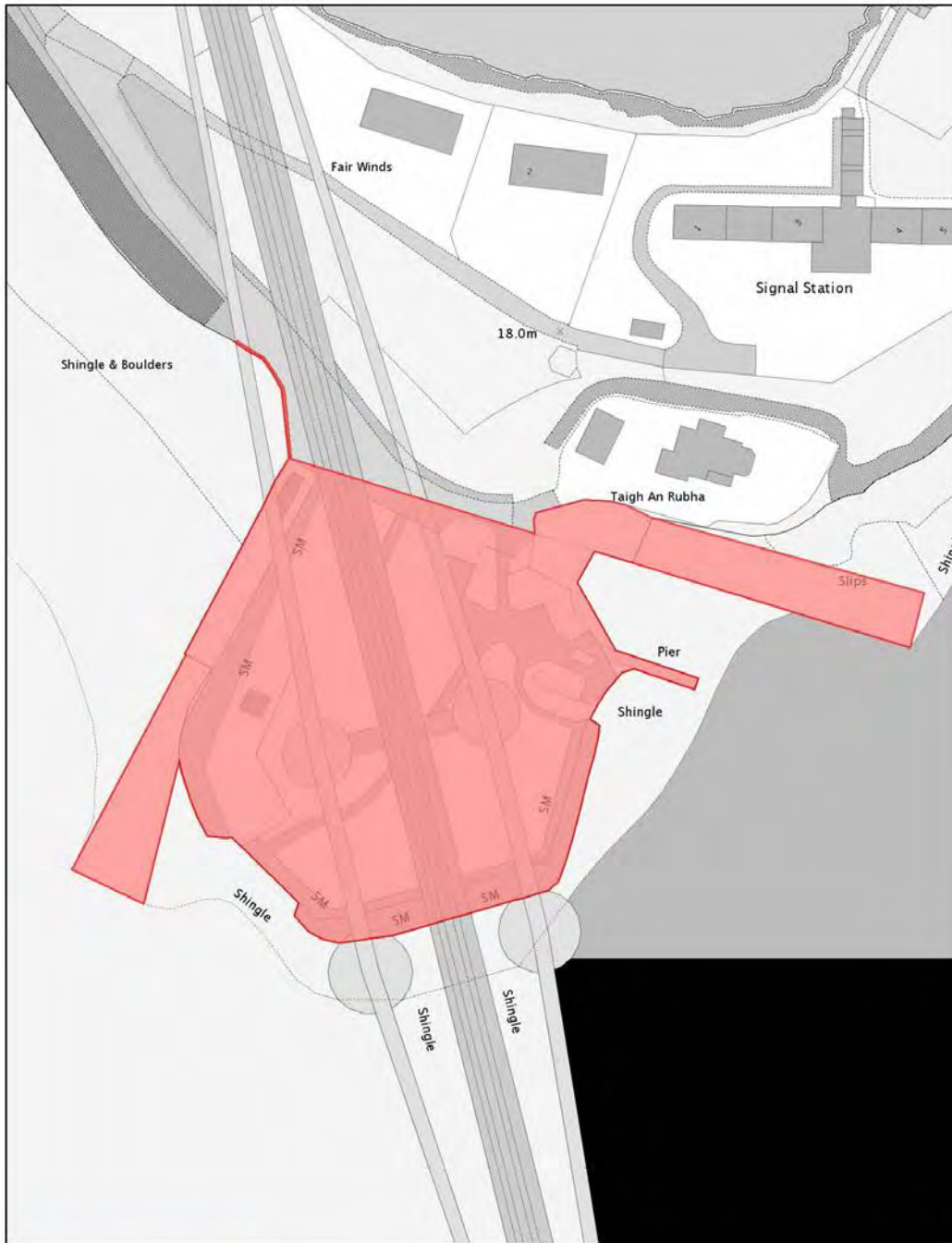
Pier Lighthouse. Located beneath the central cantilever it is considered to be within the City of Edinburgh Council area for administering this agreement.



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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Title:
Forth Bridge
Scale:
1 : 200,000 @ A4
Projection:
British National Grid

Key



Appendix 3- Partnership Management Agreement Forth Bridge 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	Owner. Network Rail Infrastructure Ltd is the owner of the bridge with detailed knowledge of the structure, its history and its maintenance and repair requirements.	
	Historic Environment Scotland – Historic Environment Scotland is responsible for compiling and maintaining a list of buildings of special architectural or historic interest. It is also a statutory consultee within the LBC and planning processes.	
	City of Edinburgh Council and Fife Council. 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	Elaine Campbell
	Fife Council	Alastair Hamilton
	Historic Environment Scotland	Ian Thomson
Relevant Policy, Guidance and Links	Organisation	Documents
	Historic Environment Scotland	Scottish Historic Environment Policy
	Historic Environment Scotland	Managing Change Guidance Notes
	City of Edinburgh Council	Rural West Edinburgh Local Plan (this will be out of date can we put reference in to the LDP)
	City of Edinburgh Council	
	Fife Council	Listed Buildings and Conservation Areas Guidance

		Dunfermline & West Fife Local Plan
Lifespan of this agreement	The agreement will run for a period of 5 years commencing on the date of the last signature and may be extended thereafter with the agreement of all the partners.	
Submission of works by Network Rail	<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 1st April each year. A copy of the list will also be sent to Historic Environment Scotland. 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>	
Ending the agreement	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.	

Planning Committee

10am Thursday 19 May 2016

Portobello Conservation Area - Review of Conservation Area Character Appraisal

Item number 10.2

Report number

Executive/routine

Wards

Portobello/Craigmillar

Executive Summary

This report seeks approval of the revised Portobello Conservation Area Character Appraisal, in draft, for consultation. This has been developed in the new style of appraisal. The content has been updated to reflect changing issues in the area, the community's views and concerns and is presented in a more user-friendly format.

A small boundary extension at the north-west corner of the conservation area is proposed for consideration.

Portobello Conservation Area - Review of Conservation Area Character Appraisal

1. Recommendations

- 1.1 It is recommended that the Committee approves the attached revised Portobello Conservation Area Character Appraisal, in draft, for consultation.

2. Background

- 2.1 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 the character of a conservation area.
- 2.2 On 3 October 2013, the Planning Committee approved a programme of review of Edinburgh's conservation areas. Six priority conservation areas were identified - Portobello, Grange, Inverleith, Queensferry, Morningside, and Merchiston & Greenhill. Revised character appraisals for Grange, Inverleith and Queensferry have since been completed. The appraisals for Morningside and Merchiston & Greenhill will be progressed following the revision of the Leith Character Appraisal and the commencement of work on the Old Town and New Town Character Appraisals. The latter two revisions have been prioritised to support the review of the Old and New Towns World Heritage Site Management Plan.

3. Main report

- 3.1 The revised Conservation Area Character Appraisal is intended to reflect changes that have occurred in Portobello since the previous appraisal was published in 2000. It aims to focus more on the analysis of character and townscape and guide decisions more clearly.
- 3.2 Early engagement with the community to inform the draft appraisal has consisted of discussions with the Portobello Community Council, the Portobello Heritage Trust and Portobello Amenity Society. An on-line survey relating to the quality of recent development in the Conservation Area was carried out.
- 3.3 These activities provided useful information on the community's priorities and current concerns regarding the nature of change and recent development in the area. Fifty responses to the survey on recent developments were received - a summary of the results is attached at Appendix 1. The main issues raised were:

- The impact of new builds/extensions to dwelling houses came high in the list of concerns. Comments recognised the need to consider the scale and position of new buildings or extensions more carefully. Concerns were raised that dwellings are being extended beyond their original capacity, undermining their character and their garden settings. This is specifically highlighted in respect of new development within the back lanes such as at Bellfield Lane.
- Boundary treatments were mentioned both in terms of protecting historic walls and railings, and 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. The location, scale and quality of design of newly erected boundary treatments have also been highlighted as an area of concern, with examples along the boundaries to the Promenade identified as detrimental to its character and appearance.
- The quality of shop fronts and shop signage along the High Street was raised as an area of concern. This has also been linked to respondents' criticisms of the effectiveness of planning enforcement against unauthorised alterations to shop fronts and signage on the High Street/Promenade.
- The quality of the urban realm and the streetscape characteristics of the Conservation Area were also raised by respondents with specific reference to the proposed removal of the setts along Brighton Place, and the poor quality/ state of repair of the Promenade.

- 3.4 The draft Portobello Conservation Area Character Appraisal, attached at Appendix 2, reflects the feedback received during this initial engagement process - greater emphasis has been given to the need to consider context and quality in designing interventions, shop frontages and boundary treatments. To reflect better 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 also identified.
- 3.5 The boundaries of the Conservation Area have been examined through the appraisal process. At the north western edge of the Conservation Area, an important element of the Promenade, the beach and foreshore signify the approach and entrance to the Conservation Area. This edge also includes the two surviving historic kilns. This area warrants consideration for inclusion within a proposed boundary extension.
- 3.6 This document is the text-only version of the proposed appraisal. It will be developed as a more user-friendly, interactive, online format.
- 3.7 The appraisal will be completed in the interactive format following a public consultation. It is intended that the consultation will consist of information presented on-line with a feedback form. An exhibition will be displayed at Portobello Library, with Officers on hand at two Open Days to discuss and explain the appraisal.

- 3.8 The consultation information and related events will be promoted in the local area, on Twitter and online. Local and citywide amenity groups, and local councillors, will also be notified.

4. Measures of success

- 4.1 The completion of a programme of public consultation on the draft appraisal, the incorporation of public feedback and production of the finalised Portobello Conservation Area Character Appraisal.

5. Financial impact

- 5.1 The work will be undertaken with existing staff resources. There are no immediate financial implications for the Council arising from this report.

6. Risk, policy, compliance and governance impact

- 6.1 There are no significant risks associated with approval of the report as recommended.

7. Equalities impact

- 7.1 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.

8. Sustainability impact

- 8.1 The impacts 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.
- 8.2 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.
- 8.3 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.
- 8.4 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.

9. Consultation and engagement

- 9.1 Significant public engagement has been carried out in Portobello to inform the content and emphasis of the draft revised appraisal. The Portobello Community Council, Portobello Heritage Trust and Portobello Amenity Society have provided invaluable support and feedback to this process.
- 9.2 Once approved for public consultation, the draft revised appraisal will be taken to a broader audience for detailed comment. This will consist of information presented on-line with a feedback form, an exhibition and information events in Portobello Library, with officers on hand to discuss and explain the appraisal. The consultation information and related events will be promoted by in the local area, on Twitter and online. Local and city wide amenity groups, and local councillors, will also be notified.

10. Background reading/external references

- 10.1 10.1 Report to Planning Committee of 3 October 2013: Review of Conservation Area Character Appraisals.

Paul Lawrence

Executive Director of Place

Contact: Daniel Lodge E-mail: daniel.lodge@edinburgh.gov.uk Tel: 0131 529 3901

Jack Gillon E-mail: jack.gillon@edinburgh.gov.uk Tel: 0131 469 3634

11. Links

Coalition Pledges	P40
Council Priorities	CO19 CO23 CO26
Single Outcome Agreement	SO4
Appendices	1 Portobello Conservation Area Character Appraisal Design Survey Analysis of Results 2 Portobello Conservation Area Character Appraisal

Appendix 1

Portobello Conservation Area Character Appraisal Design Survey Analysis of Results

An on-line questionnaire was set up to capture residents' views on a selection of recent developments in the Portobello Conservation Area and to encourage comments about the character and appearance of the area.

Fifty responses were received. 100% of respondents completed the evaluation of recent developments answering two questions about each development with a multiple-choice answer of either 'yes', 'no' or 'don't know' with space for additional comments about each of the developments. Respondents also completed a final question which asked if there were any developments that had affected the character and/or appearance of the area.

Q1 Does this development preserve or enhance the character and appearance of the Portobello Conservation Area? Please write comments below.

Q2 Do you feel that this development reflects the character and appearance as identified by the current Portobello Conservation Area Character Appraisal? Please write comments below.

Q3 Do you know of any other changes that have been made within the Portobello Conservation Area that you feel have had affected the character and/or appearance of the area.

The dominant responses for each question were:

Development 1 (28 Promenade / 53-59 Bath Street)

Q1 – No (78%) Q2 – No (72%)

Development 2 (5 Bridge Street)

Q1 – No (46%) Q2 – No (38%) / Don't Know (38%)

Development 3 (76 Portobello High Street)

Q1 – Yes (76%) Q2 – Yes (68%)

Development 4 (9A Joppa Park)

Q1 – No (50%) Q2 – No (46%)

Development 5 (Towerbank Primary School, 1 Figgate Bank)

Q1 – Yes (56%) Q2 – Yes (48%)

Development 6 (The Japanese House land to the rear of 17 Bellfield Lane)

Q1 – Yes (70%) Q2 – Yes (50%)

Development 7 (15 Malborough Street)

Q1 – Yes (94%) Q2 – Yes (88%)

Development 8 (21 – 23 Windsor Place)

Q1 – No (48%) Q2 – No (42%)

Development 9 (9D Bellfield Lane)
Q1 – Yes (68%) Q2 – Yes (50%)

Development 10 (58 Regent Street)
Q1 – Yes (38%) / No (38%) Q2 – Don't know (40%)

Development 11 (19A + 19B Bath Street)
Q1 – Yes (76%) Q2 – Yes (72%)

In the open-text questions as part of the case studies and additional question covering any further matters, the following subjects or areas of concern featured most prominently (in descending order of number of comments):

- Design of new development (82)
- Materials (56)
- Scale (42)
- Streetscape (23)
- Roads / parking issues (19)
- Loss of garden ground (16)
- Boundary issues (12)
- Enforcement of unauthorised development (10)
- Driveways/paving (8)
- Views / vistas (7)
- Trees / natural landscape features (5)
- Satellite dishes / cables (3)

Appendix 2

PORTOBELLO CONSERVATION AREA CHARACTER APPRAISAL

LOCATION AND BOUNDARIES

Portobello lies on the coast, some four miles east of the centre of Edinburgh, between Leith and Musselburgh.

The Conservation Area is enclosed to the north-east by the sea and to the south-west by Sir Harry Lauder Road, which creates a visual and physical boundary for the Conservation Area as far as Windsor Place. At this point, the boundary turns north down Windsor Place and excludes the housing on the former Mount Lodge Estate. The north western and south eastern boundaries are less well defined: the north western boundary being generally defined by Beach Lane on the north side of the High Street and to the rear of Adelphi Place properties on the south side of the High Street, and the south-east boundary extending to the end of Joppa Road taking in Dalkeith Street and Morton Street.

The boundaries of the Conservation Area have been examined through the appraisal process. At the north western edge of the Conservation Area is an important element of Promenade, beach and foreshore that signifies the approach and entrance to the Conservation Area and includes the two surviving historic kilns. This area warrants consideration for inclusion within a proposed boundary extension.

The Conservation Area falls within the Ward boundary of Portobello/Craigmillar. There are in the order of 4,500 people living within the Conservation Area and approximately 1,700 residential units.

DATES OF DESIGNATION/AMENDMENTS

The original Portobello Conservation Area was designated on 13 October 1977. The original boundary was amended in July 1985 and again in February 1998. The first Portobello Conservation Area Character Appraisal was completed in May 2000.

STATEMENT OF SIGNIFICANCE

Portobello retains the character of a small town with a distinct town centre, an exceptionally high quality residential hinterland, a shoreline setting and a long sea-front promenade. The architectural form and character of Portobello is rich and varied, with many fine Georgian and Victorian historic buildings. The building materials are traditional: stone, harling, slate, pantiles, timber windows and doors.

PURPOSE OF CHARACTER APPRAISALS

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.” (Planning Advice Note PAN 71: Conservation Area Management).

HOW TO USE THIS DOCUMENT

The analysis of Portobello’s character and appearance focuses on the features which make the area special and distinctive. This is divided into two sections:

- Structure, which describes and draws conclusions regarding the overall organisation and macro-scale features of the area; and
- Key Elements, which examines the smaller-scale features and details which fit within the structure.

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. The Management section outlines the policy and legislation relevant to decision-making in the area. Issues specific to Portobello are discussed in more detail and recommendations or opportunities identified.

HISTORICAL DEVELOPMENT

Origins and Development

Portobello takes its name from the Spanish port of Puerto Bello on the Isthmus of Panama. In a notable offensive of 1739, the port was captured by a British fleet under Admiral Vernon. In the 1740s, George Hamilton, one of the sailors involved in the battle, built a house four miles east of Edinburgh which he named his “Portobello Hut” after the battle of Puerto Bello.

In 1765, rich clay deposits were discovered just to the west of the Figgate Burn and this led to the establishment of brick, glass and pottery works, a soapworks, a white lead works, and associated workers’ housing. The earliest reference to Portobello appears in ‘The History of Edinburgh’ by Hugo Arnot, published in 1779. Arnot refers to Mr William Jamieson’s brickworks in the area. William Jamieson was a local

entrepreneur who built several large villas in the area at this time. Of the large houses built during this period, only the Tower, which dates from 1785, remains.

In 1787, local industry was further stimulated by the founding of a small harbour at the mouth of the Figgate Burn and, by 1811, Thomas Bonar's 'Plan of Edinburgh and Leith with the Roads Adjacent' shows some 90 buildings under the heading 'Village of Portobello'.

Portobello developed significantly in the 18th century, not only because of its industry but due to its popularity as a bathing and spa resort. Discovery of mineral wells added to the village's attraction and in the early years of the 19th century, elegant residential terraces were developed, mainly between the High Street and the sea. Bath Street and Tower Street (Figgate Street) were laid out in 1801-1802, and Regent Street and Wellington Street (Marlborough Street) in 1815-1816.

The next phase included the building of Melville Street (Bellfield Street), Pitt Street (Pittville Street) and John Street, designed by the architect Robert Brown who lived in Pitt Street. The Brighton/Rosefield area was developed and built by a local builder, John Baxter. This area is one of the most attractive in Portobello, the uniform facades with their linking screen walls giving these streets considerable distinction.

Portobello was established both as a fashionable summer resort and as an attractive place to stay all year round. The population census of 1831 gives a population of 2,781 residents within 517 houses, which was swelled by an additional summer population of not less than 2,000.

Building continued eastwards towards Joppa from the 1830s onwards and also south of the High Street until the end of the century, with rows of Georgian terraces gradually giving way to Victorian semi-detached and detached houses.

As the 19th century progressed, the Georgian two storey buildings on the north side of the High Street became punctuated by larger Victorian tenements. The scale and symmetry of the streets between the High Street and the Promenade were also compromised to a degree. Some villas were demolished and their grounds redeveloped.

Many Georgian streets, such as Bath Street and Marlborough Street, now contain large Victorian tenements, some of them spectacular - Windsor Mansions (1899) in Straiton Place and St. James's Terrace (1870) in Bath Street are two examples. Several of these tenements were built in red sandstone, contrasting with the grey stone of the original Georgian buildings.

The Regency Spa Town became both a Victorian suburb of Edinburgh - the Burgh Reform Act of 1896 had seen Portobello incorporated into the City of Edinburgh - and a Victorian sea-side resort, popular with day trippers from Edinburgh and Glasgow. The establishment of rail and tram links increased the popularity of Portobello as a holiday destination.

Prior to the construction of the Promenade, gardens and garden walls extended down to the beach and the seafront was not easily accessible to the public. The first

section of the Promenade was completed in the 1850s, from Bath Street to Melville Street. It was extended in the 1860s but was swept away twice by storms and was eventually completed in 1891. A 1,200 foot pier was opened in 1871 (demolished 1917) which included a restaurant, shops and kiosks.

A number of fine individual buildings were built at the start of the 20th century - notably the baths in Bellfield Street (1901); the Town Hall (1911) and St. John's Roman Catholic Church in Brighton Place (1906), the spire of which dominates the town's skyline.

Between the wars, when Portobello was in its heyday, a number of buildings were constructed in the modern style. The former cinema in Bath Street remains, but the Open Air Swimming Pool (1925) was demolished in the 1980s.

The whole area between Figgate Street and Bridge Street, north of the High Street, was redeveloped between 1976 and 1980. The Marlborough Mansions (1899), near the foot of Bath Street, were demolished in the 1960s as part of proposals to widen the Promenade. By the 1960s, the number of tourists visiting Portobello reduced significantly and many of the shops and kiosks, which were once a feature on the Promenade, closed.

Portobello retains a heritage of fine buildings from all stages of its history, most notably the elegant Georgian terraces and the complementary fringe of Victorian and Edwardian buildings. The layering of high quality development from different eras makes a major contribution to the character of the Conservation Area. The town retains a recognisable seaside character with its long promenade, reclaimed and improved beach, and amusement arcades. It has a thriving resident population of around 4,500 and remains popular with visitors - on fine summer days the beach and promenade are crowded with day-trippers.

CHARACTER ZONES

The Conservation Area includes three areas of distinctly different character:

1. The High Street provides the commercial and administrative focus for the Conservation Area retaining many original two storey Georgian buildings as well as a number of significant public buildings.
2. The traffic free Promenade, beach, cafes and amusement arcades highlight Portobello's character as a seaside resort.
3. The remainder of the Conservation Area constitutes Portobello's main residential zone and includes an abundance of fine Georgian villas as well as a robust stock of Victorian villas and tenements which contribute to the suburban character.

1 HIGH STREET

Structure

The High street is an identified shopping centre that provide a diverse mix of commercial activities and in which retail frontages are protected. Key objectives involve encouraging regeneration to attract investors and generate new employment opportunities, promoting good quality design and enhancing existing quality.

Development pattern

The High Street forms a wide curving linear spine parallel to the sea with side streets running perpendicularly from it down to the Promenade. Commercial activity in the side streets helps to draw visitors down them towards the sea. The architectural quality of the High Street is exemplified by individual buildings such as the Town Hall, the Police Station and the Georgian terraced shops with first floor housing in the eastern section

The building heights along the north side of the High Street show a high degree of uniformity, reflecting the planned Georgian development. This contrasts with the south side of the street, where building heights vary along the entire length from single storey to four storey.

There are few 20th century buildings on the north side of the High Street except a large office building and flats in the eastern section and shops and flats in the western section. All of these more recent additions are set back from the building line with the exception of the flatted block adjacent to the former Windsor Place Church.

Streets

Approaching from the west, the High Street is generally linear before curving significantly to the east of the Bath Street/Brighton Place junction. It then curves almost imperceptibly in the other direction before straightening out as it runs into Abercorn Terrace. Whilst the actual width of the street varies little throughout its length, at various points on the south side buildings have been set back from the building line - these are mostly 20th century developments - and the road widened to allow for parking. This gives these areas an air of spaciousness and helps to induce expectation and a sense of arrival in the town centre..

The street is predominantly a mixture of small scale Georgian buildings and larger Victorian tenements, with shops at ground floor and residential flats above. On the north side of the street, between Figgate Burn and Bath Street, the building height varies significantly, ranging from single storey shops to four storey tenements. East of Bath Street, the buildings are predominantly two storey with the notable exception of a three storey block at the extreme east end and the four storey tenement at the junction with Marlborough Street. There are a number of buildings which contribute to the character of the area and give focus to the townscape - the Town Hall and Police Station add variety to the facades of the High Street shop fronts.

A number of original windows remain on the upper floors, however, there are a significant number of inappropriate replacement windows

There a small number of original or historic shop fronts along the High Street, however, the majority now have modern single paned, non-traditional frames with flush doors. Over-deep fascias, garish paint and inappropriate signage further detract from the character of the Conservation Area.

The street is at its widest between Rosefield Avenue and Brighton Place. This area has a sense of being an important place for people to congregate; benches on both sides of the street and the grouping of the town's main bank, Town Hall and Police Station all contribute to this feeling.

The High Street shops represent the bulk of the shopping facilities in the Conservation Area and provide a focus of activity for the community. The shops are mainly independent retail units catering for local needs. The shops in the High Street extend from Figgate Burn to Pittville Street on the north side with some commercial uses continuing down Bath Street. On the south side, the shops extend from Adelphi Grove to east of Marlborough Street with some shops returning down the east side of Brighton Place as far as Lee Crescent.

The commercial section of the High Street is centred on its crossroads with Brighton Place/Bath Street, and extends eastwards to Pittville Street and westwards to Kings Road, with some residential interruptions.

The spaces between the buildings are predominantly in tarmac (roads) and concrete slabs (pavements). However, soft landscaping in the form of trees is located on the south side of the High Street to the front and side of the bank and in front of the Social Security offices, adjacent to Hope Lane.

Spaces

The buildings are set back significantly at the western entrance to the Conservation Area and to the east of Marlborough Street. The greater width at the entrance to the Conservation Area results from the grouping of residential blocks set back from the road. This area, although not part of the Conservation Area, accentuates the sense of arrival in the High Street as the building line returns sharply at the junction with Adelphi Grove, creating a sense of the street narrowing. At the east end of the High Street, the shops start at Pittville Street on the north side, the narrowing of the road and the forward building line east of Marlborough Street confirms the entry to a commercial area.

Abercorn Park is an attractive green space lined by elm, whitebeam, holly and hawthorn which forms a prominent break in the building line on the High Street.

Views

Streets and lanes leading to the Promenade offer views of the sea from the High Street. The spires of churches are distinctive landmarks and prominent in views along the High Street.

Key Elements

- Spine with secondary streets running perpendicular.
- A recognised shopping centre.
- Uniform height terraces to the north of the High Street.
- Views of the sea at various points along the street.
- A number of landmark buildings.
- Building lines to the heel of the pavement.
- A mix of uses, mostly with residential on upper floors.
- Variation in building periods, types and heights to the south of the High Street.
- The predominant building material in the High Street is natural stone which varies in colour, texture and condition.
- A number of good quality original and historic shop fronts.

2 PROMENADE/BEACH

Structure

The beach, along with the Promenade, are significant amenities which emphasise Portobello's reputation and character as a seaside resort.

Development Pattern

There is a rich mix of building styles fronting, or slightly set back from the Promenade. The form of development has resulted in buildings some of which have their frontages to the Promenade and others their rear elevations. These include single storey Georgian houses, two storey Victorian terraced properties, large two to three storey detached Victorian villas and four storey Victorian tenements. There are also two modern residential developments: a pair of two storey semi-detached houses (1990) at Straiton Place and a block of flats (1996) at the bottom of Pittville Street.

In addition to the residential properties described above, there are a number of other buildings along the Promenade related to the seaside leisure industry - the Public Baths on the Promenade (1901) in red sandstone with a long front, two curving gables and first floor timber balconies.

The Tower, in Figgate Lane, was built in 1785, possibly by William Jamieson as a summerhouse for John Cunningham. It is an unusual octagonal castellated gothic building and is constructed in sandstone with red brick dressings.

Spaces

Today, the Promenade is an important part of Edinburgh's waterfront and forms a popular pedestrian route, which, along with the well maintained sandy beach, emphasises Portobello's seaside resort character. This character is maintained despite the loss of the pier in 1917 which was constructed around the same time as the Promenade.

The Promenade starts at the bottom of Kings Road following the edge of the sea and curving significantly before becoming part of the Conservation Area at Figgate Lane. Its width alters according to the building line and opens out between John Street and James Street and at three points between James Street and the end of the Promenade.

