

Notice of meeting and agenda

Planning Committee

2.00 pm Wednesday, 26th February, 2020

Dean of Guild Court Room - City Chambers

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

Contacts

Email: veronica.macmillan@edinburgh.gov.uk

Tel: 0131 529 4283

1. Order of Business

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

2. Declaration of Interests

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

3. Deputations

- 3.1 If any

4. Minutes

- | | | |
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| 4.1 | Minute of Planning Committee of 22 January 2020 - submitted for approval as a correct record | 7 - 8 |
| 4.2 | Minute of Planning Committee of 29 January 2020 – submitted for approval as a correct record | 9 - 12 |

5. Business Bulletin

- | | | |
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| 5.1 | Planning Committee Business Bulletin | 13 - 32 |
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6. Development Plan

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| 6.1 | Edinburgh Local Development Plan - Action Programme 2020 - Adoption – Report by the Executive Director of Place | 33 - 130 |
| 6.2 | Supplementary Guidance on Developer Contributions and Infrastructure Delivery - Update – Report by the Executive Director of Place | 131 - 138 |

7. Planning Policy

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| 7.1 | Regional Spatial Strategy, City Region Deal Regional Growth Framework and National Planning Framework 4 – Report by the Executive Director of Place | 139 - 144 |
| 7.2 | Granton Waterfront Development Framework – Report by the Executive Director of Place | 145 - 292 |

8. Planning Process

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| 8.1 | Annual Review of Guidance – Report by the Executive Director of Place | 293 - 304 |
| 8.2 | Edinburgh Urban Design Panel Annual Report – Report by the Executive Director of Place | 305 - 314 |
| 8.3 | Scottish Government Consultation on Planning Performance and Fees - Proposed Response – Report by the Executive Director of Place | 315 - 346 |
| 8.4 | Legal Review of Council Planning Processes – Report by the Executive Director of Resources | 347 - 352 |

9. Planning Performance

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|------------|-------|
| 9.1 | None. |
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10. Conservation

| | | |
|-------------|---|-----------|
| 10.1 | Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal Review – Report by the Executive Director of Place | 353 - 406 |
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11. Motions

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| 11.1 | None. |
|-------------|-------|

Laurence Rockey

Head of Strategy and Communications

Committee Members

Councillor Neil Gardiner (Convener), Councillor Maureen Child (Vice-Convener), Councillor Chas Booth, Councillor Mary Campbell, Councillor George Gordon, Councillor Joan Griffiths, Councillor Max Mitchell, Councillor Joanna Mowat, Councillor Hal Osler, Councillor Rob Munn and Councillor Cameron Rose.

Information about the Planning Committee

The Planning Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council. The Planning Committee usually meets in the Dean of Guild Court Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283, email veronica.macmillan@edinburgh.gov.uk.

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

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

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Minutes

Planning Committee

2.00pm, Wednesday 22 January 2020

Present

Councillors Gardiner (Convener), Booth, Mary Campbell, Child, Dixon (substituting for Councillor Gordon), Griffiths, McLellan (substituting for Councillor Rose), Mitchell, Mowat, Munn and Osler.

1. Choices for City Plan 2030

At its meeting of the 30 May 2018 the Planning Committee had considered a report setting out the overall objectives for the City Plan 2030 project including alignment with the wider strategic context for the Council and its partners.

The consultation document for the preparation of a new Local Development Plan (LDP) City Plan 2030 was submitted for approval.

Decision

- 1) To approve the main issues document Choices for City Plan 2030 for publication and consultation as set out in Appendix 1 of the report by the Executive Director of Place.
- 2) To delegate authority to the Programme Director City Plan to make final design, layout and minor editorial changes to the consultation document.
- 3) To note that the Choices for City Plan 2030 was supported by the background documents listed.
- 4) To note that information on the statutory consultation process was set out in the updated Development Plan Scheme (DPS) as set out in Appendix 2 of the report.
- 5) To refer the report to the Transport and Environment Committee for noting.
- 6) To agree that the Executive Director of Place should engage with as many stakeholders, organisations and groups as possible throughout the consultation, including secondary schools and disability organisations and with Councillor Gordon as the Equalities lead regarding organisations and groups that could be approached.
- 7) To agree that the Executive Director of Place would ensure that the Development Plan Scheme was visible in the Choices for City Plan document.
- 8) To amend the wording of Choice 8 on cycling routes in the City Plan Document to state that throughout the consultation process the list of cycling routes could be added to.

- 9) To agree that the Executive Director of Place would consider the best way of receiving maps from consultees.

(References – Planning Committee 30 May 2018 (item 8); report by the Executive Director of Place, submitted)

Minutes

Planning Committee

2.00pm, Wednesday 29 January 2020

Present

Councillors Gardiner (Convener), Booth, Child, Mary Campbell, Dixon (substituting for Councillor Gordon), Griffiths, Mitchell, Mowat, Munn, Osler and Rose.

1. Minutes

Decision

To approve the minute of the Planning Committee of 2 October 2019 as a correct record.

2. Business Bulletin

The Committee's Business Bulletin for 29 January 2020 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted)

3. Supplementary Guidance – City Centre Shopping and Leisure

Approval was sought for the adoption of the City Centre Shopping and Leisure Supplementary Guidance. The Guidance had been revised and finalised following consideration of comments received during the consultation exercise.

Decision

- 1) To approve the finalised City Centre Shopping and Leisure Supplementary Guidance for submission to the Scottish Ministers.
- 2) To confirm that, should Scottish Ministers direct no change or not respond within the statutory 28-day period, this Guidance would be adopted on the date of the Ministers' decision or expiry of the time for their consideration.

(References – Planning Committee 7 August 2019 (item 5); report by the Executive Director of Place, submitted.)

4. Edinburgh Design Guidance – 2nd Post-Approval Review

Information was provided on the feedback and resulting changes from the second annual review of the approved Edinburgh Design Guidance.

The Guidance provided clarity for officers when interpreting the Local Development Plan policies, assisted elected members in the decision making process, helped applicants improve the quality of submissions and allowed communities to better understand planning considerations.

Decision

- 1) To note the feedback received about the Edinburgh Design Guidance since the 1st post-approval review in October 2018.
- 2) To approve the updates detailed in Appendices 1 and 2 of the report by the Executive Director of Place which respond to the feedback received.
- 3) To note that consideration would be given to a more significant change to the Guidance in line with the emergence of City Plan 2030.
- 4) To agree that the Executive Director of Place would ensure that the numbers relating to cycle parking for all classes were accurate.
- 5) To agree that the Guidance for cycle parking for semi-detached and detached housing be reviewed to look at the possibility of providing cycle parking and to consider asking developers to provide on-street cycle parking in housing developments.
- 6) To ask the Executive Director of Place to look at cycling parking provision in other countries and to report back at the Workshop taking place later in the year.
- 7) To ask the Executive Director of Place to look at the size and usability of the Guidance Document to ensure that any changes requiring to be added could be incorporated and that this could be discussed further at the Workshop.

(References – Planning Committee 12 October 2017 (item 3); report by the Executive Director of Place, submitted)

5. Support for Build to Rent – referral from the Housing, Homelessness and Fair Work Committee

The Housing, Homelessness and Fair Work Committee had referred a report on an agreed approach to delivery of affordable housing in Build to Rent developments to the Planning Committee for information.

Decision

To note the report.

(Reference – referral from the Housing, Homelessness and Fair Work Committee 20 January 2020, submitted)

6. Changes to the Pre-Application Advice Service

An update was provided on the refreshed pre-application advice service introduced by the Council on 1 July 2019. Delivery of the service was working well and a quality assurance regime was being put in place to continuously assess the quality of service being provided to customers.

Decision

- 1) To note the update on the changes to the Council's pre-application advice service agreed on 15 May 2019 and implemented on 1 July 2019.
- 2) To agree that a follow-up report on the changes be brought back to the Planning Committee once sufficient data had been collected on performance.

(References – Planning Committee 15 May 2019 (item 5); report by the Executive Director of Place, submitted)

7. SESPlan Operating Budget 2020/2021

The South East Scotland Strategic Development Plan (SESPlan) operating budget for 2020/2021 was presented as approved by the Joint Committee on 25 November 2019. The budget set out total expenditure of £84,000. A provision of £65,000 had also been retained should this be required for Regional Spatial Strategy consultancy work.

Decision

- 1) To ratify the decision of the South East Scotland Strategic Development Plan (SESPlan) Joint Committee to approve the SESPlan Operating Budget 2020/2021 as set out in Appendix 1 of the report by the Executive Director of Place.
- 2) To note that contributions from member authorities for 2020/2021 would be nil.
- 3) To note that future operating budgets and contributions would be reviewed in relation to outcomes of the Scottish Government's work on National Planning Framework 4 and provisions for Regional Spatial Strategy working.

(References – SESPlan Joint Committee 25 November 2019; report by the Executive Director of Place, submitted)

8. Planning Improvement Plan – Progress Update

Information was provided on the implementation of the Planning Service's Improvement Plan together with an update on progress against internal audit actions on developer contributions.

Decision

To note the report.

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

9. Place Directorate – Internal Audit Action Update – referral from the Transport and Environment Committee

The Transport and Environment Committee had referred a report on outstanding or overdue internal audit actions relating to the remit of the Planning Committee for its consideration.

Decision

- 1) To note the report.
- 2) To agree that Section 75 training would be given as part of the annual planning training and offered to all elected members.

(Reference – referral from the Transport and Environment Committee 5 December 2019, submitted)

10. Craigmillar Park Conservation Area Character Appraisal Review

On 22 August 2018, the Planning Committee had approved an updated programme of review of the existing conservation area character appraisals.

The revised Craigmillar Park Conservation Area Character Appraisal was presented for approval. The revised Appraisal had been the subject of consultation with the Craigmillar Park Association and the Grange and Prestonfield Community Council.

Decision

To approve the revised Craigmillar Park Conservation Area Character Appraisal.

(References – Planning Committee 22 August 2018 (item 12); report by the Executive Director of Place, submitted)



Business Bulletin

Planning Committee

2.00pm, Wednesday 26 February 2020

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

Planning Committee

| Convener: | Members: | Contacts: |
|--|---|---|
| <p>Councillor Neil Gardiner</p>  <p>Vice-Convener Councillor Maureen Child</p>  | <p>Councillor Chas Booth Councillor George Gordon Councillor Joan Griffiths Councillor Cameron Rose Councillor Max Mitchell Councillor Joanna Mowat Councillor Rob Munn Councillor Hal Osler Councillor Mary Campbell</p> | <p>Veronica MacMillan Committee Services 0131 529 4283 veronica.macmillan@edinburgh.gov.uk</p> <p>David Givan Service Manager Building Standards 0131 529 367 david.givan@edinburgh.gov.uk</p> <p>David Leslie Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk</p> |

Building Standards Performance

Since the last Business Bulletin of 29 January 2020, which reported sustained performance for Quarter 3 of 2019/20, performance in January has improved to its highest level in over 10 years. 97.5% of first reports were issued within the 20-working day timescale. This exceeds the Scottish Government target of 95%. In addition, 88.5% of warrants were granted within the target timescale of 10 working days once satisfactory information was received. This is just below the Government target of 90%.

