

# Planning Committee

10.00am, Thursday, 2 March 2017

## Grants to Third Sector Organisations 2017/18

<b>Item number</b>	7.3
<b>Report number</b>	
<b>Executive/routine</b>	Routine
<b>Wards</b>	All

### Executive Summary

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The purpose of this report is to seek Committee approval for the annual grant awards to Edinburgh World Heritage and to Edinburgh and Lothians Greenspace Trust. Additionally, Committee is asked to note the allocation of small grants to a range of organisations which contribute to ensuring that Edinburgh's built and natural heritage is maintained and enhanced for future generations.

### Links

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<b>Coalition Pledges</b>	<a href="#">P40</a>
<b>Council Priorities</b>	<a href="#">CP9, CP12</a>
<b>Single Outcome Agreement</b>	<a href="#">SO4</a>

## Grants to Third Sector Organisations 2017/18

### 1. Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 approves a grant of £46,000 to Edinburgh World Heritage and £25,800 to Edinburgh and Lothians Greenspace Trust; and
  - 1.1.2 notes the grant awards to the National Trust for Scotland, the Scottish Civic Trust, the Architectural Heritage Society of Scotland, the Access Panel and Archaeology Scotland.

### 2. Background

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- 2.1 In [February 2014](#), the Communities and Neighbourhoods Committee agreed “to approve the transfer of responsibility for developing future grant programmes and making grant awards to executive committees and policy development sub-committees”.
- 2.2 The Review of Grants to Third Parties set out a requirement that all grant award recommendations should be co-produced with service users, carers and third sector organisations by April 2016. The review also recommended that co-produced grant programmes should, ideally, be funded for a period of three years to provide financial stability for recipient organisations.

### 3. Main report

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#### **Edinburgh World Heritage**

- 3.1 Edinburgh World Heritage (EWH) provides support to the historic environment through the conservation and repair of historic buildings in partnership with communities across the World Heritage Site.
- 3.2 EWH has applied for £46,000. It was awarded £46,000 in 2016/17. It is therefore recommended that a sum of £46,000 be awarded to the EWH for 2017/18. This can be accommodated within the overall Planning third party grants budget.

#### **Edinburgh and Lothians Greenspace Trust**

- 3.3 Edinburgh and Lothians Greenspace Trust (ELGT) works to enhance the quality of life for Edinburgh communities by improving their local environment. It works with

the Council, communities, agencies and partners to create sustainable, well managed and accessible green spaces. The Trust has been jointly funded by Place and Health and Social Care, with the latter awarding £70,406 in 2016/17. Other grants, received by ELGT from the Council, were from Communities and Families (£1,164) and the Neighbourhood Partnership Community Grant Fund (£3,950).

- 3.4 The Trust has applied for £25,800. It was awarded £25,800 in 2016/17. It is, therefore, recommended that a sum of £25,800 be awarded to ELGT for 2017/18. This can be accommodated within the overall Planning third party grants budget.

### **Other organisations**

- 3.5 Other organisations which provide assistance to the formulation of planning policies, and/or advice on development proposals, receive smaller amounts and the award of grant is delegated to the Executive Director of Place. The following amounts to be awarded are provided for information:

- National Trust for Scotland - £2,850;
- Scottish Civic Trust - £1,700;
- Architectural Heritage Society of Scotland - £700;
- Edinburgh Access Panel - £630;
- Archaeology Scotland - £475.

## **4. Measures of success**

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- 4.1 Each grant recipient is required to complete a funding agreement which details SMART targets that the recipient must agree to achieve. Achievement of these targets will contribute to departmental objectives and service plans.
- 4.2 The success of the review will be measured by whether or not its implementation can be shown to maximise best value and sustainability of third parties, improve satisfaction with the Council's grant to third parties arrangements and improve Council governance arrangements.

## **5. Financial impact**

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- 5.1 The total grant award for 2017/18 is £78,155, this can be met from the existing budget.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 The Communities and Neighbourhoods Committee in February 2014 accepted the recommendations of the Third Party Grants Review.

- 6.2 The third sector Co-production Steering Group, chaired by EVOC, has been set up to share good practice and ensure consistency as grant programmes are developed.

## **7. Equalities impact**

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- 7.1 No infringements of rights or negative impact on equalities have been identified. The award of third sector grants enhances the ability of the people of Edinburgh to participate in the operation of the Council.

## **8. Sustainability impact**

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- 8.1 The recommendations of grants to the listed organisations have a significant positive impact on the environment and people's understanding of Edinburgh's built and natural heritage.

## **9. Consultation and engagement**

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- 9.1 Engagement involving stakeholders was undertaken in 2015, specifically this included the report to the Planning Committee covering the Grants to Third Sector Organisations 2015/16 - 26 February 2015.

## **10. Background reading/external references**

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- 10.1 [Grants to Third Sector Organisations 2016/17](#)

- 10.2 [Grants to Third Sector Organisations 2015/16](#)

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## 11. Links

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<b>Coalition Pledges</b>	<b>P40</b> - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the City's built heritage.
<b>Council Priorities</b>	<b>CP9</b> – An attractive city. <b>CP12</b> – A built environment to match our ambition.
<b>Single Outcome Agreement</b>	<b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	None

# Planning Committee

10.00am, Thursday, 2 March 2017

## Edinburgh Urban Design Panel: Seventh Progress Report

Item number	7.4
Report number	
Executive/routine	Routine
Wards	All

### Executive Summary

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The purpose of this report is to summarise the findings from the annual review of the Edinburgh Urban Design Panel's work. A series of recommendations and actions are proposed for Committee approval.

### Links

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Coalition Pledges	<a href="#">P15, P17, P28, P40</a>
Council Priorities	<a href="#">CP5, CP7, CP8, CP9, CP10, CP12</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Edinburgh Urban Design Panel: Seventh Report

### 1. Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 agrees the recommendations and actions from the annual review of the Edinburgh Urban Design Panel; and
  - 1.1.2 records its appreciation of the voluntary contribution made by Panel members to the design review process.

### 2. Background

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- 2.1 The Edinburgh Urban Design Panel was constituted by the Planning Committee with an agreed remit, function, roles, procedures and principles of conduct. The aim of the Edinburgh Urban Design Panel is to contribute constructive advice which can be used by design teams, planners and developers to develop proposals in a positive way. It also imparts advice on relevant Council policy and guidance. It does this by providing design reviews. For each review, a written report is provided to presenters to the panel and to Planning Officials.
- 2.2 The panel is made up of a range of member organisations, including consultees to the planning process, academics, and professional bodies who each send representatives to its meetings. The panel is a voluntary body and its members or their organisations are not paid for their contribution.
- 2.3 The panel was set up by the Council but it is independent of it. It is free to form its own views.
- 2.4 The panel met for the first time in March 2009. Since then it has carried out 150 individual reviews.
- 2.5 It is part of the panel's role to undertake a review of its effectiveness each year. Planning Committee requested that an annual review of operation be undertaken. The last progress report was considered by Committee in [February 2016](#). In all reviews, panel members use the annual exercise to reflect on issues such as the way in which their advice has been applied and to identify any recommendations for change.

### 3. Main report

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3.1 The panel conducted its 2016 yearly review on 14 December 2016. A report of the meeting is contained in Appendix 1.

3.2 The panel's 2016 yearly review focused on the following aspects:

- 2016 Panel Reviews - Work Programme
- Local Panel Update
- Presenters Survey
- Use of the Panel's Advice: Case Studies

#### **2016 Panel Reviews - Work Programme**

3.3 During 2016, the panel carried out 16 reviews of development proposals within the city. All of these reviews were for developments that have resulted, or are expected to result, in planning applications. The range of developments that the Panel has covered is similar to those covered in previous years.

3.4 In addition, the panel contributed advice to the review of the Open Space Strategy, a Public Realm Strategy for George Street, the Council's Sustainability Initiative and the review of the Edinburgh Design Guidance.

3.5 Of development types and range reviewed by the panel, this year represented a broad range of developments across the city and the panel agreed that this work programme is representative of the development activity across the city.

3.6 In considering the panel's future work programme, panel members requested they are briefed on policies with respect to the Local Development Plan.

3.7 Recommendations:

- With respect to the selection of future projects for design reviews the panel concluded that no change is necessary to the range and complexity of development proposals reviewed by the panel.

3.8 Actions:

- Planning officials to provide briefings on Local Development Plan policies.

#### **Local Panel Update**

3.9 As part of the review meeting, Architecture and Design Scotland provided information which compared the Edinburgh Panel to other design panels. The panel agreed the following as good practice from this information:

- Panel Composition - It was agreed that consideration should be given to inviting a guest panellist to some of the reviews where a specialist view may be considered appropriate.



- Format of the meeting - The panel supported the formal format and time allocated for the meeting. The time of the meeting was discussed but no change was proposed.
- Preparation for the meeting - The panel noted that the information prepared by the presenters should be concise and relevant. It was agreed that planning officials acting in the panel secretariat role would provide additional briefing to the presenters to emphasise this point.
- Workshop Review - No change was proposed for the time and format of the review. However, it was agreed that the review may benefit from the Chair encouraging panel members to have a more structured discussion based on the topics identified within the planning issues paper.
- Follow-Up - The panel noted the importance of the panel's report and its endorsement by all of the panellists. It is therefore important that all of the panellists respond to the draft report prepared by the Council.

### 3.10 Recommendations:

- Panel Composition - Consideration to be given to inviting a guest panellist where a specialist view may be considered appropriate.
- Preparation for the meeting - Planning officials acting in their panel secretariat role to provide additional briefing to the presenters to ensure concise and relevant presenters information.
- Workshop Review - The Chair to encourage panel members to have a more structured discussion based on the topics identified within the planning issues paper.

### 3.11 Actions:

- The Panel Chair to consider whether any specialist advice is appropriate for each meeting
- Planning Officials to revise briefing materials for presenters
- All Panel members to be required to respond to each draft report

### **Presenters Survey**

- 3.12 As part of the 2016 review process, a survey was sent out to all of the presenters. The results of this survey were discussed as part of the review. Generally, it appears that the level of support to the presenting teams is working well and both the advice provided at the meeting and through the report is considered helpful. The statistical results are attached to this report.
- 3.13 Re-occurring observations/comments by the presenting teams are accuracy of the panel's report, panel composition, attendance and structure of the discussion.

### 3.14 Recommendations:

The recommendations under paragraph 3.10 address these comments.

#### **Use of Panel's advice: Case Studies**

3.15 A series of case studies were used to assess how the panel's advice has been applied. Generally, the panel considered that there was evidence that the panel's advice had been taken into account by the developer. However, there was less evidence with respect to the following areas of the design:

- Integration of the affordable housing into the overall development
- Quality of the public realm/landscape
- Active travel linkages to surrounding area.

### 3.16 Recommendations:

- The panel's advice should aim to provide stronger and clearer advice with respect to the above areas of design.

### 3.17 Actions

- The Chair to remind panel members, when summarising the advice to address these areas of design, were relevant to the project being reviewed.

## **4. Measures of success**

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4.1 The Council continues to ensure Edinburgh remains an attractive city through the development of high quality buildings, spaces and places and the delivery of high standards of urban design.

## **5. Financial impact**

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5.1 There are no direct financial impacts arising from this report.

## **6. Risk, policy, compliance and governance impact**

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6.1 The panel operated in accordance with its remit, function and roles therefore the risk is low.

## 7. Equalities impact

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- 7.1 The Edinburgh Urban Design Panel aims to raise both the quality of the built environment in Edinburgh and the profile of design within the city. It does this through reviewing development proposals at pre-application stage as well as planning policies and guidance that have an urban design impact. Though facilitated by the Council, it is separate from it.
- 7.2 The panel helps to enhance health and standards of living by supporting the creation of attractive well designed urban environments and places.
- 7.3 The panel helps productive and valued activities by supporting the economic development of the city by encouraging its physical development. The panel helps to support rights of the individual and for family and social life by the supporting and creation of good quality places and urban environments. The panel supports rights of identity, expression and respect by considering all who will be using the built environment.
- 7.4 In relation to advancing equality of opportunity. The panel supports this by considering all who will be using the built environment. Panel reviews consider many aspects including age, disability and gender with respect to ease of movement and safety. This approach helps to eliminate discrimination, harassment, victimisation and other prohibited conduct. The panel helps to foster good relations by promoting the integration of new developments within the city.

## 8. Sustainability impact

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- 8.1 The Edinburgh Urban Design Panel aims to raise the quality of the built environment in Edinburgh. This helps make Edinburgh a more sustainable city by creating an environment that can endure. The proposals in this report will help achieve:
- A socially sustainable Edinburgh through the panel's support in providing design advice on new housing developments across Edinburgh
  - An economically sustainable Edinburgh through supporting the development of the city; and,
  - An environmentally sustainable Edinburgh because the panel supports environmental good stewardship
- 8.2 Although established by the Planning Committee, the Edinburgh Urban Design Panel is independent of the Council, it is free to form its own views. Therefore, it is not bound by the Council's Sustainability Policies.

## 9. Consultation and engagement

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- 9.1 In preparation of this report, the panel members were consulted.

- 9.2 In relation to the development proposals that the panel reviews at pre-application stage, the community is consulted via formal community consultation during the Proposal of Application Notice (PAN) period.
- 9.3 In relation to Council policy and guidance that the panel reviews at draft stage, this is consulted in the community before being finalised.
- 9.4 As part of the panel's annual review a Presenter's Survey was carried out.

## 10. Background reading/external references

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- 10.1 The [Edinburgh Urban Design Panel's](#) Web Site.

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## 11. Links

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<b>Coalition Pledges</b>	<p><b>P15</b> – Work with public organisations, the private sector and social enterprise to promote Edinburgh to Investors.</p> <p><b>P17</b> – Continue efforts to develop the city's gap sites and encourage regeneration.</p> <p><b>P28</b> - Further strengthens our links with the business community by developing the implementing strategies to promote the economic well being of the city.</p> <p><b>P40</b> – Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.</p>
<b>Council Priorities</b>	<p><b>CP5</b> – Business growth and investment</p> <p><b>CP7</b> – Access to work and learning</p> <p><b>CP8</b> – A vibrant, sustainable local economy</p> <p><b>CP9</b> – An attractive city</p> <p><b>CP10</b> – A range of quality housing options</p> <p><b>CP12</b> – A built environment to match our ambition</p>
<b>Single Outcome Agreement</b>	<p><b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.</p>
<b>Appendix</b>	<p>Appendix 1a - Report of the Edinburgh Urban Design Panel – Panel's Yearly Review -2015.</p> <p>Appendix 1b – Urban Design Panel Projects.</p>

# EDINBURGH URBAN DESIGN PANEL

## Panel's Yearly Review 2016

**REPORT**  
of meeting held at  
A+DS on 14 12 2016

### Panel members

David Leslie	Chair – City of Edinburgh Council	Roderick Binns	EAA
Adam Wilkinson (part of meeting)	Edinburgh World Heritage Trust	Sam Thomas	Landscape Institute Scotland
Steven Robb	Historic Environment Scotland	Ola Uduku	ESALA

### Workshop Leads

George Oldroyd	City of Edinburgh Council	Johnny Cadell	Architecture + Design Scotland
Susan Horner	City of Edinburgh Council		
Francis Newton	City of Edinburgh Council		

### Apologies

Marion Williams	The Cockburn Association	Stephen McGill	Police Scotland
James Morgan	Heriot Watt University	Tom Rye	Napier University
No panel member confirmed	RTPi		

## Executive Summary

This report summarises the discussion and recommendations arising at the Edinburgh Urban Design Panel's Yearly Review of 2016. The Panel has continued to carry out reviews as defined within the remit of the Panel across the city. Generally subject to some minor changes, the remit, functions and roles of the Panel as currently practiced, are working well. It is recommended that to supplement the core membership of the panel that for some reviews a guest panellist should be invited to attend.

## Main Report

### 1 Introduction

1.1 The Edinburgh Urban Design Panel was constituted by the Council's Planning Committee with a remit, functions, roles, and principles of conduct. The Panel met for the first time in March 2009 to undertake design reviews of major development proposals and planning policies of urban design significance to the City.

1.2 It is part of the Panel's role to undertake a review of its effectiveness each year. Progress reports have been made to Planning Committee in February 2010, August 2011, February 2013, February 2014, February 2015 and February 2016. At its yearly review, the Panel has discussions which result in recommendations being made to Planning Committee.

1.3 The 2016 yearly review which this report summarises concentrated on four aspects:

- 2016 Panel Reviews: Work Programme
- Local Panels Update
- Presenters Survey
- Use of the Panel's Advice: Case Studies

### 2 2016 Panel Reviews: Work Programme

2.1 This year, the Panel carried out 16 reviews of development proposals within the city. All of these reviews were for developments that have resulted or are expected to result in planning applications.

The range of developments that the Panel has covered is similar to those covered in previous years. In addition the Panel contributed advice to the review of the Open Space Strategy, a public realm strategy for George Street, the Council's Sustainability Initiative and the review of the Edinburgh Design Guidance.

- 2.2 The Panel reviewed the development types and mix and were of the view that during the year the broad mix of developments was representative of the development activity across the city, including within the World Heritage Site.
- 2.3 With respect to the selection of development proposals for future reviews the Panel considers that developments should continue to be reviewed as part of the pre-application/PAN process. This is considered by the Panel to be the most appropriate time in the design process for the Panel to contribute advice. Also, with respect to the selection of future reviews the Panel will continue to suggest sites for consideration, as previous years.
- 2.4 The Panel welcomed the opportunity to review guidance and strategies and requested that they be briefed on policies with respect to the Local Development Plan.

### **3 Local Panel Update**

- 3.1 Representatives of the Edinburgh Urban Design Panel will meet colleagues from other Scottish local authority design review panels at a workshop facilitated by Architecture + Design Scotland (A+DS) in February 2017. This will allow sharing of practice between panels. There was no such workshop arranged by A+DS in 2016.

However, Architecture + Design Scotland contributed to this part of the Panel's annual review. Information was issued to the Panel which provided them with a comparison between the Edinburgh Panel and other design panels. The Panel discussed this information and considered it was as good practice as follows;

Panel Composition: consideration should be given to inviting a guest panellist to some of the reviews where a specialist view may be considered appropriate.

Format of the meeting: the Panel supported the formal format and time allocated for the meeting. The time of the meeting was discussed but no change was proposed.

Preparation for the meeting: the Panel noted that the information prepared by the presenters should be concise and relevant. It was agreed that planning officials acting in their Panel secretariat role would provide additional briefing to the presenters to emphasise this point.

Workshop Review: No change was proposed for the time and format of the review. However, it was agreed that the review may benefit from the Chair encouraging Panel members to have a more structured discussion based on the topics identified within the planning issues paper.

Follow-Up: the Panel noted the importance of the Panel's Report and its endorsement by all of the panellists. It is therefore important that all of the panellists respond to the draft report prepared by the council.

#### **4 Presenters Survey**

- 4.1 As part of the 2016 review process a survey was sent out to all of the presenters. The results of this survey were discussed as part of the review. The survey was sent to 72 presenters, 20 responses were received. Generally, it appears that the level of support to the presenting teams is working well and both the advice provided at the meeting and through the report is considered helpful. The statistical results are attached to this report.
- 4.2 Re-occurring observations/comments by the presenting teams are accuracy of the Panel's report, panel composition, attendance and structure of the discussion. These points were raised with the Panel and are summarised under section 3.2.

#### **5 Use of the Panel's Advice: Case Studies**

- 5.1 A series of case studies have been used to show how the Panel's advice has been used. Planning officials visited completed developments to consider how the Panel's advice has been used and presented their findings as part of the review. The following sites were discussed:

Residential-led mixed development, Agilent Technologies, Queensferry

Student housing, Orwell Terrace

Student housing, Deaconess House

Residential development, Albion Row

Hotel development, SOCO fire site

- 5.2 Generally, the Panel agreed that there was evidence that their advice had been considered by the developer. However, it was agreed that there was less evidence with respect to the following areas of the design:

Integration of the affordable housing into the overall development

Quality of the public realm/landscape

Active travel linkages to the wider context not complete or included within the design

Therefore, it was agreed that the Panel should aim to stronger and clearer advice with respect to the above.

#### **6 Recommendations**

- 6.1 The Panel recommends the key findings of its review – as set out in this report – are reported to Planning Committee in March 2017. These include:

- Work Programme: No change proposed.
- Local Panel Update:

Panel Composition: consideration to be given to inviting a guest panellist to some of the reviews where a specialist view may be considered appropriate.

Preparation for the meeting: It was agreed that planning officials acting in their Panel secretariat role would provided additional briefing to the presenters to emphasise this point.

Workshop Review: the Chair to discuss with Panel members how a more structures discussion can be facilitated.

Follow-Up: the Panel's Report to be endorsement by all of the panellist.

- Use of Panel's Advice: Case Studies

It was agreed that the Panel should aim to provide stronger and clearer advice with respect to affordable housing, public realm and landscape and active travel linkages to the wider context.