The surface of the Promenade is predominantly red tarmac with a thin grey concrete strip adjacent to the low concrete wall forming the physical boundary between the beach and the Promenade. The red tarmac does not have a uniform appearance due to patch repairs in a different colour.

The unifying streetscape elements are the low concrete wall to the beach side, the predominantly red tarmac surface and the benches and bollards, where each street or lane meets the Promenade.

There are also a number of public grassed areas grouped together between Bath Street and Bellfield Street with the larger area also incorporating a children's playground. An additional small grassed area is located adjacent to the north west boundary of the area. There is also a hard-landscaped children's play area to the north west of the Promenade.

The front gardens of residential properties set back from the Promenade, and generally enclosed by varying heights of stone wall, represent the predominant form of soft landscaping on the Promenade.

The Conservation Area extends eastward to include the beach as Portobello's coastal location was integral to its development. The beach is generally well-maintained and clean.

Views

The Promenade provides panoramic vistas to the coast of Fife, back towards the City and Leith, and down to the East Lothian countryside and North Berwick Law.

Key Elements

- Linear traffic free walkway with open views of Fife and North Berwick Law.
- Open views to the sea.
- Predominance of stone built properties, many with front doors to the Promenade, and generally retaining their original features.
- The predominant roof covering is slate.

- Good quality stone boundary walls.
- Easy access from side streets/lanes.
- Seasonal seaside attractions and indoor swimming pool.
- Well maintained sandy beach.
- Beach protected by groins.

3 RESIDENTIAL ZONE

Structure

Development pattern

In the early part of the 19th century, residential development took place in four distinct areas of Portobello. By far the main development took place between 1800 and 1825 on the north side of the High Street, where streets were laid out on a grid plan, progressing from east to west. The next important area to be developed was on the south side of the High Street in the Brighton and Rosefield area. Two other small groups of houses were also built in this period; villas and part of a classic terrace in Windsor Place and several houses, mainly semi-detached, on the south side of Joppa Road, west of Morton Street.

In the Victorian period, residential development continued eastwards on both sides of the High Street. In the 1840s and 1850s, houses in a neo-classical style were built in James Street, Abercorn Terrace, Dalkeith Street and Elcho Terrace.

As the century progressed, buildings displayed a greater variety of styles and influences, including Baronial and, by the turn of the century, terraces of plain two-storey houses with bow windows at the east end of Joppa.

By this time, several detached houses in Bath Street and Marlborough Street had been demolished and these sites and other gap sites were filled with large Victorian tenements. These tenements, often in red sandstone and many displaying a profusion of exuberant carved detailing, overwhelmed their modest Georgian neighbours. Gap sites in other Georgian streets to the east were also filled with two storey houses, for example, the east side of Bellfield Street.

Residential development also continued eastwards along the Promenade where several grand villas in the French and Italian styles were built as well as large tenement blocks.

Thomas Tough, a local pottery owner, built housing in the Adelphi Place area around 1850-1860 to house his workers. As fashionable housing was being built towards the east, areas to the west, on the north side of the High Street, were filled with cheaper housing of a much higher density.

Development has changed the character of parts of the Conservation area, particularly within lanes and back-land areas, and further pressure for this type of development may arise in the future.

Streets

The residential areas, whether they are Georgian with a classical layout and restrained architecture, or Victorian with more informal layouts and exuberant designs, have a generosity of space that provide a tranquil character.

- **Georgian Development** - Streets are generally relatively narrow, although they tend to become wider towards the east. Houses have small front gardens with low stone boundary walls, originally with cast iron railings (some of which have recently been replaced). Back gardens are much larger and are bounded by high stone walls.

On the north side of the High Street, the majority of Georgian streets run at right angles north towards the Promenade. Most of these streets are serviced by back lanes which originally provided access to stables and mews buildings. This grid plan layout is not repeated on the south side of the High Street where East and West Brighton Crescent cross over Brighton Place in a sweeping curve. This has resulted in a less formal layout and interesting vistas. Brighton Place is the main entrance into the Conservation Area from Duddingston and is the only remaining setted street.

A wide range of classical detailing is used. Two storey houses generally have five windows on the front elevation. Semi-detached houses often have paired doorcases, with Roman Doric pilasters. Ground floor elevations can be rusticated or smooth ashlar. There are many other variations including gothic style windows and timber external shutters.

The houses on the south side of Joppa Road, west of Morton Street are built in a variety of styles. However, they reverse the normal practice, having high stone front garden walls and large front gardens, with smaller rear gardens. This took advantage of what was originally an open outlook at the front over the Firth of Forth.

East of Morton Street, on the south side of Joppa Road, is a long low terrace of workers' houses. Few houses of this type built in the early part of the nineteenth century survive in either Portobello or Joppa. These are single storey, built in stone (some with later modern facings) and roofed with red Georgian property pantiles (some having later slate roofs) on Pitville Street

The Brighton and Rosefield area (circa 1823) is one of the least altered and most architecturally important areas of Portobello. The area displays a distinctive unity of style as John Baxter, the builder, provided designs for the elevations of the houses. Distinguished one and two storey villas are linked by single storey wings, the two storey properties being rusticated at ground floor. The single storey villas and villas with basements have doorways in both wings and houses which are within segmentally arched recesses.

- Victorian Development - Streets became wider in the Victorian era, continuing the pattern of small front gardens and larger back gardens. Most streets were serviced by back lanes, although the railway line prevented this from happening on the south side of Argyle Crescent.

In the early Victorian period, houses continued to be built in the classical style. Both houses and gardens became bigger as development progressed eastwards. However, by the end of the century, houses became increasingly smaller in scale and detailing tended to become less elegant.

Gradually a greater variety of building styles came to be used. The baronial style can frequently be seen, with canted bay windows beneath steep gables. Many houses incorporate barge boarding and others decorative cast-iron balconies.

Tenemental development began to invade some of the streets laid out in the early part of the century, notably Marlborough Street, Straiton Place and Bath Street, the latter now containing a rich mixture of building styles from all eras.

Overall, the more exuberant approach to house construction adopted by the Victorians has, in places, resulted in a disparity of scale between the neat and ordered Georgian villas and the grand decorative flourish of the Victorian tenements. This has created an interesting but restless and fragmented character.

St. John's Roman Catholic Church in Brighton Place is the most prominent of Portobello's churches. Designed by J.T. Walford and dating from 1906, it is a highly individual building, mixing Gothic and Arts and Crafts styles, and its octagonal pinnacle towers dominate the town's skyline.

Key Elements

- Strong formal patterns of Georgian housing eg. grids, crescents, squares and associated open space.
- Overlapping and less formal patterns of Victorian housing often of more exuberant design demonstrating a range of interesting street corner treatments.
- High quality architecture.
- Views of the sea from the streets leading down from Abercorn Terrace/ Joppa Road.
- Predominant use of traditional building materials: stone, slate, timber sash and case windows.
- Stone retaining and separating walls, some with original railing pattern.
- Variations in plot sizes and building types, heights, spacing and setbacks from the pavement.
- Small scale cottages with narrow plot widths at the west and east ends of the Conservation Area.
- System of narrow lanes and access ways between streets.

MANAGEMENT

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. Conservation Area status brings a number of special controls:

- The demolition of unlisted buildings requires Conservation Area consent.
- Permitted development rights, which allow improvements or alterations to the external appearance of dwellinghouses and flatted dwellings, are removed.
- Works to trees are controlled (see Trees for more detail).

The demolition of unlisted buildings requires Conservation Area consent and the removal of buildings which make a positive contribution to the area is only permitted in exceptional circumstances, and where the proposals meet certain criteria relating to condition, conservation deficit, adequacy of efforts to retain the building and the relative public benefit of replacement proposals. Conservation Area character appraisals are a material consideration when considering applications for development within Conservation Areas.

Listed buildings

A significant number of buildings within the Portobello Conservation Area 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.

Planning guidance

More detailed, subject-specific guidance is set out in Planning Guidance documents. Those particularly relevant to the Portobello 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*](#)

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. Portobello Conservation Area has Article 4 Directions covering the following classes of development:

- | | |
|----------|--|
| Class 7 | The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure. |
| Class 35 | Development on operational land by statutory undertakers in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings. |
| Class 38 | Development by statutory undertakers for the purpose of water undertakings. |
| Class 39 | Development by a public gas supplier. |
| Class 40 | Development by an electricity statutory undertaker. |

Trees

Trees within Conservation Areas are covered by the Town and Country Planning (Scotland) Act 1997 as amended by the Planning (etc) Act 2006. 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. 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).

Tree Preservation Orders are made under planning legislation to protect individual and groups of trees considered important for amenity or because of their cultural or historic interest. When assessing 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.

Trees in the City contains a set of policies with an action plan used to guide the management of the Council's trees and woodlands.

Assessing Development within Conservation Areas.

General Criteria

General issues to be taken into account in assessing development proposals in a Conservation Area include the appropriateness of the overall massing of development, its scale (the expression of size indicated by the windows, doors, floor heights, and other identifiable units), its proportions and its relationship with its context i.e. whether it sits comfortably. Development should be in harmony with, or complimentary to, its neighbours having regard to the adjoining architectural styles. The use of materials generally matching those which are historically dominant in the area is important, as is the need for the development not to have a visually disruptive impact on the existing townscape. It should also, as far as possible, fit into the "grain" of the Conservation Area, for example, by respecting historic layout, street patterns or existing land form. It is also important where new uses are proposed that these respect the unique character and general ambience of the Conservation Area, for example certain developments may adversely affect the character of a Conservation Area through noise, nuisance and general disturbance.

New Buildings

The development of new buildings in a Conservation Area should be a stimulus to imaginative, high quality design, and seen as an opportunity to enhance the area. What is important is not that new buildings should directly imitate earlier styles, rather that they should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own. Therefore, while development of a gap site in a traditional terrace may require a very sensitive design approach to maintain the overall integrity of the area; in other cases modern designs sympathetic and complimentary to the existing character of the area may be acceptable.

Alterations and Extensions

Proposals for the alteration or extension of properties in a Conservation Area will normally be acceptable where they are sensitive to the existing building, in keeping with the character and appearance of the particular area and do not prejudice the amenities of adjacent properties. Extensions should be subservient to the building, of an appropriate scale, use appropriate materials and should normally be located on the rear elevations of a property. Very careful consideration will be required for alterations and extensions affecting the roof of a property, as these may be particularly detrimental to the character and appearance of the Conservation Area.

Definition of 'Character' and 'Appearance'

Conservation areas are places of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.

The character of an area is the combination of features and qualities which contribute to the intrinsic worth of an area and make it distinctive. Special character does not derive only from the quality of buildings. Elements such as the historic layout of roads, paths and boundaries, paving materials, urban grain and more intangible features, such as smells and noises which are unique to the area, may all contribute to the local scene. Conservation area designation is the means of recognising the importance of all these factors and of ensuring that planning decisions address these qualities.

Appearance is more limited and relates to the way individual features within the conservation area look.

Care and attention should be paid in distinguishing between the impact of proposed developments on both the character and appearance of the conservation area.

Landscape and Biodiversity

There are several open spaces which contribute to the townscape pattern of the area - squares, parks, the Figgate Burn, and the beach. Brighton Park and Abercorn Park are part of a formal structure surrounded by residential streets and gardens. Rosefield Park through which the Figgate Burn runs, has a less formal layout.

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 Figgate Burn is designated as a Local Biodiversity Site for its value as a mixed habitat wetland for its amenity grassland, broadleaved plantation, semi-natural broadleaved woodland, standing water and running water. A small section of the beach to the east of the Conservation Area is part of the Joppa Shore Geodiversity Site which is designated for its geological interest including sedimentary rocks of the Upper Limestone Formation and coal measures of the Carboniferous Period.

The beach and foreshore within the Conservation Area are part of the Firth of Forth Special Protection Area for their value as an estuarine and coastal habitat for the wintering population of wading birds and wild fowl.

These sensitive nature conservation sites must be considered if affected by any development proposal.

Archaeology

Prior to the mid 18th century Portobello appears to have remained relatively undeveloped as an area of coastal sand dunes and farmland, bisected by the medieval coastal road linking Leith to Musselburgh. This historic road may have had

earlier Roman origins, as the coastal road linking the 2nd century AD Roman forts at Cramond and Inveresk (Musselburgh).

Development at Portobello commenced in earnest in 1765 when William Jamieson, an Edinburgh architect and speculative builder feued his first parcel of land from Baron William Muir of Caldwell to set up a pottery to utilise the recently discovered rich clay deposits to the west of the Figgate Burn. This early industrial pottery expanded with the addition of new potteries and brick and tile works across the mouth of the Figgate Burn over the following 18th and 19th centuries. As a result, by the end of the 19th century Portobello had become one of Scotland's most significant industrial potteries of which the scheduled early 20th century pottery kilns built in 1903 and 1911 are the last residual remnants. A wider range of associated industries were also attracted to the area including: glass works, a soap works, a white lead works and associated workers' houses. The early industrial development of the Portobello Potteries was aided by the foundation of a small harbour at the mouth of the Figgate Burn in 1787 - the remains of the harbour survive under the present beach, on the eastern side of the Figgate Burn. Recent excavations across the site of the former potteries demonstrated that, despite the demolition of the former pottery buildings and redevelopment for housing in the 1970s, extensive archaeological remains survive across the area.

In addition to the area's important industrial heritage, the historic core of Portobello is of archaeological interest in its own right in terms of the social development of the settlement from its 18th century origins through to the 20th century. Excavations in advance of the new extension to Tower Bank Primary school unearthed the remains of former Georgian housing providing an important insight into the early development of the town.

Portobello is considered to be an area of archaeological significance principally in terms of both its industrial heritage and its development during the 18th and 19th centuries. Depending on the scale and impact of any development proposal, the City of Edinburgh Council Archaeology Service (CECAS) may recommend a pre-determination evaluation in order to assess the presence and significance of any surviving archaeological deposits and to determine the scope of any required mitigation including preservation and interpretation. Similarly for works affecting standing structures of historic significance, a programme of archaeological building assessment and recording may be recommended.

PRESSURES AND SENSITIVITIES

The following pressures are associated with development proposals which Conservation Area designation, together with the Council's policies and guidance, are designed to manage. The Edinburgh Design Guidance, Guidance for Householders and Listed Buildings and Conservation Areas explain the Council's approach to design in historic contexts.

Townscape and Architectural character

Portobello originally developed as a settlement based on industry. In the Victorian period, it became established as a prosperous seaside resort. The town initially grew

rapidly as a resort increasing in size every year with little regularity or uniformity. From the middle of the 19th Century there was a greater planning of the layout of the streets and building. This has resulted in a varied spatial structure, townscape and architectural character providing an interesting blend of layouts, tenures and architectural styles. Careful attention now needs to be paid to the extent and type of development and particularly to the amount of land which is built on.

Some recent development, mostly at the ends of streets has tended to negatively impact on the scale, proportion and permeability that are part of the Conservation Area's essential character.

The sites on the Promenade that formerly accommodated the ghost train, to the front of Bath Place, and the paddling pool, at the corner of John Street, are now well maintained landscaped areas and represent a marked improvement in terms of townscape quality. However, the edge of the sites to the Promenade would benefit from improved boundary treatments or, where acceptable, appropriate development.

The area is characterised by the rows of Georgian, Victorian and Edwardian villas, terraces and tenements in a variety of styles with the use of blonde and red sandstones helping to unify the distinct building periods within the area. Contemporary developments have tended to utilise non-traditional materials that can adversely affect the character of the area if used indiscriminately or excessively. Multiple similar developments in close proximity can have a negative cumulative effect on character.

A number of gable ends of properties, predominantly at junctions with streets leading off the High Street, are in very poor condition due to unsightly and patchy rendering, poor or unfinished repair works and peeling paint.

A small number of original windows remain on the upper floors, their generally poor condition combined with the presence of a significant number of inappropriate replacement windows means that the upper floors of the High Street present a rather poor image within the street scene. This is exacerbated by the significant number of original chimneys that have been replaced in brick and render, and the general lack of maintenance to stonework and paintwork.

Although there are a small number of original or historic shop fronts along the High Street and Promenade, the majority now have modern single paned, non-traditional frames with flush doors. These frontages fail to relate to the upper floors and are discordant notes within the street scene. Over-deep fascias, garish paint and inappropriate signage further detract from the character of the Conservation Area.

Streetscape

The High Street has benefitted from a resurfacing of pedestrian walkways as part of a previous Town Centre Regeneration Fund Programme. However, the use of a variety of sizes of concrete paviors in the context of the Conservation Area does not support a simple palette of materials as promoted by the street design guidance. The streetscape of the High Street includes a proliferation of bus stops, lamp posts, litter

bins, benches, telephone boxes and other services which can appear cluttered in places.

There are a number of unifying streetscape elements along the Promenade, notably the street furniture such as the cast iron benches, decorative bollards and the low dividing wall to the beachside. However, the red asphalt surface is basic, with repair work in black asphalt leaving a patchy appearance.

The diverse range of boundary treatments along the Promenade is in many cases mismatched and of poor quality in terms of their scale, design and the materials.

OPPORTUNITIES FOR DEVELOPMENT

Small-scale development opportunities for infill or replacement may arise within the area, and will be considered in terms of the relevant guidance. No sites within the Conservation Area are identified for significant housing or other development through local development plans. Development of a significant scale is unlikely to take place within the Conservation Area. However, it is recognised that development has changed the character of parts of the Conservation Area over time, particularly at the peripheries of private open spaces or within lanes and back-land areas, and further pressure for this type of development may arise in the future.

OPPORTUNITIES FOR PLANNING ACTION

The diverse quality of the architecture of Portobello creates a need for a sensitivity of approach to any new development or intervention. Most importantly, the design of new buildings or interventions should be based on a sound understanding of context. Policy DES1 of the Edinburgh City Local Plan and Proposed Local Development Plan requires that design should be based on an overall design concept that draws on positive characteristics of the surrounding area to create or reinforce a sense of place.

The Council's planning guidance generally states a presumption for sandstone and other traditional, natural materials where these form the predominant palette in the surroundings of the development. High quality, innovative modern designs and materials are not precluded, but proposals must be able to demonstrate their respect for the historic character of the host building and the area. The cumulative effect of multiple developments within the same street or area should be taken into account.

Conservation Area boundaries

The boundaries of the Conservation Area have been examined through the appraisal process.

At the north western edge of the Conservation Area is an important element of Promenade, beach and foreshore that signifies the approach and entrance to the Conservation Area and includes the two surviving historic kilns. This area warrants consideration for inclusion within a proposed boundary extension.

OPPORTUNITIES FOR ENHANCEMENT

The areas of open space on the Promenade at the foot of Marlborough Street and to the north east of Figgate Bank would benefit from enhanced landscaping and planting, and improvements to the boundary fencing. The full potential of these pieces of land as areas of accessible amenity space should be more thoroughly realised.

The foundations of the former band-stand on the Promenade would benefit from attention with the potential installation of an appropriate piece of public art

Roads and transport

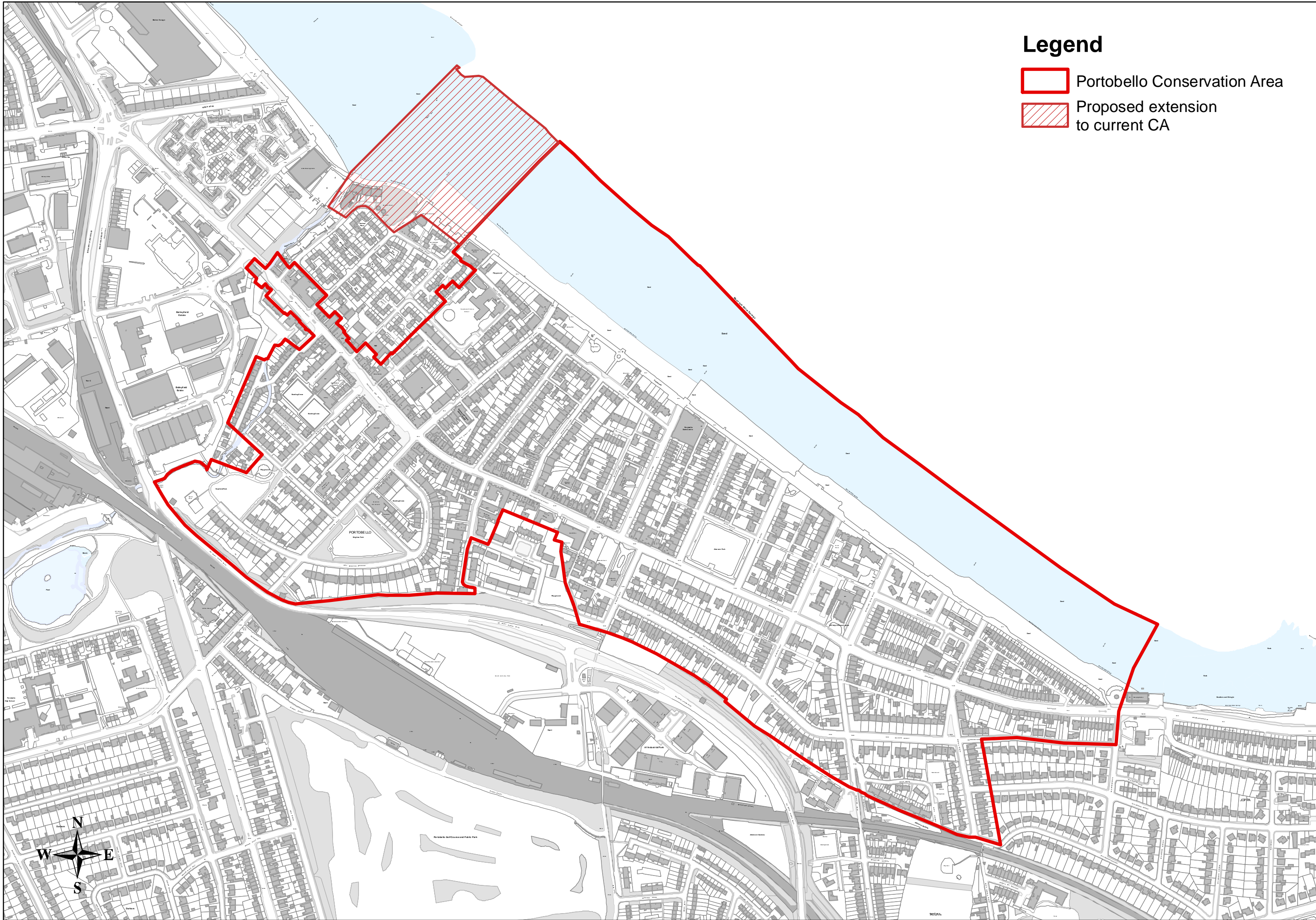
Road safety, traffic management and parking are identified as priority issues in the Portobello Neighbourhood Plan along with enhanced walking and cycling opportunities. The unique characteristics of the streetscape of the area should be protected and enhanced in any road and transport proposals. Interventions should be planned and designed taking account of their broader context in order to reinforce the sense of place. This will also involve minimising visual clutter, avoiding generic, 'off-the-peg' solutions, and protecting traditional surface materials and design details.

Natural environment



Enhancing the walking and cycling environment provides an opportunity to promote the unique and valuable open space and natural landscape characteristics of the area. The aims of the Edinburgh Biodiversity Action Plan should be considered in any enhancement proposal throughout the area.

REFERENCES

- Arnot, Hugh (1779), The History of Edinburgh.
- Baird, William (1898), Annals of Duddingston and Portobello.
- Mekié, Margeorie (1999), Old Portobello.
- Statistical Accounts for the parish of Duddingston in the years 1791/99 and 1846.
- Scottish Ethnology: The development of Portobello as a seaside resort (1990).
- Old and New Edinburgh (1979).



Legend

-  Portobello Conservation Area
-  Proposed extension to current CA



Planning Committee

10.00am, Thursday, 19 May 2016

Setted Streets – referral from the Transport and Environment Committee

Item number	11.1
Report number	
Wards	All

Executive summary

The Transport and Environment Committee on 15 March 2016 considered a report by the Executive Director of Place regarding the measures required to conserve, enhance and maintain setted streets. The Committee agreed to refer the report to the Planning Committee for noting.

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	Setted Streets - report by the Executive Director of Place

Terms of Referral

Setted Streets

Terms of referral

- 1.1 On 15 March 2016, the Transport and Environment Committee considered a report regarding Setted Streets.
- 1.2 The Transport and Environment Committee agreed:
 - 1.2.1. To note the content of the report highlighting current practices on the maintenance and management of setted streets.
 - 1.2.2. To agree the actions set out in paragraph 3.18 of the report by the Executive Director of Place.
 - 1.2.3. To refer the report to the Planning Committee.

For Decision/Action

- 2.1 The Planning Committee is asked to note the attached report.

Background reading / external references

Transport and Environment Committee 15 March 2016.

Kirsty-Louise Campbell

Interim Head of Strategy and Insight

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Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	Setted Streets - report by the Executive Director of Place

Transport and Environment Committee

10am, Tuesday, 15 March 2016

Appendix 1

Setted Streets

Item number	7.6
Report number	
Executive/routine	
Wards	

Executive summary

Edinburgh is seen as fortunate in having retained much of its traditional palette of street materials including stone setts, kerbs and channels as well as some examples of stone pavement flags. Setts are important features of historic and cultural significance for the city. Edinburgh is required to safeguard the Outstanding Universal Value of the World Heritage Site and its Conservation Areas of which setted streets are a significant part of its authenticity.

Recent collaboration with Edinburgh's partner city Krakow reinforced the cultural significance of setted streets, as well as identifying the complex range of measures that need to be applied to conserve, enhance and maintain setted streets.

There are concerns and issues around costs, funding and how Edinburgh maintains and manages the setted street asset. Officers from across the Council have undertaken a review and concluded that there are better ways to tackle these issues. A series of proposals for further review are outlined for consideration.

Links

Coalition pledges	P27 , P31 , P40
Council outcomes	CO6 , CO9 , CO12 , CO13
Single Outcome Agreement	SO4

Setted Streets

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the content of this report highlighting current practices on the maintenance and management of setted streets; and
 - 1.1.2 agrees the actions as set out in paragraph 3.18; and
 - 1.1.3 refers this report to the Planning Committee.

Background

- 2.1 Until the twentieth century, Edinburgh's streets were paved, if at all, with natural stone materials. These materials had hardwearing properties and an attractiveness that is now more and more appreciated. Edinburgh is seen as fortunate in having retained much of its traditional palette of street materials including stone setts, kerbs and channels as well as some examples of sandstone and Caithness stone paving. Setts are important features of historic and cultural significance for the city.
- 2.2 Edinburgh World Heritage (EWH) in conjunction with the British Geological Survey (BGS) prepared a research paper "Setts in the City" (see background reading/external references) which sought to fill a gap in the understanding of these important features. The report concludes with recommendations on how setted road surfaces may be repaired and conserved.
- 2.3 The protection of setted streets is advocated by Government policy and local planning guidance. Government policy, which is published in the Designing Streets and Creating Places documents, emphasises the importance of identity and the value of conserving the legacy from the past as a means of promoting an understanding of the present and achieving economic benefits. The importance of traditional setted surfaces and the desirability of protecting them, and their contribution to Edinburgh's unique character, is a key component of this legacy. The value is established from not just the materials but the characteristic details that accompany them.