The service will continue to focus on improving the timescales for granting warrants over the remainder of the Quarter 4. Alongside this, it remains a priority to enhance digital processes and procedures. These new processes, combined with a continued transformation of the workforce profile (where staff have retired and new surveyors have been recruited, trained and developed) will help to ensure that performance standards are maintained.

Scottish Government Appeal Decisions During Quarter 3 of 2019/20

In Quarter 3, there were 18 appeal decisions issued by the Planning and Environmental Appeals Division (DPEA) on applications refused by the Council. Of these, 11 were dismissed, six were allowed and one was allowed in part. Of these, five applications which Committee refused were contrary to officer recommendation; and three were allowed on appeal. Further details are provided in Appendix 1 to this Bulletin.

Scottish Ministers' Feedback on Planning Performance Framework 2018/19

Since 2012 the Council has submitted its annual Planning Performance Framework (PPF) to Scottish Ministers. The PPF is designed to give a balanced narrative on the range of activities delivered by the Planning service.

The Scottish Ministers provide feedback to local authorities after a period of analysis to identify national trends. This feedback uses a red, amber, green scoring system against 15 criteria.

Contact:

David Givan
0131 529 3679
david.givan@edinburgh.gov.uk

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David Givan
0131 529 3679
david.givan@edinburgh.gov.uk

Contact:

Ben Wilson
0131 469 3411
ben.wilson@edinburgh.gov.uk

The feedback letter for 2018/19 was received on 11 February 2020 (Appendix 2). The decision making timescales information has been available since July 2019. It confirms that the Council's application time performance for the year up to the end of March 2019 was significantly below national averages and with the exception of householder applications was slower than the Council's own time performance in the previous year (2017/18).

The feedback also confirms that in 2018/19 there had not been improvement in legal agreement timescales, or clearing legacy cases, both marked as red. There had not been sufficient improvement in indicators identified as amber – continuous improvement and developer contributions.

A new amber indicator relates to whether the Local Development Plan is on course to be replaced within five years. This is due to the delay to the City Plan 2030 project which arose from the extensive time Scottish Ministers took to consider Strategic Development Plan 2, which they eventually rejected.

It is anticipated that the measures introduced in the Planning Improvement Plan will result in improved performance for 2019/20. It should be noted that Scottish Government measures decision making timescales in terms of average weeks for different application types. It is intended to switch to this measure for 2020/21, to help target improvements, and align better with national practice.

Planning Time Performance Figures - Quarter 3 19/20

The time performance figures for applications, enforcement cases and legal agreements for Quarter 3 (Appendix 3) show mixed but generally positive trends, particularly with regards to householder, local (non-householder) and listed building cases and legal agreements. The figures also a strong trend in handling short term let enforcement cases, despite an increased volume of queries received in the spring and summer months.

Contact:

Ben Wilson
0131 469 3411
ben.wilson@edinburgh.gov.uk

APPENDIX 1

Scottish Government Appeal Decisions (1 October 2019 – 31 December 2019)

In Quarter 3, there were 18 appeal decisions issued by the DPEA on applications refused by the City of Council. Of these 11 were dismissed, 6 were allowed, and 1 was allowed in part. There were five applications which Committee refused contrary to officer recommendation. Three of these were allowed on appeal.

| Case Reference | Case Type | Site Address | Decision Type | Date Decision Issued | Committee or Delegated decision? Contrary to officer recommendation (Yes/No/Not applicable) | Costs sought by appellant? Costs awarded? |
|----------------|--------------------------------|----------------------|------------------|----------------------|---|--|
| PPA-230-2266 | Planning Permission Appeal | 27 Lanark Road | Appeal Allowed | 16/10/19 | Committee Yes | No N/A |
| ADA-230-2041 | Advertisement Consent Appeal | 49 Eastfield Road | Appeal dismissed | 28/10/19 | N/A N/A | No N/A |
| LBA-230-2184 | Listed Building Consent Appeal | 98 Dundas Street | Appeal allowed | 29/10/19 | Delegated N/A | No N/A |
| LBA-230-2182 | Listed Building Consent Appeal | 2F2 5 Royal Crescent | Appeal dismissed | 01/11/19 | Delegated N/A | No N/A |

| Case Reference | Case Type | Site Address | Decision Type | Date Decision Issued | Committee or Delegated decision? Contrary to officer recommendation (Yes/No/Not applicable) | Costs sought by appellant? Costs awarded? |
|----------------|--------------------------------|---------------------------------------|--|----------------------|--|--|
| PPA-230-2285 | Planning Permission Appeal | 62 Broughton Road [land 35m SE of] | Appeal dismissed | 12/11/19 | Committee No | No N/A |
| ENA-230-2161 | Enforcement Notice Appeal | 1F, 11 Royal Circus | Appeal allowed in part <i>*see note at end of table</i> | 15/11/19 | Delegated N/A | No N/A |
| PPA-230-2263 | Planning Permission Appeal | 1-5 Osborne Terrace | Appeal allowed | 21/11/19 | Committee Yes | No N/A |
| LBA-230-2185 | Listed Building Consent Appeal | 137 George Street | Appeal dismissed | 26/11/19 | Delegated N/A | No N/A |
| ADA-230-2042 | Advertisement Consent Appeal | 137 George Street | Appeal dismissed | 26/11/19 | Delegated N/A | No N/A |
| PPA-230-2286 | Planning Permission Appeal | 540A Lanark Road | Appeal dismissed | 27/11/19 | Delegated N/A | No N/A |

| Case Reference | Case Type | Site Address | Decision Type | Date Decision Issued | Committee or Delegated decision? Contrary to officer recommendation (Yes/No/Not applicable) | Costs sought by appellant? Costs awarded? |
|----------------|--|----------------------------|------------------|----------------------|--|--|
| ADA-230-2043 | Advertisement Consent Appeal | 60 Grassmarket | Appeal dismissed | 02/12/19 | Delegated N/A | No N/A |
| CLUD-230-2011 | Certificate of Lawful Use & Development Appeal | 1 Crichton Place | Appeal allowed | 03/12/19 | Delegated N/A | No N/A |
| ENA-230-2162 | Enforcement Notice Appeal | 1F1 33 Milton Street | Appeal dismissed | 04/12/19 | Delegated N/A | No N/A |
| PPA-230-2288 | Planning Permission Appeal | 3F2 17 Bruntsfield Gardens | Appeal allowed | 05/12/19 | Committee Yes | Yes No |
| ENA-230-2164 | Enforcement Notice Appeal | 5/9 Castle Wynd South | Appeal dismissed | 12/12/19 | Delegated N/A | No N/A |
| PPA-230-2274 | Planning Permission Appeal | 106-162 Leith Walk | Appeal dismissed | 20/12/19 | Committee Yes | No N/A |
| CAC-230-2004 | Conservation Area Consent Appeal | 106-162 Leith Walk | Appeal dismissed | 20/12/19 | Committee | No |

| Case Reference | Case Type | Site Address | Decision Type | Date Decision Issued | Committee or Delegated decision? Contrary to officer recommendation (Yes/No/Not applicable) | Costs sought by appellant? Costs awarded? |
|----------------|----------------------------|-------------------|----------------|----------------------|--|--|
| | | | | | Yes | N/A |
| PPA-230-2280 | Planning Permission Appeal | 4 Currievale Farm | Appeal allowed | 30/12/19 | Committee No | No N/A |

* The principle of refusal for short-stay visitor accommodation was upheld by the Reporter. The appeal was allowed in part as a short extension to the date of the enforcement notice was allowed.

Further information on the seven appeals that were allowed, or allowed in part, is set out below.

| Case | Proposal | Key Points from Reporters' Decision Notice |
|--|--|---|
| Planning Permission Appeal at Lanark Road | Demolition of public house and erection of residential apts. | The proposal would not only avoid harm to the rural character and landscape quality of the green belt, it would significantly improve those features, to the benefit of the site, the remainder of this part of the Water of Leith corridor and the street scene on Lanark Road. |
| Listed Building Consent Appeal at Dundas Street | Internal alterations | The harm to the building and its features would be minimal and reversible, and insufficient to outweigh the benefits of the proposal to living conditions. |
| Enforcement Notice Appeal at Royal Circus | c/u from residential to SSCVA | <p>Appeal dismissed on grounds that a change of use has occurred with the use of the property as a commercial use (short-term let). Noise and activity associated with guests and service staff would affect the permanent residents of the flats.</p> <p>An extended period of time from 1 month to 7 weeks for compliance with the enforcement notice was upheld.</p> |
| Planning Permission Appeal at 1-5 Osborne Terrace | c/u office to hotel | Appeal against committee refusal allowed as development complies with LDP policies subject to conditions relating to transport, noise and ventilation and a tram contribution. |
| Certificate of Lawful Use & Development Appeal at 1 Crighton Place | c/u from residential to SSCVA | Appeal allowed concluding use would be unlikely to disrupt permanent residents. The property has its own access directly onto the street and there is no direct interaction between the occupants of the property and those of the upper flats. |
| Planning Permission Appeal at 3F2 17 Bruntsfield Gardens | New dwelling in attic space | The proposed flat is of an acceptable standard and location and would not |

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| | | have a detrimental impact on residential amenity or road safety. The proposed rooflights would not adversely impact the appearance of the property and surrounding area. |
| Planning Permission Appeal at 4 Currievale Farm | Demolition and erect new kennels | <p>The kennels would relate visually to the former farm steading and would not cause significant damage to the appearance of this part of the green belt.</p> <p>The house would reuse a brownfield site, at the same time removing an eyesore.</p> <p>The solid construction of the kennels and distances from the houses means it is unlikely that significant disturbance would occur.</p> |



T: 0300 244 4000
E: scottish.ministers@gov.scot

Andrew Kerr
Chief Executive
City of Edinburgh Council

11 February 2020

Dear Andrew,

PLANNING PERFORMANCE FRAMEWORK FEEDBACK 2018-19

I am pleased to enclose feedback on your authority's 8th PPF Report for the period April 2018 to March 2019.

I believe that good progress continues to be made by authorities. Although there has been a small drop in the number of green ratings awarded this year and there remains some variation across some authorities and markers. I have been particularly impressed by the speed of determination of major applications in some authorities.