**7 Presenters Survey**



## Which project did you present to the Urban Design Panel?

Darwin, School of Biological Sciences, University of Edinburgh

Longstone

Site adjacent 160 Dundee Street

New Brunstane

Dundee St Student Housing

Greendykes South

64 Princes St, former Bhs redevelopment

64 Princes Street (former BHS)

South Scotstoun, South Queensfery

Lanark Road Housing Development

West Mains Ratho Station

64 Princes Street

South Fort Street, Edinburgh

University of Edinburgh, Quatermile

Flatted development at Abbey Lane Edinburgh

Springside, Fountainbridge

Lanark Road West

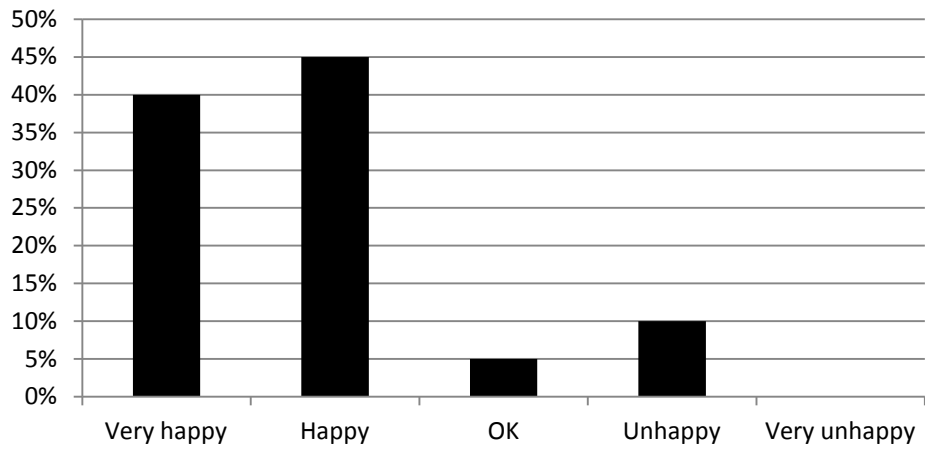
Dundee Street Student Housing

Residential development at Longstone, later planning app ref 15/03075/FUL

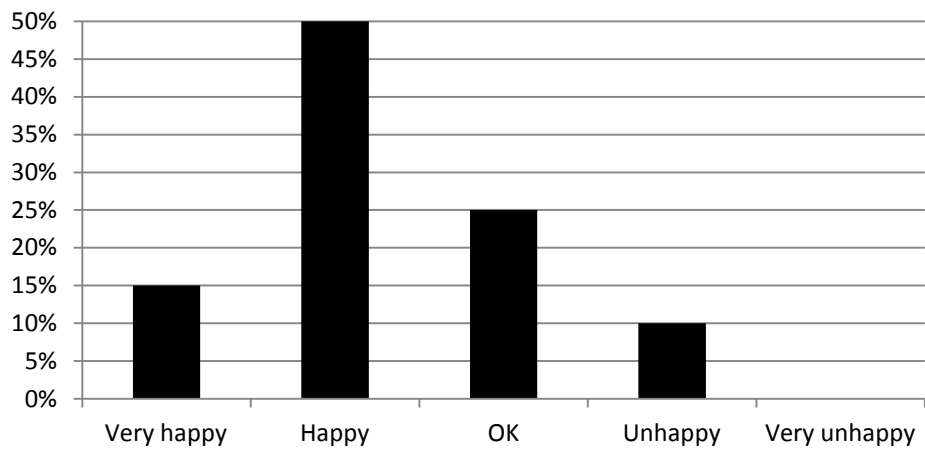
New Waverley North

Note: in some cases more than one respondent per development proposal took part in the presenters' survey.

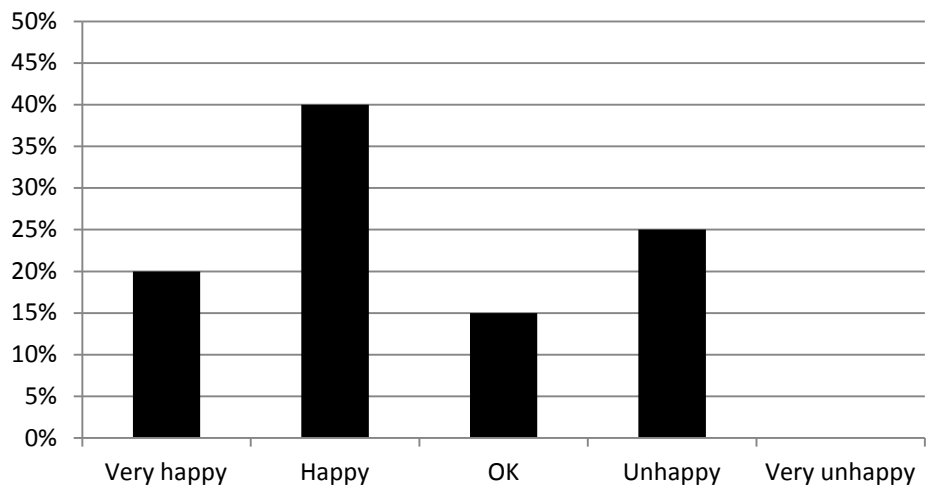
**How happy were you with the administration of the Design Review process?**



**How constructive did you find the Design Review meeting?**



### How helpful was the Design Review report?



# Planning Committee

10.00am, Thursday, 2 March 2017

## Finalised Old Town Conservation Area Character Appraisal

Item number	8.1
Report number	
Executive/routine	Executive
Wards	City Centre

### Executive Summary

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Committee approved a programme for reviewing key conservation area character appraisals in [October 2013](#). This identified six priority areas for review. The Old Town and New Town Conservation Areas were not identified as priority areas, but have been brought forward in the programme in view of the current revision of the Old and New Towns of Edinburgh World Heritage Site Management Plan.

On [11 August 2016](#) Committee approved a consultative draft revised Old Town Conservation Character Appraisal.

Consultation has taken place and the finalised document is now presented for approval. The finalised version has been informed by the views of local people and groups, following a programme of consultation and engagement and promotion via a range of media.

### Links

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Coalition Pledges	<a href="#">P40</a>
Council Priorities	<a href="#">CP9, CP12</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Finalised Old Town Conservation Area Character Appraisal

### 1. Recommendations

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- 1.1 It is recommended that the Committee approves the appended finalised version of the Old Town Conservation Area Character Appraisal.

### 2. Background

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- 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, Queensferry and Portobello have since been completed. The latter two revisions have been prioritised to support the review of the Old and New Towns of Edinburgh World Heritage Site Management Plan.
- 2.3 On 11 August 2016 Committee approved a draft revised Old Town Conservation Area Character Appraisal for consultation.

### 3. Main report

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- 3.1 Following approval of the consultative draft Old Town Conservation Area Character Appraisal, an exhibition highlighting the main content of the new appraisal was displayed in the Central Library, George IV Bridge between 28 November and 5 December 2016. A staffed drop-in session at the library was held on 30 November. Web-based information was also circulated via Twitter and the Council's consultation hub.
- 3.2 An online questionnaire was set up to capture views on the draft appraisal and to encourage comments about how well it defines and reflects the special characteristics of the Conservation Area.

- 3.3 The consultation generated 12 responses, including one from the Cockburn Association. The majority of respondents considered that the appraisal reflected the character of the Conservation Area either very well or fairly well. The following were the main comments received:
- A brief description explaining the Outstanding Universal Value of the Edinburgh World Heritage Site should be added.
  - The Key Views document should be mentioned.
  - A statement on the need to support and retain the residential population should be included. This should refer to the need for shopping that caters for a residential population.
  - A minimisation of superfluous street furniture is required.
  - Where new works to the carriageway are proposed, the maintenance of setts and the reinstatement of setts, where they have previously been lost, should be a requirement.
  - Considered that there are too many festival related events in August.
- 3.4 The appraisal has been amended to address the consultation comments received, with the exception of the final comment on the festivals, which is not a planning consideration. The role and contribution of festivals in central Edinburgh is being addressed in the review of the Old and New Towns of Edinburgh World Heritage Site Management Plan which will be reported to Committee in draft on 30 March.
- 3.5 The final version of the interactive appraisal is attached at Appendix 1 (changes from the draft version are shown in yellow).

## **4. Measures of success**

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- 4.1 Publication of the finalised appraisal.
- 4.2 Better informed design and decision making, helping to protect the character of the area.

## **5. Financial impact**

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- 5.1 There are no immediate financial implications for the Council arising from this report.
- 5.2 The new document format is intended to be viewed mainly online, and can be printed by users from home. The Council will not stock a traditional, printed version. However, individual copies could be photocopied on request for customers with difficulties accessing the web version. Demand for this service is expected to be low and the minimal additional costs could be absorbed in existing budgets.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 There are no significant risks associated with approval of the document as recommended. Completion of the review of the appraisal ensures the Council's compliance with its statutory duty to review its conservation areas, as established in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. The report also relates to Policy Env 6 of the Local Development Plan - Development within Conservation Areas.
- 6.2 The appraisal supports the current revision of the Old and New Towns of Edinburgh World Heritage Site Management Plan.

## **7. Equalities impact**

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- 7.1 The aim of conservation area status is to enhance the quality of the area. This has the potential to improve quality of life and supports sustainable communities.
- 7.2 No infringements of rights have been identified. No negative impacts on equality have been identified.

## **8. Sustainability impact**

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- 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:
- The proposals in this report will reduce carbon emissions by encouraging the conservation of resources and energy embodied in existing buildings, rather than demolition and reconstruction, major generators of carbon emissions.
  - The need to build resilience to climate change impacts is not relevant to the proposals in this report because conservation of the built environment is not considered to be significantly affected, positively or negatively, in this regard.
  - The proposals in this report will help achieve a sustainable Edinburgh because the conservation and management of the historic environment contributes directly to sustainability in a number of ways. These include the energy and material 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**

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- 9.1 The draft appraisal was published on the Council website and promoted on the internet, social media and at local community events.

- 9.2 Following the approval of the draft Old Town Conservation Area Character Appraisal by the Planning Committee in August, an exhibition highlighting the main content of the new appraisal was displayed in the Central Library, George IV Bridge between 28 November and 5 December 2016. A staffed drop-in session was also held at the library on 30 November 2016.
- 9.3 An on line questionnaire was set up to capture residents' views on the draft appraisal and to encourage comments about how well it refines, defines and reflects the special characteristics of the Conservation Area.

## 10. Background reading/external references

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- 10.1 Report to Planning Committee of [3 October 2013](#): Review of Conservation Area Character Appraisals.
- 10.2 Report to Planning Committee on [11 August 2016](#): Draft Old Town Character Appraisal.

### Paul Lawrence

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## 11. Links

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<b>Coalition Pledges</b>	P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the City's built heritage.
<b>Council Priorities</b>	CP9 – An attractive city CP12 – A built environment to match out ambition.
<b>Single Outcome Agreement</b>	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
<b>Appendices</b>	Appendix 1 - Finalised Old Town Conservation Area Character Appraisal.





Old Town  
Conservation Area  
Character Appraisal

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## Old Town

Conservation Area

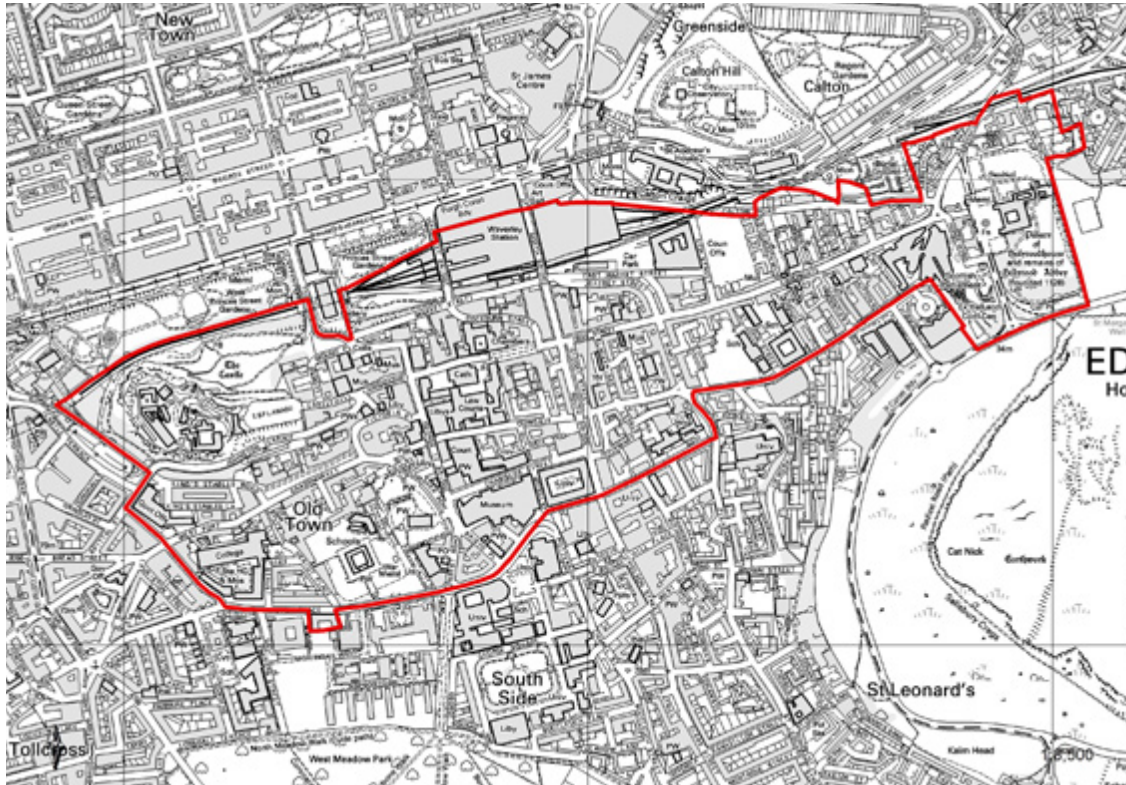
Character Appraisal



## Location and Boundaries

The Old Town is an easily recognised entity within the wider city boundaries, formed along the spine of the hill which tails down from the steep Castle rock outcrop and terminates at the Palace of Holyroodhouse. It has naturally defined boundaries to the north, where the valley contained the old Nor' Loch, and on the south the corresponding parallel valley of the Cowgate.

The northern and western boundaries of the Conservation Area are well defined by the Castle and Princes Street Gardens, and to the east by Calton Hill and Calton Road. Arthur's Seat, to the southeast, is a dominating feature which clearly defines the edge of the Conservation Area.



## Dates of Designation/Amendments

The Old Town Conservation Area was designated in July 1977 with amendments in 1982, 1986 and 1996. An Article 4 Direction Order which restricts normally permitted development rights was first made in 1984.

## World Heritage Status

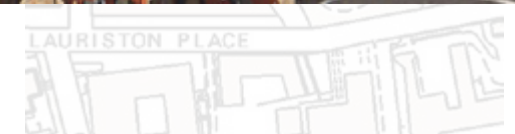
The Old Town Conservation Area forms part of the Old and New Towns of Edinburgh World Heritage Site which was inscribed on UNESCO's World Heritage Site list in 1995. This was in recognition of the outstanding architectural, historical and cultural importance of the Old and New Towns of Edinburgh.

Inscription as a World Heritage Site brings no additional statutory powers. However, in terms of UNESCO's criteria, the conservation and protection of the World Heritage Site are paramount issues. Inscription commits all those involved with the development and management of the Site to ensure measures are taken to protect and enhance the area for future generations.

Edinburgh World Heritage was established in 1999 by a merger of the Old Town Renewal Trust and the New Town Conservation Committee. The World Heritage Site is managed, protected and promoted through a partnership comprising Edinburgh World Heritage, Historic Environment Scotland and the City of Edinburgh Council. This Character Appraisal should be read in conjunction with the Management Plan for the World Heritage Site.

The Outstanding Universal Value of the World Heritage Site describes the features which contribute to its international importance.

*Old and New Towns of Edinburgh World Heritage Site Management Plan.*



*Old and New Towns of Edinburgh World Heritage Site Statement of Outstanding Universal Value*

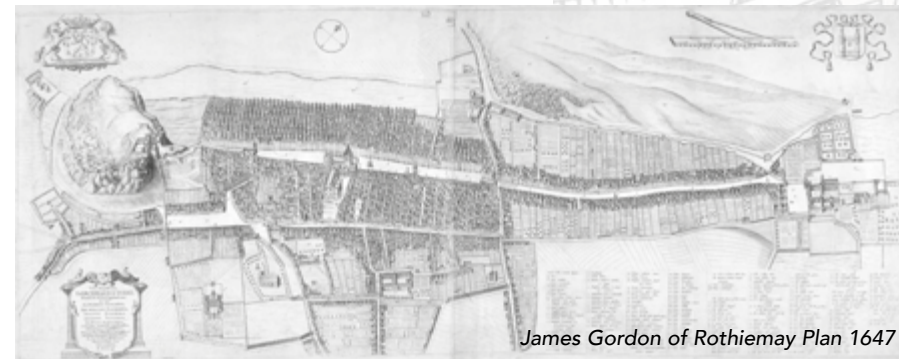
## Statement of Significance

The Old Town is the historic heart of Edinburgh and is interwoven with the narrative of Scotland's past. A unique quality of the Old Town is the clarity of its historical plan form against the background of a spectacular landscape. The plan of the Old Town has retained much of its ancient pattern and distinctive character. It is an environment of enclosed streets and dramatic changes of level with numerous framed distant views. The skilful use of land contours, the careful siting and design of individual buildings and groups of buildings, and the use of local stone, combine to create an intricate and varied character.

It is a microcosm of urban development, reflecting a long history from the earliest needs for shelter and protection, though cycles of intensification and expansion, with consequent phases of improvement, conservation or re-development.

The conservation area incorporates Scotland's ancient capital and is characterised by:

- the survival of the little altered medieval 'herringbone' street pattern of narrow closes, wynds and courts leading off the spine formed by the Royal Mile;
- its 16<sup>th</sup> and 17<sup>th</sup> century merchants' and nobles' houses;
- important early public buildings such as the Canongate Tolbooth and St Giles Cathedral;
- the quality and massing of stonework; and
- the density and height of its picturesque multi-storey buildings.



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The Conservation Area ranks as one of the most important in the United Kingdom, in terms of both its architectural and historic interest. Its significance is reflected in the extensive number of Statutorily Listed Buildings, the number of tourists that visit the area, and its international recognition as part of the UNESCO designated Edinburgh Old and New Towns World Heritage Site.



### 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.

Planning Advice Note PAN 71: Conservation Area Management specifies that:

'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.'



## How To Use This Document

The analysis of the Old Town'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 the Old Town are discussed in more detail and recommendations or opportunities identified.



## Historical Origins and Development

A complex interplay of various elements has shaped the character of the Old Town. The Castle Rock is the hard core of a 350 million-year-old volcano, buried and subsequently revealed by the erosion of glaciers in the last Ice Age. The eastward flow of the ice left the characteristic 'crag and tail' of the Castle Rock and the Old Town Ridge, together with parallel valleys to the north and south. The location of the original settlement was strategic and occupation of the naturally defensible site can be traced back as far as the Bronze Age.



The rock of Edinburgh commanded the point where the Roman route from the south reached the firth of Forth. The first literary reference to Edinburgh can be traced to the 6<sup>th</sup> century Welsh heroic poem *Y Gododdin*, in which it is referred to as *Din Eityn*. The name became *Dunedene* in Gaelic, which is *Edineburg* in English (*Din*, *Dun* and *burg* all having the same meaning of fortress).

A Royal Castle was present on the Castle Rock from at least the 10<sup>th</sup> century and the first buildings in Edinburgh were hard by the Castle, for protection. The only adjacent site for development was the long ridge spreading eastwards down to Holyrood Abbey, which was founded by David I in 1128. Separate medieval settlements, Edinburgh and the Canongate, grew astride the ridge.

By the 12<sup>th</sup> century, Edinburgh was granted 'Royal Burgh' status and the Canongate, was a Burgh of Barony under the Canons of Holyrood Abbey. The principal streets of the two burghs, formerly separated by the Netherbow Port (gate), form what has been known since the 16<sup>th</sup> century as the Royal Mile. The Royal Charters also granted the right to hold markets, an important economic concession.





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In the early medieval period, the Old Town was a relatively spacious place with a population of around 2,000 and the houses were of a semi-rural character, perhaps two floors in height with 'Burgess plots' - long narrow strips of land, known as rigs or tofts - running down either side of the ridge. These strips of land were originally cultivated, but by the early 14<sup>th</sup> century, as the population increased, the houses were rebuilt higher. Further buildings were erected at right angles to the street on the tofts, which were gradually covered until only a narrow access passage, the close, remained.



By 1540, the population had increased to around 10,000. The High Street was continuously built up with markets in its wider stretches, the Canongate had buildings in each toft, and the suburbs of the Grassmarket and Cowgate were in existence. The outlying suburbs were brought within the Burgh during the 16<sup>th</sup> and 17<sup>th</sup> centuries by the construction of the Flodden and Telfer Walls. On the accession of the Stewart Kings in the 15<sup>th</sup> century, Edinburgh became the capital of Scotland. A Royal Court was established at Holyrood, resulting in the development of numerous nobles' town houses in the Canongate.

Until the second half of the 18<sup>th</sup> century, Edinburgh was constrained by the town walls and confined to the crest and flanks of the sloping ridge linking the Castle with Holyrood. Within that relatively small area were distributed the military, administrative, craft, merchant, market, religious and residential functions of the city. Edinburgh's constricted site meant that as its population increased the original burgess tofts or strips of land were subdivided, with development being forced upwards rather than outwards. The result was



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a dense pattern of tall buildings stretching downhill to the north and south of the High Street, separated by numerous closes. In 1752, it was recorded in a report that 'the houses stand more crowded than any other town in Europe and are built to a height that is almost incredible'.



Ainslie, 1780

Most Old Town buildings featured timber frontages and thatched roofs until the expansive rebuilding programme in the earlier part of the 17<sup>th</sup> century. A number of controls to improve the quality of construction were also introduced. From at least the 16<sup>th</sup> century, building control was enforced through the Dean of Guild, and this had an effect on the development of the Old Town. For instance, as a precaution against fire, from 1621, roofing materials had to be either tile or slate, and from 1674, facades had to be of stone. In the same year, regular glazing pattern arrangements and 'piazzas', ground-floor arcades, were recommended.