- 2.4 Supplementary Planning Guidance, from the Development Quality Handbook, 1999, stated “There will be a presumption in favour of retaining all setted streets within conservation areas”. General protection is now provided within conservation area character appraisals and conservation policy as part of the Local Development Plan. Conservation principles are now also included in the recently adopted Edinburgh Street Design Guidance to ensure historic features are valued and protected. Setted streets form an important part of the Outstanding Universal Value of the World Heritage Site.
- 2.5 Around 4.6% (450,000 sq m) of Edinburgh's streets are setted. Less than 0.03% of 'A' roads are setted. The Council has records of the majority of these setted streets. Unfortunately some streets that have been previously overlaid with asphalt may not be recorded. A schedule of setted streets is included in Appendix 1.
- 2.6 The majority of Edinburgh's setted streets were laid in the 19th century and are constructed with different natural stone types, including basalt, whin/dolerite and granite. The sizes and colours of the setts vary. Like historic buildings, setted streets add to the attractiveness of the city. It is commonplace for other European Cities to invest in new setted streets. Within Edinburgh a number of new setted streets have been established. Examples are Castle Street, Cambridge Street and the streets around the Scottish Parliament in the city centre and Queensferry High Street.
- 2.7 The condition of these setted streets varies enormously. The majority of setted streets have never been repaired and in some cases the setts are sitting on earth. Originally the Council had a dedicated squad which would attend to immediate repairs in setted streets. This lack of day to day management of setted streets and an increase in the traffic loading from larger vehicles in the last 30 years has led to considerable deterioration of some setted streets resulting in expensive reconstruction.
- 2.8 A programme of repairing setted streets was started in the 1990s which has included the High Street, Howe Street, Henderson Street, Thirlestane Road and Queensferry Street Lane.
- 2.9 Stockpiles of reclaimed setts are stored by the Council and used for repairs and improvements. Where setts have to be removed from streets they are palletted and retained by the Council.

Main report

Best practice

- 3.1 There is little information on best practice for setted streets. Expertise and knowledge about conserving and repairing setted streets is lacking in the UK. A report on setted streets was prepared by Stuart Eydmann, a senior planner from West Lothian Council in 1997. Edinburgh World Heritage has been a source of information from other parts of Europe and has assisted the Council with an opportunity to learn from Krakow, one of Edinburgh's partner cities.
- 3.2 Officers from Planning and Transport held workshops with colleagues from Krakow both in Edinburgh and Poland towards the end of 2015. A report on the visit was prepared for the heads of service for Planning, Transport and Economic Development and is attached in Appendix 2. Krakow has a considerable coverage of setted streets, particularly within the World Heritage Site, and maintains a long tradition of protecting these and other cultural assets. Key learning points from the workshops were:
- there was significant political support for conserving and enhancing cultural assets including setted streets in Poland;
 - setts retain cultural and economic value;
 - traffic use of the city centre was restricted; and
 - quality and contract control was significant in maintaining streets to the highest standard.

Setted repairs

- 3.3 Currently the Council operates both a temporary and comprehensive repair programme for setted streets. Temporary repair would be used where an annual inspection has identified a trip hazard or other health and safety issues. These repairs are undertaken with a tarmac infill. Comprehensive repairs are carried out as part of the capital renewals programme.
- 3.4 The Council and the construction industry have used a variety of methods and specifications for repairing setted streets over the years. Some of these specifications are very complex and costly. The Council does not currently have a consistent approach to repairs. More work is required to establish a range of specifications which takes into account the qualities of individual setted surfaces, including those with specific design features.

Safety and amenity

- 3.5 Safety concerns perceived by setted streets are important. There are concerns that setted surfaces are less skid resistant. Evidence to support this actually show (with reference to the background paper on stone paving) that fewer accidents take place as speeds tend to be much lower. Original setted carriageways can also be difficult to walk on. These surfaces can be re-laid to improve the walking environment.
- 3.6 Noise and vibration from setted streets has an impact on residential amenity. European noise legislation sets acceptable limits. Surveys in Edinburgh have been undertaken in the past. Noise levels increase as a result of defective surfacing and from bus and heavy vehicle use. Where setted streets are conserved and repaired the noise impact is reduced.

Funding and costs

- 3.7 The major repairs to setted streets are funded from the Road and Footway Capital Investment Programme. In 2016/17, approximately £1M has been allocated to sett renewals. A system of prioritisation is used to select setted streets for investment.
- 3.8 The cost of renewing setted streets is considerably higher than renewing with asphalt. This means that only a small number of setted streets can be renewed each year.
- 3.9 Small scale repairs to setted streets are funded from the Neighbourhood revenue roads budget. As with the capital investment, repairing setts puts significant pressure on these budgets. Often, this results in make safe repairs being carried out in setted streets with asphalt.
- 3.10 Whilst the cost of new stone surfacing is significantly more expensive than asphalt, it is recognised that well laid natural stone will yield long term maintenance savings.
- 3.11 It is suggested that a review of how renewals and maintenance to setted streets are currently funded is carried out. This should include the budget requirements for the repair of setted streets. In addition, it should explore how the Council can work with its partners at EWH and Historic Environment Scotland (HES) to source funding from Europe.

Workmanship, durability and skills

- 3.12 Repairing setted streets requires specific skills. The majority of setted street repairs are undertaken by external contractors either from the Council's Framework for capital maintenance or through a tender. Experience shows that only some of these contractors have the skills available. Utility companies currently undertake their own repairs and use a range of contractors which can lead to a range of reinstatement specifications being used.

- 3.13 EWH's traditional skills programme and the Council's Capital Skills programme could provide the opportunity to regain some of the skill base for setted street repair that has been lost.
- 3.14 There are concerns about the durability of repairs and maintenance. The original Royal Mile scheme and the first of the two sections repaired on Henderson Street in Leith have failures, whereas the replaced surfaces on the repaired Royal Mile, from Cockburn Street to St Giles Street, and Howe Street, for example, are not showing signs of deterioration.

Sustainability

- 3.15 Supplying reclaimed setts and new material for setted streets from local sources is not always possible. Reclaimed setts are scarce and, although there are local suppliers in Scotland, the size and materials do not always match those on Edinburgh Streets. It is, therefore, essential that the Council continues the practice of retaining a stock of reclaimed setts and builds on relationships with local suppliers to ensure it can maintain the city's setted streets.
- 3.16 New materials are sourced from a range of suppliers. Granite in particular tends to be sourced from outside the UK. Granite setts have been increasingly sourced from China and Portugal. It is important that the Council specifications are co-ordinated and consistent to ensure the surfaces can be maintained easily.

Way forward

- 3.17 Edinburgh is required to safeguard the Outstanding Universal Value of the World Heritage Site and to maintain and enhance the appearance of conservation areas, of which setted streets are a significant part of its authenticity. There are issues around the costs, funding and how the city's setted streets are maintained and managed.
- 3.18 The Council's Streetscape Working Group, which comprises of officers from Transport and Planning, has held special meetings with representatives from EWH and HES to discuss the issues and possible solution. Best practice review has also demonstrated that there may be better ways to tackle these issues. In order to maintain the city's setted streets, in the future, it is suggested that the following actions should be pursued:
- raise awareness of the cultural and economic value of the setted street asset;
 - prepare and compile an up to date survey of the condition of setted streets and review the traffic use on setted streets to assess where changes would help the long term management;
 - establish a range of specifications for the repair and maintenance of setted streets, including laying of setts, jointing and re-using or re-facing setts to improve the walking surface, for example;

- improve in-house maintenance skills, drawing on EWH and Capital Skills programmes, to enable repairs to be tackled at an early stage and avoid significant comprehensive repairs;
 - review current budgets and funding and work with partners to build up additional funding and resource for maintenance; and
 - review the Framework contracts to ensure that a consistent specification is used for repairs and consider increasing the maintenance liability period to ensure better quality results.
- 3.19 The Council is developing the next stages of the Edinburgh Street Design Guidance. This provides a suitable opportunity to review these proposals in the form of a strategy for setted streets.
- 3.20 A further report should be submitted to this Committee in Autumn 2016 to update on the progress being made with the approach to setted street maintenance and repair.

Measures of success

- 4.1 Addressing the proposals will result in:
- Positive improvements against the WHS OUV indicators;
 - Improvements to data management;
 - Quality and performance of maintenance operations;
 - Improved skills;
 - Reductions in wear and tear of the asset;
 - Building up funding;
 - Improvements in quality and reductions in maintenance liability;
 - Residential amenity with a reduction in complaints as a result of noise; and
 - Improved pedestrian environment with more walkable surfaces.

Financial impact

- 5.1 The cost of renewals of setted streets is funded from the existing Road and Footway Capital Investment Programme.

Risk, policy, compliance and governance impact

- 6.1 The loss of setted assets and the failure to maintain and enhance conservation areas is a risk the outstanding universal value of the WHS.

- 6.2 Improving the approach and mechanisms to the way the Council maintains setted streets would remove the risk from increasing costs resulting from increasing deterioration of the roads asset.

Equalities impact

- 7.1 A review of setted street management and maintenance will have a positive impact on human rights through potential improvements to health, physical security, education and learning and could provide for productive and valued activities.
- 7.2 Improvements would also bring positive impacts to the elderly and those with disabilities from improved walking surfaces.

Sustainability impact

- 8.1 The impacts 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.
- The update on actions in this report will help to reduce carbon emissions, for example, the project design will seek to reduce energy and use improved materials;
 - The proposals in this report will increase the city's resilience to climate change impacts by retaining original materials;
 - The proposals in this report will help achieve a sustainable Edinburgh because the design aims to improve setted streets for all users and deliver improvements to materials;
 - The proposals in this report will help achieve a sustainable Edinburgh as improvements in public realm are recognised as being key to economic wellbeing; and
 - The proposals in this report will assist in improving social justice by improving public space and access for all.

Consultation and engagement

- 9.1 Special meetings of the Council's Streetscape Working Group have taken place to review the issues relating to setted streets, involving staff from across Council departments and representatives from partner organisations EWH and HES. Council officers have also liaised with staff from the City of Krakow to share experience and best practice on the preservation and maintenance of setted assets.

9.2 Consultations have been used to gauge public opinion on setted streets in local areas in Portobello and Queensferry.

Background reading/external references

'Setts in the City', final draft version of Edinburgh World Heritage Publication.

'Current issues in the revival of traditional stone paving', article in Context magazine - issue 56. http://ihbc.org.uk/context_archive/56/stonepaving/tradit.html.

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Links

Coalition pledges	P27 - Seek to work in full partnership with Council staff and their representatives P31 - Maintain our city's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage
Council outcomes	CO6 - A creative, cultural capital CO9 - An attractive city CO12 - A built environment to match our ambition CO13 - Transformation, Workforce, Citizen and partner engagement, Budget
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 - Schedule of setted streets Appendix 2 - Krakow Study Visit

Schedule of Setted Streets

Appendix 1

Street Name	How is it setted?	Notes	Link to Streetview image
Abbey Lane	Partially setted	Y-shaped road. Only the smaller fork is setted - between Lower London Rd and where it joins the other fork of the street. <u>One tarmac patched area.</u>	https://www.google.co.uk/maps/@55.95657,-3.166965,3a,75y,58.56h,74.56l/data=!3m4!1e1!3m2!1scMBI1f1MBk22WV_9wfraJDAI2e0?hl=en
Academy Park	Partially setted	Setted between junction with Easter Rd and entrance to Leith Academy	https://www.google.co.uk/maps/@55.967819,-3.167185,3a,75y,122.32h,72.4l/data=!3m4!1e1!3m2!1s4gPMVpXUHV1kx15KOFfAAI2e0?hl=en
Academy Street	Fully setted	Setted the whole of the street. Various tarmac patched areas. One being a long strip in the middle of the road. The street continues to Wellington Street which is also setted.	http://goo.gl/maps/u2EHX
Adelphi Place	Partially setted	Small section of the road is setted. Situated at the North end of the cottages and behind Bailevfield Crescent.	http://goo.gl/maps/bMcwi
Admiralty Street	Partially setted	Only the middle of the street is setted. Both ends are tarmac. Fairly good condition with one tarmac patched area.	http://goo.gl/maps/cVXMK
Ainslie Place	Partially setted	Circle shaped street. Three quarters of this street is tarmaced - <u>South-West to East. Good condition.</u>	http://goo.gl/maps/kwSUs
Albany Lane	Fully setted	Full street is setted. Good condition.	http://goo.gl/maps/yb5LV
Albany Street Lane	Partially setted	The street runs East to West. Entrance at the East from Broughton Street is setted for about 2 metres in. Then the street is tarmaced until it reaches Albany Lane. The West side from Albany Lane is fully tarmaced.	http://goo.gl/maps/FkPAb
Albert Street	Partially setted	Entrance from Easter road is tarmaced. The majority of the street is tarmaced. Small sections of setted streets appear but seem to be a traffic reduction method. Majority of these have large tarmac patches.	http://goo.gl/maps/QINht
Albert Terrace	Fully setted	Fully setted apart from the beginning and end of the street - both sections. <u>Two small tarmac areas also.</u>	http://goo.gl/maps/3Jbv0
Allan Street	Partially setted	Fully setted until the road comes to a point. It is then paved over - <u>small section.</u>	http://goo.gl/maps/dSOZ8
Anderson Place	Partially setted	Half the street is setted. The North entrance from West Bowling Green Street is setted but becomes tarmaced fairly quickly. Then half way down and to the South side it is setted. Red speed bumps break the setted streets however - including one at the South entrance from Bonnington Road.	http://goo.gl/maps/FAH9v
Ann Street	Fully setted	One tarmac patched area.	http://goo.gl/maps/tQud4
Annandale Street Lane	Partially setted	Entrance from MacDonald Road is setted. Then there are two small strips going across the road at two different points.	http://goo.gl/maps/11OoK
Annfield	Fully setted	Fully setted. Nothing to say about it.	http://goo.gl/maps/wzIM0
Annfield Street	Partially setted	East Entrance is tarmaced, and this continues so a little bit. <u>The rest of the street is fully setted.</u>	http://goo.gl/maps/pMMbs
Argyle Street	Fully setted	fully setted. No tarmac patch areas.	http://goo.gl/maps/OTSi4
Assembly Street	Partially setted	T-shaped road. Two entrances from Baltic Street are tarmaced. The last end which leads to the car park is also tarmaced.	http://goo.gl/maps/CoQF2
Atholl Crescent Lane	Partially setted	Fully setted except for tarmac sections at both entrances	
Avondale Place	Fully setted	Fully setted. No tarmac patches. Good condition.	http://goo.gl/maps/BZvF4
Bakehouse Close	Partially setted	L shaped Close. Fully setted apart from a strip coming from Canongate which is paved and seems to be a footpath	http://goo.gl/maps/9DL0t
Baker's Place	Fully setted	Good condition	http://goo.gl/maps/PfQVg
Balmoral Place	Fully setted	Good condition (also the same street as Collin's Place - different sides)	http://goo.gl/maps/WhPQA
Bangor Road	Partially setted	Was once fully setted apart from the entrance from Great Junction Street. Now largwe tarmac areas. Conditions seems worse at West end of the street.	http://goo.gl/maps/5SGmo
Barony Place	Fully setted	Fully setted. Small side lane - in good condition.	http://goo.gl/maps/D7zgv
Barony Street	Fully setted	Good condition until the end of the road where car garages are.	http://goo.gl/maps/XOHcb
Bath Road	Partially setted	Half the road is setted. The entrance to the road from Salamander Street is not. Then it becomes setted half way along. <u>After that is has been tarmac over.</u>	http://goo.gl/maps/ggX4m
Bathfield	Partially setted	The street is in a U-shape. The crescent part is a new development and paved road. The other two parts of the road are fully setted.	http://goo.gl/maps/D9DaQ
Belford Mews	Fully setted	Good condition	http://goo.gl/maps/nlOC2

Belford Park	Partially setted	A very small strip at the entrance to this road is setted. 1/2 metres max.	http://goo.gl/maps/WZ8ro
Belgrave Crescent	Partially setted	Only the entrance of the road is setted.	http://goo.gl/maps/BBhN5
Belgrave Crescent Lane	Fully setted	Fully setted. Although along the full way there's drainage slabbing type things.	http://goo.gl/maps/VDuFC
Belgrave Mews	Fully setted	Good condition	http://goo.gl/maps/KXJXU
Belgrave Place	Partially setted	The street runs South to North. The North half is setted. South half is tarmac	http://goo.gl/maps/EHWsU
Bell Place	Fully setted	Good condition	http://goo.gl/maps/gqZzE
Bellevue Terrace	Partially setted	Half of this street is setted. From the entrance at E Claremont Street it is setted. Then a new development of housing is there which has tarmac road	http://goo.gl/maps/OmWms
Bell's Brae	Partially setted	Half the street is setted. The other half is tarmac. The half that is tarmaced is from the entrance at Queensferry Road	http://goo.gl/maps/ZYPJc
Bingham Crossway	Partially setted	One small section is setted. Looks like a speeding measures. Located near the entrance of the street.	http://goo.gl/maps/AIBVH
Bingham Place	Partially setted	One small section is setted. Looks like a speeding measures. Located near the entrance of the street.	http://goo.gl/maps/VUGk2
Blacket Avenue	Partially setted	Two setted areas. One at the entrance from Dalkieth Road. The other at the crossroads where Blacket Place meets the street	http://goo.gl/maps/skZD2
Blackfriars Street	Fully setted	One tarmac patch near the bottom of the Street at the Cowgate end	http://goo.gl/maps/vpXbc
Blair Street	Fully setted	Two different types of setting is seen on this street. The top end where the entrance meets South Bridge is newer.	http://goo.gl/maps/OQUBa
Bonnyhaugh Lane	Partially setted	L-shaped road. The one section is setted - where it meets Newhaven Road	http://goo.gl/maps/S31s5
Boroughloch	Partially setted	Fully setted except for section at Causewayside end which is tarmac	
Borthwick's Close	Partially setted	Part of Borthwick's Close between north & south sections of Tron Square is setted.	
Bowmont Place	Fully setted	Good condition - the end of the road (I think isn't classed as Bowmont has large tarmac patches)	http://goo.gl/maps/wdXrY
Boyd's Entry	Fully setted	Good condition	http://goo.gl/maps/8ZuPf
Braehead Crescent	Partially setted	Only one small strip is set. Seems like a traffic measure.	http://goo.gl/maps/swVtw
Braehead Grove	Partially setted	Only the entrance from Whitehouse Road is setted like a speed bump. Newer setting.	http://goo.gl/maps/q0qdZ
Braehead Road	Partially setted	Only the entrance from Whitehouse Road is setted like a speed bump. Newer setting.	http://goo.gl/maps/Szke9
Braid Road	Not setted		
Brandfield Street	Partially setted	The eastmost end is setted for approx 25m or thereby. Rest is asphalt	
Bread Street Lane	Fully setted	Couple tarmac patches	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Brighton Place	Fully setted	Fully setted apart from the entrance at the North side of the street where it meets the crossroads.	http://goo.gl/maps/rHN0k
Brighton Street	Partially setted	Fully setted apart from the entrance which is tarmac. There are a couple horizontal tarmac patches also.	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Broad Wynd	Partially setted	Fully setted apart from a section at the East end of the street which is for parking.	http://goo.gl/maps/BgnVI
Broomyknowe	Partially setted	Two small strips along this cul-de-sac. Seem like a traffic measure.	http://goo.gl/maps/wp1ma
Broughton Market	Fully setted	Good condition	http://goo.gl/maps/somlL
Broughton Place	Fully setted	Good condition	http://goo.gl/maps/KLizE
Broughton Place Lane	Fully setted	Good condition	http://goo.gl/maps/r5XgZ
Broughton Street Lane	Fully setted	Not the best condition - some pot holes.	http://goo.gl/maps/evKka
Bruce Street	Fully setted	Good condition	http://goo.gl/maps/WxLRO
Brunswick Road	Partially setted	Setted speed bumps every 50 yards or all the way along	http://goo.gl/maps/myWl3
Brunswick Street Lane	Partially setted	The lane is fully setted and in good condition. Apart from the entrance	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Bruntsfield Avenue	Fully setted	Fully setted and in good condition apart from both entrances which are tarmac	http://goo.gl/maps/97YQA
Bruntsfield Gardens	Fully setted	Fully setted and in good condition apart from both entrances which are tarmac	http://goo.gl/maps/5fkOT
Buccleuch Place	Fully setted	Good condition	http://goo.gl/maps/l6ixx
Buccleuch Place Lane	Fully setted	Good condition	http://goo.gl/maps/holkr


Buckingham Terrace	Partially settled	Crescent shaped street - East half of the crescent is fully settled until it meets Oxford Terrace. The street then becomes tarmac until it meets Belgrave Place at the west end of the street. Then the entrance becomes tarmac again.	http://goo.gl/maps/2spfW
Bull's Close	Partially settled	Small strip on the left of the lane that is settled.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Burgess Street	Fully settled	Good condition	http://goo.gl/maps/obYJc
Burlington Street	Fully settled	Poor condition with large tarmac strips	http://goo.gl/maps/CFG6X
Cadiz Street	Partially settled	T-shaped street. The top of the T is settled. The line running down is a new development and only the entrance of this is settled.	http://goo.gl/maps/c1WJU
Calton Hill	Fully settled	This refers to the street between Calton Road at Leith Street to Regent Road	
Calton Hill - the street named Calton Hill is fully settled but not referred to here - see next record	Partially settled	This refers to the unnamed(on GIS) road from the entrance at Regent Road - leading up to the top of the hill. It has a settled channel about one foot in to the road on the left hand side. This carries on until the top of the road when it curls round to the left	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Calton Road	Partially settled	Only sett from the entrance of Abbeyhill to Lochend Close	http://goo.gl/maps/6W7yc
Campbell's Close	Fully settled	Good condition	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Canon Lane	Fully settled	Good condition	http://goo.gl/maps/dlSrn
Canon Street	Fully settled	Good condition	http://goo.gl/maps/2OOIB
Canongate	Partially settled	One small circle of settled street at the bottom of the Canongate	http://goo.gl/maps/sDX8J
Carberry Place	Partially settled	L-shaped road. The first section coming from West Catherine Place is fully settled. The second section is not settled.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Carlton Street	Fully settled	Good condition	http://goo.gl/maps/JGEjK
Carlton Terrace	Fully settled	Good condition	http://goo.gl/maps/nlQPT
Carlton Terrace Brae	Partially settled	Only the top of the street is settled, where it meets Royal Terrace	http://goo.gl/maps/426tQ
Carlton Terrace Lane	Fully settled	Good condition	http://goo.gl/maps/seOdC
Carlton Terrace Mews	Fully settled	Good condition	http://goo.gl/maps/PJYO7
Carmichael Place	Uncertain	Can't get into the street on Google Maps. From what can be seen this is a new development with no settled streets - however according to the drawings while the road is expected to be asphalt, the parking bays that are adopted are shown as block or sett	http://goo.gl/maps/YVd9Z
Carpet Lane	Fully settled	Good condition	http://goo.gl/maps/4tnnG
Castle Street	Fully settled	Good condition	http://goo.gl/maps/Monfz
Castlehill	Fully settled	Two tarmac patches (quite large) just outside The Witchery.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Cathcart Place	Partially settled	fully settled apart from the entrance at Dalry Road.	http://goo.gl/maps/etCzg
Chapel Lane	Fully settled	Good condition	http://goo.gl/maps/HTzpx
Charlotte Lane	Fully settled	A couple tarmac patches	http://goo.gl/maps/E71Xg
Cheyne Street	Fully settled	Good condition	http://goo.gl/maps/98GRd
Chuckie Pend	Fully settled	One patch where the bricks are missing from.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Church Hill	Partially settled	Church Hill branch between Greenhill Gdns & Pitsligo Road is partly settled. It has diff Usage so have added this record	
Circus Gardens	Fully settled	Good condition	http://goo.gl/maps/acWrl
Circus Lane	Fully settled	Good condition	http://goo.gl/maps/QzgF5
Circus Place	Fully settled	Good condition	http://goo.gl/maps/Jtevg
Claremont Grove	Partially settled	Small section of the road at its junction with East Claremont Street is settled (to back of f/w) - most of road is tarmac	
Clarence Street	Partially settled	Fully set apart from at both entrances	http://goo.gl/maps/oa00A
Clinton Road	Partially settled	Fully set apart from at both entrances	http://goo.gl/maps/2cq5P
Coates Crescent	Partially settled	East side of the crescent has half of the road settled. The other half is tarmac.	http://goo.gl/maps/z0Fv1
Coates Gardens	Partially settled	Fully settled until you reach the north half of the street at the entrance from Falington Crescent.	http://goo.gl/maps/Egz9B
Coburg Street	Partially settled	Two large sections of the road are settled. The rest is tarmac	http://goo.gl/maps/SaiUp
Cochran Terrace	Fully settled	Good condition	http://goo.gl/maps/8tOq4
Cockburn Street	Fully settled	Good Condition	http://goo.gl/maps/PwwyN
Collins Place	Fully settled	Good condition	http://goo.gl/maps/XbN1d
Colville Place	Fully settled	Good condition	http://goo.gl/maps/a4uc1