We are now pressing ahead with our programme of reform. In September 2019 we published "Transforming Planning in Practice" our work programme for implementing the provisions of the Planning (Scotland) Act 2019 and wider planning improvements. We have also just launched our www.transformingplanning.scot website where you can keep up to date and involved with Scotland's fourth National Planning Framework (NPF4), Digital Planning and the Planning Reform programme.

This is an exciting time for the planning system in Scotland with the preparation of NPF4 underway and the changes to the development planning and management systems to follow. We really value the input of your staff as expert users of the system and welcome their continued support in developing and implementing the planning system that we all want to see.



One of the first things I'm keen to address is planning resources, which is why we are consulting on increasing planning fees, moving them towards covering the full cost of determining applications and extending the range of services which authorities can charge for in exercising their planning functions. The consultation is due to close on 14th February and I hope that you will submit your views. I know applicants will expect to see continued improvement in performance and those increased fees invested in the planning service. This is why we are also consulting on how we measure and monitor the performance of the planning system at the same time.

If you would like to discuss any of the markings awarded below, please email chief.planner@gov.scot and a member of the team will be happy to discuss these with you.

Kind Regards



KEVIN STEWART

CC: David Leslie

PERFORMANCE MARKERS REPORT 2018-19

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

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

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

| No. | Performance Marker | RAG rating | Comments |
|-----|--|------------|---|
| 1 | Decision-making: continuous reduction of average timescales for all development categories [Q1 - Q4] | Red | <p>Major Applications Your timescales of 61.1 weeks are slower than the previous year and are slower than the Scottish average of 32.5 weeks. RAG = Red</p> <p>Local (Non-Householder) Applications Your timescales of 16.8 weeks are slower than the previous year and are slower than the Scottish average of 10.7 weeks. RAG = Red</p> <p>Householder Applications Your timescales of 8.5 weeks are faster than the previous year but are slower than the Scottish average of 7.2 weeks. RAG = Amber</p> <p>Overall RAG = Red</p> |
| 2 | Processing agreements: <ul style="list-style-type: none"> offer to all prospective applicants for major development planning applications; and availability publicised on website | Green | <p>You promote the use of processing agreements for major developments. RAG = Green</p> <p>The availability of processing agreements is advertised on your website. RAG = Green</p> <p>Overall RAG = Green</p> |
| 3 | Early collaboration with applicants and consultees <ul style="list-style-type: none"> availability and promotion of pre-application discussions for all prospective applications; and clear and proportionate requests for supporting information | Green | <p>You provide a pre-application advice service which is promoted through the website and by staff engaging with prospective applicants. RAG = Green</p> <p>You provide positive comments from applicants about early engagement leading to better developments . RAG = Green</p> <p>Overall RAG = Green</p> |
| 4 | Legal agreements: conclude (or reconsider) applications after resolving to grant permission reducing number of live applications more than 6 months after resolution to grant (from last reporting period) | Red | <p>Your average timescales for applications with legal agreements are slower than last year's figures and are slower than the Scottish average.</p> |

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| 5 | Enforcement charter updated / re-published within last 2 years | Green | Your enforcement charter was 15 months old at the time of reporting. |
| 6 | Continuous improvement: <ul style="list-style-type: none"> progress/improvement in relation to PPF National Headline Indicators; and progress ambitious and relevant service improvement commitments identified through PPF report | Amber | <p>Your decision making timescales are slower than last year, including applications with legal agreements. Your enforcement charter and LDP are up to date however it will be replaced within the required timescale. There has not been significant progress with your stalled sites figures. RAG = Red</p> <p>You have completed 13 out of your 17 improvement commitments. You have identified 17 commitments to take forward in the year ahead which are split over 4 key themes. RAG = Amber</p> <p>Overall RAG = Amber</p> |
| 7 | Local development plan less than 5 years since adoption | Green | Your LDP was 2 years and 4 months old at the end of the reporting period. |
| 8 | Development plan scheme – next LDP: <ul style="list-style-type: none"> on course for adoption within 5 years of current plan(s) adoption; and project planned and expected to be delivered to planned timescale | Amber | <p>Your LDP is not on course to be replaced within the required 5 year timescale RAG = Red</p> <p>You have included a case study which outlines your approach to project managing the replacement of your LDP. RAG = Green</p> <p>Overall RAG = Amber</p> |
| 9 | Elected members engaged early (pre-MIR) in development plan preparation – <i>if plan has been at pre-MIR stage during reporting year</i> | Green | Your staff and elected members are involved in pre-MIR discussions. An LDP project overview was presented to the planning committee this year with staff workshops and community briefings also taking place. |
| 10 | Cross sector stakeholders* engaged early (pre-MIR) in development plan preparation – <i>if plan has been at pre-MIR stage during reporting year</i> <i>*including industry, agencies and Scottish Government</i> | Green | The service has commenced early engagement with stakeholders including children and young people which is one of your case studies. |
| 11 | Regular and proportionate policy advice produced on information required to support applications. | Green | You have produced a range of guidance to assist applicants in submitting good quality applications. Planning advice is reviewed annually and updated. This included advertising guidance and conservation area character appraisals. |
| 12 | Corporate working across services to improve outputs and services for customer benefit (for example: protocols; joined-up services; single contact arrangements; joint pre-application advice) | Green | A good example of your corporate approach is ensuring close links between the City Mobility Plan, Low Emissions Zone and City Centre Transformation plan with the LDP. |
| 13 | Sharing good practice, skills and knowledge between authorities. | Green | You have provided a case study on the training provided and undertaken by staff, councillors and community councils. |
| 14 | Stalled sites / legacy cases: conclusion or withdrawal of old planning applications and reducing number of live applications more than one year old. | Red | You have cleared 85 cases during the reporting year, with 60 cases still awaiting conclusion. Based on this and last year's figures, 64 reached legacy status during the reporting year. |

| | | | |
|----|--|-------|---|
| 15 | Developer contributions: clear and proportionate expectations <ul style="list-style-type: none"> • set out in development plan (and/or emerging plan); and • in pre-application discussions | Amber | <p>Your supplementary guidance on developer contributions has not yet been adopted. RAG = Amber</p> <p>You reports sets out how developer contributions are set out during the pre-application process. RAG = Green</p> <p>Overall RAG = Amber</p> |
|----|--|-------|---|

CITY OF EDINBURGH COUNCIL
Performance against Key Markers

| Marker | | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 |
|--------|--|---------|---------|---------|---------|---------|---------|---------|
| 1 | Decision making timescales | | | | | | | |
| 2 | Processing agreements | | | | | | | |
| 3 | Early collaboration | | | | | | | |
| 4 | Legal agreements | | | | | | | |
| 5 | Enforcement charter | | | | | | | |
| 6 | Continuous improvement | | | | | | | |
| 7 | Local development plan | | | | | | | |
| 8 | Development plan scheme | | | | | | | |
| 9 | Elected members engaged early (pre-MIR) | N/A | N/A | N/A | N/A | N/A | | |
| 10 | Stakeholders engaged early (pre-MIR) | N/A | N/A | N/A | N/A | N/A | | |
| 11 | Regular and proportionate advice to support applications | | | | | | | |
| 12 | Corporate working across services | | | | | | | |
| 13 | Sharing good practice, skills and knowledge | | | | | | | |
| 14 | Stalled sites/legacy cases | | | | | | | |
| 15 | Developer contributions | | | | | | | |

Overall Markings (total numbers for red, amber and green)

| 2012-13 | 2 | 4 | 7 |
|----------------|---|---|---|
| 2013-14 | 1 | 5 | 7 |
| 2014-15 | 2 | 4 | 7 |
| 2015-16 | 2 | 3 | 8 |
| 2016-17 | 1 | 3 | 9 |
| 2017-18 | 3 | 3 | 9 |
| 2018-19 | 3 | 4 | 8 |

Decision Making Timescales (weeks)

| | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2018-19 Scottish Average |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|--------------------------|
| Major Development | 81.6 | 27.9 | 26.5 | 33.6 | 43.0 | 56.3 | 61.1 | 32.5 |
| Local (Non-Householder) Development | 10.5 | 10.7 | 11.6 | 11.6 | 12.4 | 14.7 | 16.8 | 10.7 |
| Householder Development | 6.9 | 7.5 | 7.7 | 8.0 | 8.3 | 8.8 | 8.5 | 7.2 |

APPENDIX 3

Time Performance Information Quarter 3 (1 July – 31 December 2019)

| Major Applications 2019 – 2020 | | | | |
|--|---------------------|------------|------------|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 11 | 6 | 1 | |
| Number determined | 9 | 7 | 5 | |
| Number (and %) determined within 4 months or agreed timescales (target =70%) | 3 (33%) | 3 (43%) | 2 (40%) | |
| | 6 month figure: 37% | | | |
| Number (and %) determined with Planning Processing Agreements and/or Agreed Extensions of Time | 3 (33%) | 3 (43%) | 2 (40%) | |
| Comments <p>The two applications determined on target in Q3 were the approval of the new Castlebrae High School proposal, and the refusal of a student housing development on Gorgie Road. One had a processing agreement, the other had an agreed extension of time.</p> <p>The other three developments were all approved. Two were for greenfield housing developments released from the green belt in the LDP (at Kirkliston and the eastern portion of Maybury), one of which had a processing agreement. The third was for a replacement primary school in Western Harbour, which did not have an agreed extension of time which covered the eventual determination date.</p> <p>Two legacy applications (i.e. older than one year) were determined in this quarter.</p> | | | | |

| Non-Householder Applications 2019 -2020 | | | | |
|---|-----------------------|----------------|----------------|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 200 | 248 | 271 | |
| Number determined | 269 | 242 | 241 | |
| Number (and %) determined within 2 months or agreed timescales (Target = 70%) | 169 (62.8%) | 158 (65.3%) | 182 (75.5%) | |
| | 6 month figure: 64.0% | | | |

| Householder Applications 2019 – 2020 | | | | |
|---|-----------------------|----------------|----------------|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 372 | 389 | 375 | |
| Number determined | 387 | 397 | 369 | |
| Number (and %) determined within 2 months or agreed timescales (Target 90%) | 318 (82.1%) | 357 (89.9%) | 343 (93.0%) | |
| | 6 month figure: 86.1% | | | |

| Listed Building Consent Applications 2019 – 2020 | | | | |
|---|-----------------------|----------------|----------------|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 226 | 262 | 270 | |
| Number determined | 187 | 233 | 195 | |
| Number (and %) determined within 2 months or agreed timescales (target 70%) | 116 (62.0%) | 175 (75.1%) | 158 (81.0%) | |
| | 6 month figure: 69.3% | | | |

| Advertisement Consent Applications 2019 – 2020 | | | | |
|--|-----------------------|---------------|---------------|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 58 | 68 | 53 | |
| Number determined | 62 | 76 | 56 | |
| Number (and %) determined within 2 months or agreed timescales | 45 (72.6%) | 63 (82.9%) | 50 (89.3%) | |
| | 6 month figure: 78.3% | | | |