The population of Edinburgh gradually increased within the restrictive town walls during the 17<sup>th</sup> and early 18<sup>th</sup> centuries. This resulted in even greater increases in the height and density of buildings, which strained existing servicing and access arrangements, as the Old Town grew, 'piled deep and massy, close and high'.



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At the midpoint of the 18<sup>th</sup> century, conditions for the population were very mixed. One estimate shows that 10 per cent of the population lived in houses fronting the main streets, 60 per cent in the densely packed closes, 20 per cent in dugouts or sheds, with the remaining 10 per cent being without regular shelter.

The deteriorating condition of the Old Town resulted in a number of rebuilding initiatives to remove and replace the most squalid and unsafe parts of the building stock. The major innovation of the 17<sup>th</sup> century was the amalgamation of tofts and their redevelopment as courts surrounded by tenements, following an Act of 1644 which gave the Town Council power of compulsory purchase over derelict property. Parliament Close was rebuilt on these lines after 1675, and the climax was reached with Royal Exchange Square (now the City Chambers) in 1754-7.



The Act of Union of 1707 and the suppression of the Jacobite insurgencies provided a settled political and social climate that allowed Edinburgh to contemplate expansion beyond the City walls. Until the deep contours each side of the Old Town ridge were spanned by a series of monumental bridges, the naturally constrained site of the city posed problems. With the construction of these bridges from 1763, geology no longer dictated how the city would develop, and new roads were cut through the medieval pattern of tofts and closes. The bridges also facilitated the development of the New Town.

During the second half of the 18<sup>th</sup> century, the conditions in the overcrowded Old Town also contributed to a shift of population to the newly developed New Town, and the Old Town experienced progressively rapid social and commercial decline. The extent of the problem was highlighted by the collapse of a tenement in Paisley Close with multiple loss of life. When Henry Littlejohn, Edinburgh's first Medical Officer of Health, surveyed mid-Victorian Edinburgh, the Old Town emerged as an unhealthy, squalid, overcrowded and insanitary area in desperate need of remedial action. An important strand in the subsequent response by the authorities was the demolition of unfit housing and the implementation of Improvement Schemes.



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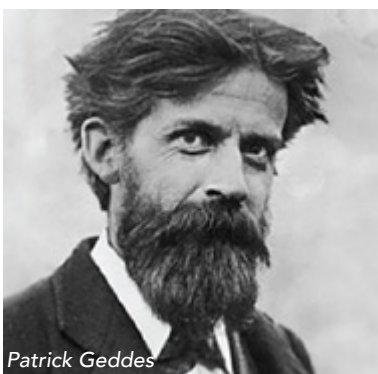
Other significant improvements included: the removal of structures such as the Luckenbooths in the High Street; and the clearing of spaces, such as James Court, behind the main streets, to allow the penetration of air and light and provide higher amenity housing. Several new streets were also constructed, with the specific purpose of locally truncating the dense network of closes and wynds.

These were facilitated by the Improvement Acts of 1790, (South Bridge), 1827 (Victoria Street, George IV Bridge and Johnston Terrace), 1853 (Cockburn Street) and 1867 (Jeffrey Street, Chambers Street and St Mary's Street). All these new streets were lined with new buildings built to strict controls. The motives of social improvement and concern for the historic centre of Scotland proved mutually advantageous during this period with the architects of the 'Edinburgh Improvement Act', David Cousins and John Lessels, adopting a romantic Baronial style. The Improvement Schemes included the construction of a number of institutional buildings, and the net effect was gains in terms of access and environmental conditions but losses in the total, albeit defective, housing stock.

Late in the 19<sup>th</sup> century, the Old Town was the scene of important experiments in inner city regeneration by Sir Patrick Geddes, a pioneer in sociology and urban planning who proposed re-using older buildings.

Development during the first half of the 20<sup>th</sup> century continued to follow a tenemental form, similar to that established in the previous 150 years. In some areas, notably the Canongate, residential accommodation was included on the ground floor, while in other areas, for example Ramsay Garden and Tron Square, architects experimented with the reintroduction of 'harled' walls and other picturesque elements.

In the early post-war decades, a major effort was made by Edinburgh Corporation to renovate the residential fabric of the Old Town. This had a significant impact in the Canongate and was achieved through a mix of new building and conservation. Robert Hurd worked on bringing many of the Canongate tenements up to date by restoration or rebuilding, following the pioneering work at 221-229 Canongate by the City Architect, E J MacRae. Hurd's work included Shoemakers' Land, Bible Land and Morocco Land.



Patrick Geddes



In 1947, the City Architect, EJ MacRae, also published two reports *The Royal Mile* and *The Heritage of Greater Edinburgh*, which were brief, well documented inventories of the city's historic and architectural assets and were intended as a basis for a preservation and protection policy. However, despite these measures and influenced by the wholesale redevelopment envisaged by the 1949 Abercrombie Plan, the Old Town entered a period of decline.

The population of the Old Town reached its lowest point at the time of the 1981 Census, and the environmental problems arising from gap sites and derelict properties pointed to the need for a broader range of investment and innovative renewal approaches. Recognition of this led to an emphasis being placed on a more sympathetic approach to restoration and rehabilitation. The Edinburgh Old Town Renewal Trust was established in 1985, and restoration initiatives by various agencies have preserved properties, substantially improved the visual appearance of the Old Town and recreated a sense of the traditional morphology.

More recent initiatives to restore and rehabilitate the Old Town buildings have been undertaken. One of the most successful, dating from the late 1970s, is at 14-42 High Street where sheltered housing, shops and the Museum of Childhood were skilfully integrated in a mix of new development and restoration, with effective use made of interconnecting closes.



The mid-1990s extension to the National Museum of Scotland on Chambers Street combines ashlar cladding with a bold massing of diagonals and incisions, and a prominent corner round tower intended to reflect the Half Moon Battery of the Castle and refer to early Scottish traditional broch designs. This was followed in 1998 by the flamboyant modernism of the design for the new Scottish Parliament.



A number of small-scale interventions follow patterns established by existing buildings and historical reference. The design of the infill building at 112 Canongate for the Old Town Housing Association is a modern interpretation of what were once common elements of town houses in the Old Town: a colonnaded ground floor to the street, external stairs, horizontally-galderied windows and cantilevered upper floors projecting over the street. A limited palette of largely traditional materials is used in a modern and creative way to create interest and incident, and considerable richness of texture.



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## Structure

### Topography

Edinburgh has one of the most spectacular settings of any European city. The natural processes of volcanic eruptions, land upheaval, erosion and deposition have profoundly influenced the topography of the Old Town. The rock formation that creates the impressive setting of the Castle is the result of the erosion of the remains of a volcano which erupted 350 million years ago and cooled as a plug of very hard dolerite rock. Two million years ago, as glaciers moved eastwards, the softer surrounding sedimentary rock was scoured away, leaving the 'crag' that forms the Castle Rock, the 'tail' which forms the Royal Mile and the parallel valleys to the north and south.

The character of the Old Town owes much to the formation of its topography by these prehistoric volcanic and glacial processes. The historic core respects the topography, sloping down from the Castle Rock to the Abbey and Palace of Holyroodhouse. Its multi-layered townscape of vertical facades builds up to a skyline punctuated by spires, domes, towers and the battlemented walls around the Castle.

A key element in giving Edinburgh its world-wide identity is the perception of the Old Town in approaches to the city. The topography of the Old Town makes it both very visible and provides a wide range of dramatic views. The Castle and the Old Town ridge dominate the Edinburgh skyline, not just from the present day city boundaries, but also in many more distant views and approaches to the city.



## Old Town

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### Setting and Edges

The Old Town is visible from many land and sea approaches to the city. Though part of the continuous built-up form of the city in distant views, the Old Town is surrounded to quite a considerable extent by a natural setting.

To the north lies Princes Street Gardens, which curve around the western end of the Castle Rock, and the sides of Calton Hill. The Conservation Area boundary to the south contains the open grounds of Heriot's School and the Greyfriars Kirk graveyard. The section of the Conservation Area adjoining the South Side Conservation Area is built up for a short section, but then it is bounded by the Queens Park and the green space to the east of Holyrood Palace. Arthur's Seat is a major natural feature, bringing today's Green Belt right in to the city, and offers a major viewing point not just for the Old Town but the whole city.



The northern and north-western approaches are via improvement streets: the Mound, Johnston Terrace and King Stables Road. Passing through open stretches of gardens and providing a setting for the Castle before entering the built up area of the Old Town, these also provide a clear sense of arrival. They connect with another major north/south route through the area, George IV Bridge, from which, as at South Bridge, the drama of the changes in topography to the other major east/west route of the Cowgate below are revealed.



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The main entry point to the Conservation Area from the west is the narrow West Port, which opens out dramatically as it enters the Grassmarket before passing on to the Cowgate.

To the south, the historic approaches of the Pleasance, Nicolson Street and Buccleuch Street are still main routes into the Conservation Area. At one time these old



North Bridge, straddling the valley between the Old and New Towns, forms a dramatic approach with buildings at each end forming gateways. Its elevation accentuates the topography and the difference in character between the two major components of the World Heritage Site, whilst providing views to the East Lothian coast in the distance and to Arthur's Seat closer by.

drove roads would have passed through the original medieval suburbs, the extent of which was defined by 16<sup>th</sup> and 17<sup>th</sup> town wall extensions on a line from Lauriston Place to Drummond Street. Little now survives, and has largely been replaced by subsequent institutional development. Nicolson Street leads past one of the grandest examples of these, the Old College, before entering the Conservation Area along South Bridge. Designed by Robert Kay in 1785, it takes the form of a grand processional route up to the Royal Mile.

South-eastern and eastern edges of the Conservation Area are formed by approaches through existing inner city areas of similar architectural character, which

now make these edges of the Old Town less well defined.

### Vistas and Views

Edinburgh's skyline is an essential part of the character and appearance of the city and is an asset that it is important to protect. The Edinburgh Skyline Study identifies the key views in the city and forms the basis for the non-statutory guidance on the protection of key views.

#### Skyline Study

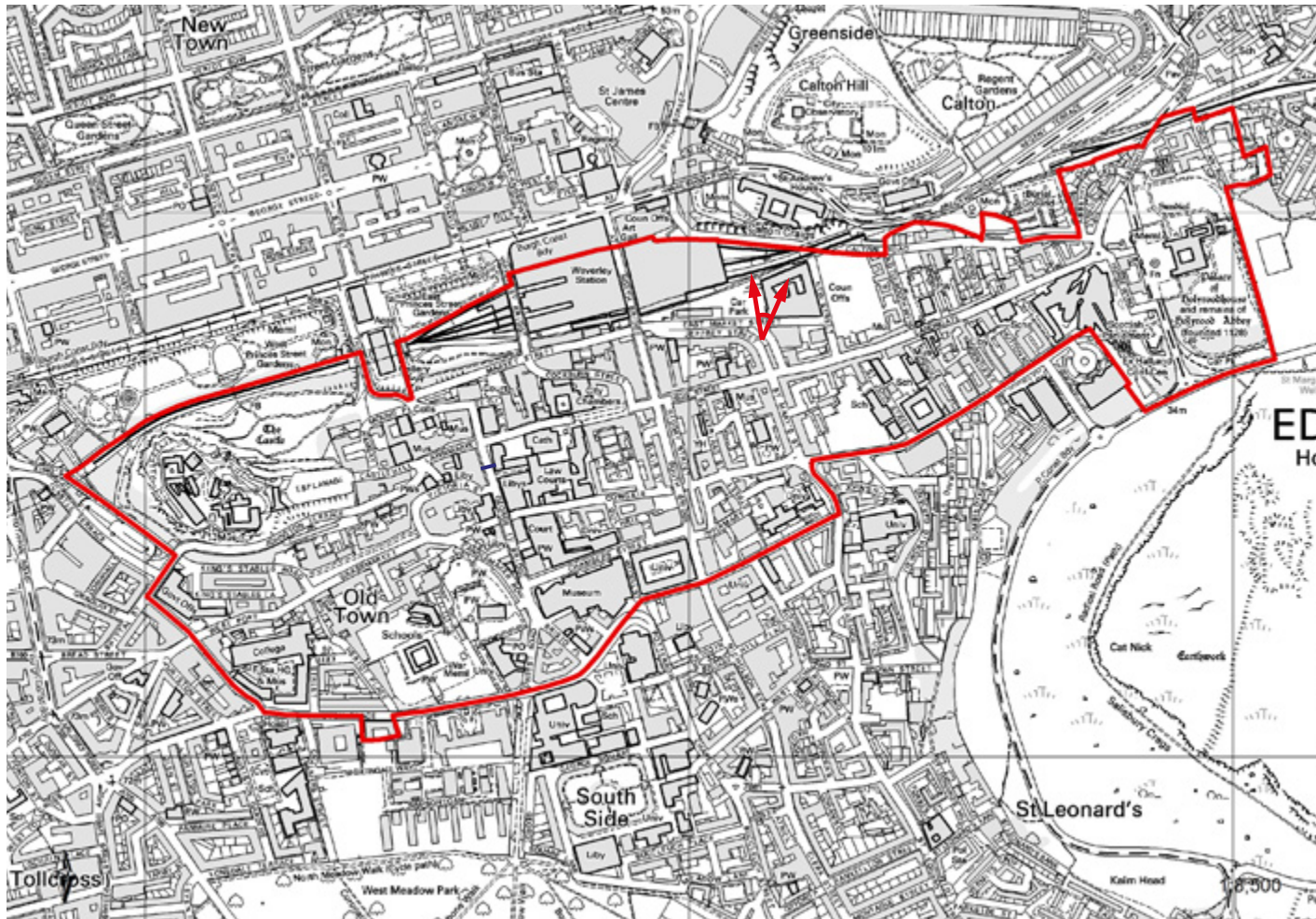
The topography of the Old Town makes it both very visible and provides a wide range of dramatic views. The Castle dominates views from all over Edinburgh and the Old Town skyline can be seen from a range of near to distant views from many locations especially to the south, west and north.

Views should be considered from static and sequential points, taking into account oblique angles and levels. Assessments must also be made of the impact of development outside the Conservation Area. Some of the most dramatic views and a key element in giving Edinburgh a world-wide identity, is the perception of the Old Town in approaches to the city.





## Vistas and Views



**Key** (Interactive map)

 Conservation Area Boundary

 Vistas/Panorama

 Glimpse

 Terminated View

## Development Pattern

The Old Town ridge and the natural constraints of the former loch and slopes on its long sides, helped to dictate a linear settlement form which is still clearly evident today. The Royal Mile forms the spine of the Old Town, the main thoroughfare and processional way of old Edinburgh linking the Castle and Palace.

Varying development patterns have emerged through time on the Old Town ridge. In some cases only vestiges of these may remain, and a chronological/thematic perspective best illustrates how the present day layering of development has emerged. Despite this variety, the Old Town still retains the linear emphasis dictated by its site and the Royal Mile, linking its two most important institutions, the Castle and Palace.



### Enclosure

The Burgh of Edinburgh was enclosed soon after its foundation. It is thought a first wall, a timber palisade, was replaced with a more extensive stone wall, the King's Wall, and "Edinburgh Castle must be counted one of the earliest, if not the earliest of Scotland's castles of enclosure". The Castle was remodelled in 1368–77, including an outer circuit of walls below the rock; this and the formation of the Netherbow Port would have been contemporary. There is in both the Castle and the earliest forms of the Old Town, and in common with many early settlements, a theme of enclosure. Examples of remaining sections of the city walls are at Heriot Place and the Pleasance. Whilst possibly not in their original form and much opened up behind, many of the buildings looking over Princes Street today echo this enclosure. Rising out of the sides of the volcanic ridge, they still give the appearance of enclosing the Old Town behind.



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The Canongate, due to its closer proximity to the Palace, attracted the town houses of the nobility and courtiers. Although it shared the traditional lang rigg ownership pattern with that of Edinburgh, development took the form of grand houses such as Queensberry, Acheson, Moray and Whitefoord House rather than tenemental flats.



The openness and lower density that this created is still visible today, particularly on the north side of the Canongate - this is reinforced by the Canongate Kirk's graveyard and the 17th century style garden at Dunbar's Close. Though more often now considered as a street name, it is important to recognise the Canongate as a former independent settlement and Royal Burgh.

### Linear Settlement and Royal Mile

The Royal Mile is the spine of the Old Town, the main thoroughfare and great processional way of old Edinburgh. It is a sequence of spaces as well as a street, and these variations reveal buildings and views sequentially that are equally impressive in which ever direction they are approached from. The ridge, the volcanic tail on which it sits and the natural constraints of the former loch and river on its long sides, helped to dictate a linear settlement form which is still clearly evident today.

The alignment of the Royal Mile is also subject to the underlying natural topography and is not straight. Its gentle twists reflect the setting, and the work involved in its original creation. It also varies considerably in width, the narrow uppermost stretch along Castlehill



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being more typical of a medieval street, before widening out to the Lawnmarket and High Street sections. The street narrows again at the site of the former Netherbow Port, before opening out again along the Canongate. The spaces created were in part used for markets, and the present day street theatre during the Festival provides an indication of what the medieval scene of street trading must have been like.



Traditional Lang Riggs and Closes

Equally evident in the earliest plans is the impact of the Scottish system of land ownership, the ground on either side of the Royal Mile was divided into 'tofts' in the form of strips down the slopes of the ridge. The closes and wynds that run along the sides of the tofts accentuated this. These still make the Old Town highly permeable, giving pedestrian priority through frequent access and choice of route, whilst retaining a sense of intimacy and potential for surprise. In some areas they have been developed into arcades, covered stair ways linking different levels and roof top walkways such as that round Victoria Street giving magnificent views out across the Grassmarket.



### Markets

The Grassmarket, the Fishmarket, the Fleshmarket, the Green Market and the Land Market (now Lawnmarket) were all located within short walking distances. They functioned not only for the trade in their respective commodities, but also as important social spaces. The High Street around St. Giles, the location of the luck-booths, was the scene of considerable street trading. Churches, the Parliament, the City Council, the law courts, offices of the guilds and inns for travellers developed around the markets.



### Town Improvements - Tenements and Courts

The 16<sup>th</sup> Century witnessed a massive rebuilding programme after the sack of Edinburgh in 1544. The forelands along the north side of the Royal Mile were allowed to encroach by 6 metres and extra living space was gained by cantilevering wooden galleries out above the ground floors. This is still evident in John Knox's House and the adjacent Moubray House. Intensification resulted in the sub-division of the original burgess tofts and the evolution of that now traditional and typical Scottish building form, the tenement, in which houses are built on top of each other.



Gladstones Land and Moubray House show that tenement living was still for the prosperous, 'who, by living above ground floor, could avoid the worst of the street



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noise and smell'. For the same reasons, mansions came to be built towards the rear of the tofts as can be seen at Riddles Court, Lady Stairs House and Tweeddale House. In part, these buildings reflect the increasing intervention of Town Council controls to guard against the risks of fire.



In spatial terms, 'the major innovation of the 17<sup>th</sup> Century was the amalgamation of tofts and their redevelopment as courts surrounded by tenements'. This was helped by legislation which gave the Town Council compulsory purchase powers over derelict property. The results can be seen in Mylnes Court, the much larger James Court and Wardrop's Court. Recent improvements continue to other courts: closes have been linked together, between Roxburgh Close and Warriston Close with its natural stone landscaping, Trunk's Close with its soft landscaping and sculptures, and the almost completely modern Chesels Court.



### Squares and Perimeter Blocks

The Buildings of Edinburgh observes that 'the climax was reached with Royal Exchange Square in 1754'. This may more appropriately be seen as the ending of one stage and the beginning of another in the Old Town's development. To the south of the Royal Mile, approximately along the present alignment of Chambers Street, Brown Square and Argyle Square had been developed by 1765 and to the east Adam Square had been started by 1780. None of these now remain but George



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Square, started in 1757, in the adjacent South Side Conservation Area, marks another high point in urban design terms.

In 1786, Hunter Square was developed around the partially demolished Tron Kirk. Initially developed for the parking of carriages and horses, town squares came to represent emerging ideas in design and civic amenity. These ideas were further developed in the Old Town after the fire of 1824 in the transformation of Parliament Close into Parliament Square.

### Improvement Streets

As the plans for the New Town were developed and implemented, they in turn influenced later demands for increased accessibility and street improvements in the Old Town. One of the earliest in 1786 was the formation of the South Bridge running between Hunter Square and Chambers Street over the valley of the Cowgate. George IV Bridge, connecting the South Side and the New Town via the Mound, was a product of the Improvement Act of 1827.



Great Fire of Edinburgh 1824



Under the 1827 Improvement Act, further works were undertaken to improve access from the south and west, including Johnston Terrace and Victoria Street. These were followed by the insertion of Cockburn Street (1856) and then St Mary's Street (1867). These not only created new streets but also made dramatic changes to the development pattern of the Old Town, by cutting between houses and the lang rigg pattern to leave truncated close arrangements. They improved the overcrowding, fire risk and insanitary conditions and also incorporated defined aesthetic styles. The 'serpentine curves' of Cockburn Street are given cohesion by the use of the 'Baronial manner', but the individual buildings are 'resourcefully varied'.

### Early 20<sup>th</sup> Century Redevelopment

The value of the pioneering efforts of Patrick Geddes and E.J. Macrae in early restoration and new build housing infill, especially along the Royal Mile, was substantial both in terms of conservation and in maintaining the residential population of the area.