Comely Bank Avenue	Fully settled		
Comely Bank Place	Fully settled	Good condition	http://goo.gl/maps/RzK2x
Comely Bank Place Mews	Fully settled	Good condition	http://goo.gl/maps/8aT4c
Comely Bank Terrace	Partially settled	Narrow settled strips at both Comely Bank Avenue ends but majority of road is tarmac	
Connaught Place	Partially settled	From the entrance at Ferry Road it is settled until the new development comes in at Dalmeny Road	http://goo.gl/maps/NYVtd
Constitution Street	Partially settled	Only set from Bernard Street to Tower Street - large tarmac areas	http://goo.gl/maps/Bt8fR
Cooper's Close	Partially settled	Fully settled apart from the entrance from Canongate. The entrance as small strips at the edge of the pedestrian walkway	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Cornwall Street	Partially settled	Fully settled apart from at the entrance at Castle Terrace.	http://goo.gl/maps/Q1rG3
Cornwallis Place	Fully settled	Good condition	http://goo.gl/maps/yWn6T
Couper Street	Partially settled	Fully set from the entrance at Coburg Street but at the top of the Street it is unset	http://goo.gl/maps/CTPve
Cramond Road North	Partially settled	There's a parking area - is that settled? Main road is not settled. However there is a cul-de-sac serving Nos.16-22 off the east side of the road. The road is asphalt but the parking bays & parking area to the rear are block paving. Bus weighting given is for the main part of the road - obviously the cul-de-sac would be just 1.00	http://goo.gl/maps/bvKON
Cranston Street	Fully settled	Some bumpy areas but okay condition	http://goo.gl/maps/HYv3y
Cromwell Place	Partially settled	Fully settled apart from entrance to the street	http://goo.gl/maps/Ths5I
Cumberland Street North East Lane	Fully settled	Good condition	http://goo.gl/maps/HUPaQ
Cumberland Street North West Lane	Fully settled	Good condition with one tarmac patch	http://goo.gl/maps/fOagI
Cumberland Street South East Lane	Partially settled	U-shaped street. Only thr two entrances are settled	http://goo.gl/maps/e8EaP
Cumberland Street South West Lane	Fully settled	Good condition with one tarmac patch	http://goo.gl/maps/stWQa
Dalmeny Street	Partially settled	Mainly settled with large horizontal tarmac areas. From Easter Road entrance the street is mainly tarmac until it reaches about a third of the way in	http://goo.gl/maps/JrkKq
Damside	Partially settled	This is at Dean Village. One entrance street with 4 streets that come off of it - all called Damside. Only the main street leading in and one of the 4 leading off (heading south) is settled. The rest is tarmac	http://goo.gl/maps/ybE15
Danube Street	Fully settled	Good condition	http://goo.gl/maps/ZwtLg
Darnaway Street	Fully settled	Good condition	http://goo.gl/maps/oB8Tu
Davie Street	Partially settled	Full settled apart from the entrance.	http://goo.gl/maps/PsYT9
Dean Park Crescent	Fully settled	Good condition	http://goo.gl/maps/q9BYv
Dean Park Mews	Partially settled	The entrance street into the Mews is tarmac. The two streets which have the Mews are both fully settled and in good condition	http://goo.gl/maps/gM3Z2
Dean Path	Partially settled	Only half the street is settled. From Bell's Brae to Dean Village.	http://goo.gl/maps/XaySK
Dean Street	Fully settled	Couple tarmac patches	http://goo.gl/maps/w4THQ
Dean Terrace	Fully settled	Good condition	http://goo.gl/maps/sil2W
Devon Place	Fully settled	Good condition	http://goo.gl/maps/FV6EW
Dewar Place Lane	Partially settled	Fully settled apart from entrance at both sides.	http://goo.gl/maps/KB2j7
Dickson Street	Partially settled	Set until the street is inbetween Iona and Dalmeny. One tarmac patch also.	http://goo.gl/maps/xWcqp
Dock Street	Fully settled	One tarmac patch area.	http://goo.gl/maps/pGB7I
Doune Terrace	Fully settled	Good condition	http://goo.gl/maps/bjGmN
Downfield Place	Fully settled	One tarmac area	http://goo.gl/maps/5svwn
Drummond Place	Fully settled	Good condition	http://goo.gl/maps/cnGGj
Drummond Street	Fully settled	Good condition	http://goo.gl/maps/vlqpB
Dryden Terrace	Partially settled	Only the entrance is settled - speed bump measure	http://goo.gl/maps/KLRsp
Dublin Meuse	Partially settled	Fully settled and in a good condition apart from the entrance of the streets at Dublin Street - this is tarmac.	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Dublin Street Lane North	Partially settled	Fully settled until the end of the street has a new development on it.	http://goo.gl/maps/3mp67
Dublin Street Lane South	Partially settled	Fully settled apart from the entrance at Dublin Street	http://goo.gl/maps/2lyDK
Dudley Avenue South	Fully settled	Fully settled - but joins Dudley Avenue which is tarmac	http://goo.gl/maps/2H6kE
Dudley Bank	Partially settled	Small strip of the entrance is settled from the main road	http://goo.gl/maps/THm9I
Duff Street	Fully settled	One tarmac patch	http://goo.gl/maps/9Tefn
Dumbiedykes Road	Partially settled	One strip of settled street at the entrance where the road meets Holyrood Road.	http://goo.gl/maps/9MptE



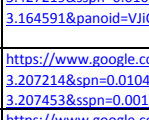

Dunbar's Close	Fully setted	Good condition	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Dundonald Street	Fully setted	One tarmac patch	http://goo.gl/maps/q8g2U
Dunedin Street	Partially setted	A tarmac speed bump is placed in the centre of this street. Fully setted otherwise.	http://goo.gl/maps/gwWJP
Dunrobin Place	Fully setted	Good condition with one tarmac patch	http://goo.gl/maps/Qyngx
Durham Place Lane	Partially setted	One horizontal strip at the entrance of this lane from Park Avenue	http://goo.gl/maps/ehibu
East Adam Street	Partially setted	Fully setted apart from the entrance from the Pleasance	http://goo.gl/maps/oIQTe
East Brighton Crescent	Partially setted	Small strip at the entrance of this street from Brighton Place	http://goo.gl/maps/nZ79n
East Claremont Street	Partially setted	Traffic islands in the middle of the street. Also at the entrance of the street from Broughton Road is tarmac.	http://goo.gl/maps/MfVME
East Cromwell Street	Fully setted	Good condition	http://goo.gl/maps/p3ugb
East London Street	Partially setted	Large section is tarmac from the entrance at Broughton Street. The rest is fully setted	http://goo.gl/maps/lhC4Z
East Market Street	Partially setted	Setted from the start of the arches coming from the west. Good condition until it reaches Waverley court where large patches of tarmac have been placed. Half of the street is setted for a while then fully tarmac	http://goo.gl/maps/8Q393
East Montgomery Place	Partially setted	Fully set and in a good condition apart from both entrances which are tarmac. No - 1 entrance is block paving.	http://goo.gl/maps/tgU1I
East Preston Street Lane	Fully setted	Good condition	http://goo.gl/maps/nH1fc
East Silvermills Lane	Fully setted	Good condition	http://goo.gl/maps/sDkop
Eastfield	Partially setted	Setted strip outside the car garage where the road meets Milton Road East	http://goo.gl/maps/m7k9u
Eden Lane	Partially setted	Fully setted apart from at the entrance	http://goo.gl/maps/uDBQT
Eglinton Crescent	Partially setted	Majority of Eglinton Cres is unsetted but the section (also part of Glencairn Cres) at the eastmost end between Palmerston Place & the point at which the road separates into Eglinton Cres & Glencairn Cres is mostly setted except for a section at Palmerston Place end	
Eglinton Street		DEMOLISHED - no longer exists; area redeveloped	
Egypt Mews	Fully setted	Good condition	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Elbe Street	Partially setted	Fully setted apart from both entrances. Quite a few tarmac patches	http://goo.gl/maps/FX7i1
Elcho Terrace	Partially setted	There's a small setted strip at each entrance to the street.	http://goo.gl/maps/q2tH6
Elgin Street	Partially setted	Fully setted apart from a large red speed bump in the middle of the road. Also a small tarmac patch is here.	http://goo.gl/maps/Oo20R
Ellen's Glen Loan	Partially setted	Not setted apart from two/three small tarmac strips which go horizontally across the road. This is found at the far end of the cul-de-sac road	http://goo.gl/maps/4kfdp
Elm Row	Fully setted	One tarmac strip at the entrance from Montgomery Street	http://goo.gl/maps/ykQQI
Eyre Crescent	Fully setted	Good condition	http://goo.gl/maps/QIKnP
Eyre Place	Partially setted	Large tarmac strip at Dundas Street end. Thereafter the road is fully setted to Canon Street. Eastwards of Canon Street it is tarmac.	http://goo.gl/maps/4b4G9
Fettes Row	Partially setted	The street is split in two parts by Dundas Street. The east side is fully setted. The west side is partially setted - the entrance from Dundas Street is tarmac and at the end of this side it becomes pedestrianised by the new development	http://goo.gl/maps/OovfZ
Fishmarket Square	Fully setted	Good condition	http://goo.gl/maps/XpC9w
Forres Street	Fully setted	Good condition	http://goo.gl/maps/em2hO
Forrest Hill	Fully setted	Fully setted with tarmac strips to the entrance.	http://goo.gl/maps/YOH5c
Forsyth's Close	Partially setted	The entrance where it meets Canongate is setted.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Fort House		New development - not sure on the changes there?	
Forth Street	Fully setted	Good condition	http://goo.gl/maps/OVuVI
Fox Street	Fully setted	Good condition	http://goo.gl/maps/4VX4J
Galloway's Entry	Partially setted	The entrance to this street is setted. Good condition.	http://goo.gl/maps/BhK60
Gayfield Close	Fully setted	Good condition	
Gayfield Place Lane	Partially setted	Fully setted and good condition with drained type tiling down the centre of the street	http://goo.gl/maps/CRFv5
Gayfield Square	Partially setted	U-shaped street. Fully setted apart from the two entrances as there is strips from speed bumps.	http://goo.gl/maps/bH6IR
Gayfield Street	Fully setted	Large tarmac area in the centre of the street.	http://goo.gl/maps/5nllU
Gayfield Street Lane	Fully setted	Fully setted and good condition with drained type tiling down the centre of the street.	http://goo.gl/maps/bwWiR

Gentle's Entry	Fully setted	Entrance from Holyrood Road is setted differently from the rest of the road although it is all setted	http://goo.gl/maps/puWOr
George IV Bridge	Strip down middle	There's a strip down the middle of most of this street.	http://goo.gl/maps/rv9AZ
George Square	Partially setted	Fully setted and good condition apart from the north-east corner and south west corner of the square which is tarmac.	http://goo.gl/maps/wMSoV
George Square Lane	Partially setted	small part is setted where it meets Meadow Lane. Section running east- west between George Sq towards the private section at Middle Meadow Walk is also setted.	http://goo.gl/maps/CwuaO
George Street	Strip down middle	There's a strip down the middle of most of this street.	http://goo.gl/maps/ttrSl
Gibb's Entry	Partially setted	Narrow setted strip at entrance with Simon Square/Howden St. Rest is tarmac	
Giles Street	Partially setted	U-shaped street. The both entrances are setted. The west entrance carries down for a little bit. End on parking is setted too.	http://goo.gl/maps/GCyRk
Gilmour Street	Fully setted	Good condition	http://goo.gl/maps/MZ7Wq
Glen Street	Partially setted	Setted until apart from the end of the street (dead end). Tarmac patches also.	http://goo.gl/maps/wBRxG
Glenfinlas Street	Fully setted	Good condition	http://goo.gl/maps/xAIKK
Glenisla Gardens Lane	Partially setted	Only the entrance is setted.	http://goo.gl/maps/V4tNH
Gloucester Lane	Fully setted	Good condition	http://goo.gl/maps/qDJ9z
Gloucester Place	Fully setted	Good condition with two tarmac patches.	http://goo.gl/maps/16Mxe
Gloucester Square	Fully setted	Good condition	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Gloucester Street	Fully setted	Good condition	http://goo.gl/maps/13mGT
Gordon Street	Partially setted	Setted parking areas at the south of the street.	http://goo.gl/maps/T18Am
Graham Street	Partially setted	Fully setted apart from the entrance with large tarmac patches.	http://goo.gl/maps/DtIiH
Grange Court Lane	Partially setted	Also known as Causewayside Lane or Causewayside. Fully setted except for tarmac section at junction with Causewayside & also where it meets entrance to Grange Court	
Grange Loan	Partially setted	Setted at the entrance from Ratcliffe Terrace & where Grange Loan meets Blackford Ave. Between Blackford Avenue and South Lauder Road there are setted horizontal strips	http://goo.gl/maps/2l98n
Grassmarket	Partially setted	On the south side of the Grassmarket area, the main thoroughfare is tarmac with setted layby parking on the north side of the east bound carriageway. On the north side of the Grassmarket the c/w is fully setted & sizeable sections of the middle of the Grassmarket are also setted	http://goo.gl/maps/99Yqy
Great King Street	Fully setted	Fully setted but a gap in the road where Dundas street cuts through the street which is tarmac.	http://goo.gl/maps/0EGLs
Great Michael Close	Fully setted	Good conditions. Not setted at the car park at the bottom of the street.	http://goo.gl/maps/0GCwu
Great Stuart Street	Partially setted	One tarmac patch. Then at the entrance from Ainslie Place there's a large tarmac area.	http://goo.gl/maps/VVShI
Greenlaw Rig	Partially setted	Horizontal setted strips acting as a speed measure.	http://goo.gl/maps/y9gPW
Greenside Lane	Partially setted	Setted at the bottom of the hill.	http://goo.gl/maps/rLhE8
Greenside Row	Partially setted	The end of the street after the car park entrance is setted.	http://goo.gl/maps/nDEak
Grindlay Street	Partially setted	The entrance from Spittal Street is tarmac. From Cornwall Street to the Lyceum is not setted but block paving.	http://goo.gl/maps/SifzT
Grindlay Street Court	Fully setted	Two tarmac patches/potholes	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Grosvenor Gardens	Partially setted	Mostly tarmac but there is a setted strip at the Rosebery Crescent end.	
Gullan's Close	Fully setted	Good condition	http://goo.gl/maps/xdjsO
Halmyre Street	Partially setted	Fully set down the main street. Two smaller streets leading off which are tarmac.	http://goo.gl/maps/bzCeq
Hampton Place	Fully setted	Good condition	http://goo.gl/maps/ilZ3g
Hardwell Close	Fully setted	Good condition	http://goo.gl/maps/V9C5h
Haugh Street	Partially setted	L-shaped road. The main part from the entrance is fully setted. The other leg is tarmac.	http://goo.gl/maps/LHw1m
Hawthornbank Lane	Partially setted	Half the street is setted from Dean Path	http://goo.gl/maps/YgCCo
Henderson Street	Partially setted	Two large tarmac areas but mainly setted.	http://goo.gl/maps/iXR9
Heriot Place	Fully setted	Good condition	http://goo.gl/maps/gxihS
Heriot Row	Partially setted	Street is split into two by Howe Street. West side of the street is fully setted. East side is tarmac.	http://goo.gl/maps/ADnIA

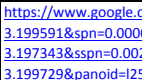



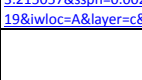

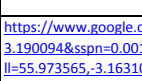

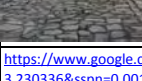
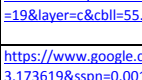
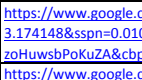
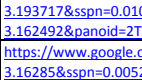
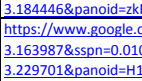

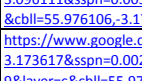
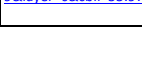


Heriothill Terrace	Fully setted	Good condition	http://goo.gl/maps/UrDX7
Hermard Crescent	Partially setted	First half of the street is setted (from the entrance). The second half is a newer development and is tarmac.	http://goo.gl/maps/wSgtM
High Riggs	Fully setted	Good condition	http://goo.gl/maps/hV8An
High School Wynd	Fully setted	Good condition	http://goo.gl/maps/SJOPc
High School Yards	Partially setted	Setted area from the entrance.	http://goo.gl/maps/fi67x
High Street	Fully setted	One tarmac patch in the middle of the road where it meets South Bridge.	http://goo.gl/maps/zuw07
High Street SQ	Fully setted	From Bellstane Lane Jct to No. 12 Edinburgh Road	
Hill Place	Fully setted	Good condition	http://goo.gl/maps/X1wpU
Hill Square	Fully setted	Good condition	http://goo.gl/maps/FqPLU
Hill Street	Fully setted	Three small tarmac patches (see link)	http://goo.gl/maps/eero1
Hill Street North Lane	Fully setted	Small tarmac patches.	http://goo.gl/maps/Ng7fa
Hill Street South Lane	Fully setted	Fully setted and good condition with drained type tiling down the centre of the street.	http://goo.gl/maps/UKGOX
Hope Lane North	Partially setted	The settedness has been tarmaced over. One strip at the entrance from Portobello High Street can be seen	http://goo.gl/maps/DuPdY
Hope Terrace	Partially setted	Fully set apart from at the entrance from Kilgraston Road.	http://goo.gl/maps/GscfP
Hopefield Terrace	Fully setted	Good condition	http://goo.gl/maps/9i0Qo
Hopetoun Crescent	Partially setted	Fully set apart from at the entrance from Annandale Street.	http://goo.gl/maps/pR1g0
Howden Street	Fully setted	Good condition	http://goo.gl/maps/2Fic4
Howe Street	Fully setted	Good condition	http://goo.gl/maps/o3lYt
Hugh Miller Place	Fully setted	There's two parts to this street and both are fully set and in good condition.	http://goo.gl/maps/NDw9E
Hunter Square	Fully setted	Good condition	http://goo.gl/maps/ji74L
Hunter's Close	Fully setted	Good condition	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
India Place	Fully setted	Good condition	http://goo.gl/maps/EDCCh
India Street	Fully setted	Good condition	http://goo.gl/maps/ZJS9x
Inverleith Place Lane	Partially setted	Fully setted apart from the entrance and with drained type tiling down the centre of the street.	http://goo.gl/maps/2Uxqp
Inverleith Terrace Lane	Partially setted	Entrance is tarmac and then set until around half way along the street.	http://goo.gl/maps/UePsJ
Iona Street	Partially setted	Fully set apart from the red speedbumps	http://goo.gl/maps/Ai0Qs
Jamaica Street	Fully setted	Fully setted at either end of Jamaica street north and south lane which connects to Howe street and India street.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Jamaica Street North Lane	Fully setted	This slightly curved street is fully setted linking to Jamaica street.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Jamaica Street South Lane	Fully setted	This straight street is fully setted connecting to Jamaica street.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
James Street Lane	Partially setted	Mostly tarmac, in bad condition - alot of pot holes. But there are narrow setted strips at either entrance to this road	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Jane Street	Partially setted	Setted from entrance at Leith walk all the way to the 2nd right exit (just before Greenham). Bonnington road all the way down to Greenham is tarmac.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John Street Lane	Partially setted	Mostly tarmac, in bad condition - alot of pot holes. But there are narrow setted strips at either entrance to this road	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John Street Lane West	Partially setted	Mostly tarmac, in good condition. There is a very narrow setted strip at the southern end of this road	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John's Lane	Partially setted	Mostly tarmac but setted 'channel' down east side of lane. Also on Googlemaps looks as if there are setts beneath the tarmac - showing through in places	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John's Place	Partially setted	From the junction at Queen charlotte Street to Duncans Place is all tarmac. Part of branch to Wellington Place is setted at the Wellington Place end	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Johnston Terrace	Partially setted	At the beggening of Johnstone terrace where it is connected to lawnmarket, it is setted there after the pedestrian crossing it is tarmac.	https://www.google.com/maps?q=johnstone+terrace+edinburgh&hl=en&ll=55.948227,-3.197021&spn=0.000024,0.01929&sll=55.975946,-3.173186&sspn=0.010506,0.01929&hnear=Johnston+Terrace,+Edinburgh+EH1+2PW,+United+Kingdom&t=m&z=16&layer=c&cbll=55.948251,-3.196694&panoid=g0M1OhGV7hIzKWfH0FO2LGQ&cbp=12.87,2,0,14.32
Joppa Park	Partially setted	The road connect from Joppa Road to Morton street is fully setted, but the little turning (lane) coming off the main Road (still part of Joppa park) is not setted and is tarmac.	https://www.google.com/maps?q=Joppa+park,+Edinburgh,+United+Kingdom&hl=en&ll=55.949557,-3.098193&spn=0.002616,0.004823&sll=55.949713,-3.098383&sspn=0.001314,0.002411&hnear=Joppa+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18

Junction Place	Partially setted	It is setted all the way down from Great junction street apart from a little strip in the middle that is tarmac outside Dr Bell's.	https://www.google.com/maps?q=junction+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.971613,-3.174783&spn=0.000003,0.002411&sl=55.971571,-3.17455&sspn=0.002627,0.004823&hnear=Junction+Pl,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.971541,-3.174901&panoid=m-lazuCcd-GRMsaT8Lgi2w&cbp=12,359.24,0,20.32
Keir Street	Fully setted		https://www.google.com/maps?q=keir+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.945842,-3.196893&spn=0.000006,0.004823&sl=55.971541,-3.174901&sspn=0.001313,0.002411&hnear=Keir+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.945819,-3.197294&panoid=gyOgYy_E5MfUi1u4Vp6nVQ&cbp=12,236.7,0,13.62
Kemp Place	Fully setted		
King Street	Partially setted	Street mostly setted except for tarmac section at entrance with Great Junction Street, and extensive tarmac patching.	
King's Stables Lane	Partially setted	From the connection at Lady Wynd half way down the street is setted, and the rest is tarmac.	https://www.google.com/maps?q=King's+Stables+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.946927,-3.198553&spn=0.000003,0.002411&sl=55.961813,-3.207815&sspn=0.005231,0.009645&oq=king's+stable,+Edinburgh,+United+Kingdom&hnear=King's+Stables+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.946914,-3.198555&panoid=bnOsPOawknkYR5JslrOn&cbp=12,256.61,0,27.23
King's Stables Road	Partially setted	From junction at Grassmarket round to Reddog music (where the corner ends and becomes a straight road) is setted and from there on it is tarmac.	https://www.google.com/maps?q=King's+Stables+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.947208,-3.198041&spn=0.000006,0.004823&sl=55.946914,-3.198556&sspn=0.001314,0.002411&hnear=King's+Stables+Rd,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.947247,-3.198193&panoid=HshSiiianwFoQQox5aC7rg&cbp=12,247.02,0,27.99
Lady Wynd	Fully setted		https://www.google.com/maps?q=Lady+Wynd,+Edinburgh,+United+Kingdom&hl=en&ll=55.946645,-3.198311&spn=0.000003,0.002411&sl=55.947247,-3.198191&sspn=0.002628,0.004823&oq=lady+wy&hnear=Lady+Wynd,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.946645,-3.198311&panoid=gjskjq1QghDRomVQsu3YQ&cbp=12,341.7,2,7.61
Lapicide Place	Fully setted		https://www.google.com/maps?q=Lapicide+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.975779,-3.185171&spn=0.000006,0.004823&sl=55.975504,-3.186059&sspn=0.010506,0.01929&oq=lapicide,+Edinburgh,+United+Kingdom&hnear=Lapicide+Pl,+Edinburgh+EH6+4HE,+United+Kingdom&t=m&z=18&layer=c&cbll=55.975876,-3.184862&panoid=5_jgMtCHSHicgspOfexNkw&cbp=12,44.69,0,-7.81
Largo Place	Partially setted	It is mostly setted apart from the left turning and at the end of the street is tarmac.	 https://www.google.com/maps?q=largo+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.974615,-3.180488&spn=0.000012,0.009645&sl=55.88518,-3.342344&sspn=0.002633,0.004823&hnear=Largo+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974603,-3.180504&panoid=d891Dvr4kes8SZTRkNkw&cbp=12,62.74,0,34.91
Lauderdale Street	Fully setted		https://www.google.com/maps?q=Lauderdale+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.936322,-3.198929&spn=0.000024,0.01929&sl=55.936216,-3.19891&sspn=0.005258,0.009645&oq=lauderdale,+Edinburgh,+United+Kingdom&hnear=Lauderdale+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=16&layer=c&cbll=55.936322,-3.198929&panoid=YirGdpM8sYHUUfIL_DTbwQ&cbp=12,0,0,0
Laurel Terrace	Fully setted		
Laverockbank Terrace	Partially setted	Only a little part setted and thats at number 12 (on the bend).	 https://www.google.com/maps?q=Laverockbank+Terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.979234,-3.198929&spn=0.000006,0.004823&sl=55.979234,-3.198929&sspn=0.002628,0.004823&hnear=Laverockbank+Terrace,+Edinburgh+EH5+3BJ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.979234,-3.198929&panoid=crwWZz9BNFXSFloibNA&cbp=12,145.51,0,12.98
Laverockdale Park	Other	Strip horizontally at number 11.	 https://www.google.com/maps?q=Laverockdale+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&hl=en&ll=55.901285,-3.317671&sspn=0.334423,0.617294&hnear=Laverockdale+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.901272,-3.252512&panoid=Rbd6v5D2wsgwSK7F85buGA&cbp=12,287.58,0,6.6
Lawnmarket	Fully setted		https://www.google.com/maps?q=Lawnmarket,+Edinburgh,+United+Kingdom&hl=en&ll=55.949278,-3.193744&spn=0.000006,0.004823&sl=55.901273,-3.252511&sspn=0.005263,0.009645&oq=lawnma&hnear=Lawnmarket,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949195,-3.194095&panoid=LwJlyL5V1vTRCRJa3mNXw&cbp=12,279.09,0,6.51
Learmonth Gardens Lane	Fully setted		https://www.google.com/maps?q=learmonth+gardens+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.957037,-3.220054&spn=0.000006,0.004823&sl=55.949194,-3.194093&sspn=0.002628,0.004823&hnear=Learmonth+Gardens+Ln,+Edinburgh+EH4,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957037,-3.220054&panoid=wSzm24m9ABDPEuFobTKvw&cbp=12,90.44,0,-4.38
Learmonth Gardens Mews	Fully setted		https://www.google.com/maps?q=learmonth+gardens+mew,+Edinburgh,+United+Kingdom&hl=en&ll=55.956905,-3.215864&spn=0.000003,0.002411&sl=55.957037,-3.220054&sspn=0.002628,0.004823&hnear=Learmonth+Gardens+Mews&t=m&z=19&layer=c&cbll=55.95702,-3.215881&panoid=xbc6Lm5loiURdT_Y0B5bQ&cbp=12,8.35,0,0
Learmonth Terrace	Partially setted	Section from west end of Learmonth Terrace east to east side of South Learmonth Ave is setted. Section from Comely Bank Ave north & west to No.6 Learmonth Terrace is also setted. The section area in between is tarmac-ed.	https://www.google.com/maps?q=learmonth+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.955381,-3.219987&spn=0.000006,0.004823&sl=55.957021,-3.21588&sspn=0.001314,0.002411&hnear=Learmonth+Terrace&t=m&z=18&layer=c&cbll=55.955393,-3.219717&panoid=KqaUSUMYprNu-1_ILbpiOw&cbp=12,83.03,0,12.71