| Short term Let Enforcement Cases 2019 – 2020 | | | | |
|--|-----------------------|---------------|---------------|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 66 | 69 | 51 | |
| Number closed | 19 | 39 | 84 | |
| Number (and %) closed within 6 months (target 80%) | 14 (77.7%) | 36 (92.3%) | 52 (61.9%) | |
| | 6 month figure: 86.2% | | | |
| Number of notices served | 5 | 9 | 11 | |
| Number (and %) served within 6 months (target 80%) | 5 (100%) | 8 (89%) | 7 (63.6%) | |
| | 6 month figure: 92.9% | | | |
| Comments | | | | |
| The overall number of short term let enforcement cases being closed per quarter has doubled. The actual number of cases being closed within 6 months has increased, but the percentage has fallen due to the high overall volume of enquiries submitted throughout the year. | | | | |

| All Other Enforcement Cases 2019 – 2020 | | | | |
|---|-----------------------|----------------|----------------|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 192 | 217 | 135 | |
| Number closed* | 162 | 232 | 160 | |
| Number (and %) closed within 3 months (target 80%) | 109 (67.3%) | 172 (74.1%) | 104 (65.0%) | |
| | 6 month figure: 71.3% | | | |
| Number of notices served | 8 | 8 | 16 | |
| Number (and %) served within 3 months (target 80%) | 5 (62.5%) | 2 (25%) | 6 (37.5%) | |
| | 6 month figure: 43.8% | | | |
| Comments | | | | |
| The new City wide Enforcement team set up at the beginning of June 2019 has been stepping up efforts to clear the legacy cases. This process is impacting on time performance but is essential for the operation of the team going forward. | | | | |

| Legal Agreements 2019 -2020 | | | | |
|--|--------------|--------------|--------------|--------------|
| | At end Q1 | At end Q2 | At end Q3 | At end Q4 |
| Number of applications currently at legal agreement stage | 41 | 50 | 41 | |
| Number of applications where more than 6 months since Minded to Grant decision | 26 | 20 | 12 | |
| Comments In this quarter there has been a significant reduction in the number of applications where it has been longer than 6 months since the minded to grant decision. Measures already in place as part of the Planning Improvement Plan should further reduce the number of future applications falling into this category. | | | | |

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Planning Committee

2.00pm, Wednesday, 26 February 2020

Edinburgh Local Development Plan: Action Programme 2020 - adoption

| | |
|---------------------|---|
| Executive/routine | Executive |
| Wards | All |
| Council Commitments | 1, 4, 6 10, 11 16, 17, 22, 26 28, 32 43 |

1. Recommendations

- 1.1 It is recommended that Committee agrees that the appended Edinburgh Local Development Plan (LDP) Action Programme 2020 be formally adopted, published and submitted to Scottish Ministers.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, City Plan Programme Director

E-mail: ian.mcfarlane@edinburgh.gov.uk | Tel: 0131 529 2419

Edinburgh Local Development Plan: Action Programme 2020 - adoption

2. Executive Summary

- 2.1 The Edinburgh Local Development Plan was adopted in November 2016. Planning authorities are required to prepare an Action Programme setting out how their Local Development Plan (LDP) will be implemented.
- 2.2 The Action Programme should be updated at least every two years. A new Action Programme has been prepared to align with financial planning and is now ready to be formally adopted and submitted to Scottish Ministers.

3. Background

- 3.1 Councils are required to publish an updated Action Programme at least every two years. It is intended that Edinburgh's Action Programme is reviewed, reported and submitted to Scottish Ministers on an annual basis. To help to align with financial planning and keep track of changing circumstances. The first Edinburgh LDP Action Programme was adopted on 8 December 2016. The second was adopted in January 2018, and the third in January 2019.

4. Main report

- 4.1 The challenge for the adopted Edinburgh LDP is to help make the city of Edinburgh the best place it can be, for everyone, now and in the future. To face this challenge the adopted LDP has the following aims:
 - 4.1.1 Aim 1: support the growth of the city's economy;
 - 4.1.2 Aim 2: help increase the number, and improve the quality, of new homes being built;
 - 4.1.3 Aim 3: help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
 - 4.1.4 Aim 4: look after and improve our environment for future generations in a changing climate; and

- 4.1.5 Aim 5: help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.
- 4.2 Infrastructure is key to the delivery of the aims and strategy of the adopted LDP. The Plan recognises that the growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure. Without infrastructure enhancements to support the growth in Aims 1 and 2, the Plan will not help achieve Aims 3, 4, and 5.
- 4.3 The appended LDP Action Programme 2020 sets out how the actions required to support the growth of the city, will be delivered. These are:
- 4.3.1 Education capacity, including new schools;
 - 4.3.2 Transport improvements including public realm and other pedestrian and cycle actions, public transport, and the Edinburgh tram project, traffic management actions including strategic infrastructure from the Strategic Development Plan, and junction improvements;
 - 4.3.3 Green space actions;
 - 4.3.4 Primary healthcare infrastructure capacity;
 - 4.3.5 Utilities;
 - 4.3.6 Town centre improvements;
 - 4.3.7 LDP policies, including the preparation of 12 Supplementary Guidance documents; and
 - 4.3.8 Actions to increase housing delivery.
- 4.4 As required by the Town and Country Planning (Development Planning) (Scotland) Regulations 2008, the Action Programme (Appendix 1) sets out:
- 4.4.1 the timescale for delivering each action; and
 - 4.4.2 who is responsible for carrying out each action i.e. a City of Edinburgh Council directorate, external body such as NHS Lothian.
- 4.5 In addition to the above statutory requirements, the Action Programme for the Edinburgh LDP is also used as a mechanism to coordinate development proposals with the infrastructure and services needed to support them and to align the delivery of the LDP with corporate and national investment in infrastructure. To this end, where appropriate, the actions within the Action Programme have been costed.

General updates and improvements to the 2020 Action Programme

- 4.6 The following general updates and improvement have been made to the Action Programme:
- 4.6.1 where an infrastructure action is required because of new housing, the delivery timescales set out in the Action Programme have been informed by the 2019 Housing Land Audit and Completions Programme (HLACP), as reported to Planning Committee on [2 October 2019](#). This is to ensure that

actions are delivered at the appropriate time in relation to the speed of housing delivery;

4.6.2 updates to various actions to provide more detailed and accurate costs. This change allows for the impact of infrastructure to be more accurately assessed; and

4.6.3 technical changes to clarify the nature of various actions.

4.7 The major changes from the January 2019 Action Programme are set out below.

Education infrastructure

4.8 The Council has updated its assessment of the impact of the housing growth set out in the LDP through an Education Appraisal (updated August 2018). The February 2020 Action Programme sets out the requirement for seven new primary schools and 16 primary school extensions. The Action Programme also sets out the requirement for additional secondary school capacity in nine locations. In West Edinburgh, the additional capacity required could either be delivered by a new West Edinburgh high school or an extension to an existing school.

4.9 The delivery dates for the education infrastructure actions have been reviewed, and where appropriate, revised to reflect up-to-date project timescales, school roll projections and the speed of new housing delivery as estimated in the 2019 Housing Land and Delivery Programme.

4.10 Since the 2019 Action Programme, one primary school classroom has been built in Kirkliston Primary School and the action to provide additional classrooms at Gylemuir Primary school has been partly completed. As these actions have been front-funded by the Council, contributions will continue to be collected retrospectively from development falling within their contribution zones.

4.11 The new primary schools at Broomhills and the Western Harbour are now under construction. Projects to provide additional classrooms at Fox Covert St Andrews RC Primary School, St David's RC Primary School and St John Vianney RC Primary School are now progressing and additional capacity is being provided in the new South Edinburgh primary school being built in Canaan Lane. Projects to provide additional capacity at Queensferry High School, Castlebrae Community High School and Boroughmuir High School are also progressing.

4.12 Following a catchment change, additional classrooms that were required in Currie Primary School are now to be delivered in Dean Park Primary School.

Transport infrastructure

4.13 The transport actions have been updated as follows:

4.13.1 a small number of actions have been delivered, including a roundabout at Lasswade Road/Lang Loan that has been converted to a signalised junction;

4.13.2 the transport actions have been updated to bring the timings of the actions into line with anticipated new housing delivery as estimated in the 2019 Housing Land Audit and Completions Programme;

- 4.13.3 this action programme clarifies the date that the transport actions were costed which is Q1 2016. This allows future legal agreements to apply indexation from that point, to the date of signing. This ensures that developer contributions cover the impact of construction cost inflation; and
- 4.13.4 this action programme clarifies the level of contingency applied to the base construction costs (at Quarter 1 (Q1) 2016). For all transport actions, with the exception of those relating to the West of Edinburgh Transport Appraisal (WETA Refresh December 2016), this is an additional 22.5% of base construction costs. For WETA actions, this is an additional 44% of base construction costs, reflecting the detail of the transport appraisal.

- 4.14 An exercise is underway to prioritise and prepare a work programme for the transport actions that falls on the Council to deliver. As part of this process it is anticipated that costs will be reviewed during the first half of 2020 and an early update on transport actions could be published in advance of the 2021 Action Programme.

Greenspace actions

- 4.15 The following updates have been made to the greenspace actions:
 - 4.15.1 Newmills Park associated with housing development is now under development.

Primary healthcare infrastructure capacity

- 4.16 The following updates have been made to the primary healthcare actions:
 - 4.16.1 West Edinburgh's new practice status has moved to Initial Agreement in development;
 - 4.16.2 Parkgrove expansion has been put back from 2019/20 to 2020 timescale; and
 - 4.16.3 Brunton re-provision timescale is now early 2020s and has a business case in development.

LDP Policies, including the preparation of Supplementary Guidance

- 4.17 LDP Policy Del 1 Developer Contributions and Infrastructure Delivery refers to statutory supplementary guidance. The Council prepared finalised Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery to support the delivery of infrastructure actions, as set out in the LDP's Action Programme. Planning authorities must submit the SG to Scottish Ministers prior to adoption. The SG was first submitted to Scottish Ministers in September 2018. On 17 January 2020 the Scottish Government instructed the Council not to adopt the SG. Reasons are given in their letter.
- 4.18 The Action Programme also sets out the LDP policies and other relevant supplementary guidance and provides an update on the status of their preparation.
- 4.19 The Town Centre actions section of the Action Programme has had minor updates.