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Rationalisation of building forms and street layouts also coincided with the increasingly larger building forms adopted for institutional uses. These included new local government council chambers and offices, buildings for academic use by the University and Moray House, the central and national libraries, the national museum, new banks, commercial buildings and Waverley Railway Station.



There were also, until very recently, large industrial uses present in the Old Town. At one time there were some sixteen breweries and utilities, such as the former gas works, at the Dynamic Earth site. These uses occupied considerable land areas and would have had a major impact on the character of the area.



### Late 20<sup>th</sup> Century Redevelopment

The redevelopment of the Holyrood North site has provided numerous infill opportunities and the site for the Scottish Parliament building.

The redevelopment represents an imaginative and sensitive reuse of the former brewery providing a mix of uses and institutions. By retaining the best of the original buildings, the Holyrood North area opens up the former close system and reinterprets the lang rigg pattern by inserting new development. Varied developments are linked through a consistent and high quality public realm demonstrating an empathy with the cultural and historic character of the area.

## Streets

The durable architectural character of the Old Town is based around the main medieval streets of the Royal Mile - a sequence of five historic streets (Castlehill, Lawnmarket, High Street, Canongate and Abbey Strand). Castlehill is the narrow uppermost section and opens out into the much broader expanse of the Lawnmarket, which ends at the crossroads of George IV Bridge and Bank Street, from which point the Royal Mile becomes the High Street. The street narrows at the point where it was formerly closed by the main gateway into the town, the Netherbow Port. Beyond the Netherbow, the Canongate developed up the ridge from Holyrood. It was always historically more spacious than Edinburgh, with large houses in generous gardens. Abbey Strand links Canongate with the Holyrood Palace complex of buildings.

The original dense medieval urban fabric has been overlain by a series of Georgian and Victorian street improvements: North Bridge, South Bridge, George IV Bridge, Johnston Terrace, Victoria Street, Cockburn Street and Jeffrey Street.

The main streets have a hard urban form with frontages of tall relatively uniform buildings. Building facades are generally laid out in continuous rows along main street frontages, with few gaps, forming a continuous building line directly abutting the footway.



## Closes

A series of tightly packed narrow closes branch out in a herringbone pattern from the main spine of the Royal Mile. This historic pattern of closes and courts which closely reflect the topography is a unique quality of the Old Town. Prior to the end of the 18<sup>th</sup> century, there were no roads running off the High Street west of the Netherbow, with the exception of the steep and narrow West Bow which provided access from the Grassmarket. Access to the rear of the buildings fronting the High Street was by narrow closes





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running down the side of the ridge. In the mid 18<sup>th</sup> century there were around 400 closes in the Old Town; there are now approximately 100, with a number having been reopened and restored in recent years. Most are marked in gold lettering on black cast iron plates or by lettering on the stone paving at the entrances. They are an integral part of Edinburgh's history and have their own individual character and atmosphere. They are also act as a frame for many important vistas.

Amongst the most evocative of the Edinburgh closes are: the restored re-creation of the 17<sup>th</sup> century White Horse Close, the picturesque qualities of which compensate for any lack of authenticity; Tweeddale Court, which contains the 16<sup>th</sup> century Tweeddale House and stone sheds which are believed to be sedan chair stores; Bakehouse Close which is entered through a broad arch beneath Huntly House; Riddle's Court with a fine timber external stairway and McMorran's House which is one of the best-preserved examples of old domestic architecture remaining in Edinburgh. Numerous closes were reinstated in the redevelopment following the devastating fire of 1824 which destroyed all the buildings on the south side of the High Street between St Giles and the Tron. These closes plunge spectacularly down to the Cowgate. Mary King's Close is subterranean and incorporated in the extended City Chambers. A sense of the traditional pattern of closes has been re-created at the Holyrood North site.

### The Southern Suburbs

The Grassmarket is the largest open space in the Old Town and an important focal point to the south of the Royal Mile. The first written record of its use as a market dates from 1477, and its long rectangular shape is still immediately recognisable as a market place. It is one of Edinburgh's most dramatic urban spaces, providing a spectacular prospect of the southern cliffs of the Castle Rock. The architecture is principally later Victorian Scottish Baronial, with some older survivors principally on the north side. The best preserved section of the Flodden Wall (1520s-1530s) incorporating the only surviving tower, with gun-loops, stands in the Vennel, south of the Grassmarket.

The Cowgate, the main thoroughfare of the Old Town south of the Royal Mile, enters into the Grassmarket at its south-eastern end, running roughly parallel to the Royal Mile but on much lower ground. It is one of Edinburgh's oldest surviving streets and formerly one of its finest. The construction of the architecturally important South Bridge and George IV Bridge over the Cowgate reduced it to minor status. A limited number of interesting historic fragments remain, including the neo-classical church of St Patrick's, St Cecilia's Hall, unimpressive externally but with an outstanding interior, and the mid 16<sup>th</sup> century Magdalen Chapel.



Candlemaker Row rises from the eastern end of the Grassmarket and leads to Greyfriar's Kirk, a mainly 18<sup>th</sup> century building erected on older foundations and well known for its graveyard which is the oldest in Edinburgh. The Greyfriars Bobby statue is the most famous memorial to a dog to be found anywhere and perhaps the smallest Listed Building in the country.



Victoria Street, contains a small fragment of the old West Bow, complete with five of its old houses, and a fine group of arcaded shop fronts surmounted by a pedestrian terrace.



## Spaces

Open spaces within the Conservation Area have a wide variety of different characters. This diversity of character and the irregular distribution results from the historical growth of the city and its natural topography. As Edinburgh developed, open space around important buildings, was enclosed as gardens and for burial grounds. The natural features of the glacial landscape also left some areas of open space that were more difficult to develop. This has resulted in many small areas of green open spaces within the dense urban structure that have a wide diversity of character and an irregular distribution. These now contribute to the overall setting of the buildings and are valuable spaces for wildlife and amenity.

There are a relatively large number of small areas of green open spaces within the densely urban structure of the Old Town. A number of them are of historic value in their own right and they also provide settings for the historic buildings. They frequently take the form of small semi-private spaces with formal elements of planting behind main facades. Examples include Chessel's Court and the garden behind Panmure Close.

The streetscape is principally hard and urban. However, groups of single forest scale and smaller trees are present in selective locations throughout the Conservation Area. Many date from the late 19<sup>th</sup> century, although some are more recently planted.



These make a significant contribution to the character of the area, as they highlight the scale of the buildings and soften views. They also create local distinctiveness, seasonal variation and alter the local micro-climate. Sculptural features also make a further contribution to the individuality of the area.

The scale of some larger spaces, the relatively large number of smaller spaces and individual trees, make a highly significant contribution to the city's ecology and environment. The presence of wildlife habitats in the Conservation Area is limited due to the irregular and unlinked distribution of the spaces.



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### Castle Rock

The steep western slopes below the Castle Rock wrap around the Rock and create the dramatic setting for the Castle. The area has a naturalistic character of mature trees and ground cover providing a relatively undisturbed wildlife habitat. The area is also designated as part of a composite Site of Special Scientific Interest (Arthur's Seat Volcano SSSI) which includes Arthur's Seat and Calton Hill. The areas are linked by their complex geology and this is reflected in the richness of the plant communities that are present.



### Johnston Terrace and Granny's Green

Mature trees characterise the steep bank to the south of Johnston Terrace. This makes a valuable contribution to the screening of the road and the setting of the Castle. The eastern part of this steep bank, known as Granny's Green, was used as a south-facing drying green for the former army barracks. This historical use is represented today by the collection of varied antique clothes poles. It is important to the setting of the Castle, and adds to the character of the area.

### Greyfriars Kirkyard

Greyfriars Kirkyard is a significant open space within the Conservation Area. It was originally the garden of a monastery that was transformed into a graveyard in 1562. The kirkyard makes a significant contribution to the setting of the surrounding buildings and creates a peaceful, secluded open space. The character of the space is defined by the large variety of historically important gravestones, monuments and graceful mature trees. The graveyard is significant for its local amenity value and the contribution it makes to the greening of distant views. It is also a valuable resource for urban wildlife, particularly as it links to the open space surrounding George Heriot's School.



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Sir Patrick Geddes was active in establishing community gardens or pocket parks in the Old Town during the early part of the 20<sup>th</sup> century. As part of his Civic Survey of Edinburgh in 1909, 75 open spaces in the Old Town were identified as having potential for community gardens. By 1911, nine of the gardens were 'in working order'. They are now represented by: the Patrick Geddes Memorial Garden on the south side of the West Port and the Scottish Wildlife Trust Garden which occupies a prominent position on the south side of Johnston Terrace, adjoining the Patrick Geddes Steps and the former Castlecliff Workshops.

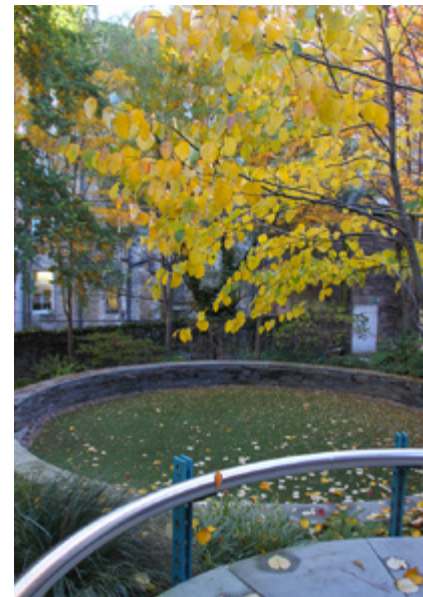


Long elongated formal gardens were a prominent historic feature of the less developed Canongate, and the small garden at Dunbar's Close was restored in 1978 as a reflection of this 17<sup>th</sup> century tradition. Hidden from view from the Royal Mile, the intricate layout of the garden, using appropriate materials and planting species, provides a quality open space. A variety of different planting environments are created with soft boundaries of hedges and trellis providing the opportunity to display a variety of plant material and forming sheltered spaces for wildlife. There are impressive views towards Calton Hill from the lower part of the garden.



Many other linked small spaces in the densely urban structure of the Old Town create a strong identity and character. They also create a variety of views at unusual angles that are important in appreciating the buildings and the surrounding landscape. Accessed through archways and closes, their charm lies in their secluded location and their variety of scales and styles.

The landscaped garden at Trunks Close is a more recently designed space. The modern design uses good quality materials and a circular seating arrangement. A single forest scale specimen tree, a Roble beech (*Nothofagus obliqua*), complements a bold planting scheme around the seating.



The limited number of specimen trees contribute to the local environment and can act as focal points. Examples of forest scale trees include the Lime trees, *Tilia sp*, planted in Hunter Square and adjacent to St Giles. Recently planted, these trees already contribute to the quality of the spaces, providing shade in the summer. Single smaller trees have also been used very successfully in narrow closes. A striking example is at Lady Stair's close where the Flowering Cherry, *Prunus avium 'plena'*, contrasts with the dark stone wall behind and provides a focal point in the view.



## Major Buildings

The Conservation Area includes numerous buildings of outstanding architectural and historic importance, and international significance. This is reflected in the large number of buildings within the Conservation Area which are Statutorily Listed for their Architectural or Historic importance, with around 90 being of national importance (Category A). Although these buildings have individual qualities, often exhibiting European or classical influences, they also possess strong elements of the local character that reinforces the distinctiveness of the Conservation Area. The historic varieties of architectural forms successfully integrate with each other through careful attention to scale, design and materials.

The number of buildings of outstanding historic and architectural stature in the Old Town is such that it is not appropriate in the context of the character appraisal to consider in depth every building of importance included within the Conservation Area. A limited number of examples of the most important items will, therefore, be considered. This is not intended to detract from the merit of buildings not mentioned in the Appraisal.

The Castle is the pre-eminent building of historic and architectural importance within the Conservation Area. Its imposing bulk towers dramatically over the centre of Edinburgh from its precipitous location on the massive sheer rock faces of the Castle Rock. With its commanding site, standing 135 metres above sea level and 100 metres above Princes



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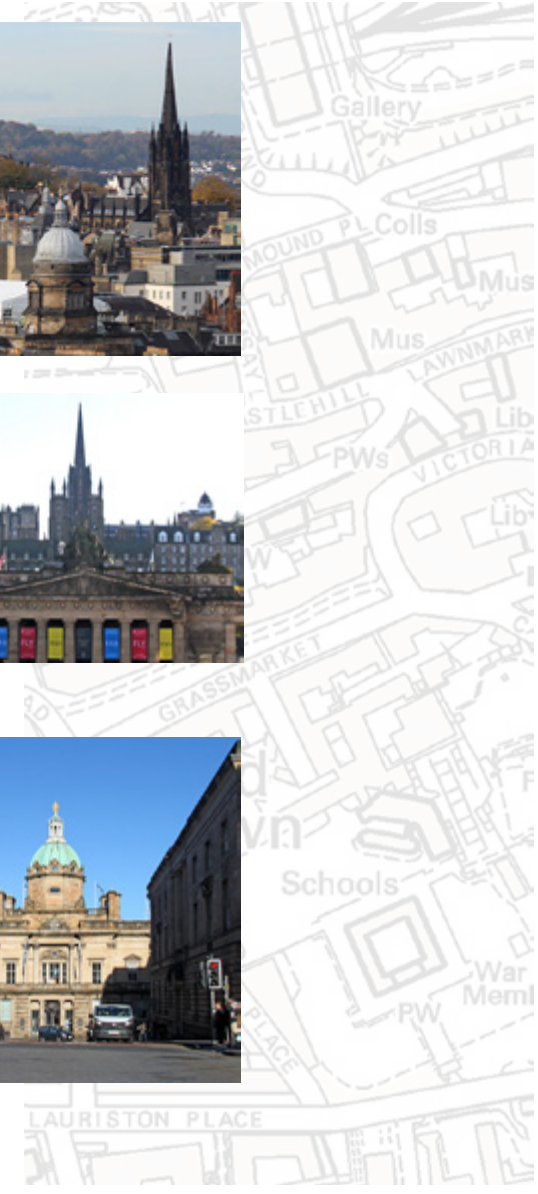
Character Appraisal

Street, the turreted and battlemented complex of buildings dominates the skyline and is an international iconic architectural symbol of Edinburgh and Scotland. The Esplanade forms the entrance to the Castle. It was laid out in the 18<sup>th</sup> century as a parade ground and completed in its present form, with ornamental walls, in 1816. There is a row of military monuments on its north side and it commands panoramic views to both the north and south.

The architectural character of the northern cliff-like outline of the Old Town is formed by the dominant ridge, between the Castle and the Palace of Holyroodhouse and the major buildings which contribute to its distinctive character - Ramsay Garden, the Tudoresque New College & Assembly Hall, the neo-Jacobean Church of Scotland offices on North Bank Street, the Baroque Bank of Scotland on the Mound, the City Chambers and the turreted gateway entrance to the Old Town formed by the former Scotsman and Carlton Hotel buildings on North Bridge. They reinforce a sense of enclosure, separation and defence associated with medieval towns in a dramatic way.

New College and the Assembly Hall, with its main frontage on the Mound, was originally built as a church and theological college for the Free Church. Its Tudor front and the towers of its gatehouse sited on the axis of Playfair's Royal Scottish Academy below frame the spire of the Tolbooth spire behind. The towers would be a significant contribution on their own, but their location in the middle ground between such significant neighbours demonstrates the wealth of the townscape. These in turn are in alignment with Hanover Street and demonstrate the use of townscape composition to link the Old and New Towns.

To the east of the Assembly Hall and 'standing forward from the Old Town to lord it over the New' is the former Bank of Scotland Head Office. An imposing baroque building with a central copper clad dome, wings extending to either side terminating in towers and later pavilions all sitting on a massive masonry plinth. The power of its presence is softened to some degree by a proliferation of decoration, statues and serried flagstaffs. These elements reinforce a sense of the theatrical, especially when it is seen against the formidable backdrop of multi-storey plain stone tenements behind. The framed views of the main entrance and dome terminating the vista south along the axis of George IV Bridge is perhaps more in keeping with the scale of the Old Town.



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The City Chambers is constructed on a flank of the Old Town ridge. Its three-sided courtyard, which is open to the street through a rusticated screen, is an uncommon feature of Old Town development. The predominant features are the centrepiece, which has a pediment with urns and fluted Corinthian pilasters. It appears as a three storey building on its High Street frontage, but has no fewer than twelve storeys on the north, to accommodate the sharp drop into Cockburn Street. It is one of the tallest buildings remaining in the Old Town and makes an important contribution to the skyline of the Conservation Area.

The spire of the former Tolbooth St John's Church (now the Festival Hub), 'stunningly sited' at the top of Castlehill, soars above the city. It is the highest built point in Edinburgh at 73 metres and dominates the approach to the Castle.



Between it and the Castle esplanade is Geddes' Outlook Tower with its distinctive dome and his 'ultra-picturesque and colourful' development at Ramsay Gardens. Its mix of Scots Baronial and English cottage styles, towers, conical roof forms, oriel windows and balconies cascade down the north side of the ridge. Combined with its idiosyncratic materials (harl, timber, red sandstone and red tiles), it forms a termination to the Royal Mile before the separating space of the esplanade in front of the castle.



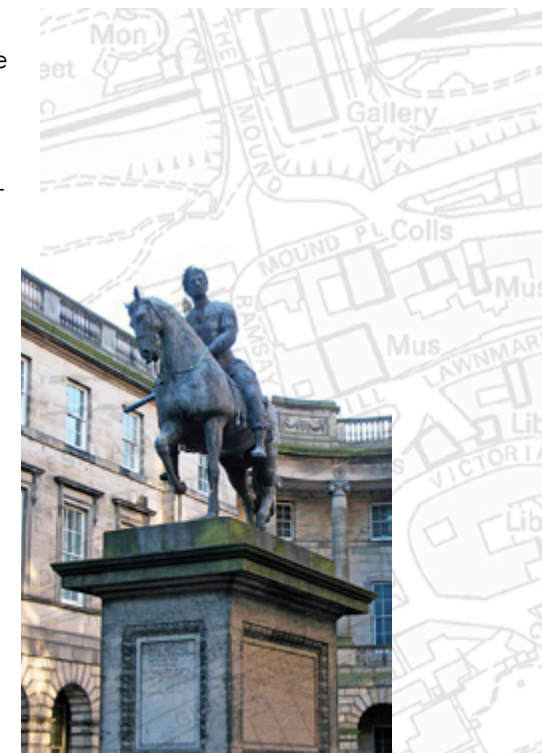
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## Old Town

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Parliament Square is dominated by St Giles, the High Kirk of Edinburgh, and the continuous neo-classical facades of the Law Courts. St Giles has been the central feature of the Old Town for nearly 800 years. Subjected to an over-enthusiastic restoration in the early 19<sup>th</sup> century, it has lost much of its medieval character. Its distinctive open crown steeple surmounted by a gilded cockerel and supported by eight flying buttresses was the only part of the exterior of the building to survive this restoration. It is also an important landmark in historic skyline views of the Old Town.



The façade of the Law Courts on Parliament Square masks the old hall of the 17<sup>th</sup> century Parliament House which faces the southern side of St Giles with a life-sized equestrian statue of King Charles II in the garb of a Roman emperor in the intervening space. The Heart of Midlothian marks the location of the old Tolbooth, whose site is also marked on the roadway by blocks outlining its plan, and the repositioned old Mercat Cross stands just to the east of St Giles.

The Old College of the University was begun by Robert Adam in 1763, and was intended as the centrepiece of an ambitious overall plan which was never achieved. The Triumphal Arch façade onto South Bridge is the best and the only part wholly designed by Adam. William Playfair completed the colonnaded quadrangle in 1834, and the landmark dome was added in the 1880s.





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The Canongate Tolbooth, built in 1591, is a rare survivor of 16th-century municipal architecture and was the administrative hub of the Canongate when it was an independent burgh. It is a prominent landmark on the Canongate with its turrets and gun-loops to the street, forestair in the angle of the tower and oversized scrolled wrought-iron clock, which is a later addition of 1822. It now functions as 'The People's Story' museum.

George Heriot's Hospital (school), which was built in 1624 on the southern edge of the Old Town below the Castle Rock. Heriots is one of the finest 17th century properties in Scotland and was a key building in the Scots architectural renaissance of the 16th and 17th centuries.



The Canongate Kirk, with its striking multi-curved gable and Roman Doric portico, dates from the late 17th century, it stands back from the road in a churchyard with a number of important memorials. The churchyard also provides views towards the Royal High School and the Burns Monument. The ancient and classical funerary monuments in the churchyard of Greyfriars Church makes the main contribution to the character and atmosphere of the area.



The Palace of Holyroodhouse impressively punctuates the eastern end of the Royal Mile. Tall ornate iron gates lead into a spacious forecourt the centrepiece of which is a carved octagonal Gothic fountain. Two massive towers dominate the symmetrical west elevation of the Palace. The picturesque ruins of the 12th century Holyrood Abbey stand adjacent to the palace and provide an indication of how elaborate the structure must have been. Croft-an-igh is an early 17th century villa built into the south east wall of the gardens of Holyroodhouse. It is three storeys high and rubble-built to an L-shaped plan, with corbelled turrets and pepperpot roofs topped by copper balls.



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Waverley Station lies below North Bridge in the valley to the north of the Old Town. The station was designed to sit below a glass roof canopy to minimise its overall impact, as was the cutting required for the track through Princes Street Gardens which is flanked by high retaining walls and arches of fine ashlar.



More recent developments such as: the Poetry Library, Dance Base, the extension to the National Museum of Scotland, the Holyrood North site development, and the Parliament all contribute to the evolving character of the area.