Learmonth View	Fully setted		https://www.google.com/maps?q=learmonth+view,+Edinburgh,+United+Kingdom&hl=en&ll=55.955693,-3.217793&spn=0.000012,0.009645&sl=55.955984,-3.217841&sspn=0.005256,0.009645&hnear=Learmonth+View,+Edinburgh+EH4+1EY,+United+Kingdom&t=m&z=17&layer=c&cbll=55.955799,-3.217809&panoid=hUH3K42uO-itwg_mzcYaPQ&cbp=12,337.49,,0,5,11
Lee Crescent	Partially setted	Like East Brighton Crescent - small setted strip at junction with Brighton Place	
Lennox Street Lane	Fully setted		https://www.google.com/maps?q=lennox+street+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.955348,-3.214509&spn=0.000006,0.004823&sl=55.955801,-3.217814&sspn=0.005256,0.009645&hnear=Lennox+St+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.955306,-3.214564&panoid=SAcIPeUSNUO4sMY9NpUWQ&cbp=12,270.83,,0,22,63
Leslie Place	Fully setted		https://www.google.com/maps?q=leslie+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.957994,-3.210304&spn=0.010462,0.01929&sl=55.957636,-3.211634&sspn=0.002628,0.004823&hnear=Leslie+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=16
Lochend Close	Partially setted	Partly setted just before Calton road	https://www.google.com/maps?q=lochend+close,+Edinburgh,+United+Kingdom&hl=en&ll=55.952618,-3.178418&spn=0.000006,0.004823&sl=55.951825,-3.17809&sspn=0.001308,0.002411&hnear=Lochend+Close,+Edinburgh,+Midlothian+EH8+8BL,+United+Kingdom&t=m&z=18&layer=c&cbll=55.95272,-3.178481&panoid=RTq5CuUhgjsx9mRECYHyHg&cbp=12,3.64,,0,5,21
London Street	Partially setted	the street is partly set with strips to the left and right of the road (where cars park).	https://www.google.com/maps?q=london+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.959186,-3.191601&spn=0.000003,0.002411&sl=55.952891,-3.178514&sspn=0.002628,0.004823&hnear=London+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.959211,-3.191336&panoid=WLuAbnfpPBbALTkO2xaA&cbp=12,111.32,,0,9,24
Lorne Street	Partially setted	The side connecting to St. Claires avenue is setted and the other half isn't.	https://www.google.com/maps?q=lorne+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.965699,-3.171734&spn=0.00523,0.009645&sl=55.966257,-3.173563&sspn=0.002627,0.004823&hnear=Lorne+St,+Edinburgh,+United+Kingdom&t=m&z=17
Lynedoch Place Lane	Fully setted		https://www.google.com/maps?q=Lynedoch+Place+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.951531,-3.212771&spn=0.010464,0.01929&sl=55.951441,-3.212922&sspn=0.005256,0.009645&oq=lynedoch+pla,+Edinburgh,+United+Kingdom&hnear=Lynedoch+Pl+Ln,+Edinburgh,+City+of+Edinburgh+EH3+7PX,+United+Kingdom&t=m&z=16
Mackenzie Place	Fully setted		https://www.google.com/maps?q=Mackenzie+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.956102,-3.210025&spn=0.000006,0.004823&sl=55.951531,-3.212771&sspn=0.010464,0.01929&oq=macken,+Edinburgh,+United+Kingdom&hnear=Mackenzie+Pl,+Edinburgh+EH3+6TS,+United+Kingdom&t=m&z=18&layer=c&cbll=55.95603,-3.210231&panoid=hAbbSA7wtmAYzIbH-Zoc_w&cbp=12,34.02,,0,16,82
Madeira Place	Fully setted		https://www.google.com/maps?q=Maderia+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.975869,-3.182269&spn=0.000012,0.009645&sl=55.95603,-3.210229&sspn=0.002628,0.004823&hnear=Madeira+Pl,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.975836,-3.182552&panoid=8OsiNatxof54y_YXOWU1DA&cbp=12,262.92,,0,6,31
Madeira Street	Fully setted		https://www.google.com/maps?q=Maderia+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.975797,-3.182173&spn=0.000012,0.009645&sl=55.95603,-3.210229&sspn=0.002628,0.004823&hnear=Madeira+Pl,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.975373,-3.181608&panoid=21KNVnacXIBsp20-fe4WAO&cbp=12,127.06,,0,17,52
Main Street, Balerno	Partially setted	This street is mostly tarmac but has setted area at jnc with Ladycroft & also at the southmost end of the road.	https://www.google.com/maps?q=main+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.965452,-3.270364&spn=0.01046,0.01929&sl=55.966774,-3.268313&sspn=0.002627,0.004823&hnear=Main+St,+Edinburgh,+United+Kingdom&t=m&z=16
Malta Terrace	Fully setted		https://www.google.com/maps?q=Malta+Terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.959564,-3.209617&spn=0.000006,0.004823&sl=55.965452,-3.270364&sspn=0.01046,0.01929&oq=malta,+Edinburgh,+United+Kingdom&hnear=Malta+Terrace,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.959651,-3.209345&panoid=Yf-Ew_lq7xlP-eJetE7A&cbp=12,66.9,,0,13,09
Manderston Street	Partially setted	Most of the road is setted, but where the road connects to leith walk it is tarmac.	https://www.google.com/maps?q=manderston+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.968962,-3.17249&spn=0.000006,0.004823&sl=55.959651,-3.209344&sspn=0.002628,0.004823&hnear=Manderston+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.969056,-3.172803&panoid=SdDkC-2r1FdXySLDaOO_pg&cbp=12,327.47,,0,-2,4
Marchmont Street	Fully setted		https://www.google.com/maps?q=Marchmont+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.938695,-3.200809&spn=0.000003,0.002411&sl=55.969055,-3.172801&sspn=0.002627,0.004823&oq=march+street,+Edinburgh,+United+Kingdom&hnear=Marchmont+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.938857,-3.200906&panoid=ifA4PVKBa6zAYreOVL8A&cbp=12,73.09,,0,3,6
Maritime Lane	Partially setted	Half of the road which is connector to water street is setted, and the other half which connects to maritime street is tarmac.	https://www.google.com/maps?q=Maritime+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.974891,-3.169207&spn=0.002614,0.004823&sl=55.974849,-3.168456&sspn=0.002626,0.004823&oq=maritim,+Edinburgh,+United+Kingdom&hnear=Maritime+Ln,+Edinburgh+EH6+6SD,+United+Kingdom&t=m&z=18
Maritime Street	Partially setted	It is setted apart from junction with Maritime Lane & junction with Bernard Street which are both tarmac	https://www.google.com/maps?q=Maritime+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974591,-3.168654&spn=0.000012,0.009645&sl=55.974891,-3.169207&sspn=0.002614,0.004823&hnear=Maritime+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974772,-3.168548&panoid=RHcKlq82ud-THyThFRNdDg&cbp=12,2.62,,0,8,61

Marshall's Court	Fully setted		https://www.google.com/maps?q=Marshall's+Court,+Edinburgh,+United+Kingdom&hl=en&ll=55.95694,-3.184117&spn=0.000003,0.002411&sll=55.975197,-3.168115&sspn=0.001313,0.002411&oq=marshall,+Edinburgh,+United+Kingdom&hnear=Marshall's+Ct,+Edinburgh+EH1+3AL,+United+Kingdom&t=m&z=19&layer=c&cbll=55.95694,-3.184117&panoid=7BR0HHxYxgmBk4uCbEVDw&cbp=12,208.11,,0,1.4
Meadow Lane	Fully setted		 https://www.google.com/maps?q=Meadow+Ln,+Edinburgh,+United+Kingdom&hl=en&ll=55.942327,-3.185198&spn=0.000012,0.009645&sll=55.929518,-3.185198&sspn=0.001313,0.002411&oq=Meadow+Ln,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.942367,-3.185198&panoid=7BR0HHxYxgmBk4uCbEVDw&cbp=12,75.2,,0,23.77
Melville Street Lane	Partially setted	Entrance is tarmac, at end of the entrance there is a right turn & whole of the rest of the street is setted.	
Merchant Street	Fully setted		https://www.google.com/maps?q=merchant+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.94772,-3.191606&spn=0.000003,0.002411&sll=55.938685,-3.216226&sspn=0.010468,0.01929&hnear=Merchant+St,+Edinburgh,+Midlothian+EH1+2OD,+United+Kingdom&t=m&z=19&layer=c&cbll=55.947752,-3.191439&panoid=xgdCzXlw0wUxLdW33my-Fg&cbp=12,56.65,,0,25.44
Merchiston Grove	Fully setted		https://www.google.com/maps?q=Merchiston+Grove,+Edinburgh,+United+Kingdom&hl=en&ll=55.934287,-3.230093&spn=0.000006,0.004823&sll=55.947584,-3.192113&sspn=0.001308,0.002411&oq=merch+grove,+Edinburgh,+United+Kingdom&hnear=Merchiston+Grove,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.934206,-3.230278&panoid=-yVURG2z2u3JXlRppWkNA&cbp=12,205.27,,0,2.3
Merchiston Mews	Fully setted		https://www.google.com/maps?q=Merchiston+mews,+Edinburgh,+United+Kingdom&hl=en&ll=55.938526,-3.215749&spn=0.002617,0.004823&sll=55.938854,-3.215295&sspn=0.001314,0.002411&hnear=Merchiston+Mews,+Edinburgh,+United+Kingdom&t=m&z=18
Meuse Lane	Partially setted	From what i can see looks like half of the road is setted and the other half is tarmac. On GoogleMaps it looks like the whole road is tarmac.	https://www.google.com/maps?q=Meuse+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.953204,-3.191539&spn=0.000003,0.002411&sll=55.952978,-3.193575&sspn=0.001314,0.002411&oq=meuse,+Edinburgh,+United+Kingdom&hnear=Meuse+Ln,+Edinburgh+EH2,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953297,-3.191587&panoid=31Ws9BI2Bmt1SLfnV1YrSw&cbp=12,258.03,,2,13.62
Middleby Street	Fully setted		https://www.google.com/maps?q=Middleby+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.934831,-3.175325&spn=0.000003,0.002411&sll=57.0625,-95.677068&sspn=59.639182,79.013672&oq=middleby+street&hnear=Middleby+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.934814,-3.17551&panoid=ORHz0TTkesEeIVOS4_UQ&cbp=12,232.24,,0,14.72
Middlefield	Partially setted	It is setted from Spey street down to the vapourized shop (just before the end of the road). From the shop to the junction to Leith walk is not setted and is tarmac, the tarmac area must be 2 metres long.	https://www.google.com/maps?q=Middlefield,+Edinburgh,+United+Kingdom&hl=en&ll=55.963033,-3.178936&spn=0.000003,0.002411&sll=55.963384,-3.179732&sspn=0.002627,0.004823&hnear=Middlefield,+Edinburgh,+Midlothian+EH7+4PF,+United+Kingdom&t=m&z=19&layer=c&cbll=55.963033,-3.178936&panoid=brCkG3SPeF2R6HzuQ2ahvA&cbp=12,116.41,,0,37.54
Mill Lane	Partially setted	From Cables Wynd to the NHS lothian staff bank is tarmac, and from there to great junction street is setted.	 https://www.google.com/maps?q=Mill+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.974489,-3.175333&spn=0.000006,0.004823&sll=55.963033,-3.175333&sspn=0.002411&hnear=Mill+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.97448,-3.175108&panoid=WnnCGNerXG-2,,0,16.72
Mitchell Street	Fully setted		 https://www.google.com/maps?q=mitchell+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.97381,-3.164738&spn=0.000006,0.004823&sll=56.023038,-3.427219&sspn=0.010445,0.01929&hnear=Mitchell+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.973771,-3.164591&panoid=VJlCvILt5sKWdqkv-dTw&cbp=12,308.58,,0,13.21
Monmouth Terrace	Partially setted	Rosyth terrace down to Spiers bar is setted, from Spiers bar down to the junction of Ferry Road is tarmac.	https://www.google.com/maps?q=monmouth+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.971133,-3.207214&spn=0.010459,0.01929&sll=55.971224,-3.207453&sspn=0.001313,0.002411&hnear=Monmouth+Terrace,+Edinburgh+EH3+5QT,+United+Kingdom&t=m&z=16
Montgomery Street Lane	Fully setted		https://www.google.com/maps?q=Montgomery+Street+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.959166,-3.182642&spn=0.000003,0.002411&sll=55.971133,-3.207214&sspn=0.010459,0.01929&hnear=Montgomery+St+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.959078,-3.182624&panoid=AMjte7eFNvW9vfbEi8D_dg&cbp=12,149.13,,0,26.13
Moray Place	Fully setted		https://www.google.com/maps?q=Moray+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.955147,-3.20775&spn=0.000006,0.004823&sll=55.959078,-3.182623&sspn=0.001314,0.002411&oq=moray+pl,+Edinburgh,+United+Kingdom&hnear=Moray+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.954923,-3.207518&panoid=2L8FRlLcxZwGrGlyO_TrbKA&cbp=12,146.35,,0,37.54
Mound Place	Fully setted		https://www.google.com/maps?q=Mound+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.949861,-3.195518&spn=0.000003,0.002411&sll=55.949861,-3.195648&sspn=0.010465,0.01929&hnear=Mound+Pl,+Edinburgh+EH1+2LX,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949914,-3.195213&panoid=F60GnJnVZ2HCO-O_DRKB5Q&cbp=12,56.1,,1,6.9
Murieston Lane	Partially setted		 https://www.google.com/maps?q=Murieston+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.938992,-52.009645&sll=55.949915,-3.14,0.002411&oq=murieston+lan,+Edinburgh,+United+Kingdom&hnear=Murieston+Ln,+Edinburgh,+United+Kingdom&t=m&z=17&la-3,227802&panoid=Q1INEFWvkv8wqTaSlqq2A&cbp=12,346.5,,1,6.99
Myrtle Terrace	Partially setted	Entrance is block paved, for the first 1m in depth of the road and the rest is setted.	
Nelson Place	Fully setted		

Nelson Street	Partially settled	From Drummond Place to Northumberland Street is fully settled. From Northumberland Street to Abercromby Place is tarmac-ed	 https://www.google.com/maps?q=nelson+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.957582,-3.196029&spn=0.000006,0.004823&sl=55.957459,-3.196084&panoid=hdP_NKn1vZMy4O7LKozfpg&cbp=12,352.88,,0,9.03
New Arthur Place	Partially settled	From the Pleasance up to the point where the road branches left & right is settled. Beyond this carriageway is settled but end on parking is tarmac-ed	 https://www.google.com/maps?q=new+arthur+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.947205,-3.16,0.004823&sl=55.947149,-3.14,0.002411&hnear=New+Arthur+Pl,+Edinburgh+EH8+9TH,+United+Kingdom&t=m&z=18
New Broughton	Partially settled	From Barony Place to Old Broughton is settled. Branch northwards is tarmac-ed	 https://www.google.com/maps?q=New+Broughton,+Edinburgh,+United+Kingdom&hl=en&ll=55.958368,-3.03,0.002411&sl=55.949832,-3.188227&sspn=0.001308,0.002411&oq=new+broughton,+Edinburgh,+United+Kingdom&hnear=New+Broughton,+Edinburgh+EH3+6PA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.958368,-3.191303&panoid=rkX3L1APx7UBXAopw4HZyw&cbp=12,329.35,,0,0.5
New Skinner's Close	Partially settled	From the entrance at Blackfriars street to half way down the close is settled, the other half is tarmac.	https://www.google.com/maps?q=New+Skinner's+Close,+Edinburgh,+United+Kingdom&hl=en&ll=55.949897,-3.185437&spn=0.000003,0.002411&sl=55.927711,-3.250296&sspn=0.00263,0.004823&oq=New+skinner's,+Edinburgh,+United+Kingdom&hnear=New+Skinner's+Close,+Edinburgh+EH1+1NU,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949979,-3.185312&panoid=bk-UOIXEohM5Nby87EMv-g&cbp=12,226.41,,0,18.42
Newhaven Main Street	Fully settled		https://www.google.com/maps?q=Newhaven+main+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.980248,-3.192966&spn=0.000006,0.004823&sl=55.949757,-3.185735&sspn=0.001308,0.002411&hnear=Newhaven+Main+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.980267,-3.193222&panoid=bBjr47-WM3rfUmwTNPSoAw&cbp=12,266.88,,0,9.91
Newhaven Road	Partially settled	Is settled upto the junction at Jessfield terrace, from the junction at Jessfield terrace to the end of the road (where crossroads to bonnington and pilrig are) is tarmac.	https://www.google.com/maps?q=Newhaven+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.969001,-3.184437&spn=0.000012,0.009645&sl=55.980342,-3.190756&sspn=0.005252,0.009645&hnear=Newhaven+Rd,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.968972,-3.184611&panoid=emaYAgVfQsqrwws_m-6WQ&cbp=12,313.01,,0,37.04
Newton Street	Fully settled		https://www.google.com/maps?q=Newton+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.937994,-3.23093&spn=0.000003,0.002411&sl=55.968971,-3.184608&sspn=0.005254,0.009645&oq=Newton+Edinburgh,+United+Kingdom&hnear=Newton+St,+Edinburgh+EH11+1TF,+United+Kingdom&t=m&z=19&layer=c&cbll=55.937904,-3.230829&panoid=f3Z4GRIZGj4DNr66oOV2w&cbp=12,159.61,,0,0
Niddry Street	Fully settled		https://www.google.com/maps?q=Niddry+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.949855,-3.187022&spn=0.000006,0.004823&sl=55.937904,-3.230828&sspn=0.001314,0.002411&oq=niddry+Edinburgh,+United+Kingdom&hnear=Niddry+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.950045,-3.187115&panoid=FvLseDnHEK7w57Uwcn6j5Q&cbp=12,340.8,,0,3.7
Niddry Street South	Fully settled		https://www.google.com/maps?q=Niddry+Street+south,+Edinburgh,+United+Kingdom&hl=en&ll=55.948761,-3.186478&spn=0.000003,0.002411&sl=55.950044,-3.187113&sspn=0.002628,0.004823&hnear=Niddry+St+S,+Edinburgh+EH1+1NS,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948676,-3.186431&panoid=VvY_Oayq-CTSoupi-sn5Xg&cbp=12,162.32,,0,35.44
North East Circus Place	Fully settled		https://www.google.com/maps?q=North+East+Circus+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.957483,-3.203483&spn=0.000003,0.002411&sl=55.948676,-3.186432&sspn=0.001314,0.002411&oq=north+east+circus+Edinburgh,+United+Kingdom&hnear=NE+Circus+Pl,+Edinburgh+EH3+6SP,+United+Kingdom&t=m&z=19&layer=c&cbll=55.957552,-3.203379&panoid=hLL5Gu0o02zru1bV31sWLw&cbp=12,13.21,,0,0
North Fort Street	Fully settled		https://www.google.com/maps?q=North+Fort+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974747,-3.183643&spn=0.000012,0.009645&sl=55.959925,-3.193747&sspn=0.001314,0.002411&oq=north+fort,+Edinburgh,+United+Kingdom&hnear=N+Fort+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974841,-3.183734&panoid=sr90ofQ_FGA-fZOIQiAkPg&cbp=12,341.28,,0,24.58
North Leith Mill	Partially settled	From Commercial St south to Prince Regent St is settled. As is branch north-west to North Junction Street. Branch southeast then south is tarmac-ed	https://www.google.com/maps?q=north+leith+mill&hl=en&ll=55.977595,-3.179378&spn=0.000003,0.002411&sl=37.0625,-95.677068&sspn=59.639182,79.013672&hnear=N+Leith+Mill&t=m&z=19&layer=c&cbll=55.977645,-3.179473&panoid=2j8n6Z53RhOY20s9eykHDg&cbp=12,344.66,,0,27.04
North West Circus Place	Fully settled	part of North West Circus Place is included in a scheme due to be done in Jan 2015	 https://www.google.com/maps?q=north+west+circus+place&hl=en&ll=55.957437,-3.207533&spn=0.000003,0.002411&sl=55.956606,-3.197885&sspn=0.000006,0.004823&sl=55.95715,-3.197451&sspn=0.002628,0.004823&hnear=Northumberland+St+NW+Ln,+Edinburgh+EH3+6JL,+United+Kingdom&t=m&z=18&layer=c&cbll=55.95678,-3.199785&panoid=d5VltoJ9N30E_b7UoZgZA&cbp=12,25.97,,0,45.02
Northumberland Place Lane	Fully settled		 https://www.google.com/maps?q=northumberland+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.956816,-3.1956979,-3.198438&sspn=0.002628,0.004823&hnear=Northumberland+St,+Edinburgh,+United+Kingdom&t=m&z=17
Northumberland Street	Fully settled	It is settled all the way down from Howe street to Nelson street.	 https://www.google.com/maps?q=Northumberland+Street+North+west+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.956741,-3.199865&spn=0.000006,0.004823&sl=55.95715,-3.197451&sspn=0.002628,0.004823&hnear=Northumberland+St+NW+Ln,+Edinburgh+EH3+6JL,+United+Kingdom&t=m&z=18&layer=c&cbll=55.95678,-3.199785&panoid=d5VltoJ9N30E_b7UoZgZA&cbp=12,25.97,,0,45.02
Northumberland Street North West Lane	Fully settled		https://www.google.com/maps?q=Northumberland+Street+south+east+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.95694,-3.197402&spn=0.000006,0.004823&sl=55.95678,-3.199784&sspn=0.002628,0.004823&hnear=Northumberland+St+SE+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956839,-3.197346&panoid=nTnAzG6U-9DWOXETdAUUNQ&cbp=12,211.06,,0,17.84
Northumberland Street South East Lane	Fully settled		



Northumberland Street South West Lane	Fully setted			https://www.google.com/maps?q=Northumberland+Street+south+west+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.956405,-3.199591&spn=0.000006,0.004823&sll=55.95684,-3.197343&sspn=0.002628,0.004823&hnear=Northumberland+St+SW+Ln,+Edinburgh+EH3,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956672,-3.199729&panoid=I25zZlYvDb7oBsQ-MC-wO&cbp=12,10,12,0,27,01
Old Fishmarket Close	Fully setted			https://www.google.com/maps?q=Old+Fishmarket+Close,+Edinburgh,+United+Kingdom&hl=en&ll=55.948514,-3.189247&spn=0.000006,0.004823&sll=55.957459,-3.196029&sspn=0.002628,0.004823&oq=Old+fish+Edinburgh,+United+Kingdom&hnear=Old+Fishmarket+Close,+Edinburgh+EH1+1RW,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948514,-3.189247&panoid=q7YtbDbkOTV5BAPpAzRpKq&cbp=12,192,6,0,0
Old Tolbooth Wynd	Fully setted			https://www.google.com/maps?q=Old+toolbooth+wynd,+Edinburgh,+United+Kingdom&hl=en&ll=55.952269,-55.952269,-3.196029&sspn=0.002628,0.004823&oq=Old+Tolbooth+Wynd,+Edinburgh+EH8+8EQ,+United+Kingdom&t=m&z=17&layer=c&cbll=55.952423,-3.196029&panoid=H1xqpmFROVfKFAWovgn3xw&cbp=12,149,15,0,16,12
Orchardfield Lane	Partially setted	Fully setted apart from the tarmac covering on the left of the road.		https://www.google.com/maps?q=Palmerston+Place+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.947679,-3.216026&spn=0.000003,0.002411&sll=55.956258,-3.215057&sspn=0.002628,0.004823&oq=palm,+Edinburgh,+United+Kingdom&hnear=Palmerston+Pl+Ln,+Edinburgh+EH12+5AE,+United+Kingdom&t=m&z=19&iwloc=A&layer=c&cbll=55.947679,-3.216026&panoid=uijX2jO4nWUwW0oitXxOCA&cbp=12,229,44,3,3,18
Palmerston Place Lane	Fully setted			https://www.google.com/maps?q=Palmerston+Place+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.947679,-3.216026&spn=0.000003,0.002411&sll=55.956258,-3.215057&sspn=0.002628,0.004823&oq=palm,+Edinburgh,+United+Kingdom&hnear=Palmerston+Pl+Ln,+Edinburgh+EH12+5AE,+United+Kingdom&t=m&z=19&iwloc=A&layer=c&cbll=55.947679,-3.216026&panoid=uijX2jO4nWUwW0oitXxOCA&cbp=12,229,44,3,3,18
Parkside Street	Partially setted	Mostly setted except for tarmac section at junction with Hermits Croft & St Leonard's Street, & also the bin area at the southeast end of the road.		https://www.google.com/maps?q=Parliament+Square,+Edinburgh,+United+Kingdom&hl=en&ll=55.949503,-3.190094&spn=0.000003,0.002411&sll=55.945217,-3.117317&sspn=0.002628,0.004823&oq=parl,+Edinburgh,+United+Kingdom&hnear=Parliament+House,+Parliament+Square,+Edinburgh,+Midlothian+EH1+1RQ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949503,-3.190094&panoid=iFE1SjTx-9d9YBu2S2-ipQ&cbp=12,357,7,0,27,03
Parliament Square	Fully setted			https://www.google.com/maps?q=Parliament+Square,+Edinburgh,+United+Kingdom&hl=en&ll=55.949503,-3.190094&spn=0.000003,0.002411&sll=55.945217,-3.117317&sspn=0.002628,0.004823&oq=parl,+Edinburgh,+United+Kingdom&hnear=Parliament+House,+Parliament+Square,+Edinburgh,+Midlothian+EH1+1RQ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949503,-3.190094&panoid=iFE1SjTx-9d9YBu2S2-ipQ&cbp=12,357,7,0,27,03
Pattison Street	Fully setted			https://www.google.com/maps?q=Pattison+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.973565,-3.163104&spn=0.000003,0.002411&sll=55.949503,-3.190094&sspn=0.001314,0.002411&oq=pattison,+Edinburgh,+United+Kingdom&hnear=Pattison+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973565,-3.163104&panoid=DcXEXf4jgM7bZUNdpQOqw&cbp=12,145,64,0,0
Peacock Court	Partially setted	The side of the court that connects to Newhaven main street is setted and the other half connecting to Lindsay road is tarmac.		https://www.google.com/maps?q=Peacock+Court,+Edinburgh,+United+Kingdom&hl=en&ll=55.980257,-3.193079&spn=0.000003,0.002411&sll=55.973565,-3.163104&sspn=0.001314,0.002411&oq=peac,+Edinburgh,+United+Kingdom&hnear=Peacock+Ct,+Edinburgh+EH6+4HZ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.980257,-3.193079&panoid=OCNtxxZpsC9jHeYAVePp_g&cbp=12,30,0,21,72
Pembroke Place	Unknown	Can't tell from Google Maps whether this is setted or not		https://www.google.com/maps?q=Perth+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.960939,-3.202094&spn=0.000003,0.002411&sll=55.944548,-3.230336&sspn=0.001314,0.002411&oq=perth,+Edinburgh,+United+Kingdom&hnear=Perth+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.960939,-3.203116&panoid=mJ4gyVjnJqLw5KZxhyqbrw&cbp=12,358,95,0,0
Perth Street	Partially setted	Tarmac section at entrance to Perth St from Henderson Row. Rest setted		https://www.google.co.uk/maps?q=Pirrie+Street,+Edinburgh&hl=en&ll=55.971193,-3.174148&spn=0.010459,0.01929&sll=55.971479,-3.173619&sspn=0.001313,0.002411&oq=pirrie+s&hnear=Pirrie+St,+Edinburgh,+United+Kingdom&t=m&z=16
Pirrie Street	Partially setted	Tarmac section at entrance to Pirrie St from Great Junction St. Rest setted		https://www.google.co.uk/maps?q=Pitt+Street,+Edinburgh&hl=en&ll=55.973837,-3.182849&spn=0.000006,0.004823&sll=55.971193,-3.174148&sspn=0.010459,0.01929&hnear=Pitt+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.973761,-3.183105&panoid=GczdK0sa-zoHuwsbPokuZA&cbp=12,236,54,0,27,43
Pitt Street	Partially setted	It is setted the full length of the road apart from at the junction to Newhaven road where there is a strip of tarmac.		https://www.google.co.uk/maps?q=Poplar+Lane,+Edinburgh&hl=en&ll=55.974074,-3.162432&spn=0.000003,0.002411&sll=55.946785,-3.193717&sspn=0.010465,0.01929&oq=poplar+lane+edinbu&hnear=Poplar+Ln,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.97408,-3.162492&panoid=2TXQVGY4fklLYAcNtUHA&cbp=12,227,16,0,-0,1
Poplar Lane	Partially setted	It is setted throughout the whole road , apart from a strip of tarmac at the junction on to Links Place & an asphalt patch half way along.		https://www.google.co.uk/maps?q=Portland+Street,+Edinburgh&hl=en&ll=55.976368,-3.183943&spn=0.000006,0.004823&sll=55.973162,-3.16285&sspn=0.005229,0.009645&oq=portland,+Edinburgh&hnear=Portland+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.976009,-3.184446&panoid=zKFBMP5rDyDzKR0Gg3CGrg&cbp=12,51,77,0,19,92
Portland Street	Partially setted	Setted throughout except for the junction with Lindsay Road which is tarmac		https://www.google.com/maps?q=slateford+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.935813,-3.229809&spn=0.000048,0.038581&sll=55.968333,-3.163987&sspn=0.010099,0.01929&hnear=Slateford+Rd,+Edinburgh,+United+Kingdom&t=m&z=15&layer=c&cbll=55.935808,-3.229701&panoid=H1xqpmFROVfKFAWovgn3xw&cbp=12,149,15,0,16,12
Primrose Terrace	Partially setted	Entrance is block paved, and the rest is setted.		https://www.google.co.uk/maps?q=Quayside+Street,+Edinburgh&hl=en&ll=55.975857,-3.173595&spn=0.000006,0.004823&sll=55.949167,-3.096111&sspn=0.005256,0.009645&oq=quayside++Edinburgh&hnear=Quayside+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.976106,-3.173614&panoid=sN8bjqfjt448ieG1MNbFzA&cbp=12,156,03,0,13,11
Quarry Close	Partially setted	This is private - off the north side of West Crosscauseway. Setted at West Crosscauseway end		https://www.google.co.uk/maps?q=Queen+Charlotte+Lane,+Edinburgh&hl=en&ll=55.973322,-3.168976&spn=0.000003,0.002411&sll=55.976107,-3.173617&sspn=0.002626,0.004823&oq=queen+cha,+Edinburgh&hnear=Queen+Charlotte+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973399,-3.169093&panoid=cuH2RFXCW1NRGlhzcD9IQ&cbp=12,124,71,1,-2,71
Quayside Street	Fully setted			https://www.google.co.uk/maps?q=Queen+Charlotte+Lane,+Edinburgh&hl=en&ll=55.973322,-3.168976&spn=0.000003,0.002411&sll=55.976107,-3.173617&sspn=0.002626,0.004823&oq=queen+cha,+Edinburgh&hnear=Queen+Charlotte+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973399,-3.169093&panoid=cuH2RFXCW1NRGlhzcD9IQ&cbp=12,124,71,1,-2,71
Queen Charlotte Lane	Fully setted			https://www.google.co.uk/maps?q=Queen+Charlotte+Lane,+Edinburgh&hl=en&ll=55.973322,-3.168976&spn=0.000003,0.002411&sll=55.976107,-3.173617&sspn=0.002626,0.004823&oq=queen+cha,+Edinburgh&hnear=Queen+Charlotte+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973399,-3.169093&panoid=cuH2RFXCW1NRGlhzcD9IQ&cbp=12,124,71,1,-2,71