5. Next Steps

- 5.1 Once the Action Programme has been formally adopted, the Town and Country Planning (Development Planning) (Scotland) Regulations 2008 requires that the Council:
 - 5.1.1 sends two copies of it to the Scottish Ministers;
 - 5.1.2 places a copy of it in each public library; and
 - 5.1.3 publicises it on the Council's websites.
- 5.2 Following the adoption of the Action Programme, it is intended that it be reviewed and reported to Planning Committee and submitted to Scottish Ministers on an annual basis.
- 5.3 A further report on the financial implications of the 2020 Action Programme will be reported to Finance and Resources Committee on 5 March 2020.

6. Financial impact

- 6.1 There are direct financial impacts arising from the approval of this report. The actions required to support the LDP over its ten-year framework are significant.
- 6.2 The Council is able to collect contributions towards infrastructure actions through Section 75 and other legal agreements. However, these powers are unlikely to lead to full cost recovery from developers and there will still likely be an overall large funding requirement falling to the Council as a result of infrastructure provision.
- 6.3 There is also risk both on the timing and achievement of developer contributions which could create a short-term or overall funding pressure. Delivery of infrastructure actions will cover the full period of the plan and the Council has developed a financial model to calculate a more accurate assessment of costs based on the timing of income and levels of expenditure. A further report on the financial implication of the 2020 Action Programme will be reported to Finance and Resources Committee on 5 March 2020.

7. Stakeholder/Community Impact

- 7.1 In preparing the Action Programme, the Town and Country Planning (Scotland) Act 1997 requires the Council to seek the views of, and have regard to any views expressed by:
 - 7.1.1 the key agencies, and
 - 7.1.2 such persons as may be prescribed.
- 7.2 The Council, in preparing the Plan and the adopted 2016 Action Programme, engaged with the Key Agencies, (e.g. SEPA, Scottish Natural Heritage, Scottish Water and NHS Lothian, Historic Environment Scotland, Transport Scotland),

developers and communities. This updated Action Programme has had input as appropriate from relevant parties.

- 7.3 Further engagement on how the actions identified within the Action Programme will be delivered has been carried out as part of the statutory requirements of preparing SG on Developer Contributions and Infrastructure Delivery.
- 7.4 The risks associated with this area of work are significant in terms of finance, reputation, and performance in relation to the statutory duties of the Council as Planning Authority, Roads Authority and Education Authority. The Action Programme is on the Council's risk register and is managed by an officer Corporate Oversight Group to help to minimise all of these risks and ensure compliance. The approval of this report and its recommendations has a positive impact in terms of risk, policy, compliance and governance.
- 7.5 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. The Action Programme is the means of managing impacts on sustainability.
- 7.6 The Action Programme has gone through a Strategic Environmental Assessment screening process which concluded that such an assessment is not required.

8. Background reading/external references

- 8.1 Edinburgh Local Development Plan: Action Programme – adoption – [Report to Planning Committee, 23 January 2019](#)
- 8.2 Edinburgh Local Development Plan: Action Programme – Financial Assessment – [Report to Finance and Resources Committee, 1 February 2019](#)
- 8.3 [Supplementary Guidance on Developer Contributions and Infrastructure Delivery: Update, 27 February 2019](#)
- 8.4 Edinburgh Local Development Plan: Action Programme – adoption – Report to Housing and Economy Committee, 23 January 2018
- 8.5 Edinburgh Local Development Plan: Action Programme – Financial Assessment – [Report to Finance and Resources Committee 23 January 2018](#)
- 8.6 Edinburgh Local Development Plan: Action Programme – adoption – [Report to Planning Committee, 8 December 2016](#)
- 8.7 Edinburgh Local Development Plan: Action Programme – Financial Assessment – [Report to Finance and Resources Committee, 19 January 2017](#)
- 8.8 Edinburgh Local Development Plan - Adoption, [Report to Full Council, 24 November 2016](#)
- 8.9 [LDP Education Infrastructure Appraisal \(updated August 2018\)](#)
- 8.10 [LDP West Edinburgh Transport Appraisal Refresh \(November 2016\)](#)
- 8.11 [LDP Transport Appraisal Addendum update \(November 2016\)](#)

8.12 Town Centre Supplementary Guidance

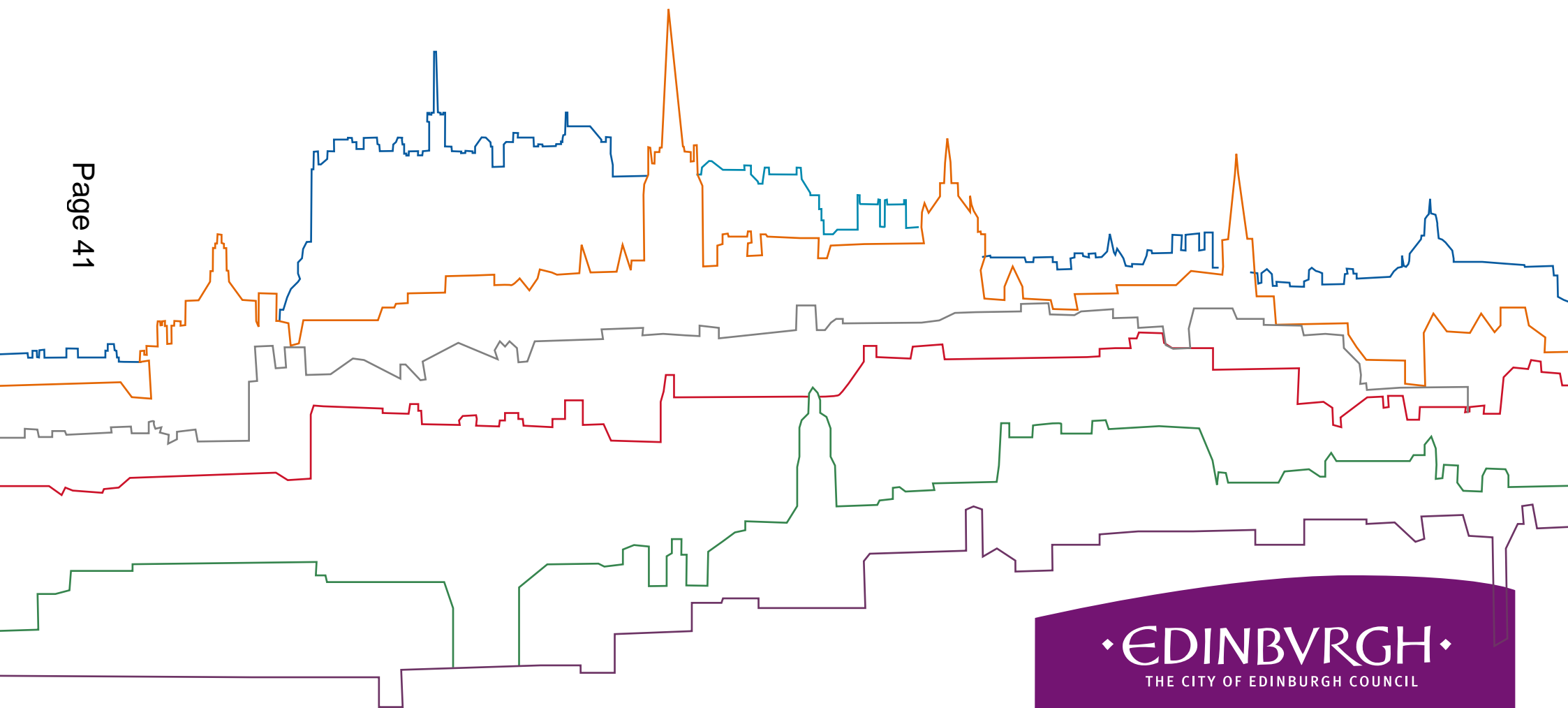
8.13 [Scottish Government letter decision on Supplementary Guidance, January 2020](#)

9. Appendices

9.1 Appendix 1 - LDP Action Programme 2020 – for adoption.

EDINBURGH LOCAL DEVELOPMENT PLAN
ACTION PROGRAMME
JANUARY 2020

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The Local Development Plan sets out policies and proposals to guide development.

The Action Programme sets out actions to deliver the Plan.

The Report of Conformity explains how engagement informed the Plan.

The Habitats Regulations Appraisal assesses the Plan's impact on internationally important bird habitats.

The Transport Appraisal identifies transport actions to support the Plan.

The Education Appraisal identifies new and expanded schools to support the Plan.

The Equalities & Rights Impact Assessment checks what impact the Plan will have on people.

The Environmental Report assesses the impact of the Plan and explains the selection of new housing sites.

The Housing Land Study sets out the assumption on housing land availability which inform the Local Development Plan.

See the documents, supplementary guidance, and other information at:
www.edinburgh.gov.uk/localdevelopmentplan
www.edinburgh.gov.uk/supplementaryguidance

Adopted 24 November 2016



Published in 2011



Published in 2013



Published in 2014



**Edinburgh Local Development Plan
Action Programme
February 2020**

Contents

Introduction

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2. Transport Actions
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 - b. Transport Contribution Zones
 - c. Site specific actions
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 - i. North East Locality
 - ii. North West Locality
3. Greenspace Actions
4. Healthcare and Community Facilities
5. Utilities
6. City Centre and Town Centre Actions
7. LDP Policies and Supplementary Guidance
8. Completed actions at February 2020

INTRODUCTION

This is the Action Programme which accompanies the adopted Edinburgh Local Development Plan (LDP). Section 21 of the Planning etc. (Scotland) Act 2006 requires planning authorities to prepare an Action Programme setting out how the authority proposes to implement their LDP.

The Local Development Plan (LDP) aims to:

- support the growth of the city economy;
- help increase the number and improve the quality of new homes being built;
- help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
- look after and improve our environment for future generations in a changing climate; and,
- help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.

Infrastructure is key to the delivery of the aims and strategy of the adopted LDP. The Plan recognises that the growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure. Without infrastructure to support Aims 1 and 2, the Plan will not help achieve Aims 3, 4, and 5.

The Action Programme sets out how the infrastructure and services required to support the growth of the city will be delivered.

The Action Programme is intended to help align the delivery of the Local Development Plan with corporate and national investment in infrastructure. It will be used by the Council as a delivery mechanism to lever the best possible outcome for the city and to coordinate development proposals with the infrastructure and services needed to support them.

The Action Programme is informed by the annual Housing Land Audit and Completions Programme (HLACP). The Action Programme will be used to manage infrastructure planning with a view to avoiding unnecessary constraints on delivery.

It is intended that this Action Programme will be a live working document and will be annually reviewed. Actions, including identified costs, set out within this action programme are subject to review and change. The Action Programme will be reported to the Council's Planning Committee and to other relevant committees for approval on an annual basis.

This Action Programme should be read alongside Local Development Plan Policy Del 1 (Developer Contributions) and Supplementary Guidance on Developer Contributions and Infrastructure Delivery.