## Domestic Architecture

An important and outstanding collection of high-quality domestic architecture survives forming the background of the Old Town, and the setting for the greater monuments. They are the outward reflection of Edinburgh's history: with their traditional proportions, gables and dormers, crow steps, pends and wynds, and carved inscriptions.



The domestic architecture of the Old Town is still largely dominated by tenements. The tenement as a basic urban form was developed in Edinburgh through a combination of geography and circumstances. The crag and tail site and the presence of the Flodden Wall from the early 1500s constrained the burgh to around 130 acres for more than 250 years. Sustained population growth could only be accommodated by building high, and pressure for space was increased as more people demanded higher standards of accommodation within the fixed boundaries of the city. By the 17th-18th centuries, Edinburgh contained the tallest series of urban domestic buildings of their time, surpassed in scale only with the introduction of tall framed buildings in the 20<sup>th</sup> century. Necessity, therefore, created the flat tradition in Edinburgh.

The 16<sup>th</sup> century Riddle's Court and Bailie MacMorran's House represent an early courtyard phase comparable with structures in the Canongate, which was always an area of less dense population and of larger and more substantial houses, courtyards and closes such as Moray House (1628), Acheson House (1618), Whitehorse Close (17<sup>th</sup> century) and Huntly House (1570).



Mylne's Court is a later surviving example of tenements, incorporating purpose-built mansion-flats, set around wide open squares, which began to appear in the mid 17<sup>th</sup> century. It is a massive building, opening on to a court-yard and represents an early attempt at urban renewal. The street frontage has a distinctly modern and plain look; while the less visible back facing the Mound remains medieval in appearance. The adjoining James Court separates Mylne's Court from Gladstones Land, and was built in the 1720s, following the same general pattern.



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Gladstone's Land in the Lawnmarket is one of the finest and most original surviving examples of an early 17th-century tenement. It is a tall narrow six storey building in ashlar with two gables facing the street and a curved forestair. It incorporates a re-constructed luckenbooth type shop front, typifies the height to which the early Edinburgh tenements were built and incorporates the only surviving example of the original arcaded house front, which was once a common feature of Old Town houses.



The picturesque John Knox House, dating from the early 16<sup>th</sup> century, is the earliest surviving tenement in Edinburgh and a conspicuous building in the Old Town with its projection into the High Street which stops the view southwards. Its jettied timber balconies, forestair and other external detailing constitute a prime example of the earliest domestic architecture in Edinburgh. The building now forms part of the Netherbow Arts Centre, which stands to the east. Immediately to the west of John Knox House is the four-storey Moubray House, dating from c.1630, with an elegant curved forestair springing from first floor level. Outside on the street is one of the wells which provided the water supply for the Old Town.

Much of the Canongate consists of re-modelled, reconstructed or entirely re-built housing blocks constructed to harmonise with the street as a whole, rather than copy those they replaced. Chessel's Court is a group of tenements around an open courtyard reached by an arcaded frontage on the Canongate. It is dominated by the harled three storey mid 18<sup>th</sup> century Chessel's House which, with its pedimented chimney and well proportioned Georgian windows, resembles a modest country house. Robert Hurd designed the adjoining new blocks in conjunction with the restoration of the historic original buildings. The Chessel's Court group represents an early example of conservation linked with innovative new building.



The series of neo-vernacular tenements at 79-121 Canongate are constructed in rubble, concrete, and harling, with blocks both parallel and horizontal to the main street, forming courtyards behind the Canongate. There is a pattern of large square windows and also horizontal and vertical slits on the façade, and some corner windows have stone mullions. The series of mono pitch roofs form an interesting roofscape.



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The Scottish Baronial style was a 19<sup>th</sup> century revival of the architectural forms of the Scottish Renaissance. In its revival form it is typified by the incorporation of architectural features such as crenellations, turreted bartisans, crow stepped gables and oriels. One of the principal motivations behind its development was an interest in the exploration of national identity, and the Scottish Baronial was seen as a romantic expression of Scottish architectural nationalism and tradition.



Station Act, of 1853, which authorised its construction, specified the need to preserve the architectural style and antique character of the locality to secure harmony between the new buildings and those of the Old Town. The variegated Baronial architecture acknowledged the steep gradient of the street, recreated some of the intimacy of an old Edinburgh close and provided a new architectural gateway to the Old Town.

There was a degree of continuity in the use of Baronial forms well into the 20<sup>th</sup> century exemplified by the picturesque qualities of the infill and restoration work by Patrick Geddes, for example at the theatrical red-roofed and half-timbered Ramsay Garden which was intended to reflect the character of the medieval town. A late example of the influence of the style can also be seen in the adoption of neo-Baronial features for the late 20<sup>th</sup> century design of the façade at the former Scandic Crown Hotel (1989), with its massive Holyrood-style tower as a corner feature.



Such was the influence of the Scottish Baronial, that it was adapted from its more natural context of large country houses for use in urban settings. From the 1850s, it was used extensively as a treatment for redevelopment schemes in the Old Town in streets such as Jeffrey Street and St Mary's Street. Cockburn Street has thirty Baronial blocks built between 1859 and 1864 along a serpentine curve to provide access to Waverley Station from the Old Town and clear the densely packed backlands of existing closes. The Edinburgh Railway



## Activities and Uses

The Old Town has been the site of many of Scotland's most important historical events and is closely associated with some of the world's most celebrated philosophers, writers, scientists, and architects. It is now a varied and vigorous community supporting a wide-ranging mix of uses and activities which make an essential contribution to the area's vitality and character.

The Conservation Area has a thriving resident population of around 11,000 which co-exist with the range of other activities. The strong and continuing presence of a residential community is an essential part of the character of the area. This can be supported and retained by encouraging local community facilities, such as shopping which caters for a residential population.

The Old Town is the primary focus of the City's ceremonial, administrative, cultural, legal and religious functions. Important civic and national institutions include: the Scottish Parliament, the City Chambers, the High Court, the Sheriff Court, the Court of Session, the University and the National Library of Scotland. Artistic and cultural institutions such as the Saltire Society, the Scottish Poetry Library and Dance Base are also established in the area.

The preservation of the many historic buildings, and their settings, in the Conservation Area is a fundamental matter if the tourism function is to be maintained.

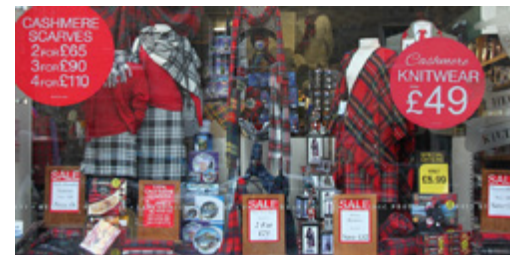
Included amongst the area's attractions are the museum collections that are a significant part of Scotland's cultural heritage.

Edinburgh Castle attracted 1,568,508 visitors in 2015 and is Scotland's most important visitor attraction. It is managed by Historic Environment Scotland. The Old Town accommodates many other tourist venues, is an integral part of the setting of the Castle and is itself a destination for tourists. The Old Town, therefore, has an influence on the tourism economy of Scotland as well as Edinburgh.



The world's largest arts festival, the International Festival and Fringe, is also centred on the Old Town and makes a major contribution to the cultural life and image of the Old Town. The opening of two major visitor attractions, the Museum of Scotland and Dynamic Earth, in the late 1990s consolidated the Old Town's position as one of the most important tourist centres in Scotland. The range and quality

of shopping concentrated in the Old Town also forms an important part of the city centre's attraction for visitors.



The Old Town as a centre of employment is closely associated with public service activities historically linked to the area: national and local government, legal institutions and the universities. There is also a substantial number of small office uses, primarily housed in traditional buildings. The Holyrood area was largely industrial, until the end of the 20th century: breweries and a major gas holder station were located in the area. These former large-scale industries have moved out of the Old Town, leaving major redevelopment sites and the Holyrood area has undergone substantial regeneration since the late 20th century. This has included the construction of the 'Our Dynamic Earth' visitor centre and new offices on the site of the former gas holder, and the development of a complex of buildings at Holyrood North and the Scottish Parliament on the former breweries site.



The hustle and bustle of the main streets provide attractions for a wide range of visitors to institutions and leisure interests. In contrast, peace and quiet can be experienced in the closes and wynds. The kirkyards of Greyfriars and Canongate also offer a sense of tranquillity.



## KEY ELEMENTS

### Plan Form

The topography creates a dramatic natural setting for the surviving original medieval street pattern of lang riggs and closes running off the spine of the Royal Mile which is overlaid with late 18<sup>th</sup> and 19<sup>th</sup> century improvement streets.

There is a clear contrast in density and built form between the original walled city and the relative openness of the Canongate, which is a result of the historic development pattern.

The plan form of the area contributes to the high level of pedestrian routes throughout the Old Town.

### Views

The Castle, the spires, towers and domes on the Old Town ridge and Arthur's Seat dominate a distinctive skyline, not just from the city boundaries, but also in many more distant views and approaches to the city.

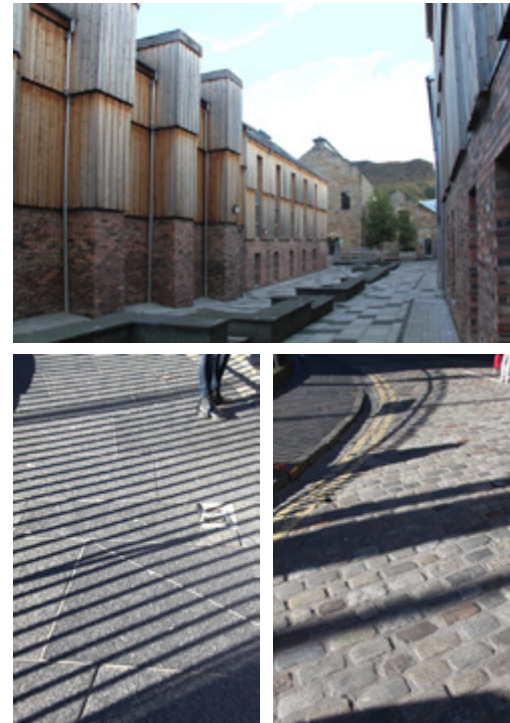
There are many significant views in, out and within the area. It is important to ensure that development outside the Conservation Area does not intrude on specific views.

### Streetscape

The provision of consistent and high quality natural materials, street furniture and lighting in the public realm is a critical factor in uniting and complementing the built heritage.

In recent years there has also been considerable recent investment in work to the public realm in the form of improvements to closes and the High Street.

Natural stone paving slabs and stone setts have historically been used for street surfaces for many centuries. The historic paving displays a tradition of high quality workmanship, attention to detail and the use of robust and durable materials. This simple palette of materials is durable and today encourages the slower movement of traffic, creating a more pedestrian friendly environment. In 1996, the Royal Mile was the subject of a programme of environmental improvements which incorporated high quality natural materials. Hunter Square was also redesigned at this time with granite benches and sculptures.



Other street furniture elements, such as traditional lamp standards, red phone boxes and Edinburgh Police boxes make a significant contribution to the architectural character of the Conservation Area.





## Landmark Buildings

There is a wealth of important landmark buildings, reflecting the Old Town's long role as the location for a complete range of capital city institutions.

The wide range of institutional buildings from different eras set against a backdrop of tenements contribute to the 'close knit' character and cohesive groupings associated with the medieval town.

The many landmark buildings make a significant contribution to the city's historic skyline.



## Architectural Detailing

The variety and irregularity of medieval buildings contrasts with the imposed styling of later 'improvement act' architecture.

In early buildings forestairs, small and irregular window arrangements, vestiges of timber construction and cantilevered upper floors help to break up the massing. In later buildings, this is achieved through the retention of narrow feus, the verticality of windows and a variety of decorative elements such as semi-circular corner turrets, domed or conical roofs, statues etc. These features give added interest and help to provide a human scale.

Stepped and angled pitched roofs articulated by narrow dormers, crow step gables, pediments, towers, spires, skews, chimney heads provide architectural interest.

Sash and case windows in various configurations specific to particular buildings are the traditional fenestration pattern.



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### Materials

The quality, robustness and durability of the materials of construction make a significant contribution to the character of the Conservation Area. The limited palette of materials, mainly stone and slate, provide a sense of unity.

Harled rubble was historically the main building material, except for the grandest buildings, and this continued to be used for tenements well into the 19<sup>th</sup> century. However, stone is the basic building block of Edinburgh in its predominant form of silver grey ashlar, with a more limited amount of red sandstone.

The overwhelming impression is of natural materials: stone walling and detailing, harling with stone dressings, slate roofing, and timber doors and windows and setted streets with stone pavements. This limited range of materials should not disguise the subtle tones and rich character of stone from different sources and with varied texturing.

Roofs are traditionally pitched and covered with dark grey Scots slates. The topography of the city is such that roofs are a dominant feature in many views, and the traditional slate roof coverings make an important contribution to the architectural character of the Old Town. Stone chimneystacks with stoneware pots to individual flues, also contribute to the character of the roofscape.



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### Shop Fronts

The Old Town contains many fine shop fronts in a variety of traditional and contemporary forms and materials which make a significant contribution to the character of the Conservation Area.



However, there are a number of shop fronts with inappropriate signage and displays which detract from the historic character of the area.

### Boundary Treatments

Boundaries are important in maintaining the character and quality of the spaces in the Old Town. They provide enclosure, define many pedestrian links and restrict views out of the spaces. Stone is the predominant material. Harled and brick walls also exist and can be in keeping with the surrounding character.

### Statues and Monuments

The Conservation Area includes an outstanding collection of statues, monuments, historic graveyards and national memorials.

Greyfriar's and the Canongate graveyards contain important collections of funerary monuments. The variety and number of statues, carved stones and sculptures add to the individual historic and architectural character of the area.



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### Building Lines

The main streets and spaces have a hard edged form with continuous frontages of tall buildings built directly up to the back pavements.

Building frontages have a proportion and rhythm, determined by the original medieval 'Burgess' plots and later tenement layouts.

Building lines are not set at predetermined grids and angles, but respond to natural features and contours. The consequence of this is that much of the organic character of the Old Town is still retained and building lines sweeping along the contours give a sculptural appearance to many streets as they wind up and down hill. Buildings are largely set right at the heel of the pavement. Respect for building lines and heights are essential in successfully uniting buildings from different periods.



### Building Heights

Buildings conform to a generally consistent height and mass, usually four or five storeys high on street frontages, throughout the Conservation Area.

The higher buildings addressing the Waverley Valley, between 8 and 10 storeys, help to reinforce a sense of enclosure, separation and defence associated with medieval towns in a dramatic way. These heights are also found where developments have risen from the Cowgate floor right through to streets above, for example along South Bridge and George IV Bridge.



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A more usual relationship with the street is between 3 to 5 storeys which respect changes in level. This creates stepped and angled roofscapes which are further articulated by narrow dormers, crow step gables, pediments, towers, spires, skews, chimney heads etc.



## Uses

The breadth of facilities and attractions establishes the Old Town as a cultural, leisure, entertainment and tourism centre of national importance. It is essential that a productive balance between the interests of residents, business, institutions and visitors is maintained. It is particularly important that retail uses that serve the needs of local residents are maintained. The continued existence of a creative mix of uses is an essential element in maintaining active streets and a vibrant town centre.

There is a contrast between bustling main streets and quiet pedestrian accessed rear areas emphasised by the street layout and the contrasting built forms of the front and rear areas.

The compactness and fine grained development pattern allows many forms of activity to function in close proximity.



## 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.
- Some 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 removal of buildings which make a positive contribution to an 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.

Alterations to windows are also controlled in conservation areas in terms of the Council's guidelines.

#### Listed buildings

A significant number of buildings within the Old Town 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.

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## Planning guidance

More detailed, subject-specific guidance is set out in Planning Guidance documents. Those particularly relevant to the Old Town 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.

## Article 4 Direction Orders

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.

- Class 7 - the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.
- Class 38 - water undertakings.
- Class 39 - development by public gas supplier.
- Class 40 - development by electricity statutory undertaker.
- Class 41- development required for the purposes of the carrying on of any tramway or road transport undertaking.

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### 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 Tree Preservation Order. 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 the Old Town Conservation Area

The richness of the Old Town's natural setting and built heritage is considerable. It is this complexity and diversity which make it attractive, yet make these qualities hard to define. It also has a fragility and human scale which often does not sit easily with the demands of present day development requirements. These are qualities and conflicts that must be resolved if the character of the Old Town is to be sensitively interpreted and enhanced.

#### General Criteria

General issues to be taken into account in assessing development proposals in the 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 neigh-





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bours 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. Proposals outside the boundaries of the Conservation Area should not erode the character and appearance of the Old Town or intrude into views of the Castle.

### New Buildings

New development should be of good contemporary design that is sympathetic to the spatial pattern, scale and massing, proportions, building line and design of traditional buildings in the area. Any development within or adjacent to the Conservation Area should restrict itself in scale and mass to the traditionally four/five storey form. New development should also reflect the proportion and scale of the traditional window pattern. The quality of alterations to shop fronts, extensions, dormers and other minor alterations should also be of an appropriately high standard.

The development of new buildings in the 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 complementary to the existing character of the area may be acceptable.

### Alterations and Extensions

Proposals for the alteration or extension of properties in the 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



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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.

### Archaeology

The Old Town is the most significant archaeological area in Edinburgh. The archaeological interest of the historic burghs of Edinburgh and Canongate was analysed in 1981 as part of the Scottish Burgh Survey. Archaeological excavations have shown that Edinburgh's origins extend into prehistory.

Significant archaeological remains survive within Edinburgh Castle. Archaeology also remains beneath and within historic buildings and streets all along the Royal Mile, and in and around the Holyrood Abbey and Palace complex. At the Tron Kirk, fragments of the foundations of stone-built houses which occupied the site before the kirk was built were uncovered. The range of finds during the excavations on the site of the new Scottish Parliament and Cowgate Fire Site provide examples of the significant archaeological potential of the whole area.

The Conservation Area also contains a number of Scheduled Ancient Monuments comprising Edinburgh Castle, Holyrood Abbey, Holyroodhouse, the Canongate Tolbooth and the historic town walls. Fragments of the town walls remain at Heriot's School, the



Pleasance, Tweeddale Court, the Vennel, Bristo Port and Drummond Street. All surviving elements of the town walls are of considerable historic significance.

## OPPORTUNITIES FOR DEVELOPMENT

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.

## OPPORTUNITIES FOR PLANNING ACTION

From a low point at the time of the 1981 Census, the Old Town is now home to a significant and expanding residential population of about 11,000. The building of new housing on sites such as Holyrood North and the restoration of many historic residential properties throughout the Old Town has provided a firm foundation for a thriving modern community. It is essential that a productive balance between the interests of residents, business and visitors is maintained. The continued existence of a creative mix of uses is essential for the retention of the character and attraction of the Old Town.

## Conservation Area Boundaries

The boundaries of the Conservation Area have been examined through the appraisal process. No proposals for boundary changes are proposed.

## OPPORTUNITIES FOR ENHANCEMENT

The character appraisal emphasises the more positive aspects of character in order that the future can build on what is best within the Conservation Area. The quality of urban and architectural design needs to be continuously improved if the character of the Conservation Area is to be enhanced. The retention of good quality buildings (as well as listed buildings) and the sensitive interpretation of traditional spaces in development are of particular importance.

Due to its topography and medieval street pattern, the character of the Old Town is particularly susceptible to the effects of traffic. The scale and intimacy of the Old Town is best suited to pedestrian movement.

The public realm of the Conservation Area offers a wealth of spaces created at various stages during the development of the Old Town. They are generally of a robust urban form in a limited palette of colours which is easily adversely affected by street clutter.

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Any strategy should consider and analyse the existing features and spaces of value, and consider opportunities to improve their quality and nature. The different character of the spaces needs to be clearly defined and guidance developed for the maintenance of planting, hard materials and design of any additional street furniture within that defined character.

Careful consideration needs to be given to floorscape which is an essential part of the overall appreciation of the Old Town's rich townscape heritage. Repair and renewal work to street surfaces should be carefully detailed and carried out to the highest standards using quality natural materials. Setts should be replaced or reinstated where they have been lost. Street furniture should be kept to the minimum required, to avoid clutter.

Whilst there are many fine shop fronts in the Conservation Area, there are also a number which are unsatisfactory and ignore the architectural form of the buildings of which they form part.

Opportunities should also be taken to increase the biodiversity potential of appropriate open spaces through a variety of management practices. This may include the introduction of replacement native shrub planting and diversity of grass cutting regimes.





# Planning Committee

10.00am, Thursday, 2 March 2017

## Planning Fees

<b>Item number</b>	9.1
<b>Report number</b>	
<b>Executive/routine</b>	Executive
<b>Wards</b>	All

### Executive Summary

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The purpose of this report is to seek Committee ratification of the response to the Scottish Government consultation on Raising Planning Fees.

The Scottish Government committed to consult on enhanced fees following a recommendation from the Independent Review of the Scottish Planning System of May 2016. The review recommended that fees for major applications should be increased substantially so that the service moves towards full cost recovery.

The consultation on Raising Planning Fees seeks views on increasing the maximum fee for major applications to £125,000 and planning permission, in principle, to £62,500.

This proposed increase to the maximum fee is likely to result in a substantial increase in major application planning fee revenue for the planning authority. This additional revenue is expected to be linked to improved performance of the planning service.

### Links

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**Coalition Pledges**

**Council Priorities** [CP5](#)

**Single Outcome Agreement** [SO1](#)

## Planning Fees

### 1. Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 ratifies the consultation response sent to the Scottish Government on raising planning fees; and
  - 1.1.2 notes the potential financial impact on the Council's planning resources.