Queen Charlotte Street	Partially settled	Queen Charlotte Street is settled between the east side of Leith Police Stn & a point just west of St John's Place. Also between Tolbooth Wynd & the west side of Constitution Street	https://www.google.co.uk/maps?q=Queen+Charlotte+street,+Edinburgh&hl=en&ll=55.973338,-3.166326&spn=0.000003,0.002411&sl=55.973399,-3.169094&sspn=0.001313,0.002411&hnear=Queen+Charlotte+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973338,-3.166326&panoid=08-hXMSKEUkE8GBe_UbIQ&cbp=12,306.67,0,2,5
Queen Street Gardens West	Fully settled		https://www.google.co.uk/maps?q=Queen+Street+Gardens+West,+Edinburgh&hl=en&ll=55.955114,-3.201646&spn=0.000006,0.004823&sl=55.973338,-3.166326&sspn=0.001313,0.002411&oo=Queen+street+garde,+Edinburgh&hnear=Queen+Street+Gardens+W,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.955212,-3.201702&panoid=ybDdVB8NMHBoEK89FJqmHLQ&cbp=12,340.11,0,-0,3
Queensferry Street Lane	Fully settled		https://www.google.com/maps?q=Queensferry+street+lane+Edinburgh,+United+Kingdom&hl=en&ll=55.950143,-3.209778&spn=0.000012,0.009645&sl=55.950345,-3.209463&sspn=0.002628,0.004823&hnear=Queensferry+St+Ln,+Edinburgh+EH2+4PF,+United+Kingdom&t=m&z=17&layer=c&cbll=55.950345,-3.209463&panoid=vtgpXNQLuEv2epDORC-MFA&cbp=12,55.89,0,-0,4
Raeburn Street	Fully settled		https://www.google.co.uk/maps?q=reaburn+street,+Edinburgh&hl=en&ll=55.959135,-3.212702&spn=0.000006,0.004823&sl=55.95029,-3.210509&sspn=0.001314,0.002411&hnear=Raeburn+St&t=m&z=18&layer=c&cbll=55.959018,-3.21268&panoid=Tm7ESA3awSf-bOBAqoytw&cbp=12,167.81,0,10,81
Ramsay Garden	Partially settled	Settled between Ramsay Lane & the courtyard of Ramsay Garden which appears to be surfaced in very small flags rather than setts.	
Ramsay Lane	Fully settled		https://www.google.co.uk/maps?q=Ramsay+Lane+Edinburgh,+City+of+Edinburgh+EH1,+United+Kingdom&hl=en&ll=55.949597,-3.196056&sspn=0.001308,0.002411&hnear=Ramsay+Ln,+Edinburgh+EH1,+United+Kingdom&t=m&z=19
Randolph Crescent	Fully settled		https://www.google.co.uk/maps?q=Randolph+Crescent,+Edinburgh&hl=en&ll=55.951831,-3.21106&spn=0.000006,0.004823&sl=55.951459,-3.210239&sspn=0.010464,0.01929&oo=Randolph+crs,+Edinburgh&hnear=Randolph+Crescent,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.951736,-3.211071&panoid=cAHZxw7hvNaig3GsFB4JIQ&cbp=12,179.57,0,16,02
Randolph Lane	Fully settled		https://www.google.co.uk/maps?q=Randolph+place,+Edinburgh&hl=en&ll=55.951858,-3.209912&spn=0.000006,0.004823&sl=55.951735,-3.211071&sspn=0.002628,0.004823&hnear=Randolph+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.952057,-3.210074&panoid=vwYZCO9Ru7LXomKF1605og&cbp=12,35.39,0,0,7
Randolph Place	Fully settled		https://www.google.co.uk/maps?q=Randolph+place,+Edinburgh&hl=en&ll=55.951858,-3.209912&spn=0.000006,0.004823&sl=55.951735,-3.211071&sspn=0.002628,0.004823&hnear=Randolph+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.952057,-3.210074&panoid=vwYZCO9Ru7LXomKF1605og&cbp=12,35.39,0,0,7
Ravelrig Wynd	Not settled - query with SG see also courtyard at Ramsay Gdn	Part of this appears to be done in something that is neither flag nor sett but somewhere in between	https://www.google.co.uk/maps?q=Ravelrig+Dr,+Balerno,+City+of+Edinburgh+EH14+7NQ,+United+Kingdom&hl=en&ll=55.888099,-3.344967&spn=0.000006,0.004823&sl=55.888027,-3.344951&sspn=0.002632,0.004823&hnear=Ravelrig+Dr,+Balerno+EH14+7NQ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.8882,-3.34503&panoid=E_xm2pd5Ji3YgswuX1fuig&cbp=12,351.11,0,4,26
Reekies Court	Fully settled	Entrance is tarmac	
Regent Terrace	Fully settled		https://www.google.co.uk/maps?q=regent+terrace&hl=en&ll=55.955495,-3.174384&spn=0.000006,0.004823&sl=55.888213,-3.345031&sspn=0.00262,0.004823&hnear=Regent+Terrace&t=m&z=18&layer=c&cbll=55.955377,-3.17467&panoid=ukjRNAGLmNP0tC-D5fveg&cbp=12,253.57,0,12
Regent Terrace Mews	Fully settled		https://www.google.com/maps?q=Carlton+Terrace+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.956078,-3.174951&spn=0.000003,0.002411&sl=37.0625,-95.677068&sspn=59.639182,79.013672&oo=carlton+terrace+lane+ed&hnear=Carlton+Terrace+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.956078,-3.174951&panoid=p0ll_Jy6hk5W_Y1yJkiOYg&cbp=12,240.4,0,7,81
Register Place	Fully settled		https://www.google.co.uk/maps?q=Register+Place,+Edinburgh&hl=en&ll=55.953839,-3.190791&spn=0.000003,0.002411&sl=55.955114,-3.175049&sspn=0.002616,0.004823&oo=register+place&hnear=Register+Pl,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.954013,-3.190874&panoid=OXUQVQoaYwO2mxSLn1mqNA&cbp=12,353.73,0,0
Reid Terrace	Fully settled		https://www.google.co.uk/maps?q=Reid+Terrace,+Edinburgh&hl=en&ll=55.961423,-3.211452&spn=0.000006,0.004823&sl=55.954013,-3.190874&sspn=0.001314,0.002411&oo=reid+terr,+Edinburgh&hnear=Reid+Terrace,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.961529,-3.211495&panoid=WxKM4cPJaNBMDVspXRV2xw&cbp=12,162.1,0,8,01
Richmond Lane	Partially settled	From Richmond Place to half way along Richmond Lane is tarmac. The other half of the road connected to Gilmour street is settled	https://www.google.co.uk/maps?q=Richmond+Lane,+Edinburgh&hl=en&ll=55.945041,-3.181813&spn=0.000003,0.002411&sl=55.898422,-3.314301&sspn=0.005263,0.009645&oo=richmond+la,+Edinburgh&hnear=Richmond+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.945019,-3.181707&panoid=PP-AFU5sbs72DMmTPWHYIA&cbp=12,197.4,0,17,26
Richmond Place	Partially settled	From West Richmond street to the junction at Hill place is settled, the spamm end of the road at Hill Place junction is tarmac.	https://www.google.co.uk/maps?q=Richmond+place,+Edinburgh&hl=en&ll=55.94613,-3.18345&spn=0.001308,0.002411&sl=55.946654,-3.18349&sspn=0.001314,0.002411&hnear=Richmond+Pl,+Edinburgh,+United+Kingdom&t=m&z=19
Richmond Terrace	Fully settled	Fully settled with block paving at both entrances from Dairy Road	https://www.google.co.uk/maps?q=Richmond+terrace,+Edinburgh&hl=en&ll=55.94459,-3.217738&spn=0.000003,0.002411&sl=55.94613,-3.18345&sspn=0.001308,0.002411&hnear=Richmond+Terrace,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94459,-3.217738&panoid=mDGyOzMuXpBmr1FXLSM5Wg&cbp=12,320.57,0,-10,21
Rego Street	Fully settled	Not sure if this is settled or block paving chk with SG	https://www.google.co.uk/maps?q=reigo+street,+Edinburgh&hl=en&ll=55.944676,-3.203003&spn=0.000006,0.004823&sl=55.94459,-3.217738&sspn=0.001314,0.002411&hnear=Riego+St&t=m&z=18&layer=c&cbll=55.944893,-3.203631&panoid=d4wOaDH3KvmOfi88YNY-kA&cbp=12,145.07,0,26,54

Rintoul Place	Fully setted	Fully setted with tarmac strip at the entrance.	 https://www.google.com/maps?q=Rintoul+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.961114,-3.209922&spn=0.000006,0.004823&sl=37.0625,-182.79.013672&oq=rentioul+place+ed+hnear=Colville+Pl,+Edinburgh+EH3+5JF,+United+Kingdom&t=m&z=18&layer=c&cbll=55.961114,-3.209922&panoid=dT14F2l-23shqkFDZHkFA&cbp=12,330.04,0,7.01
Robertson's Close	Fully setted	Fully setted with tarmac strip at Cowgate end	https://www.google.co.uk/maps?q=Robertson's+Close,+Edinburgh&hl=en&ll=55.948761,-3.186478&spn=0.000003,0.002411&sl=55.961023,-3.210357&sspn=0.010462,0.01929&oq=robertson+close&hnear=Robertson's+Close,+Edinburgh,+Old+Town+EH1+1LY,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948845,-3.186192&panoid=AYhYBDLhtgoxWISN23p1w&cbp=12,147.31,,1,6.07
Robertson's Court	Unknown	Entrance is tarmac but can't see beyond that on Googlemaps	https://www.google.com/maps?q=Robertson's+Close,+Edinburgh,+United+Kingdom&hl=en&ll=55.948845,-3.186192&spn=0.000006,0.004823&sl=55.961171,-3.210266&sspn=0.002615,0.004823&oq=Robertson+Edinburgh,+United+Kingdom&hnear=Robertson's+Close,+Edinburgh,+Old+Town+EH1+1LY,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948845,-3.186192&panoid=AYhYBDLhtgoxWISN23p1w&cbp=12,151.07,,0,2.4
Rose Street North Lane	Fully setted		https://www.google.com/maps?q=Rose+Street+North+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.952603,-3.19888&spn=0.000003,0.002411&sl=37.0625,-95.677068&sspn=59.639182,79.013672&oq=rose+street+north+&hnear=Rose+St+N+Ln,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.952516,-3.198757&panoid=nKINQnAvslrGaxL7rYFuW&cbp=12,337.6,,0,29.83
Rose Street South Lane	Partially setted	Approx half of Rose St Sth Lane between Sth Charlotte St & Castle St is setted. The rest of this section & all of the rest of the road is tarmac	https://www.google.com/maps?q=Rose+Street+south+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.951431,-3.203735&spn=0.000003,0.002411&sl=55.952516,-3.198757&sspn=0.001314,0.002411&hnear=Rose+St+S+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.951516,-3.203792&panoid=IX_2jwNj32N50PUB_YIQnA&cbp=12,345.05,,0,40.19
Rosebery Crescent Lane	Fully setted		https://www.google.com/maps?q=rosebury+crest+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.946535,-3.218737&spn=0.000006,0.004823&sl=55.951516,-3.203791&sspn=0.001314,0.002411&hnear=Rosebery+Crescent+Ln,+Edinburgh+EH12+5JR,+United+Kingdom&t=m&z=18&layer=c&cbll=55.946555,-3.218581&panoid=W1Q6Hr6jvBHivC-bH0nHHQ&cbp=12,81.14,,0,2.55
Roseburn Cliff	Partially setted	Setted section at entrance where road meets Roseburn Terrace	https://www.google.com/maps?q=roseburn+cliff,+Edinburgh,+United+Kingdom&hl=en&ll=55.946208,-3.233939&spn=0.000006,0.004823&sl=55.946556,-3.218581&sspn=0.002628,0.004823&hnear=Roseburn+Cliff,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.946345,-3.233738&panoid=ONwN00KpqlqkyDyyXYjQ7A&cbp=12,211.84,,0,-3.7
Rothsay Mews	Partially setted	The first part of the road (coming off the main road) is tarmac but the rest is setted.	https://www.google.com/maps?q=Rothsay+Mews,+Edinburgh,+United+Kingdom&hl=en&ll=55.95078,-3.219262&spn=0.000006,0.004823&sl=55.946346,-3.233736&sspn=0.002628,0.004823&oq=rothesay+m&hnear=Rothsay+Mews,+Edinburgh+EH3+7SG,+United+Kingdom&t=m&z=18&layer=c&cbll=55.950919,-3.219063&panoid=SMVRmwhfAk81nuu3KKFmQ&cbp=12,220.52,,0,-11.93
Roxburgh Place	Fully setted		https://www.google.com/maps?q=Roxburgh+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.947319,-3.18427&spn=0.000006,0.004823&sl=55.950176,-3.219498&sspn=0.002628,0.004823&oq=roxburgh+place&hnear=Roxburgh+Pl,+Edinburgh,+Midlothian+EH8+9SU,+United+Kingdom&t=m&z=18&layer=c&cbll=55.947566,-3.184563&panoid=y1JU38RWDSpMxY1SvPttOg&cbp=12,320.85,,0,14.77
Roxburgh Street	Fully setted		https://www.google.com/maps?q=Roxburgh+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947392,-3.183098&spn=0.000003,0.002411&sl=55.947566,-3.184565&sspn=0.002628,0.004823&hnear=Roxburgh+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.947279,-3.182995&panoid=icngJSxQTrgBW5dCks9zEA&cbp=12,344.06,,0,14.02
Royal Circus	Fully setted		https://www.google.com/maps?q=Royal+Circus,+Edinburgh,+United+Kingdom&hl=en&ll=55.956696,-3.205326&spn=0.000006,0.004823&sl=55.947279,-3.182996&sspn=0.001314,0.002411&oq=royal+circus&hnear=Royal+Circus,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956806,-3.205416&panoid=s8g-MH6ct4vV2-r0w1Aqdp&cbp=12,5.74,,0,21.23
Royal Crescent	Fully setted		https://www.google.com/maps?q=Royal+Crescent,+Edinburgh,+United+Kingdom&hl=en&ll=55.959973,-3.196099&spn=0.000006,0.004823&sl=55.956807,-3.205417&sspn=0.002628,0.004823&hnear=Royal+Crescent,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.960049,-3.195984&panoid=cshKGstn-87-CUQYakSiw&cbp=12,40.94,,1,2.01
Royal Terrace	Fully setted		https://www.google.com/maps?q=Royal+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.956864,-3.173622&spn=0.000012,0.009645&sl=55.960048,-3.195986&sspn=0.002627,0.004823&t=m&z=17&layer=c&cbll=55.956823,-3.174238&panoid=Z6GSJu1PU1LhSBMOC1HUTw&cbp=12,286.91,,0,29.13
Royston Terrace	Partially setted	Setted apart from junction with Inverleith Row which is tarmac	https://maps.google.co.uk/maps?q=Royston+terrace,+Edinburgh&hl=en&ll=55.970811,-3.20694&spn=0.000006,0.004823&sl=55.977016,-3.235162&sspn=0.001313,0.002411&hnear=Royston+Terrace,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.970723,-3.207035&panoid=FZfCVGLwrt-egUeglibx_GO&cbp=12,210.24,,0,7.31
Rutland Street	Partially setted	It is setted from the junction off Lothian road down to where The One Below bar is , there after is tarmac - all the way to Rutland square	https://maps.google.co.uk/maps?q=rutland+street,+Edinburgh&hl=en&ll=55.949236,-3.208104&spn=0.001308,0.002411&sl=55.948969,-3.208724&sspn=0.001314,0.002411&hnear=Rutland+St,+Edinburgh,+United+Kingdom&t=m&z=19
Salamander Place	Fully setted	Fully setted except for tarmac sections at both ends	https://www.google.com/maps?q=Salamander+Place,+Edinburgh&hl=en&ll=55.974083,-3.161375&spn=0.000006,0.004823&sl=55.949236,-3.161375&sspn=0.002628,0.004823&oq=salamander+pla+Edinburgh&hnear=Salamander+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.973959,-3.161467&panoid=bKHqD1jGWVly84jI9QptRw&cbp=12,188.7,,0,10.51

Sandford Gardens	Partially setted	Strip of setts at junction with Brighton Place. Rest of road is tarmac	https://maps.google.co.uk/maps?q=sandford+gardens,+Edinburgh&hl=en&ll=55.951837,-3.115869&spn=0.000006,0.004823&ll=55.97396,-3.161466&sspn=0.002627,0.004823&hnear=Sandford+Gardens,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.951757,-3.115721&panoid=QlyxT6ZkC-vjZ57id2sbA&cbp=12,131.12,0,11.41
Sandport Place	Partially setted	Fully setted, apart from the bridge, the bridge is tarmac.	https://maps.google.co.uk/maps?q=sandport+place,+Edinburgh&hl=en&ll=55.975278,-3.172125&spn=0.000006,0.004823&ll=55.951756,-3.115718&sspn=0.002628,0.004823&hnear=Sandport+Pl,+Edinburgh+EH6+6EU,+United+Kingdom&t=m&z=18&layer=c&cbll=55.975081,-3.171897&panoid=AaFAPxTE2gPHEbVjgDMDQ&cbp=12,330.02,0,29.63
Scotland Street	Fully setted		https://maps.google.co.uk/maps?q=scotland+street,+Edinburgh&hl=en&ll=55.960048,-3.191636&spn=0.010462,0.01929&ll=55.960042,-3.195096&sspn=0.002627,0.004823&hnear=Scotland+St,+Edinburgh,+United+Kingdom&t=m&z=16
Seaport Street	Fully setted		https://maps.google.co.uk/maps?q=Seaport+Street,+Edinburgh&hl=en&ll=55.975634,-3.16804&spn=0.000003,0.002411&ll=55.960048,-3.191636&sspn=0.010462,0.01929&og=seaport+st,+Edinburgh&hnear=Seaport+St,+Edinburgh+EH6+6SJ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.975538,-3.168184&panoid=GdJu_8I_5VBdMGcCVItr4A&cbp=12,53.04,0,6.41
Shaftesbury Park	Partially setted	Road is tarmac-ed but speed tables are red setts	https://maps.google.co.uk/maps?q=Shaftesbury+Park,+Edinburgh&hl=en&ll=55.932927,-3.229685&spn=0.000006,0.004823&ll=55.975538,-3.168185&sspn=0.001313,0.002411&og=shaft,+Edinburgh&hnear=Shaftesbury+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.932927,-3.229685&panoid=9fpOrBfmyflq7Sh1oE5jyw&cbp=12,222.63,0,17.66
Shaw's Place	Partially setted	Narrow setted strip at junction with Spey Terrace. Rest of road is tarmac	
Shaw's Terrace	Partially setted	Right hand side of the road (pavement by what i can see) is setted. There is also a setted strip at the junction with Spey Terrace. The rest is tarmac.	_____
Shore	Partially setted	The whole road of the Shore is setted apart from a small section at the crossroads at Bernard St.	https://www.google.com/maps?q=Shore,+Leith,+Edinburgh,+United+Kingdom&hl=en&ll=55.977619,-3.169218&spn=0.000006,0.004823&ll=55.046491,-2.781444&sspn=5.483938,9.876709&og=shore+ed&hq=Shore.&hnear=Leith,+City+of+Edinburgh,+United+Kingdom&t=m&ll=55.974594,-3.17176&fspd=0.002614,0.004823&z=18&layer=c&cbll=55.977749,-3.169204&panoid=EvaM-9Wkleg9SdzngNxA&cbp=12,192.45,0,15.82
Shore Place	Fully setted		https://www.google.com/maps?q=Shore+place,+Leith,+Edinburgh,+United+Kingdom&hl=en&ll=55.975099,-3.170848&spn=0.000003,0.002411&ll=55.977748,-3.169202&sspn=0.002626,0.004823&hnear=Shore+Pl,+Edinburgh+EH6+6SW,+United+Kingdom&t=m&z=19&layer=c&cbll=55.97521,-3.170863&panoid=TNKJUwYvxxZmuNPXa-9A&cbp=12,161.88,0,-5.21
Simon Square	Fully setted		
Smithfield Street	Fully setted		 https://maps.google.com/maps?q=smithfield+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.937225,-3.235077&spn=0.000012,0.009645&ll=55.94457,-3.14,0.002411&hnear=Smithfield+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.937311,-3.14&panoid=SPfsSC8Bk91rdxFXQpA&cbp=12,351.02,0,12.11
South College Street	Fully setted		https://maps.google.com/maps?q=south+college+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947139,-3.16,0.004823&ll=55.937309,-3.235356&sspn=0.005258,0.009645&hnear=S+College+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.94705,-3.186877&panoid=YEMtU-tgJ-3SjWoDF8o6aA&cbp=12,256.41,0,-6.41
South East Circus Place	Fully setted		https://www.google.com/maps?q=South+East+Circus+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.956967,-3.20348&spn=0.000006,0.004823&ll=55.947049,-3.186877&sspn=0.002628,0.004823&og=south+east+circus+st,+Edinburgh,+United+Kingdom&hnear=SE+Circus+Pl,+Edinburgh+EH3+6TJ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956904,-3.203012&panoid=hYYVhcxx7rkCdpqFwJlOw&cbp=12,90.72,0,0
South Fort Street	Fully setted		https://www.google.com/maps?q=South+Fort+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974501,-3.183417&spn=0.000012,0.009645&ll=55.956904,-3.203014&sspn=0.002628,0.004823&og=south+fort+st,+Edinburgh,+United+Kingdom&hnear=S+Fort+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974582,-3.183488&panoid=JvWn5Vkh9_VxYCPQubgPHA&cbp=12,152.72,0,12.71
South Gayfield Lane	Fully setted		
South Gray's Close	Fully setted		 https://maps.google.com/maps?q=South+grays+close,+Edinburgh,+United+Kingdom&hl=en&ll=55.949228,-3.18,0.002411&ll=55.958675,-3.18,0.004823&hnear=S+Gray's+Close,+Edinburgh+EH8+9EX,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949379,-3.18&panoid=Dda6_4oSOQC7RqyXg&cbp=12,352.96,0,29.23
South Learmouth Avenue	Partially setted	The road from South Learmouth Gardens up to Learmouth Terrace is tarmac. Rest is setted apart from narrow tarmac strip at junction with Queensferry Rd.	https://www.google.com/maps?q=South+learmouth+avenue,+Edinburgh,+United+Kingdom&hl=en&ll=55.956255,-3.220958&spn=0.000006,0.004823&ll=55.949379,-3.184842&sspn=0.001314,0.002411&hnear=S+Learmouth+Ave&t=m&z=18&layer=c&cbll=55.956013,-3.220837&panoid=D2ZjHzdW1UegI_tylUJKyw&cbp=12,164.62,0,4.31
South Learmouth Gardens	Partially setted	From Comely Bank Ave westwards to 24 South Learmouth Gardens is setted, and from 24 South Learmouth Gardens to the end of the road is tarmac.	https://www.google.com/maps?q=South+learmouth+gardens,+Edinburgh,+United+Kingdom&hl=en&ll=55.956312,-3.219874&spn=0.000012,0.009645&ll=55.956012,-3.22084&sspn=0.002628,0.004823&hnear=S+Learmouth+Gardens,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.956305,-3.220041&panoid=9n4i-bBK6DcBX-HNFbHJrw&cbp=12,272.35,0,28.38
South Oxford Street	Fully setted	Tarmac strip at junction with East Preston Street. Rest of road is fully setted	https://www.google.com/maps?q=South+Oxford+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.939079,-3.176733&spn=0.000006,0.004823&ll=37.0625,-95.677068&sspn=59.639182,79.013672&og=south+oxford+street+ed&hnear=S+Oxford+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.939156,-3.176809&panoid=OUGp6S3LhYMTID-2TP5Y0g&cbp=12,333.28,0,1.9
Spey Street	Fully setted	Tarmac strip at junction with Pilrig Street. Rest of road is fully setted	