To allow future legal agreements to apply indexation to the point of signing from the date that the costs were made, this action programme clarifies that transport costs were costed in Q1 2016. Education costs are from Q4 2018. The level of contingency applied to the base construction costs (at Q1 2016) is 22.5%, except for those relating to the West of Edinburgh Transport Appraisal (WETA Refresh December 2016) which applies an additional 44% of base construction costs.

Strategic transport actions are a mixture of strategic transport projects that the Council wishes to see delivered either within the plan period, or safeguarded for the future. They are not actions attributed to the growth associated with development proposal and spatial strategy in the LDP. For this reason, the costs are not provided and developer contributions are not being sought to deliver these actions.

1. Education Actions

| LDP Contribution Zone | Education Action | Estimated Capital Cost (Q4 2017) | Funding | Owner | Delivery timescale | Status |
|----------------------------------|---|----------------------------------|------------------|-------------------------------|--------------------|---|
| Queensferry | 2 RC Primary School classes (St Margaret's RC PS) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-18 | Delivered |
| | 1 Primary School class (Kirkliston PS) | £392,194 | s.75/gap funding | CEC: Communities and Families | Aug-19 | Delivered |
| West | 3 Primary School classes (Gylemuir PS) | £946,876 | s.75/gap funding | CEC: Communities and Families | Aug-19 (part) | One additional classroom delivered. Requirement for additional capacity to be monitored. |
| Queensferry | Additional secondary school capacity - 275 pupils (to mitigate the impact of development within the catchment area of Queensferry Community HS) | £8,986,375 | s.75/gap funding | CEC: Communities and Families | Mar-20 | Project progressing. |
| Liberton Gracemount | New 14 class Primary School and 80 nursery (Broomhills) - construction | £13,538,437 | s.75/gap funding | CEC: Communities and Families | Aug-20 | Project progressing. |
| | New 14 class Primary School and 80 nursery (Broomhills) - R&S | £5,121,593 | s.75/gap funding | CEC: Communities and Families | Aug-20 | Project progressing. |
| | New 14 class Primary School and 80 nursery (Broomhills) - land value | £2,950,000 | s.75/gap funding | CEC: Communities and Families | Aug-20 | Project progressing. |
| | 4 RC Primary School classes (St John Vianney RC PS or St Catherine's RC PS) | £1,193,665 | s.75/gap funding | CEC: Communities and Families | Aug-20 (part) | Two additional classrooms at St John Vianney RC PS to be provided for Aug 20. Additional capacity to be provided through replacement of St Catherine's RC PS |
| West | 4 RC Primary School classes (Fox Covert St Andrews RC PS or St Joseph's RC PS) | £1,193,665 | s.75/gap funding | CEC: Communities and Families | Aug-20 (part) | Project to provide two additional classrooms at Fox Covert St Andrews RC PS progressing. Requirement for additional capacity at St Joseph's RC PS to be monitored. |
| Craigroyston Broughton | 2 RC Primary School classes (St David's RC PS) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-20 | Project progressing. |
| Boroughmuir James Gillespie's | Additional secondary school capacity - 66 pupils (to mitigate the impact of development within the catchment areas of Boroughmuir HS and James) | £2,156,730 | s.75/gap funding | CEC: Communities and Families | Aug-20 | Projects to provide additional capacity at both schools are progressing. |
| Leith Trinity | New 14 class Primary School and 80 nursery (New Victoria Primary School Phase 1) - construction | £13,538,437 | s.75/gap funding | CEC: Communities and Families | Phase 1: Apr-21 | Project progressing |
| | New 14 class Primary School and 80 nursery (New Victoria Primary School Phase 1) - R&S | £3,485,846 | s.75/gap funding | CEC: Communities and Families | Phase 1: Apr-21 | Project progressing |
| | New 14 class Primary School and 80 nursery (New Victoria Primary School Phase 1) - land | £1,450,000 | s.75/gap funding | CEC: Communities and Families | Phase 1: Apr-21 | Project progressing |
| Boroughmuir James Gillespie's | 4 Primary School classes (to be delivered by the new South Edinburgh PS) | £1,193,665 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Project progressing |
| South West | 2 Primary School classes (Dean Park PS) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Five additional classrooms now required (see Currie PS information below). Feasibility work underway. |
| | 3 Primary School classes (Currie PS) | £946,876 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Following catchment change, additional classrooms to be delivered at Dean Park PS. |

| LDP Contribution Zone | Education Action | Estimated Capital Cost (Q4 2017) | Funding | Owner | Delivery timescale | Status |
|-----------------------|---|----------------------------------|------------------|-------------------------------|--------------------|---|
| Castlebrae | 3 Primary School classes (Castlevie PS) | £946,876 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Feasibility work required. |
| | Extension to Castlevie PS dining hall | £392,194 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Feasibility work required. |
| Firrhill | Additional secondary school capacity - 7 pupils (to mitigate the impact of development within the catchment area of Firrhill HS) | £228,744 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Working group to be established. |
| Castlebrae | Additional secondary school capacity - 261 pupils (to mitigate the impact of development within the catchment area of Castlebrae Community HS) | £8,528,886 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Project progressing. |
| Drummond | 2 Primary School classes (to mitigate the impact of development within the catchment areas of Broughton PS, Abbeyhill PS and Leith Walk PS) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-21 | Two additional classrooms to be provided at Broughton PS. |
| West | New 21 class primary school and 120 nursery (Maybury) - construction | £18,134,905 | s.75/gap funding | CEC: Communities and Families | Aug-22 | Site identified in LDP. Statutory consultation progressing. |
| | New 21 class primary school and 120 nursery (Maybury) - R&S | £3,241,760 | s.75/gap funding | CEC: Communities and Families | Aug-22 | Site identified in LDP. Statutory consultation progressing. |
| | New 21 class primary school and 120 nursery (Maybury) - land | £4,750,000 | s.75/gap funding | CEC: Communities and Families | Aug-22 | Site identified in LDP. Statutory consultation progressing. |
| Liberton Gracemount | Additional secondary school capacity - 522 pupils (to mitigate the impact of development within the catchment areas of Liberton HS and Gracemount HS) | £17,057,773 | s.75/gap funding | CEC: Communities and Families | Aug-22 | Feasibility work required. |
| Leith Trinity | Additional secondary school capacity - 251 pupils (to mitigate the impact of development within the catchment areas of Leith Academy and Trinity Academy) | £8,202,109 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Feasibility work underway to provide additional capacity at Trinity Academy. Requirement for additional capacity at Leith Academy to be monitored. |
| Castlebrae | New 11 class Primary School and 80 nursery (Brunstane) - construction | £12,218,285 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified in LDP. Statutory consultation progressing. |
| | New 11 class Primary School and 80 nursery (Brunstane) - R&S | £5,121,593 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified in LDP. Statutory consultation progressing. |
| | New 11 class Primary School and 80 nursery (Brunstane) - land | £2,950,000 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified in LDP. Statutory consultation progressing. |
| Queensferry | New 14 class Primary School and 80 nursery (South Queensferry) - construction | £13,538,437 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified in LDP. Statutory consultation required. |
| | New 14 class Primary School and 80 nursery (South Queensferry) - R&S | £2,322,342 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified in LDP. Statutory consultation required. |
| | New 14 class Primary School and 80 nursery (South Queensferry) - land | £3,050,000 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified in LDP. Statutory consultation required. |
| Liberton Gracemount | New 7 class Primary School and 60 nursery (Gilmerton Station Road) - construction | £8,893,839 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified. Statutory consultation required. |
| | New 7 class Primary School and 60 nursery (Gilmerton Station Road) - R&S | £5,121,593 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified. Statutory consultation required. |
| | New 7 class Primary School and 60 nursery (Gilmerton Station Road) - land | £3,000,000 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site identified. Statutory consultation required. |

| LDP Contribution Zone | Education Action | Estimated Capital Cost (Q4 2017) | Funding | Owner | Delivery timescale | Status |
|------------------------|--|----------------------------------|------------------|-------------------------------|--------------------|--|
| West/Tynecastle | Additional secondary school capacity (St Augustine's RC HS) | £2,548,863 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Feasibility work required. |
| West | Additional secondary school capacity – 420 pupils (to mitigate the impact of development within the catchment areas of non-denominational secondary schools within West Edinburgh) | £13,737,847 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Site to be identified. Feasibility work and statutory consultation required. |
| Craigroyston Broughton | Additional secondary school capacity – 273 pupils (to mitigate the impact of development within the catchment areas of Craigroyston Community HS and Broughton HS) | £8,921,019 | s.75/gap funding | CEC: Communities and Families | Aug-23 | Feasibility work required. |
| Tynecastle | 2 Primary School class (Balgreen PS) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-24 | Plan in place if required. |
| Liberton Gracemount | 2 Primary School classes (Craigour Park PS) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-24 | Plan in place if required. |
| Portobello | 2 Primary School classes (to mitigate the impact of development within the catchment area of The Royal High Primary School) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-24 | Feasibility work required. |
| Leith Trinity | 2 RC Primary School classes (Holycross RC PS) | £784,388 | s.75/gap funding | CEC: Communities and Families | Aug-24 | Feasibility work required. |
| Craigroyston Broughton | New 14 class Primary School and 80 nursery (Granton Waterfront) - construction | £13,538,437 | s.75/gap funding | CEC: Communities and Families | Aug-24 | Site identified. Statutory consultation required. |
| | New 14 class Primary School and 80 nursery (Granton Waterfront) - R&S | £3,485,846 | s.75/gap funding | CEC: Communities and Families | Aug-24 | Site identified. Statutory consultation required. |
| | New 14 class Primary School and 80 nursery (Granton Waterfront) - land | £525,000 | s.75/gap funding | CEC: Communities and Families | Aug-24 | Site identified. Statutory consultation required. |