### 2. Background

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- 2.1 In September 2015, an independent panel was appointed by Scottish Ministers to review the Scottish planning system. The report of the panel 'Empowering Planning to Deliver Great Places' was published on 31 May 2016. Recommendation 37 of the Report is 'Planning Fees on major applications should be increased substantially so that the service moves towards full cost recovery'.
- 2.2 The Scottish Government's response, published in July 2016, included 10 immediate actions to be taken forward as a priority. Action 6 committed the Scottish Government to consult on enhanced fees to ensure that planning authorities are better resourced.
- 2.3 The Scottish Government issued a consultation paper in December 2016 and invited responses by 27 February 2017. A draft response has been submitted by officers to meet this deadline and the Scottish Government has been advised that this is subject to ratification by Committee.

### 3. Main report

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#### **Scottish Government Consultation on Raising Planning Fees**

- 3.1 Planning fees are currently capped at £18,720, £20,044 and £30,240 depending on category of development. In the Independent Panel Review of the Scottish Planning System it was recommended that a reviewed maximum fee should be considered to better reflect the level of resource that major applications demand.
- 3.2 In order to facilitate moving to a full cost recovery, the Scottish Government is consulting on raising planning fees. The consultation seeks views on increasing the maximum fee to £125,000 for major applications of most categories of development and, £62,500 for applications for planning permission in principle. It includes details

of a reduced charge per unit or per 0.1 hectare for developments over a certain size to ensure that applicants in Scotland do not pay more than they would in other administrations for any size of proposed development.

- 3.3 The proposed changes do not include an across the board percentage increase as well as increasing the maximum fee. The only impact will therefore be on major application fee revenue. Further changes to the fee structure, including charging for discretionary services, are expected as part of the planning reform programme.

### Proposed New Fee Structure

- 3.4 A brief summary of the main proposed changes is shown in table 1 below:

**Table 1 Table of Fees Summary**

<b>1. Residential development (other than alteration of an existing dwelling)</b>		
	<b>Proposed Fee</b>	<b>Current Fee</b>
(A) Planning Permission in Principle	£401 x 0.1hectares up to £10,028 then £100 per additional 0.1hectares up to a cap of £62,500	£401 x 0.1hectares up to £10,028
(B) Full Planning Permission	£401 x per unit up to £20,050 then £200 per additional unit up to £125,000	£401 x per unit up to £20,050
<b>2. The erection of buildings (other than residential, agricultural buildings and glasshouses and alterations to existing dwellings)</b>		
(A) Planning Permission in Principle	£401 x 0.1hectares up to £10,028 then £100 per additional 0.1hectares up to a cap of £62,500	£401 x 0.1hectares up to £10,028
(B) Full Planning Permission	Where gross floor area exceed 3,750sqm £200 per 75spm will be charged up to a cap of £125,000	£401 x 75sqm up to £20,050

### Link between Fees and Improved Performance

- 3.5 The recommendation of the panel to increase the fee maximum does not suggest ring-fencing fees. However, it states that local authorities must accept that all increases in fees must be directly linked with improved performance which will require investment in the resourcing of planning authorities.
- 3.6 The consultation does not suggest ring-fencing fees. However, it states that local authorities must accept that all increases in fees should be directly linked with improved performance which will require investment in the resourcing of planning authorities. There is a clear expectation from Scottish Ministers that any increased planning revenue will be reinvested to support the planning service. This could be through additional planning officers, additional consultee expertise or additional professional expertise from associated disciplines. It will be up to the Council as planning authority to decide how this additional revenue is best used to ensure the service improves performance.



## Planning Fee Revenue – Implications for the City of Edinburgh Council

- 3.7 In order to give an indicative guide to the likely impact of the proposed changes on the Council’s planning revenue, a comparison of the proposed changes has been made with major application fees from 2014 to 2016. Details of all major applications fees, and a comparison of the proposed fee under the increased maximum fee, are shown in Appendix 1. A summary of the impact of increased fees is shown in Table 2 below:

Table 2 Comparison of Existing and Proposed Maximum Fee

Year	Number of Applications	Existing Fee	Proposed Fee	Increase	
2014	43	£562,566	£1,366,796	£804,230	143%
2015	37	£495,650	£835,077	£339,427	68%
2016	29	£438,480	£774,516	£336,036	77%

- 3.8 Table 2 shows that increasing the maximum fee would result in a significant increase in fees for the planning authority. The increased maximum fee applied to 2016 major applications would have resulted in an additional £336,056 in revenue. This equates to an increase of 77% in major application fee income.
- 3.9 On the basis of the analysis on the impact of an increased maximum fee in Edinburgh, the Council supports the Scottish Government’s proposal.

## 4. Measures of success

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- 4.1 An improved planning service where performance meets targets and the level of service to the customer meets expectations.

## 5. Financial impact

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- 5.1 The increased maximum fee for major applications would result in increased fee revenue for the planning authority as detailed in this report.

## 6. Risk, policy, compliance and governance impact

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- 6.1 There is no impact on risk, policy, compliance and governance impact arising from this report.

## 7. Equalities impact

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- 7.1 There is no relationship between the matters described in this report and the public sector general equality duty. There is no direct equalities impact arising from this report.

## 8. Sustainability impact

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- 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. Relevant Council sustainable development policies have been taken into account. The change in planning fees will have no adverse impacts on carbon emissions, the City's resilience to climate change impacts, achieving a sustainable Edinburgh in respect of social justice, economic wellbeing or good environmental stewardship.

## 9. Consultation and engagement

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- 9.1 No formal public consultation has taken place as part of this Report. However, the Scottish Government have consulted on raising planning fees.

## 10. Background reading/external references

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- 10.1 [Empowering Planning to Deliver Great Places](#)  
10.2 [Review of Scottish Planning Scottish Government Response](#)  
10.3 [Consultation on Raising Planning Fees](#)

### Paul Lawrence

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## 11. Links

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<b>Coalition Pledges</b>	
<b>Council Priorities</b>	CP5 – Business growth and investment
<b>Single Outcome Agreement</b>	SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all
<b>Appendices</b>	Appendix 1 – Major Application 2014 – 2016 Existing and Proposed Fee Comparison

## Appendix 1 Major Application 2014 – 16 Existing and Proposed Fee Comparison

Application Number 2016 Applications	Proposal	Existing Fee	Proposed Fee
15/02905/PPP	Planning permission in principle for residential development	£10,028.00	£13,828.00
15/03571/FUL	139 new apartments	£20,055.00	£37,850.00
16/00770/FUL	139 new apartments	£20,055.00	£37,850.00
16/02873/FUL	Extension and redevelopment of existing library	£20,105.00	£22,450.00
10/02552/FUL	Construction of an Anaerobic Digestion Plant	£5,423.00	£5,423.00
14/04962/FUL	Mixed use development	£20,055.00	£23,050.00
15/03850/PPP	Planning permission in principle for residential development	£10,028.00	£12,728.00
15/05133/PPP	Planning permission in principle for residential development	£10,028.00	£20,028.00
16/00937/FUL	Hotel development	£20,055.00	£28,250.00
15/02788/FUL	Mixed use development	£20,055.00	£36,050.00
16/03823/FUL	Main Stand redevelopment and Nursery (including demolitions)	£20,055.00	£24,850.00
15/05224/PPP	Planning permission in principle for residential development	£10,028.00	£17,328.00
16/00869/FUL	Continued use of site for 24 hour secure airport car parking with ancillary valet services	£202.00	£202.00
14/02814/PPP	Planning permission in principle for mixed use development	£19,100.00	£21,856.00
15/00590/FUL	Student accommodation	£20,055.00	£16,040.00
15/04445/FUL	Mixed use development	£20,055.00	£42,400.00
15/02786/FUL	Mixed use development	£20,055.00	£26,865.00
15/03780/FUL	201 new apartments	£20,055.00	£50,650.00
14/05174/PPP	Planning permission in principle for mixed use development	£3,609.00	£3,609.00
16/01415/FUL	59 new apartments	£20,055.00	£21,850.00
15/00661/FUL	Hotel development	£20,055.00	£32,850.00
15/03075/FUL	157 new houses	£20,055.00	£41,450.00
14/05059/FUL	Variation on condition	£202.00	£202.00
14/05060/FUL	Variation of condition	£202.00	£202.00
15/00643/FUL	376 new houses	£20,055.00	£94,874.00
15/05457/FUL	201 new houses with commercial unit	£20,055.00	£51,453.00
14/01238/PPP	Planning permission in principle for residential development	£9,550.00	£13,828.00

13/02660/FUL	72 new houses	£19,100.00	£24,450.00
14/04880/FUL	210 new houses	£20,050.00	£52,050.00

Application Number 2015 Applications	Proposal	Existing Fee	Proposed Fee
15/01207/FUL	126 new houses	£20,055.00	£35,250.00
14/01056/FUL	Mixed use development	£19,100.00	£27,050.00
15/03989/FUL	Hotel development	£20,055.00	£59,250.00
14/01283/PPP	Amendments to previous application	£192.00	£192.00
14/01509/PPP	Planning permission in principle for residential development.	£9,550.00	£11,628.00
14/01737/PPP	Variation of condition	£192.00	£192.00
14/03502/PPP	Planning permission in principle for residential development.	£9,550.00	£18,528.00
14/04172/FUL	143 new houses	£19,100.00	£39,858.00
15/00322/FUL	Office development	£20,055.00	£36,850.00
14/05137/FUL	18 new houses	£7,218.00	£7,218.00
15/00877/FUL	54 new houses	£20,055.00	£21,659.00
15/02898/FUL	Retail development	£20,055.00	£16,842.00
13/01405/FUL	Hotel development	£19,100.00	£35,250.00
14/03230/FUL	Mixed use development	£4,584.00	£4,584.00
14/04674/FUL	Student accommodation	£20,055.00	£23,050.00
05/01358/OUT	Planning permission in principle for residential development.	£6,500.00	£6,500.00
14/00169/FUL	186 new houses	£20,055.00	£47,250.00
14/01389/FUL	Material variation	£2,112.00	£2,112.00
14/03416/PPP	Planning permission in principle for mixed use development	£9,550.00	£18,728.00
14/03883/FUL	51 new houses	£19,100.00	£20,250.00
15/01148/FUL	76 new houses	£20,055.00	£25,250.00
14/02958/FUL	26 new houses	£9,932.00	£10,426.00

14/04843/FUL	Variation of condition	£202.00	£202.00
14/01446/FUL	61 new houses	£19,100.00	£22,250.00
14/01649/PPP	Planning permission in principle for mixed use development	£9,550.00	£45,218.00
14/04044/FUL	60 new houses	£19,100.00	£22,050.00
10/03506/PPP	Planning permission in principle for mixed use development	£7,975.00	£7,975.00
13/05302/PPP	Cemetery, Crematorium, Memorial Garden, Chapel of Rest	£9,550.00	£35,028.00
14/01166/FUL	Ground Stabilisation Works.	£1,970.00	£1,970.00
14/03513/FUL	Mixed use development	£19,100.00	£36,050.00
14/03940/FUL	Mixed use development	£19,100.00	£46,258.00
11/00387/FUL	81 new houses	£15,950.00	£26,250.00
14/03643/FUL	Mixed use development	£19,100.00	£46,250.00
14/03736/PPP	Planning permission in principle for mixed use development	£9,550.00	£11,028.00
14/05145/PPP	Planning permission in principle for mixed use development	£10,028.00	£21,628.00
14/05255/FUL	Student accommodation	£20,055.00	£19,649.00
14/04101/FUL	Amendments to previous application	£19,100.00	£25,354.00

Application Number 2014 Applications	Proposal	Existing	Proposed Fee
13/01843/FUL	Amendment to condition	£192.00	£192.00
13/02640/FUL	183 new houses	£19,100.00	£46,650.00
13/03546/FUL	Amendment to condition	£192.00	£192.00
13/04209/FUL	Material variation to planning permission	£12,988.00	£75,850.00
13/04972/PPP	Women's Regional Unit at HMP Edinburgh	£9,550.00	£3,208.00
12/01415/FUL	60 new houses	£15,950.00	£22,050.00
12/03392/FUL	Mixed use development	£15,950.00	£22,450.00
13/02527/FUL	Material variation to planning permission	£19,100.00	£32,450.00
13/04479/FUL	147 new houses	£19,100.00	£39,450.00
13/04656/FUL	Mixed use development	£19,150.00	£25,655.00
14/00426/FUL	Variation of condition	£192.00	£192.00
12/03574/FUL	209 new houses	£15,950.00	£51,850.00

13/04966/PPP	Mixed use development	£9,550.00	£12,028.00
14/01704/PPP	Variation of condition	£192.00	£192.00
14/02806/PPP	Planning permission in principle for residential development	£9,550.00	£31,528.00
14/03222/FUL	Teaching facilities	£16,044.00	£16,842.00
12/04126/PPP	Planning permission in principle for residential development	£7,975.00	£12,028.00
13/05165/FUL	85 new houses	£19,100.00	£27,050.00
13/05183/FUL	203 new houses	£19,100.00	£50,650.00
14/01776/PPP	Planning permission in principle for residential development	£9,550.00	£35,328.00
12/04007/FUL	153 new houses	£15,950.00	£40,650.00
12/04007/SCH3	153 new houses	£15,950.00	£40,650.00
13/00040/FUL	192 new houses	£15,950.00	£48,450.00
13/01022/FUL	73 new houses	£15,950.00	£24,650.00
13/01378/FUL	91 new houses	£19,100.00	£28,250.00
13/02584/FUL	155 new houses	£19,100.00	£41,050.00
14/00578/FUL	Revision to previous permission	£0.00	£0.00
14/01820/FUL	66 new houses	£19,100.00	£23,250.00
12/04064/FUL	Hotel development	£15,950.00	£13,233.00
13/03406/FUL	Mixed use development	£19,100.00	£96,250.00
13/03407/FUL	Mixed use development	£19,100.00	£46,450.00
14/02256/FUL	Student accommodation	£19,100.00	£119,650.00
14/02494/FUL	Sports facilities	£19,100.00	£55,650.00
12/03567/FUL	Mixed use development	£15,950.00	£35,850.00
13/03181/FUL	220 new houses	£19,100.00	£54,050.00
14/01057/PPP	Planning permission in principle for residential development	£9,550.00	£35,028.00
14/01472/FUL	Variation of condition	£192.00	£192.00
12/00046/PPP	Planning permission in principle for residential development	£7,975.00	£17,928.00
13/04232/FUL	Health facilities	£19,200.00	£56,450.00
13/04278/FUL	Student accommodation	£19,100.00	£20,250.00
13/04292/PPP	Health facilities	£9,650.00	£28,028.00
07/04646/OUT	Planning permission in principle for residential development	£7,250.00	£32,528.00
14/04100/FUL	Mixed use development	£2,674.00	£2,674.00



# Planning Committee

10.00am, Thursday, 2 March 2017

## Edinburgh Airport Masterplan 2016-2040 Consultation Response

<b>Item number</b>	9.2
<b>Report number</b>	
<b>Executive/routine</b>	Executive
<b>Wards</b>	All

### Executive Summary

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Edinburgh Airport has recently published a revised Masterplan which will replace its existing 2011 Masterplan. It presents a development strategy for the airport in three distinct phases. It sets out a development scenario up to 2025, up to 2040 and a more speculative plan up to 2050, based on the forecast growth of the airport and the predicted expansion of the airport and its supporting ancillary facilities. The revised Masterplan was published in draft form for consultation. The consultation ran from November to December 2016. Edinburgh Airport is aware that the Council response will be approved on 2 March 2017.

The revised Masterplan is to be welcomed as it provides an up-to-date context for the Airport's future development consistent with national and local planning policy. However, it raises a number of environmental, transport and planning issues. Appendix 1 details the Council's response to the draft Masterplan. Edinburgh Airport is encouraged to address these prior to finalising the Masterplan.

### Links

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<b>Coalition Pledges</b>	<a href="#">P15</a> ,
<b>Council Priorities</b>	<a href="#">CP5, CP8, CP11, CP12</a>
<b>Single Outcome Agreement</b>	<a href="#">SO1</a> ,



## Edinburgh Airport Masterplan 2016 - 2040

### Consultation response

#### 1. Recommendations

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- 1.1 It is recommended that the Committee approves Appendix 1 as the Council's response to the consultative draft Masterplan for Edinburgh Airport 2016 -2040.

#### 2. Background

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- 2.1 Edinburgh Airport has grown by one million passengers each year since 2012. Serving just over nine million passengers in 2011, it is forecast to grow to 25.8 million passengers by 2040. This growth is attributed to the sale of the airport by BAA to Global Infrastructure Partners in 2012.
- 2.2 The airport is a strategic asset, currently generating £1 billion per year for the Scottish economy and supporting 23,000 jobs. It is also crucial for Scotland's international connectivity.
- 2.3 The Council has consistently supported the strategic growth of services and facilities at the airport, subject to effective environmental controls and the delivery of sustainable surface transport connections.
- 2.4 The UK Government's 2003 White Paper 'The Future of Air Transport' set out a long term framework for the responsible development of Scotland's airports. The Edinburgh Airport Masterplan (2011) reflected the principles set out:
- forecasts for passenger demand;
  - expansion requirements up to 2013;
  - surface transport improvements to access the airport up to 2013; and
  - a less detailed overview of future development from 2013-2030.
- 2.5 The guidance on the Preparation of Airport Master Plans from the Department for Transport/Scottish Executive (2004) requires the plans to be reviewed on a five-yearly basis. This 2016 Masterplan will replace the existing 2011 Masterplan.
- 2.6 The 2006 Edinburgh Airport Masterplan was the basis for the West Edinburgh Planning Framework (2008). The 2011 Airport Masterplan assisted in the preparation of the Edinburgh Local Development Plan (LDP).

- 2.7 Statistical data from the 2016 Airport Masterplan has been used to inform the refreshed West Edinburgh Transport Appraisal and the LDP Action Programme.
- 2.8 Policy EMP4 of the LDP supports the development and enhancement of Edinburgh Airport within the current airport boundary as defined on the LDP proposals map, provided development accords with the West Edinburgh Strategic Design Framework (WESDF) May 2010, and other relevant local plan policies.

### 3. Main report

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#### **The 2016-2040 Masterplan**

- 3.1 The draft 2016-2040 Masterplan is welcomed as it provides a clear overview of the requirements of the airport to support its growth on the ground. It presents a development strategy for the airport in three distinct phases. It sets out a development scenario up to 2025, up to 2040 and a more speculative plan up to 2050, based on the forecast growth of the airport and the predicted expansion of the airport and its supporting ancillary facilities.
- 3.2 The key objectives of the Masterplan are to:
  - set out a sound development scenario, which will provide clarity and certainty for local communities, passengers, the local authority and neighbouring landowners, amongst others;
  - highlight the prospects for air traffic growth, and associated developments;
  - quantify Edinburgh Airport's impact upon the environment and how this can be reduced in the future;
  - identify future land uses in order to allow the airport to expand to handle the forecast growth in passenger numbers; and
  - set out the approximate timescales for the phasing of additional capacity requirements.
- 3.3 A number of elements from the 2011 Masterplan remain, but some significant changes have been introduced, primarily due to the proposed closure of contingency runway 12/30, which is anticipated to close by 2025.
- 3.4 The closure of this runway provides the airport the opportunity to grow within the boundaries of the existing airport.
- 3.5 The draft is based on a similar structure to that of the 2011 Masterplan and is subdivided by a number of headings covering: the social and economic benefits of aviation, policy and regulation, Edinburgh Airport changes from 2011-2016, surface access and parking, the local environment and future land uses.
- 3.6 A useful summary of the three phases of development is provided towards the end of the Masterplan.
- 3.7 Longer term, the growth of the airport will require the significant take-up of land outside the current airport boundary. However, proposals for the period beyond

2040 are speculative only and could change in future reviews of the Masterplan. The growth of the airport and land uses for 2025-2040 is based on current passenger growth forecasts which are themselves subject to change.

- 3.8 The changes set out in the 2016 Masterplan will have implications for the wider West Edinburgh area, particularly with regards to the transport infrastructure needed to serve development in West Edinburgh, as set out in the LDP. It will inform the ongoing work of the Edinburgh International Development Partnership in terms of delivering development and may be a material consideration in the determination of planning applications.

### **The Council's Response**

- 3.9 The draft 2016 Masterplan raises a number of issues. The suggested Council response to these is set out in Appendix 1. The issues can be summarised as follows:
- 3.9.1 Policy Framework - The Masterplan should demonstrate an awareness of the LDP in terms of the overall objectives for west Edinburgh and the principles provided within the WESDF.
  - 3.9.2 Removal of Runway 12/30 - Edinburgh Airport should engage in early discussions with the Council regarding this proposal due to the implications for development opportunities in the wider area in terms of removing its environmental impact.
  - 3.9.3 Modal Share Targets - These should be an integral part of the Masterplan and it should summarise the steps that are being taken to move towards the West Edinburgh Transport Appraisal (WETA) targets.
  - 3.9.4 Car Parking - The Airport should set targets for parking provision which should not be based solely on meeting potential demand from a growth in passenger numbers.
  - 3.9.5 Roads - A consistent approach to transport infrastructure as set out in the LDP, LDP Action Programme and WETA is required.
  - 3.9.6 Air Quality - Public transport modal share targets identified in WETA are a key element in preventing unacceptable air quality impacts. This is a further reason why they should be included in the Masterplan.
  - 3.9.7 Noise - The forecast increase in the number of aircraft movements should be reflected in a new aircraft noise assessment.
  - 3.9.8 Environmental Issues: The long term development and growth of Edinburgh Airport may have significant environmental implications. The principle of airport expansion is established in a number of existing planning documents. The Masterplan should take a co-ordinated approach to biodiversity mitigation and enhancement.