Spey Street Lane	Fully setted		 https://www.google.com/maps?q=Spey+Street+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.963846,-3.206004823&spn=0.000006,0.004823&sl=55.939157,-3.209004823&sq=Spey+Street,+Edinburgh,+United+Kingdom&hnear=Spey+St+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.939157,-3.209004823&panoid=YXUpzh_WFXezZsvi4ZHIQ&cbp=12,315.01,1,4,4
Spier's Place	Fully setted		 https://www.google.com/maps?q=Spier's+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.972853,-3.173016&spn=0.000006,0.004823&sl=55.963999,-3.173016&spn=0.002627,0.004823&sq=Spier,+Edinburgh,+United+Kingdom&hnear=Spier's+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.972903,-3.172671&panoid=M7sz_byI9yviFUBIRk4wA&cbp=12,78.87,0,0
Spittal Street Lane	Partially setted	Strip of tarmac to the left of the road , rest of the street is setted.	
Spottiswoode Road	Fully setted	Fully setted except where it intersects with Spottiswoode Street which is tarmac	https://www.google.com/maps?q=spottiswoode+road+Edinburgh,+United+Kingdom&hl=en&ll=55.936204,-3.198164&spn=0.000006,0.004823&sl=55.94583,-3.204756&sspn=0.001314,0.002411&hnear=Spottiswoode+Rd,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.936214,-3.197633&panoid=yohFnz8ZQ1hW5ELp6VIxg&cbp=12,123.3,0,0,2
Springfield Crescent	Partially setted	Narrow setted strip o/s No.s 28-29. Rest of road is tarmac	https://www.google.com/maps?q=Springfield+crescent+Edinburgh,+United+Kingdom&hl=en&ll=55.990094,-3.414184&spn=0.000012,0.009645&sl=55.936213,-3.197633&sspn=0.002629,0.004823&hnear=Springfield+Crescent,+South+Queensferry+EH30+9SB,+United+Kingdom&t=m&z=17&layer=c&cbll=55.990111,-3.41402&panoid=kz5C8QUpSxGPaoQECwrSw&cbp=12,107.44,0,20,99
Springwell Place	Partially setted	Fully setted except for block paving section at junction with Dalry Road	https://www.google.com/maps?q=Springwell+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.942369,-3.224337&spn=0.000012,0.009645&sl=55.990112,-3.414023&sspn=0.005251,0.009645&sq=Springwell+Pl,+United+Kingdom&hnear=Springwell+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.942704,-3.225063&panoid=aoC5yIN-R1woLDCapapIlg&cbp=12,141.83,0,0,3
Spylaw Park	Partially setted	Narrow setted strips at junctions with Pentland Rd & Spylaw Ave. Also 3-sett wide channels on each side of road.	https://www.google.com/maps?q=Spylaw+park,+Edinburgh,+United+Kingdom&hl=en&ll=55.90808,-3.267372&spn=0.000006,0.004823&sl=55.942705,-3.225067&sspn=0.005257,0.009645&hnear=Spylaw+Park&t=m&z=18&layer=c&cbll=55.90808,-3.267372&panoid=sN4XtTTPerlePxbQmZ4AVg&cbp=12,282.29,0,17,06
St Bernard's Crescent	Fully setted		 https://www.google.com/maps?q=St.+Bernard's+Crescent,+Edinburgh,+United+Kingdom&hl=en&ll=55.957378,-3.204823&sl=55.90808,-3.204823&sq=St+bernard+Edinburgh,+United+Kingdom&hnear=St+Bernard's+Crescent,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957378,-3.213117&panoid=x3Uy9K-6nWCIE2wGISvA&cbp=12,259.61,0,4,3
St Bernard's Row	Fully setted		 https://www.google.com/maps?q=St.+Bernard's+Row,+Edinburgh,+United+Kingdom&hl=en&ll=55.960063,-3.210557&spn=0.000006,0.004823&sl=55.957379,-3.213115&sspn=0.002628,0.004823&hnear=St+Bernard's+Row,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.959775,-3.210557&panoid=doERPAOn3wR_vUPmi78UA&cbp=12,154.43,0,23,23
St Colme Street	Partially setted	Tarmac at either end. Setted from a point level with the door of No.1 to a point level with the door of No.10	https://www.google.com/maps?q=St.+Colme+St,+Edinburgh,+United+Kingdom&hl=en&ll=55.953242,-3.208087&spn=0.000006,0.004823&sl=55.959774,-3.210556&sspn=0.002628,0.004823&sq=St.+Colme,+Edinburgh,+United+Kingdom&hnear=St+Colme+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.953242,-3.208087&panoid=13oWwgyt23bknCKX5twJrw&cbp=12,283.98,0,-3,4
St David's Place	Partially setted	Setted except for junction with Morrison Street	https://www.google.com/maps?q=St.+David's+Pl,+Edinburgh,+United+Kingdom&hl=en&ll=55.946133,-3.212256&spn=0.000003,0.002411&sl=55.953242,-3.208087&sspn=0.002628,0.004823&sq=St+Da,+Edinburgh,+United+Kingdom&hnear=St+David's+Pl,+Edinburgh,+EH3+8AQ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94613,-3.212141&panoid=jxSAMx3SLorF-S3libatA&cbp=12,179.73,2,2,23
St David's Terrace	Partially setted	Setted except for junction with Morrison Street	https://www.google.com/maps?q=St.+David's+Terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.946119,-3.211809&spn=0.000003,0.002411&sl=55.945832,-3.204563&sspn=0.001314,0.002411&sq=St+Da,+Edinburgh,+United+Kingdom&hnear=St+David's+Terrace,+Edinburgh,+EH3+8AJ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.946119,-3.211809&panoid=OVPCvMaBbAmYqNoafAgg&cbp=12,180.39,0,1,7
St Giles Street	Fully setted	Fully setted except for junction with Bank Street	https://www.google.com/maps?q=St.+giles+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.949949,-3.192121&spn=0.000003,0.002411&sl=55.946139,-3.212465&sspn=0.001314,0.002411&hnear=St+Giles'+St&t=m&z=19&layer=c&cbll=55.949845,-3.192069&panoid=PEjt241vHrkKY6METorRIA&cbp=12,161.88,0,2,4
St Margaret's Place	Partially setted	Setted at junction with Thirstane Rd. Asphalt & block paving thereafter.	https://www.google.co.uk/maps?q=St.+Margaret's+Pl,+Edinburgh&hl=en&ll=55.935341,-3.19862&spn=0.000006,0.004823&sl=55.942735,-3.17933&sspn=0.005257,0.009645&sq=St+Marga+edinburgh&hnear=St+Margaret's+Pl,+Edinburgh,+EH9+1AY,+United+Kingdom&t=m&z=18&layer=c&cbll=55.935082,-3.198597&panoid=TG-H7yUjZPI8NzfZy5v4Ng&cbp=12,191.93,0,7,71
St Mary's Place Lane	Partially setted	Narrow setted strips where lane meets St Mary's Place on both sides of St Mary's Pl.	https://www.google.co.uk/maps?q=St.+mary's+Pl+lane,+Edinburgh&hl=en&ll=55.949749,-3.104405&spn=0.000006,0.004823&sl=55.950065,-3.104083&sspn=0.002628,0.004823&hnear=St+Mary's+Pl+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949788,-3.104553&panoid=zuB98gqJ1ODJHg2W6AIYg&cbp=12,307.89,0,39,33
St Mary's Street	Partially setted	It is setted up the whole street although on the side the cards drive down is a strip of tarmac.	https://www.google.co.uk/maps?q=St.+mary's+street,+Edinburgh&hl=en&ll=55.950098,-3.183836&spn=0.000006,0.004823&sl=55.949789,-3.104555&sspn=0.002628,0.004823&hnear=St+Mary's+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.950206,-3.183909&panoid=7mhOK6DIY5r9N6kaeTpTIQ&cbp=12,2,23,0,0,4
St Ninian's Row	Partially setted	Road setted except for junction with Calton Rd which is tarmac	https://www.google.co.uk/maps?q=St.+Ninian's+Row,+Edinburgh&hl=en&ll=55.954073,-3.187287&spn=0.000003,0.002411&sl=55.950206,-3.183911&sspn=0.002628,0.004823&sq=St.+ni,+Edinburgh&hnear=St+Ninian'+Row,+Edinburgh,+EH1+3AT,+United+Kingdom&t=m&z=19&layer=c&cbll=55.954073,-3.187287&panoid=SNTNoMdzpToIrgM5mvqzkw&cbp=12,31.02,0,10,71

St Patrick Square	Fully setted	Fully setted except for that part of St Patrick Square that is also part of the A7 which is tarmac. (Tarmac section is Cway Type1 with New bus use 1.8)	https://www.google.co.uk/maps?q=st+patrick+square,+Edinburgh&hl=en&ll=55.94329,-3.18371&spn=0.000003,0.002411&sll=55.954073,-3.187287&sspn=0.001314,0.002411&hnear=St+Patrick+Square,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94335,-3.183758&panoid=XkRReY2UE neQeG-h7MfOQ&cbp=12,30.55,0,23.94
St Stephen Street	Partially setted	It is tarmac from Kerr's street up to Clearance street , from Clarence street to Vincent Street is setted.	https://www.google.co.uk/maps?q=st+stephen+st,+Edinburgh&hl=en&ll=55.958132,-3.206098&spn=0.002616,0.004823&sll=55.957855,-3.203174&sspn=0.002628,0.004823&hnear=St+Stephen+St,+Edinburgh+EH3+5AQ,+United+Kingdom&t=m&z=18
St Vincent Street	Fully setted		https://www.google.co.uk/maps?q=st+vincent+st,+Edinburgh&hl=en&ll=55.958099,-3.203287&spn=0.000006,0.004823&sll=55.958132,-3.206098&sspn=0.002616,0.004823&hnear=St+Vincent+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957856,-3.203175&panoid=BApBSH_U4s49OeSPmXP1hA&cbp=12,181.97,0,12.81
Stafford Street Lane	Partially setted	Entrance before arch is setted. Underneath the bridge is not setted and is tarmac. The 1st half after the entrance is setted and the 2nd half is tarmac.	
Stanhope Street	Fully setted		https://www.google.co.uk/maps?q=stanhope+street,+Edinburgh&hl=en&ll=55.945407,-3.227462&spn=0.000003,0.002411&sll=55.950266,-3.211307&sspn=0.001308,0.002411&hnear=Stanhope+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.945292,-3.227451&panoid=eoUJfKGPaf kAFEjScZw&cbp=12,243.78,0,12.33
Stanwell Street	Partially setted	Street setted except for tarmac section at Bonnington Road end. The branch north-east is tarmac.	https://www.google.co.uk/maps?q=stanwell+street,+Edinburgh&hl=en&ll=55.97069,-3.17923&spn=0.000003,0.002411&sll=55.955906,-3.16433&sspn=0.001314,0.002411&hnear=Stanwell+St,+Edinburgh+EH6+5NG,+United+Kingdom&t=m&z=19&layer=c&cbll=55.970588,-3.179067&panoid=L2B-SnS6zX6C16ayNlhkgw&cbp=12,81.54,0,2.2
Steel's Place	Fully setted	Street setted except for tarmac section at Morningside Road end.	https://www.google.co.uk/maps?q=steels+place,+Edinburgh&hl=en&ll=55.928319,-3.209204&spn=0.000003,0.002411&sll=55.928589,-3.209338&sspn=0.01047,0.01929&hnear=Steel's+Pl,+Edinburgh+EH10+4QR,+United+Kingdom&t=m&z=19&layer=c&cbll=55.928339,-3.209014&panoid=CuTAnK4WBM_9gHXSL9aGA&cbp=12,63.91,0,0
Stevenlaw's Close	Fully setted		https://www.google.co.uk/maps?q=stevenlaws+close+Edinburgh&hl=en&ll=55.948673,-3.187937&spn=0.000003,0.002411&sll=55.92834,-3.209014&sspn=0.001315,0.002411&hnear=Stevenlaw's+Close,+Hjgh+St,+Edinburgh+EH1+1QT,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948847,-3.188005&panoid=s0AlgC6RNwwjCOLnx3t7Zw&cbp=12,8.35,0,8.41
Suffolk Road Lane	Fully setted	It is fully setted apart from a line of tarmac down the middle which appears to be drainage. And also a narrow tarmac strip at the Wilton Rd end	https://www.google.co.uk/maps?q=suffolk+road+lane+Edinburgh&hl=en&ll=55.927838,-3.169282&spn=0.000006,0.004823&sll=55.948847,-3.188004&sspn=0.001314,0.002411&hnear=Suffolk+Rd+Ln,+Edinburgh+EH16,+United+Kingdom&t=m&z=18&layer=c&cbll=55.927685,-3.169131&panoid=Cl2UC31af73RRZPCLNDdxA&cbp=12,127.19,0,8.08
Sugarhouse Close	Fully setted	Can't see beyond entrance which is setted	
Summerbank	Fully setted		https://www.google.co.uk/maps?q=summerbank+Edinburgh&hl=en&ll=55.960879,-3.195106&spn=0.000006,0.004823&sll=55.950015,-3.178723&sspn=0.001314,0.002411&hnear=Summer+Bank,+Edinburgh+EH3+6NQ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.961089,-3.195218&panoid=a36C7rz4KJE64tOC7lh_Q&cbp=12,348.34,0,16.58
Sunbury Mews	Fully setted		 https://www.google.co.uk/maps?q=sunbury+mews+Edinburgh&hl=en&ll=55.951645,-3.220437&spn=0.000006,0.004823&sll=55.96109,-3.220437&sspn=0.001314,0.002411&hnear=Sunbury+Mews,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.96109,-3.220437&panoid=j-S-4DqApCEri39fOhwk-w&cbp=12,237.88,0,3.2
Sunbury Street	Fully setted		 https://www.google.co.uk/maps?q=sunbury+street,+Edinburgh&hl=en&ll=55.951457,-3.219791&spn=0.000003,0.002411&sll=55.951723,-3.219791&sspn=0.001314,0.002411&hnear=Sunbury+Str,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.951457,-3.219791&panoid=7MTWjZRpyGvDAdvshj5g&cbp=12,355.26,0,23.43
Teviotdale Place	Fully setted		https://www.google.co.uk/maps?q=teviotdale+place,+Edinburgh&hl=en&ll=55.961725,-3.208233&spn=0.000003,0.002411&sll=55.941208,-3.205339&sspn=0.167472,0.308647&oq=teviotdale+pl&hnear=Teviotdale+Pl,+Edinburgh+EH3+5HZ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.961831,-3.208259&panoid=F39bv1kAikPcku3RvIBQGG&cbp=12,351.78,0,1.5
The Paddockholm	Strip down middle	Around the winding roads of the Paddockholm all the roads are tarmac, although when the road has a turn in it (left or right) there is a setted strip.	https://www.google.co.uk/maps?q=the+paddockholm,+Edinburgh&hl=en&ll=55.941564,-3.279242&spn=0.000006,0.004823&sll=55.961831,-3.20826&sspn=0.001314,0.002411&hnear=The+Paddockholm,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.941625,-3.278832&panoid=vb_jm27E1iUraMT4OyFrBA&cbp=12,71.48,0,24.93
The Quilts	Partially setted	The road is tarmac all the way around, although to the left & right of the road near the Bangor Road end there are setted areas. Later on there is block paving.	https://www.google.co.uk/maps?q=the+quilts,+Edinburgh&hl=en&ll=55.972724,-3.178552&spn=0.002615,0.004823&sll=55.973639,-3.179646&sspn=0.002627,0.004823&hnear=The+Quilts,+Edinburgh,+United+Kingdom&t=m&z=18
Thirlestane Lane	Fully setted	Tarmac section at junction with Marchmont Road. Lane is all setted thereafter.	https://www.google.co.uk/maps?q=thirlestane+lane,+Edinburgh&hl=en&ll=55.934957,-3.194042&spn=0.000012,0.009645&sll=55.972724,-3.178552&sspn=0.002615,0.004823&oq=thirle+Edinburgh&hnear=Thirlestane+Ln,+Edinburgh+EH9+1AJ,+United+Kingdom&t=m&z=17&layer=c&cbll=55.934957,-3.194042&panoid=D4cyHwV6t-mO2Y2Ez3lA&cbp=12,279.53,0,0
Thirlestane Road	Partially setted	Tarmac section at junction with Marchmont Road. Road is setted thereafter to Whitehouse Loan	https://www.google.co.uk/maps?q=thirlestane+road,+Edinburgh&hl=en&ll=55.935443,-3.195326&spn=0.000006,0.004823&sll=55.934957,-3.194042&sspn=0.005258,0.009645&hnear=Thirlestane+Rd,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.935443,-3.195326&panoid=GdGfZ-0ZlkimSGPmFa-Xjg&cbp=12,87.89,0,0
Thistle Street	Fully setted		https://www.google.co.uk/maps?q=thistle+street,+Edinburgh&hl=en&ll=55.954189,-3.198034&spn=0.000006,0.004823&sll=55.935443,-3.195326&sspn=0.002629,0.004823&oq=thistle+st,+Edinburgh&hnear=Thistle+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.954189,-3.198034&panoid=jfYdQlAXsn2uQgVtjkoGg&cbp=12,63.96,0,-0.1
Thistle Street North East Lane	Fully setted		 https://www.google.co.uk/maps?q=thistle+street+north+east+lane,+Edinburgh&hl=en&ll=55.954831,-3.19519&spn=0.000003,0.002411&sll=55.954318,-3.19519&sspn=0.002629,0.004823&oq=thistle+st+ne+Ln,+Edinburgh,+Midlothian+EH2+1DA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.954768,-3.19519&panoid=M2ADYcA&cbp=12,144.17,0,27.63
Thistle Street North West Lane	Fully setted		https://www.google.co.uk/maps?q=thistle+street+north+west+lane,+Edinburgh&hl=en&ll=55.954276,-3.198797&spn=0.000006,0.004823&sll=55.954537,-3.195021&sspn=0.002628,0.004823&hnear=Thistle+St+NW+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.954311,-3.19848&panoid=Bg1DWNw6f4b0okIH834mUp&cbp=12,154.54,0,19.02

Thistle Street South East Lane	Partially settled	The straight road running west - east is tarmac, although both parts of the road connecting to Thistle street are settled.	https://www.google.co.uk/maps?q=Thistle+Street+South+east+Lane,+Edinburgh&hl=en&ll=55.954318,-3.198481&spn=0.002616,0.004823&sll=55.954178,-3.19686&sspn=0.010463,0.01929&hnear=Thistle+St+SE+Ln,+Edinburgh+EH2,+United+Kingdom&t=m&z=18
Thistle Street South West Lane	Fully settled		https://www.google.co.uk/maps?q=Thistle+Street+South+West+Lane,+Edinburgh&hl=en&ll=55.95361,-3.20024&spn=0.001308,0.002411&sll=55.953717,-3.20068&sspn=0.002628,0.004823&oq=Thistle+Street+south+west,+Edinburgh&hnear=Thistle+St+SW+Ln,+Edinburgh+EH2+1EW,+United+Kingdom&t=m&z=19
Thorn tree Street	Fully settled	Fully settled except for narrow tarmac section at junction with Easter Road	https://www.google.co.uk/maps?q=thorn+tree+street,+Edinburgh&hl=en&ll=55.967345,-3.169564&spn=0.000006,0.004823&sll=55.954768,-3.195152&sspn=0.001314,0.002411&hnear=Thorn+tree+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.967345,-3.169564&panoid=1067zq1OZIN8Ep52mD3bNQ&cbp=12,125.01,0,0
Thornybauk	Partially settled	Section off south side of Fountainbridge at junction with Semple St is settled. The section also known as Lochrin Terr is tarmac.	https://www.google.co.uk/maps?q=thorn+ybauk,+Edinburgh&hl=en&ll=55.943138,-3.20465&spn=0.000006,0.004823&sll=55.967345,-3.169564&sspn=0.002627,0.004823&hnear=Thorn+ybauk,+Edinburgh+EH3+9PX,+United+Kingdom&t=m&z=18&layer=c&cbll=55.943127,-3.204022&panoid=sG1VWVWjVjEdu95ZewvPQ&cbp=12,284.63,0,5.91
Timber Bush	Partially settled	Majority of c/way is setts. Parking bays & parking courtyards are a mixture of tarmac & block paving. Newer areas are tarmac.	https://www.google.co.uk/maps?q=timber+bush,+Edinburgh&hl=en&ll=55.976486,-3.167376&spn=0.000003,0.002411&sll=55.943126,-3.204022&sspn=0.002629,0.004823&hnear=Timber+Bush,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.976486,-3.167376&panoid=ZzanZYfWh7RmdGj31whc2p&cbp=12,36.89,0,3.9
Tolbooth Wynd	Partially settled	From the Shore to the first left turning (Shore place) is tarmac, from the junction at Shore place to the end of Tolbooth Wynd is settled with 1 tarmac patch.	https://www.google.com/maps?q=Tolbooth+Wynd,+Edinburgh,+United+Kingdom&hl=en&ll=55.974825,-3.170918&spn=0.002614,0.004823&sll=55.974603,-3.171369&sspn=0.005253,0.009645&oq=tolbooth+&hnear=Tolbooth+Wynd,+Edinburgh+EH6+6DW,+United+Kingdom&t=m&z=18
Torphichen Place Lane	Partially settled	Fully settled except for tarmac strip at junction with Torphichen Place	https://www.google.com/maps?q=Torphichen+Place+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.946127,-3.213984&spn=0.002616,0.004823&sll=55.974825,-3.170918&sspn=0.002614,0.004823&hnear=Torphichen+Pl+Ln,+Edinburgh+EH3+8DU,+United+Kingdom&t=m&z=18
Tower Street	Partially settled	Tower Street off the south-east side of Constitution street (dead end side) is tarmac. The section of Tower Street running north off Constitution St to junction at the Shore is settled.	https://www.google.com/maps?q=Tower+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.97666,-3.165583&spn=0.000003,0.002411&sll=55.946127,-3.213984&sspn=0.002616,0.004823&oq=tower+s,+Edinburgh,+United+Kingdom&hnear=Tower+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.97666,-3.165583&panoid=k_TSF8js71-M_jMuV4-ssw&cbp=12,310.46,0,14.92
Trafalgar Street	Partially settled	It is fully settled apart from a tarmac strip before the junction onto ferry road.	https://www.google.com/maps?q=Trafalgar+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974336,-3.185917&spn=0.000006,0.004823&sll=55.977016,-3.167603&sspn=0.002614,0.004823&oq=traf+Street,+Edinburgh,+United+Kingdom&hnear=Trafalgar+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.974216,-3.185852&panoid=HipVdbNH8Y6ZK_S0TWow1g&cbp=12,184.54,0,8.81
Trinity Road	Partially settled	The Road is mostly tarmac, although there is a small section that is settled (between Trinity Crescent & No.129 Trinity Rd)	https://www.google.com/maps?q=trinity+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.978307,-3.206667&spn=0.000012,0.009645&sll=55.976668,-3.206881&sspn=0.002626,0.004823&hnear=Trinity+Rd,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.978163,-3.206691&panoid=MUKM2PGCV7kwxS-CRJClw&cbp=12,322.18,0,24.03
Tron Square	Fully settled		https://www.google.com/maps?q=Tron+Square,+Edinburgh,+United+Kingdom&hl=en&ll=55.949185,-3.188165&spn=0.000006,0.004823&sll=55.977856,-3.205798&sspn=0.005229,0.009645&oq=tron+&hnear=Tron+Square,+Edinburgh+EH1+1RR,+United+Kingdom&t=m&z=18&layer=c&cbll=55.94917,-3.188289&panoid=ojXvZhhWcw1JqT1WICY_w&cbp=12,241.45,0,22.57
Tynecastle Lane	Partially settled	Entrance to the road is tarmac, and rest of the road is settled	https://www.google.com/maps?q=Tynecastle+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.938703,-3.229373&spn=0.000006,0.004823&sll=55.94917,-3.188288&sspn=0.002628,0.004823&oq=tynecastle+lane,+Edinburgh,+United+Kingdom&hnear=Tynecastle+Ln,+Edinburgh+EH11+2LA,+United+Kingdom&t=m&z=18&layer=c&cbll=55.938703,-3.229373&panoid=DFSoB0rUR0K_AZExF0vg&cbp=12,169.31,1,6.14
Union Street	Partially settled	Entrance to the road at Leith Walk is tarmac, and rest of the road is settled	
Unnamed Lane	Partially settled	unnamed lane between No.25-27 Jock's Lodge has settled section at its junction with Jock's Lodge.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4pPMVPxUHV1lkxt5KOFfAA&cbp=122.32,0,17.599998&output=classic&dg=ntvb
Upper Bow	Fully settled		https://www.google.com/maps?q=upper+bow,+Edinburgh,+United+Kingdom&hl=en&ll=55.948728,-3.193341&spn=0.000006,0.004823&sll=55.958141,-3.186267&sspn=0.001314,0.002411&hnear=W+Bow,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948707,-3.192856&panoid=bzEPju5Jl5Bpr1JlIA1qA&cbp=12,79.71,0,5.51
Upper Dean Terrace	Fully settled		https://www.google.com/maps?q=upper+dean+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.955867,-3.192856&sspn=0.001314,0.002411&hnear=U+Dean+Terrace,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.955962,-3.192856&panoid=bzEPju5Jl5Bpr1JlIA1qA&cbp=12,79.71,0,5.51
Victoria Street	Fully settled		https://www.google.com/maps?q=Victoria+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.948713,-3.19347&spn=0.000012,0.009645&sll=55.958828,-3.208882&sspn=0.001314,0.002411&oq=victori,+Edinburgh,+United+Kingdom&hnear=Victoria+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.948707,-3.192856&panoid=bzEPju5Jl5Bpr1JlIA1qA&cbp=12,75.48,0,10.81
Walker Street	Partially settled	From Coates Crescent to the south side of William St is tarmac. From south side of Wm St to south side of Melville Crescent is settled. The whole of the V-section is tarmac. From south side of Melville Crescent northwards to Chester St is settled with a small tarmac section at Chester St end.	https://www.google.com/maps?q=walker+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.949218,-3.213297&spn=0.000006,0.004823&sll=55.948707,-3.192859&sspn=0.005257,0.009645&hnear=Walker+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948964,-3.212911&panoid=7AVAGMvnt_wxWq07HiD6ug&cbp=12,325.71,0,29.63