2.a Strategic Transport Actions

| LDP ACTION - Strategic transport actions and safeguards | FURTHER DETAILS | Baseline indicative construction cost (ICC) | Subtotal with 22.5% added | FUNDING | OWNER | DELIVERY |
|--|--|---|---------------------------|-----------------------|---|--|
| Edinburgh Glasgow Improvement Project (EGIP) (T2) | The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure. | | | National funding | Safeguard – Place Development Delivery - Network Rail / Transport Scotland | 2019 onwards Transport Scotland Safeguarding still in place. |
| Rail Halts at: Portobello, Piershill and Meadowbank (T3) | LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change | | | No funding identified | Place Development | Network Rail Long-term safeguard |
| South Suburban Halts (T4) | LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change | | | No funding identified | Place Development | Network Rail Long-term safeguard |
| Orbital Bus Route (T5) | The Orbital Bus Route will create an east-west public transport link across the city. A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded in the LDP for appropriate public transport use or use as a cycle / footpath. | N/A | | | SEStran, CEC, Midlothian, East Lothian, Transport | SEStran, CEC, Midlothian, East Lothian, Transport Long-term safeguard |
| East Craigs Estate Junction | Junction at Maybury Drive / Maybury Road. Not related to impact of development. | Not costed | | | Place Development | To be designed and costed. |
| West of Fort Kinnaird (T15) | LDP Safeguard for new link road between The Wisp and Newcraighall Road | N/A | | | Place Development | Safeguarded in Plan |
| Morningside - Union Canal link (T7) Wisp - Fort Kinnaird link (T7) Gillberstoun link (T7) Fort Kinnaird - Queen Margaret University (T7) West Approach cycle link (T7) Forrester High cycle link (T7) Family Cycle Network Link along railway viaduct (T7) North Meggetland - Shandon link (T7) | LDP Safeguard Only (Excludes those routes safeguarded under T7 on the Proposals Map which are also identified in a specific Contribution Zone or Site Specific action elsewhere in this | N/A | | | Place Development | Safeguarded in Plan |

| LDP ACTION - Strategic transport actions and safeguards | FURTHER DETAILS | Baseline indicative construction cost (ICC) | Subtotal with 22.5% added | FUNDING | OWNER | DELIVERY |
|--|--|---|---------------------------|---------|-------------------|---|
| Pitlochry Place - Lochend Butterfly (T7) Donaldson cycle link (T7) Round the Forth cycle route (T7) Inglis Green cycle link, new Water of Leith Bridge (T7) McLeod Street/Westfield Road (T7) Westfield Road - City Centre (T7) Gordon Terrace - Robert Burns Drive link path (T7) Barnton Avenue crossing (T7) Family Network Link via Liberton Tower (T7) Link to Blackford Glen Road (T7) Astley Ainslie Hospital (T7) Pilrig Park - Pirrie Street (T7) Edinburgh Waterfront Promenade (T7) Morrison Crescent - Dalry Road (T7) Off road alternative NCNR 75 (T7) To King's Buildings & Mayfield Road (T7) Lochend Powderhall (T7) Ramped access from Canal to Yeoman Place (T7) | LDP Safeguard Only (Excludes those routes safeguarded under T7 on the Proposals Map which are also identified in a specific Contribution Zone or Site Specific action elsewhere in this Action Programme). | | | | Place Development | Safeguarded in Plan |
| Edinburgh Tram (T1) | Transport proposal T1 safeguards long term extensions to the network connecting with the waterfront and to the south east. | Tram Contribution Zone. | | | CEC | Under development Line 1a complete To Newhaven under construction. |

2b. Transport

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|--|---|--|----------------------------|-------------------------|---|------------------------------------|-------------------|-------------------------|
| WEST EDINBURGH TRANSPORT APPRAISAL (WETA) | A8 Eastbound Bus Lane from Dumbbells to Maybury Junction | | £2,567,700 | £3,697,488 | | Public Transport | Place Development | 2026/27 |
| | A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement | | £1,699,200 | £2,446,848 | | Roads | Place Development | 2021/22 |
| | A8 North side missing link | | £537,500 | £774,000 | | Active Travel | Place Development | 2022/23 |
| | Broxburn to Newbridge Roundabout bus lane | | £3,124,700 | £4,499,568 | | Public Transport | Place Development | 2022/23 |
| | Bus Lane under Gogar Roundabout | | £64,100 | £92,304 | | Public Transport | Place Development | 2021/22 |
| | Bus Priority South West Edinburgh | Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate). | £4,480,200 | £6,451,488 | | Public Transport and Active Travel | Place Development | 2025/26 |
| | Cycle Connection from A8 along Eastfield Road into Airport | | £481,500 | £693,360 | | Active Travel | Place Development | 2022/23 |
| | Development Link Road Main Street Carriageway | | £5,634,900 | £8,114,256 | | Roads | Place Development | 2022/23 |
| | Dualling of Eastfield Road Phase 1 | | £1,802,900 | £2,596,176 | | Roads | Place Development | 2023/24 |
| | Dualling of Eastfield Road Phase 2 | | £1,143,000 | £1,645,920 | | Roads | Place Development | 2024/25 |
| | | | | | | | | |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| WETA contin. | Dumbbells Roundabout Improvement (T9) | | £1,203,000 | £1,732,320 | | Roads | Place Development | 2023/24 |
| | Dumbbells westbound off slip | | £865,200 | £1,245,888 | | Roads | | 2023/24 |
| | Gogar to Maybury additional eastbound traffic lane | | £20,833,300 | £29,999,952 | | Roads | Place Development | 2022/23 |
| | Improved access between Ratho Station and A8 along Station Road. Glasgow Road / Ratho Station improved crossing | | £458,200 | £659,808 | | Active Travel | Place Development | 2021/22 |
| | Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path | Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs. | £110,000 | £158,400 | | Active Travel | Place Development | 2021/22 |
| | Improved Station Road/A8 bridge access for cyclists | | £440,800 | £634,752 | | Active Travel | Place Development | 2021/22 |
| | Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting) | | £317,600 | £457,344 | | Active Travel | Place Development | 2022/23 |
| | Kilpunt Park and Ride | | £5,500,000 | £7,920,000 | | Public Transport | Place Development | 2023/24 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---------------------|---|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| WETA contin. | Link Road Part 1 Dual Carriageway (T10) | | £6,301,000 | £9,073,440 | | Roads | Place Development | 2022/23 |
| | Link Road Part 2 Single Carriageway | | £2,813,900 | £4,052,016 | | Roads | Place Development | 2021/22 |
| | Link Road Segregated cycle route | | £1,115,000 | £1,605,600 | | Active Travel | Place Development | 2021/22 |
| | Maybury Road Approach to Maybury Junction | Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs. | £2,140,400 | £3,082,176 | | Public Transport | Place Development | 2026/27 |
| | MOVA improvements at Newbridge/Dumbbells Gogar/Maybury (T9) | | £1,510,000 | £2,174,400 | | Roads | Place Development | 2021/22 |
| | New Tram Stop | | £1,000,000 | £1,440,000 | | Public Transport | Place Development | 2022/23 |
| | Newbridge additional lane from M9 onto A8 (T12) | | £581,300 | £837,072 | | Roads | Place Development | 2021/22 |
| | Station Road to Newbridge Interchange bus lane | | £1,112,700 | £1,602,288 | | Public Transport | Place Development | 2022/23 |
| | Upgraded Bus interchange facility at Ingliston P+R | | £3,000,000 | £4,320,000 | | Public Transport | Place Development | 2025/26 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---------------------------------|--|--|----------------------------|-------------------------|--|-----------------|--------------------|-------------------------|
| Calder and Hermiston TCZ | A720 Calder and A720 Hermiston junctions | Signal improvements (MOVA) to A720 Calder and A720 Hermiston junctions identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017). | £0 | £0 | | | Transport Scotland | 2022/23 |
| Maybury/ Barnton TCZ | Barnton Junction (T19) | Currently delivering Scoot to these junctions to improve traffic signal control and help with traffic increases plus bus priority on the A90 and will be looking to re-charge this against the developer's contribution pot. Target for completion end of November 2019. This addresses the "improved signals control" element in the LDP. Approx cost £100k. The Active Travel element has been subsumed into Brendan Forrester's Maybury Road project. | £800,000 | £980,000 | Financial contributions secured through signed s.75 for HSG 19 Maybury (West Craigs Ltd and Taylor WimpeyLtd) and HSG 20 Cammo | Traffic Signals | Place Development | 2024+ |
| | Craigs Road Junction (T18) | Junction will eventually be delivered by Taylor Wimpy and cost deducted off their contribution to the pot. | £632,500 | £774,813 | To be delivered as part of housing developent HSG 19. | Junctions | Place Development | 2022/23 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|----------------------------|---|----------------------------|-------------------------|---|-----------------|--------------------|--------------------------------------|
| Maybury/ Barnton TCZ contin. | Maybury Junction (T17) | A design was drawn up some time ago to improve Maybury Junction ready for the various developments. Assume this will be CEC delivered and use the contributions. Also involves widening the A8 over the railway bridge and signalling the merge from A8 city bound and exit slip from Gogar Roundabout. No timescales for delivery. | £1,864,100 | £2,283,523 | | Junctions | Place Development | 2024+ |
| South East Edinburgh (North) TCZ | Old Craighall | Junction upgrade Action and costs derived from East Lothian Council contributions framework. | £500,000 | £612,500 | | Junctions | | Delivered by Transport Scotland 2019 |
| Gilmerton Junction TCZ | Gilmerton Junction (A720) | Junction upgrade identified in LDP. SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017). | Not costed | Not costed | | Junctions | Transport Scotland | |
| Burdiehouse Junction TCZ | Burdiehouse Junction (T20) | Upgrade of junction (Kaimes Junction). | £400,000 | £490,000 | Financial contributions secured through signed s.75 for HSG 21 Broomhills and HSG 22 Burdiehouse of £223,474 and £125,000 respectively. | Traffic Signals | Place Development | |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|------------------------------------|--------------------------------|----------------------------|-------------------------|---|-----------------|-------------------|-------------------------|
| Gilmerton Crossroads TCZ | Gilmerton Crossroads (T19) | Upgrade of junction with MOVA. | £400,000 | £490,000 | Financial contributions secured through signed s.75 for HSG 24 Gilmerton Station Road (£400,000) and HSG 25 The Drum (£130,000) for this action and the Gilmerton Station Rd.Drum Street TCZ - see entry below. | Traffic Signals | Place Development | 2022 /23 |
| Gilmerton Station Rd / Drum Street TCZ | Gilmerton Station Rd / Drum Street | | £415,000 | £508,375 | See entry above. | Junctions | Place Development | 2023/24 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|--|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| Lasswade Road / Lang Loan TCZ | Lasswade Road / Lang Loan Roundabout | Roundabout to signalised junction. | £0 | £0 | Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement. | Junctions | Place Development | Delivered 2019. |
| | Lasswade Road/Lang Loan pedestrian and cycle upgrades. | New 3.5m wide shared use cycleway/pedestrian path and signalised junction Lasswade Road from North of Lang Loan to Gilmerton Station. | £0 | £0 | Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement. | Active travel | Place Development | 2019/20 |
| Lasswade Road / Gilmerton Dykes Street / Captain's Road TCZ | Lasswade Road / Gilmerton Dykes Street / Captain's Road | Improvement to the operation of the Lasswade Road/Gilmerton Dykes Street/Captain's Road junction. | £400,000 | £490,000 | To be delivered by HSG 39 North of Lang Loan; contributions to be secured by other relevant sites. | Junctions | Place Development | 2023/24 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|----------------------------------|------------------------------|--|----------------------------|-------------------------|---|-----------------|------------------------------|-------------------------|
| Sherriffhall Junction TCZ | Sherriffhall Junction (T13). | Grade separation of existing roundabout junction on city bypass. Should incorporate bus priority and active travel crossing of the bypass. | £0 | £0 | Funding identified as part of City Region Deal. | | Transport Scotland/SESplan | tbc |
| Straiton Junction TCZ | Straiton Junction | Junction upgrade. SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017). | £0 | £0 | | | Transport Scotland / SESplan | not identified |
| Gillespie Crossroads TCZ | Gillespie Crossroads | Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA. | £410,000 | £502,250 | All development sites underway with financial contributions secured by signed s.75 for HSG 36 Curriehill Road (£78,000), HSG 37 Newmills (£164,835) and HSG 38 Ravelrig Road (£94,192). | Traffic Signals | Place Development | 2021/22 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|--------------------------------------|--|--|----------------------------|-------------------------|--|------|-------------------|-------------------------|
| Hermiston Park & Ride TCZ | Hermiston Park & Ride | Extension to Hermiston Park & Ride. | £470,000 | £575,750 | All development sites underway with financial contributions secured by signed s.75 for HSG 36 Curriehill Road (£51,000), HSG 37 Newmills (£206,000) and HSG 38 Ravelrig Road (£120,000). | | Place Development | |
| Queensferry TCZ | Dalmeny Station | Increased car parking at Dalmeny Station. Increased and improved cycle parking at Dalmeny Station is completed – see section 8 below. Consideration of this action will be part of the wider A90 corridor improvements. | £0 | £0 | | | Place Development | 2025/26 |
| Roseburn to Union Canal TCZ | Roseburn to Union Canal route/green network (T7) | Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in phases. | £3,443,189 | £4,217,907 | | | | 2021/22 |