## **Timescales and Phasing**

- 3.10 The Masterplan is divided into three distinct time periods. It acknowledges that beyond 2040 forecasting is far more difficult and therefore the period up to 2050 is speculative.

### **Next Steps**

- 3.11 The Masterplan was published in draft on 11 November 2016 and the public consultation ran until 23 December 2016. Edinburgh Airport aims to publish a finalised Masterplan later this year.
- 3.12 Subject to revisions to address the issues outlined in the Council's response (appended to this report), the intention is to present the finalised Masterplan to Committee later this year. Committee will be asked to agree the first phase of finalised Master Plan (up to 2025) to ensure there is an agreed Masterplan for the airport, which is referred to in Policy Emp4 of the LDP. This will then be an important material consideration in the determination of proposals requiring planning permission within the boundaries of the airport.

## **4. Measures of success**

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- 4.1 The measure of success is an efficient and effective approach to land use planning.

## **5. Financial impact**

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- 5.1 There are no financial implications arising from this report.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 There are risks associated with this area of work given that some activities and growth by the airport are subject to legislation at a UK level and not at a local level. Airport growth could have an impact on the statutory duties of the Council. The proposed Masterplan will help to minimise these risks. The approval of this report, and its recommendations, has a positive impact in terms of risk, policy, compliance and governance.

## **7. Equalities impact**

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- 7.1 No equalities or rights issues have been identified in relation to this report.

## **8. Sustainability impact**

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- 8.1 There are no direct sustainability impacts arising from this report although the ability of the Council to mitigate successfully the impacts arising from the growth of the city is critical to achieving sustainable development.

## 9. Consultation and engagement

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- 9.1 This is a consultation response to the Airport Masterplan. Council services responsible for regulatory matters associated with development have jointly assessed the draft Masterplan.

## 10. Background reading/external references

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- 10.1 Draft Edinburgh Airport Masterplan 2016-2040, Global Infrastructure Partners, [November 2016](#)
- 10.2 Edinburgh Airport Master Plan, BAA, [July 2011](#)
- 10.3 Edinburgh Local Development Plan, [November 2016](#)
- 10.4 Edinburgh LDP Action Plan, [November 2016](#)
- 10.5 West Edinburgh Transport Appraisal, [November 2016](#)
- 10.6 The Future of Air Transport, Department for Transport/Scottish Executive White Paper, [December 2003](#)

### Paul Lawrence

Executive Director of Place

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## 11. Links

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<b>Coalition Pledges</b>	P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors
<b>Council Priorities</b>	CP5 - Business growth and investment CP8 - A vibrant, sustainable local economy CP11 - An accessible compact city CP12 - A built environment to match our ambition
<b>Single Outcome Agreement</b>	SO1 - Edinburgh's economy delivers increased investment, jobs and opportunities for all
<b>Appendices</b>	Appendix 1 - Consultation response

## **Response by City of Edinburgh Council to the Draft Revised Masterplan for Edinburgh Airport (January 2017)**

The City of Edinburgh Council welcomes the opportunity to comment on the draft version of the Airport Masterplan and requests that Edinburgh Airport takes account of the Council's views on the matters set out below prior to finalising its Masterplan.

Edinburgh Airport is a strategic asset, crucial for the regional and national economy and Scotland's international connectivity. The Council has consistently supported the strategic growth of services and facilities at the airport, subject to effective environmental controls. It has also worked with Edinburgh Airport to plan and deliver sustainable transport solutions.

### **1. Policy Context**

- 1.1 The Council is aware that the Masterplan is more than just a planning document. However, if it is to be used as a material consideration in the determination of planning applications, it needs to demonstrate a greater awareness of the content of the Edinburgh Local Development Plan (LDP) in terms of the overall objectives for the wider west Edinburgh area and its connectivity and relationship to adjoining development areas.
- 1.2 The Masterplan should also be clearer as to how it accords with higher level documents, such as the West Edinburgh Strategic Design Framework (WESDF) and demonstrate how it will deliver the identified objectives and principles set out within these documents.
- 1.3 The Masterplan provides the opportunity to consider a holistic approach to matters such as landscaping and biodiversity, but it fails to set out a cohesive strategy for the airport on these matters, and instead states that these will be considered on a site by site basis. The Council considers this to be a missed opportunity.

### **2. Removal of Runway 12/30**

- 2.1 The Council acknowledges that the removal of this runway is, as this stage, a longer term aspiration for 2025. The removal of this runway has potential implications for development opportunities outwith the airport in terms of removing its environmental impact. The airport is therefore encouraged to ensure early engagement with the Council regarding this proposal.

### **3. Modal Share Targets**

- 3.1 The current mode share figures for public transport are 32%, with a target of 35% in 2017. The Masterplan states that the Airport is likely to achieve this. The recently refreshed West Edinburgh Transport Appraisal (WETA), which took into consideration the airport forecast figures, assumes a 37% public transport mode share by 2030. The Masterplan should acknowledge these figures and provide details on how this is going to be achieved. Evidence should be provided in the Masterplan.
- 3.2. Given the significant changes in public transport availability to the airport, due to the tram and Edinburgh Gateway, the mode share percentages could be more ambitious, in line with WETA.
- 3.3 With regards to public transport, details regarding how Edinburgh Airport is proposing to encourage additional public transport use should be included within the Masterplan. For example, what incentives and/or support is the airport providing to facilitate bus services into new catchment areas? Given, the forecast growth in passenger numbers, details regarding how the airport will accommodate additional areas for bus parking and turning, and taxi pick up /drop off should be shown.

- 3.4 The Masterplan is inconsistent in its references to modal share regarding passengers and staff (page 40). For consistency it should provide separate tables for passengers and staff origins/mode share distribution.
- 3.5 No figures are provided for cycle trips and proposals suggest that only *some* staff will have access to lockers and showering facilities. More emphasis should be given to both passenger and staff cycle facilities, including details of improved cycle access, and the provision of secure cycle parking, lockers and changing facilities.
- 3.6 The Masterplan should also make reference to the potential for City Car Club use.
- 3.7 Whilst the Masterplan indicates that short to medium measures to address modal share targets will be set in the Airport Surface Access Strategy (ASAS), given the importance of the modal share targets the Council considers these should be clearly set out in the Masterplan, along with the proposed steps to achieving them.

#### **4. Car Parking**

- 4.1 The Masterplan indicates that there are currently 7,426 car parking spaces on site and a further 5,290 off site. It is not clear if these are combined staff and passenger car parking spaces.
- 4.2 The Masterplan makes reference to reviewing its Parking Strategy to reflect changing trends and passenger profile. Car parking targets should not be based on demand forecasts. The Masterplan should be setting out ways in which to make car trips to the airport less attractive to suppress demand and assist in the modal share towards the use of public transport.
- 4.3 Given the significant projected growth in passenger numbers and the proposed growth of ancillary facilities, concerns are raised regarding the proposed increase in car parking and the impact this could have on the road network, and placemaking objectives. Details of proposed parking space numbers and locations should be addressed in more detail within the Masterplan to ensure a co-ordinated approach to growth.

#### **5. Roads**

- 5.1 The LDP, LDP Action Programme and the recently refreshed WETA document acknowledge the need for network improvements to support the growth of Edinburgh airport and set out a clear programme of works required.
- 5.2 The Airport Masterplan maps do not show similar alignments to the LDP proposals map or the WESDF maps, which could prejudice the success of the important link west of Edinburgh gateway through IBG and beyond. The Masterplan should recognise the importance of this link in providing a network of streets and paths as part of a coordinated, integrated network.
- 5.3 The proposed increase in freight movements could also have an impact on the road network in terms of increased traffic on Turnhouse Road. This should be acknowledged and proposals for mitigation should be detailed within the Masterplan.
- 5.4 There is currently no justification for a direct link from the M8 to the airport. This proposal does not form part of the recommendations set out in the WETA refresh.

## 6. Air Quality

- 6.1 The Masterplan makes no reference to the Air Quality Management Area on Glasgow Road. The airport should be considering how to address the impacts it could have on this area. The public transport modal share targets identified in WETA are a key element in the mitigation to prevent unacceptable air quality impacts and enable the already busy road network to cope with additional demand. The Masterplan should recognise the public transport modal share targets identified in the WETA and indicate measures that will be introduced over time to move towards meeting this target.
- 6.2 It is recommended the Masterplan takes cognisance of the national Cleaner Air for Scotland Strategy (CAfS). One of the main elements of this strategy is to ensure Scotland reduces transport emissions by supporting the uptake of low and zero emission fuels and technologies as well as promoting a modal shift away from the car.
- 6.3 As a part of the Strategy, the airport should work in collaboration with the local authority to consider an airside Low Emission Zone. These are likely to be considered city-wide and pollution hot-spots, such as the Newbridge roundabout, will have to be taken into account. The planned expansion is likely to have a negative impact on pollution levels at this roundabout.
- 6.4 Airside freight/cargo/commercial vehicle activity could also be better addressed by consideration of an efficiency recognition scheme, also supported by (CAfS). ECOSTARS is well established in Edinburgh and provides bespoke guidance on environmental best practice.
- 6.5 It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of Electric Vehicle (EV) charging points.
- 6.6 The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves. This includes dedicated parking spaces with charging facilities and ducting and infrastructure to allow EVs to be readily accommodated in the future. Encouraging the market for ultra low emission taxis is also planned for the city.
- 6.7 The Masterplan should consider the potential for EV charging for passengers, staff and public transport. Based on currently available technology the Council recommends that EV charging outlets should be of the following standard and should be installed throughout.
- 70 or 50kW (100 Amp) DC with 43kW (64 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.
- 6.8 Funding may be available from Transport Scotland for publically available EV charging and UK Government (OLEV) for recharging taxi hubs to provide rapid charging infrastructure. Grants are also available for the installation of EV charge points for workplaces, with 100% funding currently available for installations up to £10,000. More information can be found at <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>.



## **7. Noise**

- 7.1 The forecast increase in the number of aircraft movements from 110k (2011) to 261k (2050) should be reflected in a new aircraft noise assessment. The Civil Aviation Authority noise contour maps will need to be updated and growth addressed in the future Noise Action Plan. This will assist the airport in managing noise within the site and will provide the Council's Environmental Protection Officers clarity with regards to assessing new developments which may occur under airport flight paths or close to the site boundary.

## **8. Flooding**

- 8.1 Flood Prevention request that any proposed developments in relation to the airport, or otherwise, take cognisance of the guidelines produced by the Council.
- 8.2 The proposed airport expansion to the north poses flooding issues which should be addressed as part of a wider flood prevention scheme for the airport.
- 8.3 Given the huge investment in the area surrounding the airport, and the likely expansion across the landscape, the opportunity to move the Gogarburn and de-culvert the river would follow national and local guidance. This would also assist in flood prevention. This is an action identified in the LDP and should be included in the Masterplan

## **9. Biodiversity**

- 9.1 The chapter on Local Environment should consider a more holistic and coordinated approach to furthering biodiversity. A strategy for the whole site should be considered that addresses both mitigation and enhancement across both the built and natural environment.
- 9.2 The Masterplan should reflect the Council's guidance in terms of permeability and landscape provision as set out in the Edinburgh Design Guidance.
- 9.3 Reference should be made to international designated sites and species as well as those at a national and local level. The Firth of Forth is internationally recognised as a Special Protection Area and Ramsar site for its habitats and species. The reference to Sites of Importance for Nature Conservation should be changed to Local Nature Conservation Sites in line with the Edinburgh Local Development Plan.
- 9.4 The new parallel runway would have implications for the River Almond in its current form. This is significant as the River Almond flows into the Firth of Forth which is an internationally recognised Special Protection Area. No specific reference has been made to a Habitat Regulations Appraisal. However, given the second parallel runway is not anticipated until 2040, comments made in section 6.49 in relation to taking advice from relevant statutory agencies, is sufficient.

## **10. Economic Benefits**

- 10.1 The Council recognises the strategic importance to the Edinburgh city region of good air connectivity, especially direct international passenger and freight links. This is essential if Edinburgh is to retain its global competitive market position as a place to visit, invest, live, work and study. The Council has consistently supported the airport's development, subject to appropriate environmental measures.

# Planning Committee

10am, Thursday, 2 March 2017

## Edinburgh Street Design Guidance – Process for Approving Part C Detailed Design Manual – referral from the Transport and Environment Committee

Item number	10.1
Report number	
Wards	All

### Executive summary

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The Transport and Environment Committee on 17 January 2017 considered a report by the Executive Director of Place regarding The Edinburgh Street Design Guidance (ESDG). The Committee agreed to refer the report to the Planning Committee for approval of matters within its remit (in particular reference to the design of new streets).

<b>Coalition pledges</b>	See attached report
<b>Council outcomes</b>	See attached report
<b>Single Outcome Agreement</b>	See attached report
<b>Appendices</b>	Edinburgh Street Design Guidance – Process for Approving Part C Detailed Design Manual report by the Executive Director of Place

# Terms of Referral

## Edinburgh Street Design Guidance – Process for Approving Part C Detailed Design Manual

### Terms of referral

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- 1.1 On 17 January 2017, the Transport and Environment Committee considered a report regarding The Edinburgh Street Design Guidance (ESDG).
- 1.2 The Transport and Environment Committee agreed:
  - 1.2.1 To the process set out in the report for approving Part C - Detailed Design Manual of the Edinburgh Street Design Guidance. Once approved, Part C would be used for the design of both existing and new streets, as set out in Appendix 2 to the report by the Executive Director of Place.
  - 1.2.2 To delegate authority for approval of the Detailed Design Manual (and subsequent significant changes) to the Executive Director of Place.
  - 1.2.3 To note the initial experience from use of the guidance
  - 1.2.4 To refer the report by the Executive Director of Place to the Planning Committee for approval of matters within its remit (in particular reference to the design of new streets).

### For Decision/Action

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- 2.1 The Planning Committee is asked to consider the attached report and to approve matters within its remit (in particular reference to the design of new streets).

### Background reading / external references

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Transport and Environment Committee 17 January 2017.

### **Kirsty-Louise Campbell**

Interim Head of Strategy and Insight

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## Links

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<b>Coalition pledges</b>	See attached report
<b>Council outcomes</b>	See attached report
<b>Single Outcome Agreement</b>	See attached report
<b>Appendices</b>	Edinburgh Street Design Guidance – Process for Approving Part C Detailed Design Manual report by the Executive Director of Place

# Transport and Environment Committee

10.00am, Tuesday, 17 January 2017

## Edinburgh Street Design Guidance – Process for Approving Part C Detailed Design Manual

Item number	7.4
Report number	
Executive/routine	Executive
Wards	All Wards

### Executive Summary

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The Edinburgh Street Design Guidance (ESDG) will transform the process of street design to provide Edinburgh with a world-class network of streets and places.

The ESDG consists of three parts; Parts A and B, which set out the Council's commitments, guiding and detailed design principles. These were approved by this Committee on 25 August 2015 and the Planning Committee on 3 October 2015. On 15 March 2016 the Committee approved the use of the ESDG for the design of all carriageway and footway renewal schemes.

This report seeks approval for the process for approving Part C - Detailed Design Manual and reports the experience from the first year's use of the ESDG.

### Links

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Coalition Pledges	<a href="#">P31, P40, P42</a>
Council Priorities	<a href="#">CP9, CP11, CP12</a>
Single Outcome Agreement	<a href="#">SO1, SO2, SO4</a>

## Edinburgh Street Design Guidance – Process for Approving Part C Detailed Design Manual

### 1. Recommendations

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- 1.1 It is recommended that the Committee:
- 1.1.1 agrees the process set out in this report for approving Part C - Detailed Design Manual of the Edinburgh Street Design Guidance. Once approved, Part C will be used for the design of both existing and new streets. As set out in Appendix 2;
  - 1.1.2 delegates authority for approval of the Detailed Design Manual (and subsequent significant changes) to the Executive Director of Place;
  - 1.1.3 notes the initial experience from use of the guidance; and
  - 1.1.4 refers this report to the Planning Committee for approval, of matters within its remit (in particular reference to the design of new streets).

### 2. Background

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- 2.1 [The Edinburgh Street Design Guidance \(ESDG\)](#) was developed to assist in achieving the Council's vision for better designed streets and to align the Council's practices with the Scottish Government's policy document, Designing Streets.

#### **What does the guidance do?**

- 1.2 The ESDG brings together previously separate guidance on street design and puts in place unified guidance to deliver a world-class network of vibrant, safe, attractive, effective and enjoyable streets in Edinburgh.

#### **Who is the guidance for?**

- 1.3 The ESDG sets out the Council's design expectations and aspirations for streets within the city. It is the first point of reference for all street design whether it is for renewals schemes, improvements to existing streets or new streets (including urban paths) in Edinburgh.
- 1.4 The Guidance applies to all Council services and everyone (internal or external) who manages, maintains, alters or reconstructs streets, including urban paths.

### 3. Main report

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#### **Structure of the ESDG**

3.1 The ESDG consists of three parts.

- Part A provides the introduction and the guiding principles of street design and street type, setting out the policy and geographical context for street design in Edinburgh. It sets the Council's commitments, expectations for street design and the objectives that the Council would expect street design to be measured against.
- Part B discusses the design of streets, including a comprehensive set of 'Design Principles' summary sheets, which sets out detailed design principles for each street type.
- Part C provides the Detailed Design Manual, namely technical Factsheets, that contain detailed and technical information for implementing the guidance.

#### **Status of the ESDG**

3.2 Parts A and B were completed and approved by the Transport and Environment Committee on 25 August 2015 and the Planning Committee on 3 October 2015.

3.3 Part C - Detailed Design Manual is being drafted and will start to be issued in early 2017. Part C will be a 'live' document on the web and will be updated as best practice, policies and legislation change.

3.4 Part C aims to articulate, and put into practice, the Council's commitments and the design principles for streets as set out in Parts A and B of the ESDG.

#### **Process for approving Part C – Detailed Design Manual**

3.5 This section details the process for approving the Part C Detailed Design Manual (Factsheets), including dealing with new approaches/standards to street design and departures from the national and/or other existing guidance (mostly pre-dating Designing Streets). See Appendix 1 for statements from Designing Streets on departing from conventional practices and existing guidance, including issues addressing liability.

3.6 A flow chart in Appendix 2 illustrates the process for approving the Part C Detailed Design Manual, in particular when it requires new approaches to/standards for street design, and departs from the national and/or other existing guidance (mostly pre-dating Designing Streets).

- 3.7 To summarise, this process will be as follows:
- A Factsheet, detailing the new/updated approach and/or new/updated technical requirements for various aspects of street design, is drafted. It reflects both Designing Streets policy and the findings/recommendations of the extensive public and stakeholder consultation that took place during the development of the Guidance. Where necessary, additional consultation exercises will take place, if there are significant changes to approved Factsheets and/or tackling new design concepts/aspects.
  - Internal feedback from Council officers (Place Development and Management) is sought on the draft Factsheet.
  - Where necessary, a Risk Assessment is undertaken on proposals/changes.
  - The Factsheet is finalised by taking into account the feedback and, where necessary, the Risk Assessment findings.
  - The Finalised Factsheet is submitted to the Executive Director of Place for approval.
- 3.8 Appendix 2 presents an approval pro-forma sheet that will accompany Factsheets when submitted for approval. This shall be stored for audit trail purposes.
- 3.9 Appendix 3 presents a Factsheet in draft format for illustration purposes.
- 3.10 Once the Factsheets are approved they will be made available to public and Council officers at the Design Guidance webpage(s):  
[http://www.edinburgh.gov.uk/info/20089/roads\\_and\\_pavements/906/edinburgh\\_street\\_design](http://www.edinburgh.gov.uk/info/20089/roads_and_pavements/906/edinburgh_street_design)
- 3.11 Amendments to the factsheets will be an important part of this process to ensure that the advice in the Factsheets is relevant to current needs and conditions; and still reflects the Council's most up to date vision, objectives, commitments and policies (including experience of the use of the Guidance in practice). Any subsequent significant changes/updates will follow the approval process.
- 3.12 Appendix 4 summarises some of the key changes that the ESDG Technical Guidance (Factsheets) will bring into practice/application in Edinburgh to reflect the Designing Streets policy and to deliver the Council's vision and the commitments made in the ESDG.
- 3.13 Once approved, Part C will be used for all street design whether it is for renewals schemes, improvements to existing streets or new streets (including urban paths) in Edinburgh.



## **Initial experience with the use of the ESDG**

- 3.14 The ESDG came into practice after its approval by the Transport and Environment Committee on 25 August 2015 and the Planning Committee on 3 October 2015. On 15 March 2016, the Transport and Environment Committee endorsed its use for the design of all carriageway and footway renewal schemes.
- 3.15 Due to the lead in times for approval of capital and renewals programme and budgets, work/construction that took place in 2016 (approved as part of the 2015/16 budget) did not have the opportunity to fully reflect the commitments and the requirements set out in the ESDG.
- 3.16 Schemes that are in the pipeline for preliminary design or detail design have included the ESDG in their briefs. In some cases, the draft design aspects are being shared with the internal and external design teams. These include, but are not limited to, all cycle capital schemes, Leith Programme and the proposed Roseburn to Leith Walk Cycle Link.
- 3.17 Initial ESDG training sessions for Planning and Transport officers took place in October and November 2016. Further training sessions for Council officers from the Place Development and Management teams will take place in 2017, also covering more detailed/specific design consideration.
- 3.18 The Council teams will fully embed the ESDG into their Quality Assurance/Management systems in 2017 to ensure all services are aligned by the commitments and the requirements of the ESDG.