Warden's Close	Fully setted		
Warrender Park Road	Partially setted	At the beginning of the road where it joins marchmount road it is tarmac, the rest of the road is setted.	https://www.google.com/maps?q=Warrender+park+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.938319,-3.194844&spn=0.000012,0.009645&sll=55.938289,-3.330231&sspn=0.334375,0.617294&hnear=Warrender+Park+Rd,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.938291,-3.194563&panoid=aYgr1nBrRC5ocdEPTg7Tg&cbp=12,85.62,0,19.62
Warrender Park Terrace	Partially setted	Setted from Warrender Pk Cres. east to between No.s2-3 Warrender Park Terrace. From No.s2-3 to Marchmont Road is tarmac-ed.	https://www.google.com/maps?q=Warrender+park+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.939395,-3.197258&spn=0.000012,0.009645&sll=55.939395,-3.194565&sspn=0.005258,0.009645&hnear=Warrender+Park+Terrace,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.939451,-3.196482&panoid=UDFmXqwyfGEr6rOEAXSnQ&cbp=12,82.38,0,11.23
Washington Lane	Partially setted	The majority of street is setted but there is a small area up the top that is tarmac area.	https://www.google.com/maps?q=Washington+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.942838,-3.222206&spn=0.000003,0.002411&sll=55.942723,-3.222041&sspn=0.010467,0.01929&oq=washington+,+Edinburgh,+United+Kingdom&hnear=Washington+Ln,+Edinburgh+EH11+2HA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.942838,-3.222206&panoid=FDlxzKz-JRtzOmtcTB8A&cbp=12,329.25,0,0
Water Street	Partially setted	The street is setted throughout apart from a small strip of tarmac on the left hand-side of the road between Maritime Lane & Broad Wynd.	 https://www.google.com/maps?q=water+street+edinburgh&hl=en&ll=55.975407,-3.169255&spn=0.000012,0.009645&sll=37.0625,-539182,79.013672&hnear=Water+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.975259,-3.16934&panoid=kzVRIB4-bp=12,220.8,0,13.92
Well Court	Partially setted	Isn't a road or street, is i a courtyard in the middle of flats. On GIS at present as a road (will query with St Naming. Road runs south from Damside towards water of leith & is setted.	
Wellington Place	Fully setted	Fully setted, although 2 speed bumps (that are tarmac)	https://www.google.com/maps?q=wellington+place+edinburgh&hl=en&ll=55.971763,-3.16771&spn=0.000012,0.009645&sll=55.952046,-3.128074&sspn=0.001314,0.002411&hnear=Wellington+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.971631,-3.168142&panoid=gNoFrXpKMFskP1nDL3NmKg&cbp=12,274.54,0,30.83
Wemyss Place Mews	Partially setted	Both the entrance and courtyard is setted although there are tarmac-ed areas off to the sides once through the archway	
West Adam Street	Fully setted		 https://www.google.com/maps?q=west+adam+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947085,-3.20627&sspn=0.010464,0.01929&hnear=W+Adam+St,+Edinburgh+EH8+9SX,+United+Kingdom&t=m&z=18&layer=c&cbll=55.947126,-3.183184&panoid=MFNjNgZHVt8dTzEI9TLmW&cbp=12,237.9,0,23.23
West Bow	Fully setted		https://www.google.com/maps?q=west+bow,+Edinburgh,+United+Kingdom&hl=en&ll=55.948716,-3.193468&spn=0.000003,0.002411&sll=55.947127,-3.183187&sspn=0.002628,0.004823&hnear=W+Bow,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948734,-3.193172&panoid=v9O8CL-mbbhxv3xu1OFU0w&cbp=12,92.68,0,9.61
West Bowling Green Street	Partially setted	The full length of the street is setted apart from a small strip of tarmac outside the Edinburgh Architectural salvage yard.	https://www.google.com/maps?q=West+Bowling+Green+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.972525,-3.183256&spn=0.000012,0.009645&sll=55.948734,-3.193173&sspn=0.001314,0.002411&oq=west+bowling+g,+Edinburgh,+United+Kingdom&hnear=W+Bowling+Green+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.972479,-3.183567&panoid=n9WSOX8zREx0qSr23lGOQ&cbp=12,324.47,0,6.61
West College Street	Fully setted		https://www.google.com/maps?q=West+college+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947461,-3.188256&spn=0.000003,0.002411&sll=55.972405,-3.183986&sspn=0.005253,0.009645&hnear=W+College+St,+Edinburgh+EH8+9AA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94761,-3.18833&panoid=ggHMC9lAtHzcV13G4DWS8g&cbp=12,336.63,0,0
West Cromwell Street	Partially setted	Road is setted. Parking is tarmac	https://www.google.com/maps?q=West+Cromwell+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.976619,-3.177601&spn=0.000003,0.002411&sll=55.947609,-3.188331&sspn=0.001314,0.002411&oq=West+crom,+Edinburgh,+United+Kingdom&hnear=W+Cromwell+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.976619,-3.177601&panoid=TVhgM7eUMWJuXsFgvr9RmA&cbp=12,45.16,0,21.24
West Crosscauseway	Partially setted	The V-section of West Crosscauseway is tarmac, the straight part of the road coming off the V-section is setted.	https://www.google.com/maps?q=West+Crosscauseway,+Edinburgh,+United+Kingdom&hl=en&ll=55.943853,-3.184399&spn=0.000006,0.004823&sll=55.976619,-3.177601&sspn=0.001313,0.002411&oq=West+cross,+Edinburgh,+United+Kingdom&hnear=W+Crosscauseway,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.943853,-3.184483&panoid=7rMoid8vingl060hRS_vw&cbp=12,251.28,0,26.03
West End Place	Fully setted	Entrance is blockpaving, setted thereafter	https://www.google.com/maps?q=West+end+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.941707,-3.221764&spn=0.000003,0.002411&sll=55.943838,-3.184785&sspn=0.002629,0.004823&hnear=W+End+Pl,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.941707,-3.221764&panoid=RAP---9DIeFgrUOsM4Pwx&cbp=12,153.98,0,3.2
West Mill Lane	Fully setted		https://www.google.com/maps?q=west+mill+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.952525,-3.217166&spn=0.000003,0.002411&sll=55.970988,-3.224541&sspn=0.005253,0.009645&hnear=W+Mill+Ln,+Edinburgh+EH4+3BA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.952525,-3.217166&panoid=GjGTdCytBFsI0iw3_OIOeQ&cbp=12,33.46,0,2.7
West Nicolson Street	Fully setted	Tarmac sections at either end - rest setted	https://www.google.com/maps?q=west+nicolson+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.944574,-3.185381&spn=0.000012,0.009645&sll=55.952525,-3.217166&sspn=0.001314,0.002411&hnear=W+Nicolson+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.94469,-3.185143&panoid=QWopDOA3Okhxr8c6Fag&cbp=12,61.25,0,-3.9

West Park Place	Fully setted		https://www.google.com/maps?q=west+park+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.943709,-3.219439&spn=0.000006,0.004823&sl=55.944688,-3.185145&sspn=0.00257,0.009645&hnear=W+Park+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.943959,-3.220067&panoid=4gQReXUcne3pCLp09nu0gw&cbp=12,118,76,1,19,98
West Register Street	Fully setted		https://www.google.com/maps?q=West+Register+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.953728,-3.190726&spn=0.000003,0.002411&sl=55.943958,-3.220067&sspn=0.002629,0.004823&oq=west+register,+Edinburgh,+United+Kingdom&hnear=W+Register+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953728,-3.190726&panoid=KE8-X8bq8U8iRl2L8LYbTQ&cbp=12,348,4,0,3,3
West Register Street Lane	Fully setted		https://www.google.com/maps?q=West+Register+Street+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.953457,-3.190922&spn=0.000003,0.002411&sl=55.953728,-3.190726&sspn=0.001314,0.002411&hnear=W+Register+St+Ln,+Edinburgh+EH2,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953441,-3.191054&panoid=QOFU6AmHZ7i3R8uMaNVRg&cbp=12,337,65,1,1,17
West Relugas Road	Partially setted	The start of the street coming from Blackford Avenue has a strip of setted. The rest of the street is tarmac.	https://www.google.com/maps?q=West+Relugas+Road,+Edinburgh,+United+Kingdom&hl=en&ll=55.92788,-3.187827&spn=0.000012,0.009645&sl=55.953441,-3.191054&sspn=0.001314,0.002411&oq=West+relugas,+Edinburgh,+United+Kingdom&hnear=W+Relugas+Rd,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.927968,-3.187477&panoid=l-x2AlxCl4Otec4FE-3hQ&cbp=12,92,82,0,5,81
West Scotland Street Lane	Fully setted		https://www.google.com/maps?q=West+scotland+street+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.959516,-3.195578&spn=0.000006,0.004823&sl=55.92788,-3.187827&sspn=0.005259,0.009645&hnear=W+Scotland+St+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.959485,-3.195759&panoid=1KkckaUEjYmu9eBsg-HMg&cbp=12,267,48,0,0
West Silvermills Lane	Partially setted	The start of the road (coming from Hendersons Row) has a strip of tarmac and the rest of the road is setted.	https://www.google.com/maps?q=West+Silvermills+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.958504,-3.203909&spn=0.000006,0.004823&sl=55.959486,-3.195761&sspn=0.002628,0.004823&oq=West+silvermills+Edinburgh,+United+Kingdom&hnear=W+Silvermills+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.958653,-3.203833&panoid=Wo-jy40s5UsUCaUQg4p7Pw&cbp=12,23,64,0,-1,1
West Stanhope Place	Fully setted		
Westbank Street	Partially setted	The first half of the street coming off portobello road is setted, after the pitches on the right hand side the road is tarmac.	 https://www.google.com/maps?q=west+bank+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.956967,-3.209645&sl=55.945061,-3.2004823&hnear=Westbank+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.956843,-3.209645&panoid=ZgNmXHQ1UTQ-Eg&cbp=12,223,38,0,17,82
Wheatfield Place	Partially setted	The first part of the Road (coming from Wheatfield Rd) is a tarmac strip. The rest of the road is setted.	https://www.google.com/maps?q=Wheatfield+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.938391,-3.235967&spn=0.000012,0.009645&sl=55.95684,-3.118336&sspn=0.005255,0.009645&oq=wheatfield+pl+Edinburgh,+United+Kingdom&hnear=Wheatfield+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.938421,-3.235623&panoid=kKxdxyftJ3oiH4wmj1yca&cbp=12,113,73,0,15,22
Wheatfield Street	Partially setted	There is a strip of tarmac at the start of the road (coming from Gorgie Road) and the rest of the road is setted.	https://www.google.com/maps?q=Wheatfield+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.938442,-3.23391&spn=0.000012,0.009645&sl=55.938421,-3.235624&sspn=0.005258,0.009645&hnear=Wheatfield+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.938442,-3.23391&panoid=YuCJGAZI7Rj6LffG4QA&cbp=12,359,02,0,3,9
Wheatfield Terrace	Fully setted		https://www.google.com/maps?q=Wheatfield+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.938116,-3.234584&spn=0.000003,0.002411&sl=55.938442,-3.23391&sspn=0.005258,0.009645&hnear=Wheatfield+Terrace,+Edinburgh+EH11+2PA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.938116,-3.234584&panoid=8arRMow9mXUBQgixr5Y2Lg&cbp=12,83,21,0,17,52
William Street	Fully setted		https://www.google.com/maps?q=wiliam+stret,+Edinburgh,+United+Kingdom&hl=en&ll=55.949759,-3.21143&spn=0.000006,0.004823&sl=55.938116,-3.234584&sspn=0.001314,0.002411&hnear=William+St,+Edinburgh+EH3+7NG,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949694,-3.211598&panoid=L4O61mbFkwU9k4tviV8A&cbp=12,236,94,0,12,71
William Street North East Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+north+east,+Edinburgh,+United+Kingdom&hl=en&ll=55.949593,-3.212691&spn=0.000006,0.004823&sl=55.949695,-3.211597&sspn=0.002628,0.004823&hnear=William+St,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949774,-3.212287&panoid=C-Kkef4bST51TdRdAHlnHg&cbp=12,69,81,0,4,91
William Street North West Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+north+west,+Edinburgh,+United+Kingdom&hl=en&ll=55.948966,-3.213879&spn=0.000003,0.002411&sl=55.949774,-3.212289&sspn=0.002628,0.004823&hnear=William+St,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94886,-3.213698&panoid=zx6toKxoYQO7pZ3elwF4Vg&cbp=12,111,0,28,25
William Street South East Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+south+east+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.949348,-3.211785&spn=0.000003,0.002411&sl=55.94886,-3.213697&sspn=0.001314,0.002411&hnear=William+St+SE+Ln,+Edinburgh+EH3+7NH,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949348,-3.211785&panoid=m1AwH4Uu82ei0oyf6kae7Q&cbp=12,90,42,0,-6,11
William Street South west Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+south+west+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.948512,-3.21378&spn=0.000003,0.002411&sl=55.949348,-3.211785&sspn=0.001314,0.002411&hnear=William+St+SW+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948585,-3.21364&panoid=CzMXstH00Be6NgYIBiSw&cbp=12,58,85,0,8,42

Windmill Lane	Partially setted	Can't get up the lane - building goes over the middle/through. Private on GIS appears partly setted on Googlemaps	https://www.google.com/maps?q=Windmill+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.942957,-3.186126&spn=0.000003,0.002411&sl=55.942957,-3.186126&sspn=0.002629,0.004823&oq=windmill+lane+ed&hnear=Windmill+Ln,+Edinburgh+EH8+9JT,+United+Kingdom&t=m&z=19&layer=c&cbll=55.942957,-3.186126&panoid=Cw4LbbOamCX_AZANOWEtg&cbp=12,219.77,0,0
Windsor Street Lane	Partially setted	There is a strip of tarmac at the start of the road (coming from Mongomery St) and the rest of the road is setted.	https://www.google.com/maps?q=Windsor+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.958852,-3.181679&spn=0.000012,0.009645&sl=55.942961,-3.186126&sspn=0.001308,0.002411&oq=windsor+street&hnear=Windsor+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.959075,-3.181494&panoid=vIAMg-XKUGQ9Dky0Hn8CTA&cbp=12,218.05,0,18.92
Yardheads	Partially setted	St Anothy place to cables wynd way, the right had side has a strip of tarmac where the cars can park.	https://www.google.com/maps?q=Yardheads,+Edinburgh,+United+Kingdom&hl=en&ll=55.972829,-3.17404&spn=0.000006,0.004823&sl=55.930392,-3.127338&sspn=0.005259,0.009645&oq=yardhe,+Edinburgh,+United+Kingdom&hnear=Yardheads,+Edinburgh+EH6+6BU,+United+Kingdom&t=m&z=18&layer=c&cbll=55.972945,-3.174312&panoid=gGLLoC-unKhic5oU3H-m3g&cbp=12,295.89,0,8.41
York Lane	Fully setted		https://www.google.com/maps?q=york+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.957087,-3.189243&spn=0.000006,0.004823&sl=55.971661,-3.173139&sspn=0.005229,0.009645&hnear=York+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957112,-3.189096&panoid=AFVxfOpkbD8Aq0iieK0Jw&cbp=12,94.2,0,0.02
York Road	Partially setted	From the begining of the road (near beresford road) After Lennox road on the left the road becomes setted.	https://www.google.com/maps?q=york+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.979465,-3.203416&spn=0.000006,0.004823&sl=55.978274,-3.203389&sspn=0.002626,0.004823&hnear=York+Rd,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.97964,-3.203446&panoid=XreAxlzFT-szqx8EL3TQ&cbp=12,359.75,0,5.41
Young Street	Fully setted		https://www.google.com/maps?q=young+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.953165,-3.204081&spn=0.000003,0.002411&sl=55.979639,-3.203448&sspn=0.002626,0.004823&hnear=Young+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953165,-3.204081&panoid=8lx05ggiOMPVUV21HOefhA&cbp=12,265.69,0,6.01
Young Street North Lane	Fully setted		https://www.google.com/maps?q=young+street+north+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.953071,-3.20462&spn=0.000003,0.002411&sl=55.953165,-3.204081&sspn=0.001314,0.002411&hnear=Young+St+N+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953134,-3.204638&panoid=LukLzMV6W5Szk9QH9rSuQ&cbp=12,327.23,0,31.74
Young Street South Lane	Fully setted		https://www.google.com/maps?q=young+street+south+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.95287,-3.204644&spn=0.000006,0.004823&sl=55.953134,-3.204639&sspn=0.001314,0.002411&hnear=Young+St+S+Ln,+Edinburgh+EH2+4JF,+United+Kingdom&t=m&z=18&layer=c&cbll=55.952936,-3.204538&panoid=6iUVMEHgAEJ8FCrPZDWp6A&cbp=12,5.45,0,5.71

Krakow Study Visit

Introduction

There is a long and positive relationship between Edinburgh and Krakow stretching back to a European funded project in 1993 where the (then) Edinburgh District Planning Department was involved in the development of an Action Plan for Kasimierz, the Jewish Quarter of Krakow.

Since 1995, the two cities have co-operated via a formal Partnership Agreement that has since been extended and re-signed on a five year basis. The Edinburgh-Krakow partnership has the support of the Polish Consul General in Edinburgh as well as the Polish Cultural Festival, the Polish-Scottish Heritage project, the Edinburgh UNESCO World Heritage Office and the Scottish Polish Cultural Association in Edinburgh.

The Proposal

The proposal was to hold two workshops: one in Krakow and one in Edinburgh. Key staff from each city participated in the workshops. As both cities are world heritage cities, a common theme of heritage management underpins their mutual interest.

Two topics were explored during the workshops: one relating to community engagement and Placemaking, and one relating to the protection, enhancement and maintenance of setted surfaces. These two topic areas are currently of particular interest to both cities and considerable benefit has been accrued from the exchange of knowledge and practice.

1. **Community Engagement and Placemaking** – the identification of effective ways to engage and involve communities in projects that have a direct effect on their local environment.
2. **Setted streets** – the study of streets that are built with traditional stone setts (cobble) or cubes: specifically regarding effective construction standards that can withstand modern vehicular pressures and maintenance problems in face of a loss of traditional sett laying skills.

The workshops were preceded by a strategic organisational outward visit in March during which the overall aims of the project were agreed as well as the form and content of the workshops and the key staff that would be participating.

The Workshops

The first workshop took place in Edinburgh on 15 – 18 April 2015 culminating in a World Heritage Day event where the visitors had the opportunity to address staff, partners and the public in a World Heritage Day event organised with Historic Scotland and Edinburgh World Heritage Trust.

The return visit in Krakow took place on 21 – 24 September 2015 when three professional officers from the City Council participated in a full programme of visits and meetings alongside an officer from the Edinburgh World Heritage Trust. Beneficiaries also include a wide range of colleagues at City of Edinburgh Council as well as in Krakow due to the learning shared both during the study visit and upon return, so knowledge is not limited to those who travelled to participate.

Financial support for the outgoing workshop to Krakow was provided through the Polish Consulate in Edinburgh and the Scottish Polish Cultural Association for the cover of travel and accommodation costs for Edinburgh's participating staff. In-kind support was given by Krakow Municipality and local transport organisation ZiKIT as well as Edinburgh's World Heritage Trust, and the International Cultural Centre in Krakow.

The Outcomes

The outcomes are described in the accompanying report. The overall conclusion is that the workshops were a great success. The focussed approach over a limited number of working days proved to be an effective model that gave the participants the opportunity to both share their experiences with fellow professionals from the partner city and have the time to see the processes in action on the ground. Thus in terms of technical knowledge exchange it was successful.

It was also successful from a cultural exchange perspective. The opportunity to see how different cultures and planning regimes operate was very helpful and provided some pointers for future consideration of these specific issues.

Report of planning-themed visit to Krakow, Sept 2015

Review	Pre-visit outline	Post-visit response
<p>Have we achieved our objectives?</p>	<p>Two topics were suggested: one relating to community engagement and Placemaking, and one relating to the protection and enhancement (maintenance) of setted surfaces. These two topic areas are of particular current interest to both cities and it is believed that considerable benefit would be gained from an exchange of knowledge and practice.</p> <p>Community Engagement and Placemaking – the purpose of this piece of work is to identify effective ways of engaging and involving communities in projects that will have a direct effect on their local environment. Edinburgh is particularly interested in capturing the views of young people. How is this done in the two cities? What role do formal structures like Community Councils, Youth Parliament or schools play? How do young people learn about the World Heritage Site? What influence can community views have over the outcome of planning projects and when is the best time to involve people?</p> <p>Setted streets – both Edinburgh and Krakow have streets that are built with traditional stone setts (cobble) or cubes. One of the problems that Edinburgh has is to recognise the importance and value of setted streets and</p>	<p>As was anticipated, Edinburgh colleagues shared with Krakow an understanding of how and why we in Edinburgh should protect setted streets and the technical ways in which we do that. We gained in return information about the specific technical competencies with respect to setted streets and how Krakow maintains them. The exchange of knowledge was done through conversations with specific reference to detail as well as through site visits. We gained from Krakow an insight into different approaches and a management strategy which could inform future policy in Edinburgh.</p> <p>In terms of engagement, Krakow are rather new to the practice compared to Edinburgh, however we discovered that they are developing very quickly despite this relatively late start. They have a well developed engagement hub, employ the effective use of focus groups and they have a collection of well-produced videos on the website. In terms of online presence, Krakow are very impressive and are further developed than Edinburgh in some areas. So this aspect was of great interest and represented a significant point of learning for Edinburgh.</p> <p>It is hoped that the above learning could be used for planning and community engagement in Edinburgh – there is currently already a similar corporate consultation hub in place in Edinburgh but it could be further developed and rolled out more extensively according to Krakow’s practice. This roll out could include both spatial planning and across the different Neighbourhood Partnerships as happens in Krakow.</p> <p>Edinburgh colleagues learned about an interesting cultural difference in Krakow whereby elderly residents were not engaging and the younger citizens were actually becoming more engaged and active in public life as well as taking ownership of</p>

	<p>understand how best to allocate funding to address the long term maintenance. Central to retaining setted streets is the ability to achieve effective construction standards that can withstand modern vehicular pressures. There are also maintenance problems and a loss of traditional sett laying skills. What can Edinburgh learn from the way that Krakow looks after its streets? Are there restrictions on heavy vehicles within the historic core? What about historic streets outside the core – is their value respected?</p>	<p>public spaces. This was a completely different experience from Edinburgh’s so it was fascinating to learn about the impact of culture on engagement habits and how this had come around and how Krakow deals with it.</p> <p>One specific example of good practice which Edinburgh learned was that Krakow practitioners actively go to community groups (seek them out) specifically to ask opinions and share information with them – this is an approach which Edinburgh is developing and the Krakow examples support this approach.</p>
<p>How have we benefitted?</p>	<p>The measures of success for the partnership agreement are: raising the city’s international profile, promoting Edinburgh’s expertise, learning from European good practice, strengthening links with other European cities and increasing the potential for accessing European funding for future projects.</p>	<p>The study participants from Edinburgh are without a doubt better informed following the visit and have gained insight into how Edinburgh might develop its strategy for heritage management appreciating streets as an important part of the urban fabric of the city.</p> <p>Edinburgh has benefitted from understanding the value of setted streets and considering the impact of taking traffic off setted streets entirely. This is especially timely as this insight will be used to inform officers in developing policy, detailed design and specifications that will form part of the Edinburgh Street Design Guidance.</p> <p>Edinburgh’s community engagement officer will feed back in to the corporate-led Hub regarding the use of online resources based on the Krakow model. The face to face engagement in Krakow was relatively small but targeted and the online presence was high – Edinburgh colleagues believe this set-up could be successful if replicated in Edinburgh.</p> <p>Colleagues further benefitted by developing a good understanding and analysis of road and traffic management in Krakow which can be considered as incidental learning. Traffic management played a significant role in the management of streets and roads so although it was not a key objective for the visit; much was also learned on this subject and could only have been learned by physically being in the city and seeing it in practice.</p>

		<p>It has also been suggested that the collaboration between the two cities on this specific subject at this time has also led to the decision of Krakow City Council to consider being represented at the Festival of Architecture World Cities EXPO in Edinburgh in 2016 alongside other global cities of architecture and heritage. A result which Edinburgh finds hugely positive and very encouraging. It is hoped that further collaboration along these thematic lines will continue to promote strong relations between the two cities and position both internationally.</p>
<p>What are we doing with the information?</p> <p>Will it influence policy/project development?</p>	<p>The proposal is to hold two workshops: one in Krakow and one in Edinburgh. Key staff from each city would participate in the workshops. As both cities are world heritage cities, there is a common theme of heritage management that is of mutual interest. However, although the topics that have been identified relate to the maintenance and management of world heritage cities, they have broader application. As a key partner in the management of the world heritage site, Edinburgh World Heritage will be involved in the development of the project.</p> <p>While this project is very specific in its objectives it should, at the same time, support any broader European initiatives being developed by Edinburgh World Heritage (EWH). To this end, EWH have been invited to participate in the strategic development phase of the project and will hopefully be able to accompany staff to Krakow during this formative stage at their own cost.</p>	<p>Edinburgh planning colleagues are currently writing a report for Council Committee upon return from the study visit which will ultimately form the basis of a strategy and technical guidance for setted streets across Edinburgh.</p> <p>The study visit has absolutely fundamentally influenced Edinburgh policy and the future of management in the city of setted streets. The workshop has reinforced initial findings and will become part of Edinburgh’s future guidance on the subject of setted streets.</p> <p>Community engagement colleagues will feed back into the constant review of how we engage with citizens and will be able to share concrete examples from Krakow and back these up with demonstrable evidence.</p> <p>The fact that an Edinburgh World Heritage staff member was able to participate in elements of the visit programme in Krakow will strengthen the overall impact of Edinburgh’s findings and will reinforce the application of the learning across the city.</p>
<p>Has this/will this be shared?</p>	<p>The rationale for involving four staff for the Krakow workshop is that it is considered that a minimum of two staff per topic are required to get the most from each workshop. Having the two</p>	<p>A lunchtime learning sharing session is proposed for the setted streets group in Edinburgh. This group will be reconvened for this purpose and will receive a presentation on the study visit to Krakow.</p> <p>Colleagues have become convinced of the need for</p>

	<p>topics running concurrently is more efficient in terms of resources and reinforces the partnership aspect between the cities.</p> <p>Staff have been identified on the basis of bringing the appropriate expertise to the workshops. It should be noted that while only limited numbers can make the visit to Krakow for the second workshop, there will be an opportunity to bring more staff in for the first workshop in Edinburgh.</p>	<p>Edinburgh’s Hub to make more use of video content online. It is proposed that at a future Extended Management Team Meeting the use of videos in reaching out to visitors to the Hub is promoted and a case is made using Krakow example as demonstration of success. Making use of technician who can produce video content for the website.</p> <p>Photographic evidence/documentation of the study visit will be brought together from all participants and stored in a shared space for all to access for the purposes of demonstrating or using as an example of working practice.</p>
<p>What has been the value for you in terms of cultural exchange/understanding?</p> <p>What do you think of the partnership between Edinburgh and Krakow now given this context?</p>	<p>There is a long and positive relationship between the Edinburgh and Krakow stretching back to a European funded project in 1993 where the (then) Edinburgh District Planning Department was involved in the development of an Action Plan for Kazimierz, the Jewish Quarter of Krakow.</p> <p>Throughout the years, the city partnership has grown to include areas of social inclusion, economic development and literature. The city partnership has also been underscored by a number of reciprocal civic visits. The Edinburgh-Krakow partnership has the support of the Polish Consul General in Edinburgh as well as the Polish Cultural Festival, the Polish-Scottish Heritage project, the Edinburgh UNESCO World Heritage Office and the Scottish-Polish Society in Edinburgh.</p>	<p>Edinburgh colleagues have been impressed that culturally Krakow has been taking seemingly bigger and bolder steps in the last 30 years than Edinburgh has. This discovery has lead Edinburgh to ask some interesting questions about its own heritage management.</p> <p>Colleagues were fascinated by cultural attitudes in Krakow generally and the overall sensitivity to and value placed on “cultural heritage.” Citizens and specifically council officers in Krakow feel strongly about the city that they live and work in – the environment that they interact with. There is a strong sense of value and pride which is reflected through political support, which prompts a drive to protect.</p> <p>Edinburgh colleagues were aware of large cultural differences, particularly for engagement – it was enlightening.</p> <p>In Krakow it seemed that staff and citizens were not just dealing with processes but dealing with culture – there is not the same approach here in Edinburgh.</p> <p>Kazimierz district very interesting and has some similarities to Leith or some areas of the Old Town in Edinburgh.</p> <p>Edinburgh colleagues were additionally pleased to meet a range of professionals and visit parts of the city as well as have the opportunity to sample Polish food and drink and very much enjoyed the culinary offer.</p>