## **4. Measures of success**

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- 4.1 The measure of success will be that the application of the ESDG Factsheets will deliver streets that meet the Guidance objectives, i.e. streets that:
- are welcoming, inclusive and accessible to all;
  - are easy to navigate;
  - are attractive and distinctive;
  - give priority to sustainable travel (walking, cycling and public transport);
  - are safe and secure;
  - are designed to deal with and respond to environmental factors such as sun, shade, wind, noise and air quality;
  - respect key views, buildings and spaces reflect the needs of local communities; and
  - are resilient, cost-effective and have a positive impact on the environment over their life-cycle.

## 5. Financial impact

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- 5.1 A review will be undertaken on potential financial implications of the ESDG in respect of the Transport Capital Programme in the 2017/18 budget year. This will be reported at a future meeting of this Committee.

## 6. Risk, policy, compliance and governance impact

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- 6.1 The new guidance has been prepared in the context of Designing Streets, the first policy statement in Scotland for street design. The Factsheets align the street design practices and procedures in Edinburgh with the Government's streets and place making policy. The ESDG and its Factsheets complement the Edinburgh Design Guidance and help to achieve the Council's wider policy objectives.
- 6.2 Application of the Guidance will help reduce financial risk, in the long term, to the Council and will complement the existing Council policy framework in relation to civic spaces and events.

## 7. Equalities impact

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- 7.1 Impacts on equalities and rights have been considered through Equalities and Rights Impact (ERIA) evidence. Application of the ESDG will significantly improve accessibility of streets.
- 7.2 This report seeks approval for the process for approving Part C - Detailed Design Manual of the Edinburgh Street Design Guidance (detailed in Appendix 2). Therefore the impact on the equalities will be the same as the ESDG's (reported to the Committee on [25 August 2015](#)).

## 8. Sustainability impact

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- 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.
- 8.2 This report seeks approval for the process for approving Part C - Detailed Design Manual of the Edinburgh Street Design Guidance (detailed in Appendix 2). Therefore, the impact on sustainability will be the same as the ESDG's (reported to the Committee on [25 August 2015](#)).

## 9. Consultation and engagement

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- 9.1 Consultation, with both internal and external user groups, has been carried out to guide and shape the development of the ESDG. The consultation was complimented by awareness-raising presentations and workshops with stakeholders at various events and with elected members at the Transport and Environment Policy and Review Committee. The information gathered has been used to inform the scope of the policy and to provide direction for the guiding and design principles and design approaches adopted in the ESDG.
- 9.2 The forthcoming Factsheets reflect will the findings/suggestions of the consultation reported to the Committee in detail on 25 August 2015.
- 9.3 The Factsheet approval process requires internal feedback from Council officers on the proposed changes to conventional practice and/or national guidance. The approval form, which is presented in Appendix 2, will be used for audit trail purposes.

### Background reading/external references

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- 10.1 [Edinburgh Street Design Guidance, Transport and Environment Committee report, 25 August 2015](#)
- 10.2 [Edinburgh Street Design Guidance, Planning Committee report, 1 October 2015](#)
- 10.3 [Edinburgh Street Design Guidance - Carriageway and Footway Renewals Programme, Transport and Environment Committee report, 15 March 2016](#)

#### **Paul Lawrence**

Executive Director of Place

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## 11. Links

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<b>Coalition Pledges</b>	<p>P31 – Maintain our city’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure</p> <p>P40 – Work with Edinburgh World Heritage trust and other stakeholders to conserve the city’s built heritage</p> <p>P42 – Continue to support and invest in our sporting infrastructure</p>
<b>Council Priorities</b>	<p>CP9 – An attractive city</p> <p>CP11 – An accessible connected city</p> <p>CP12 – A built environment to match our ambition</p>
<b>Single Outcome Agreement</b>	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all</p> <p>SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric</p>
<b>Appendices</b>	<p>Appendix 1 - Designing Streets statement on deviating from conventional methods and existing guidance</p> <p>Appendix 2 - Process for Approving Part C Detailed Design Manual (Factsheets) flow chart and Form</p> <p>Appendix 3 – A draft Factsheet</p> <p>Appendix 4 – Some of the key changes to conventional practices and/or departures from the existing guidance</p>

## Appendix 1 - Designing Streets statement on departing from conventional methods and existing guidance

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Designing Streets, the Scottish Government's policy document states (page 60) that:

*"...A complex set of legislation, policies and guidance applies to the design of streets. There is a tendency among some designers and approving authorities to treat design guidance as hard and fast rules because of the mistaken assumption that to do otherwise would be illegal or counter to a stringent policy. **This approach is wrong.** It restricts innovation, and leads to standardised streets with little sense of place or quality. In fact, there is considerable scope for designers and approving authorities to adopt a more flexible approach on many issues. It is, therefore, Scottish Government policy in Designing Places and Designing Streets to encourage street design which engenders place and quality..."*

Designing Streets highlights that road and planning authorities can make technical judgments to how policies and standards are applied. It concludes (page 60):

*"...Within this overall framework, road and planning authorities have considerable leeway to develop local policies and standards, and to make technical judgements with regard to how they are applied. Other bodies also produce advisory and research material on which they can draw..."*

Further details on legal and technical context can be found in page 60 of [Designing Streets](#).

### Liability

Designing Streets states that concerns regarding risk and liability frequently lead to the rigid application of standards that can limit design-led, contextual and innovative approaches. It states that (page 60):

*"...Recent case law has established that drivers are primarily responsible for their own safety and although road authorities have a general duty under Section 39 of the Road Traffic Act 1988 to promote safety, this does not create a duty of care..."*

Further detail on risk and liability can be found in page 60-61 of [Designing Streets](#).

Chapter 5 of [Highway Risk and Liability Claims \(2009\)](#) advises local authorities to put procedures in place that allow rational decisions to be made with minimum bureaucracy and create an audit trail which could be used as evidence in court.

The suggested procedure is to follow a Quality Audit in which design objectives are set out and the design evaluated against these objectives.

In order to create a more rigorous procedure, both evidence (local, national or from elsewhere) and research based assessment and/or Risk Assessment is/will be used to evaluate proposed changes to conventional methods and departures from the national guidance.

## Appendix 2 - Process for Approving Part C-Detailed Design Manual (Factsheets)

The figure below illustrates the process for approving Part C Detailed Design Manual (Factsheets), including how it deals with new approaches/standards to street design and departures from the national and/or other existing guidance (mostly pre-dating Designing Streets).

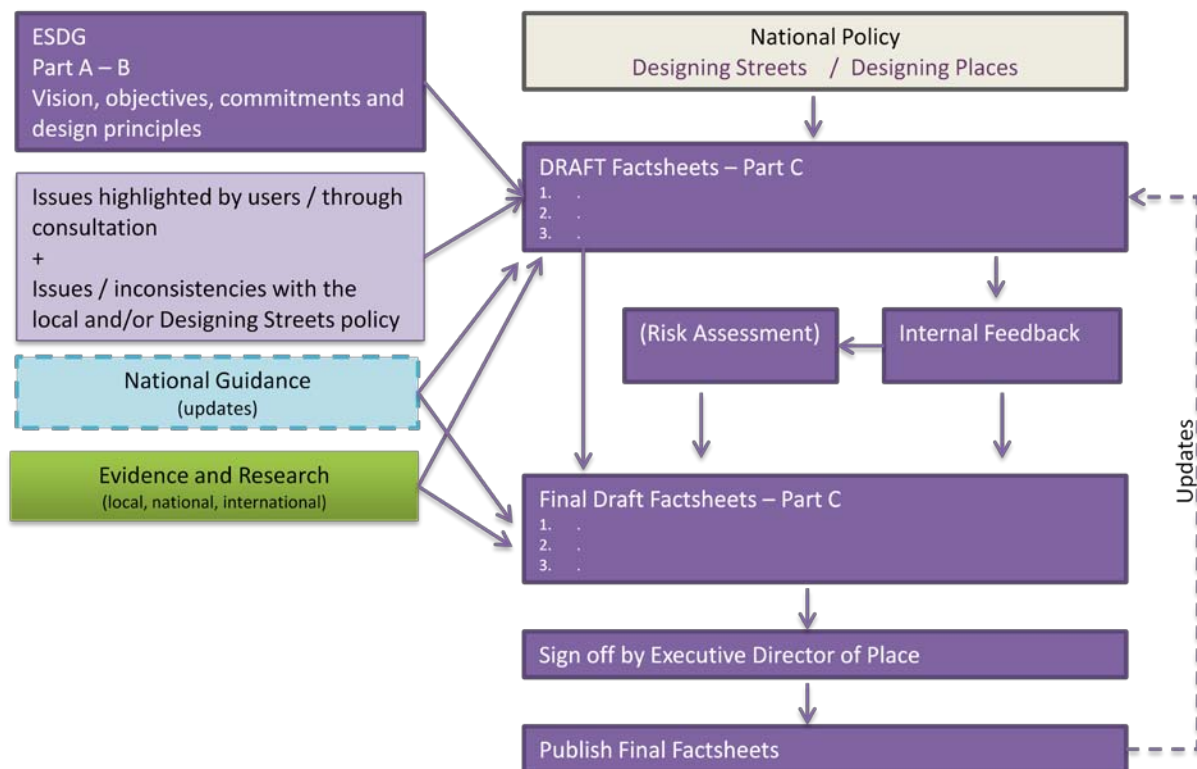


Figure 1: Process for Approving Factsheets

## Edinburgh Street Design Guidance: Part C - Detailed Design Manual (Factsheets) Approval Form

<b>Factsheet Title (s)</b>	
<b>Version no</b>	
<b>Element (s)</b>	
<b>Proposed Practice and Reason</b>	
<b>Current / Standard Practice</b>	
<b>Feedback from officers (key points only)</b>	
<b>Decision based on</b>	<input type="checkbox"/> Designing Streets (please refer page no)
	<input type="checkbox"/> Evidence / Research (please summarise)
	<input type="checkbox"/> Risk Assessment (please summarise key points and attach form)

Signature:

Executive Director of Place

Date:

## Appendix 3 - A draft Factsheet for illustrative purpose

Draft  
Version: V1.0 2016

Edinburgh Street Design Guidance : Part C

Factsheet

### Advisory Cycle Lanes

**Advisory cycle lanes delineate an area of the carriageway for cyclists and provide a recommend line of travel for cyclist. They instruct vehicles not to enter unless avoidable and can legally be overrun.**

- Traffic Regulation Orders (TROs) are **not** required for their introduction.
- They are cheap to install. They are marked by using a broken white line (Diagram 1004) with cycle symbols (Diagram 1057)
- They should be fully protected by waiting and loading restrictions at times when the highest demand for cycle use is expected.
- The hours of operation of these restrictions need to balance the needs of cyclist with other demands, for example loading for businesses and overnight car parking.

They can be used with centre line removal to encourage vehicles to leave nearside space free for cyclists.

Like mandatory cycle lanes, advisory cycle lanes should be continued through priority junctions using the same broken white line and cycle symbol.

Waiting restriction markings (Diagrams 1017 or 1018.1) should be 50mm wide in 'Environmentally Sensitive' areas such as World Heritage Site and Conservation Areas.

See [Traffic Signs Manual Chapter 5](#) for more detail.

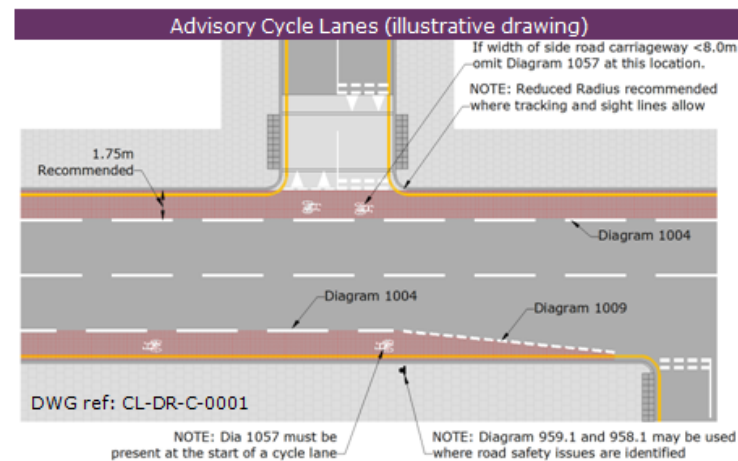
#### Material for cycle lane

Red chipped asphalt should be used. However initial installation with lining only can be considered to reduce cost.

#### Relevant Factsheets:

ASLs

Cycle Lanes - Integration with Parking and Loading, Bus Stops, Side Roads and Crossings



#### Dimensions

- Recommended width 1.75m
- Maximum 2m (adjacent to inset parking bays)
- Minimum 1.5m - Lanes narrower than 1.5m is only acceptable in exceptional circumstances, such as feeder lead-in lane to [ASL](#) (1.2m Minimum)



## Mandatory Cycle Lanes

**A Mandatory cycle lane is a dedicated area of the carriageway for protecting cyclists and is relatively cheap to install.**

- Traffic Regulation Orders (TROs) are **not** required for their introduction (TSRGD,2016).
- They are marked by using a continuous white line (Diagram 1049 or 1049B) with cycle symbols (Diagram 1057) in the lane, where it begins and at any joining points.
- They should operate at all times unless there are clearly justified reasons not to do so.
- Vehicles are not permitted to cross mandatory cycle lanes with exceptions for emergency vehicles and vehicles entering/existing private driveways and turning movements.
- Since vehicles can legally enter them to stop or for loading/unloading, additional restrictions are needed to keep them clear.

Cycle lane provision should be continued through priority junctions using a broken white line (Diagram 1004 or 1010) and cycle symbols.

Diag. 958.1 'with flow cycle lane ahead' sign only allowed when cycle lane is not clearly visible to drivers.

Waiting restriction markings (Diagrams 1017 or 1018.1) should be 50mm wide in 'Environmentally Sensitive' areas such as World Heritage Site and Conservation Areas.

For more detail see: [Traffic Signs Manual Chapter 5](#).

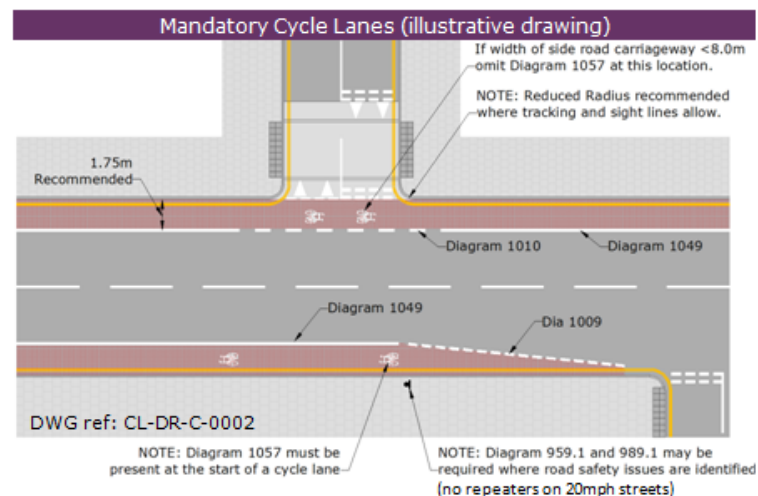
### Material for cycle lanes

Red chipped asphalt should be used. However initial installation with lining only can be considered to reduce cost.

### Relevant Factsheets

ASLs

Cycle Lanes - Integration with Parking and Loading, Bus Stops, Crossings and Side Roads



### Dimensions

- Recommended width 1.75m
- Maximum 2m (Diag. 1057 cycle symbol is used in lane)
- Minimum 1.5m - Lanes narrower than 1.5m only acceptable in exceptional circumstances, such as feeder lead-in lane to [ASL](#) (1.2m minimum)



Mandatory lane (LCDS, 2015)

## Appendix 4 – Some of the proposed key changes to conventional practices and/or departures from the existing guidance

The table below summarises some of the proposed key changes that the ESDG Technical Guidance (Factsheets) will bring into practice/application in Edinburgh to reflect the Designing Streets policy and to deliver the Council's vision and the commitments made in the ESDG.

Element	Proposed practice and reason for adopting	Conventional practice / existing guidance	Decision based on:
<b>'Tight' corner radii</b>	A 'Tight' corner radius reduces visibility, slows vehicle speed and maintains pedestrian desire lines.	DMRB <a href="#">TD42/95</a> gives large corner radii to ensure visibility at junctions and prevent large vehicle overrun on corners.	<ul style="list-style-type: none"> <li>Evidence from <a href="#">Manual for Streets 2</a> (MfS2)</li> <li><a href="#">Designing Streets</a></li> <li>Risk assessment</li> </ul>
<b>Crossing close to junction (side road)</b>	Crossing close to junction to maintain pedestrian / cyclist desire lines. Crucial for delivering 'Quiet Routes' network.	<a href="#">LTN 2/95</a> suggests minimum distances of 20m (signalled-controlled) and 5m (Zebra) to ensure driver visibility and reaction to crossing.	<ul style="list-style-type: none"> <li>The City of Edinburgh Council (CEC) has undertaken an assessment of 55 crossings <math>\leq</math> 15m from the junction. No evidence to support any accident was result of the crossing distance from the junction</li> <li>Risk assessment</li> </ul>
<b>Reduced width of tactile paving</b>	Standardised use of 800mm instead of 1200mm tactile tail widths to provide clear and consistent tactile paving layouts. Additional benefit of reduced construction and maintenance costs.	<a href="#">DfT Guidance</a> suggests a depth of 1200mm to ensure that visually impaired pedestrians pick up the surface. 800mm is given as the minimum.	<ul style="list-style-type: none"> <li>Evidence from the University College London concluded the blister profile was readily detectable at 800mm wide as it will always capture a person's stride</li> <li>Risk assessment</li> </ul>

Element	Proposed practice and reason for adopting	Conventional practice / existing guidance	Decision based on:
<b>Stop/give way line to crossing distance</b>	A desirable distance of 1.7m is proposed at crossings to assist in maintaining pedestrian / cyclist desire lines.	<a href="#">TSM Chapter 5</a> provides a minimum distance of 1.1m (Zebra) or 1.7m (Toucan) and a maximum of 3.0m. <a href="#">TAL 5/05</a> recommends a minimum distance of 3.0m to ensure high-fronted vehicles waiting at the stop line can clearly see pedestrians at the crossing.	<ul style="list-style-type: none"> <li>• Risk assessment</li> </ul>
<b>Presumption against use of new guardrails / Favour removal of existing</b>	Use CEC Pedestrian Guardrail (PGR) Assessment, adopting the presumption against new guardrail and in favour of removing existing to reduce clutter.	<a href="#">LTN 2/95</a> suggests considering the use of guardrail on approach to crossings to reduce likelihood of accidents and guide blind or partially sighted pedestrians.	<ul style="list-style-type: none"> <li>• Aligning with <a href="#">Active Travel Action Plan (ATAP)</a>, <a href="#">CEC (PGR) Assessment</a>, <a href="#">Designing Streets</a>, and <a href="#">Local Transport Strategy</a></li> <li>• Risk assessment for reverse stagger island.</li> </ul>
<b>Omitting centrelines on 20mph local &amp; secondary streets</b>	Omitting/not reinstating centreline on 20mph network to reduce speeds and enable more effective allocation of road space. Additional benefits include reduced construction and maintenance costs and a reduction in visual clutter.	<a href="#">TSM Chapter 5</a> does not state centreline must be used but recommends omitting them in rural areas, implying that they should be used in all other situations.	<ul style="list-style-type: none"> <li>• Evidence from <a href="#">Manual for Streets 2 (MfS2)</a></li> <li>• Evidence from <a href="#">TFL Centreline Removal Trial</a></li> <li>• Risk assessment</li> </ul>
<b>Floating bus stops</b>	Provide floating bus stops to facilitate bus public transport on cycle routes. Floating bus stops are common practice in the Netherlands and Denmark which are both cycle friendly cities.	Edinburgh currently has no existing floating bus stops.	<ul style="list-style-type: none"> <li>• Evidence from <a href="#">Cambridge City Council</a></li> <li>• Risk assessment</li> </ul>

Element	Proposed practice and reason for adopting	Conventional practice / existing guidance	Decision based on:
<b>Continuous footways</b>	Continuous footways to be introduced at side road crossings in busy pedestrian streets, giving greater priority to people travelling on foot.	Edinburgh currently has no existing continuous footways. Concern expressed regarding cracking of footway material under heavy vehicle loading resulting in high maintenance costs and tripping hazards.	<ul style="list-style-type: none"> <li>Aligning with current practice in London</li> <li><a href="#">CIHT Designing for Walking</a></li> <li>Risk assessment</li> </ul>
<b>Set back low level street furniture &lt;450mm</b>	Low level furniture ( $\leq 1200\text{mm}$ ) to be set back 300mm from the kerb. High level furniture (e.g. poles and lighting columns) to be set back 450mm from the kerb edge.	DMRB <a href="#">TD 50/04</a> requires all street furniture to be set back 450mm to prevent damage by vehicles having a lateral overhang.	<ul style="list-style-type: none"> <li><a href="#">Sustrans Technical Information Note 31</a></li> <li>Risk Assessment</li> </ul>
<b>Anti-skid</b>	Reducing Anti-skid surfacing on 20mph and 30mph streets.	DMRB <a href="#">HD 36/06</a> provides a standard minimum treatment length of 50m on approach to a hazard.	<ul style="list-style-type: none"> <li>Calculations based on urban streets</li> <li>Risk assessment</li> </ul>