| 2c Site specific | | | | | | | | |
|------------------|-------------------|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
| HSG 1 | Springfield HSG 1 | Opportunity to create a link road from Bo'ness Road to Society Road should be investigated. Queensferry Transport Contribution Zone. | £0 | £0 | | Active Travel | Place Development | 2022/23 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost (44% OB for WETA, 22.5% otherwise) | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|----------------|---|----------------------------|--|---|------|-------------------|-------------------------|
| HSG 4 | West Newbridge | <p>Transport requirements to be established through cumulative transport appraisal and planning permission.</p> <p>Bus Service Contribution (Supply and install bus stops and shelters at new bus turning area in the development and carry out improvements to the stop on Bridge Road/A89).</p> <p>National Cycle Network Contribution (links from the development site to the National Cycle Network.)</p> <p>Newbridge Roundabout Upgrade Contribution (to MOVA)</p> <p>Public Transport Improvement Contributions.</p> <p>Tram Contribution (Pay all consultant design costs to investigate an appropriate realignment of Tram 2 in the vicinity of Newbridge roundabout where it is affected by the road widening).</p> | £1,019,000 | £1,248,275 | | | Place Development | |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--------------------------|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 5 | Hillwood HSG 5 | Transport requirements to be established through cumulative transport appraisal and planning permission. | £0 | £0 | | | Place Development | |
| HSG 7 | Edinburgh Zoo | Transport requirements to be established through cumulative transport appraisal and planning permission. | | | | | Place Development | |
| HSG 12 | Lochend Butterfly HSG 12 | <p>Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road and or in assisting with the provision of a new pedestrian bridge over the railway from the south development site and Moray Park Terrace in the event that the railway line is reinstated for use.</p> <p>Application seeks construction of the at-grade link to Moray Park Terrace.</p> <p>Contribution of for provision of 6 car club spaces. (£34,500)</p> <p>TRO. (£2,500)</p> <p>Rail crossing contribution. (£22,500)</p> | £306,250 | £375,156 | 12/03574/FUL; 11/01708/FUL No contributions. | Active Travel | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|---|--|----------------------------|-------------------------|--|------------------|-------------------|-------------------------|
| HSG 19 MAYBURY 16/04738/PPP (West Craigs Ltd) PPA-230-2207 16/05681/PPP (Taylor Wimpey) PPA-230-2153 S.75s signed. | Bus route Craigs Road / Turnhouse Rd and upgrade bus Infrastructure on Turnhouse Rd | | £400,000 | £490,000 | To be delivered as integral part of development secured through planning conditions. | Public Transport | Place Development | 2023/24 |
| | 3 crossing facilities on Turnhouse Road and Craigs Road at Maybury. | Crossing facilities x 3 at first suitable point along Turnhouse Road, second on Turnhouse Road near Maybury; this can crossing as part of Craigs Road junction (CZ above). | £75,000 | £91,875 | To be delivered as integral part of development secured through planning conditions | Active Travel | Place Development | 2023/24 |
| | Incorporation of walking and cycling from the development site into the Maybury junction redesign | | £103,500 | £126,788 | Proportion of financial contribution secured in Taylor Wimpey s.75. | Active Travel | Place Development | 2023/24 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|--|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 19 contin. | Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway and connections beyond. Central portion of HSG19 | <p>Bridge and ramps, approx. 80m: (based on 20m span and 5m width).</p> <p>Route to bridge to be formed as part of new development layout and on land to south controlled by owner of central portion of HSG 19 Maybury.</p> <p>Cyclepaths to Gyle (600m) (and underpass of A8), A8 (300m) and to Gogar Link Road (500m). Route continues from completed underpass (led by Network Rail) via the shopping centre car park, to shared use footway by tram stop. Make underpass shared use. Determine whether it is possible to take away the row of parking around periphery (or change to parallel parking), to make room for segregated cycle lane. Cyclepath to Gogar Link Road -north of station. Land purchase needed.</p> | £992,000 | £1,215,200 | To be delivered as integral part of central portion of HSG 19 Maybury and secured through planning conditions, and financial contribution secured for cycle paths to Gyle. | Active Travel | Place Development | 2023/24 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 19 contin. | Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway. Eastern portion of HSG19 | Route to be formed as part of new development layout. This routes forms part of the strategic green corridor from Edinburgh Gateway to Cammo and quality landscaping is required. | £0 | £0 | To be delivered as integral part of development of eastern portion of HSG19 and secured through planning conditions | Active Travel | Place Development | 2023/24 |
| | New footway cycleway along south side of Turnhouse Road | Paths (100m) | £0 | £0 | To be delivered as integral part of development secured through planning conditions | Active Travel | Place Development | 2023/24 |
| | Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway | | £450,000 | £551,250 | To be delivered as integral part of development secured through planning conditions | Active Travel | Place Development | 2023/24 |
| | TRO for lower speed limit along Turnhouse Road | | £2,000 | £2,450 | Financial contribution required. | Roads Safety | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 20 CAMMO 18/01755/FUL s.75 signed. | Bus infrastructure on Maybury Road and peak period bus capacity improvements. | Upgrade bus infrastructure (replace existing bus stops). | £200,000 | £245,000 | Financial contribution secured through s.75. | | | 2021/22 |
| | Bus infrastructure on Maybury Road and peak period bus capacity improvements. | Time limited financial support for a bus operator to run services along Maybury Road. | £200,000 | £245,000 | Financial contribution secured through s.75. | | | 2021/22 |
| | Cammo Walk link (north) | Cycle path to tie into path to Cammo Estate on north of site (450m). | £94,500 | £115,763 | To be partly delivered as integral part of development secured by condition/s.75. | Active Travel | Place Development | 2021/22 |
| | TRO for lower speed limit along Turnhouse Road | | £2,000 | £2,450 | Financial contribution secured through s.75. | Roads Safety | Place Development | 2021/22 |
| | Cammo to Maybury cycle path | Cycle path connecting Cammo to Maybury site and extending to Cammo Estate. | £300,000 | £367,500 | Financial contribution secured through s.75. | Active Travel | Place Development | 2021/22 |
| | Cammo to Maybury cycle path | Toucan crossings at Craigs Road junction. | £75,000 | £91,875 | Not funded through signed s.75. | Active Travel | Place Development | 2021/22 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|--------------------------|--|---|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 20 contin. | Cammo to Maybury cycle path | Bridge/decking over Bugtlin Burn connecting cycle path through site to Cammo Walk link (north) and Cammo to Maybury cycle path. Land purchase | £560,000 | £686,000 | Financial contribution of £560,000 secured through signed | Active Travel | Place Development | 2021/22 |
| | Pedestrian /cycle connections to East of site. | Pedestrian crossing facilities on Maybury Road: Toucan or D island crossings x 4 over Maybury Road from Cammo site. | £120,000 | £147,000 | To be delivered by applicant secured through conditions/s.75/ RCC approvals | Active Travel | Place Development | 2021/22 |
| | Pedestrian /cycle connections to East of site. | 4.5m wide shared use paths (150m) across existing open space to East Craigs estate. (Excludes land costs) | £305,000 | £373,625 | Financial contribution of £305,000 secured through signed s.75. | Active Travel | Place Development | 2021/22 |
| HSG 21 BROOMHILLS | | | | | 14/04860/FUL Partly delivered/under construction. | | | |
| | Cycle path at Broomhills | Upgrade surface of the path (1,200m) to Morton Mains. | £150,000 | £183,750 | Not funded through signed s.75. | Active Travel | Place Development | 2019/20 |
| | Cycleway access to Frogston Road East | A new 4m wide toucan crossing at North access linking to existing footway on B701. | £0 | £0 | To be delivered as integral part of development; developer to deliver through RCC. | Active Travel | Place Development | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG21 contin. | Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road) | <p>Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701.</p> <p>Short section of new path (10m) and path widening to 4m (30m).</p> <p>Widen existing path to 4m (70m) from Southhouse Broadway to bus stop at A701.</p> <p>New path (30m) to link from crossing to site (may require land preparation and acquisition).</p> | £80,000 | £98,000 | Partly delivered as integral part of development; developer to deliver through RCC. New path is not funded through signed s.75. | Active Travel | Place Development | 2019/20 |
| | Secure pedestrian and cycle way access to Old Burdiehouse Rd linking to Broomhills Road | | £0 | £0 | To be delivered as integral part of development; developer to deliver through RCC. | Active Travel | Place Development | 2019/20 |
| | Street Improvements to Burdiehouse Road | | £1,300,000 | £1,592,500 | Not funded through signed s.75 | Roads Safety | Place Development | 2020/21 |
| | Upgrade Bus Stops on Burdiehouse Road | | £0 | £0 | To be delivered as integral part of development; developer to deliver through RCC. | Public Transport | Developer s.56 | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|---------------------------------|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 22 BURDIEHOUSE 10/01185/PPP 14/04880/FUL | Bus infrastructure improvements | Upgrade Bus Stops on Burdiehouse Rd and Frogston Rd East. Enhance Peak Capacity. | £500,000 | £612,500 | Not funded through signed s.75. | Public Transport | Place Development | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 22 contin. | Cycleway safeguard (A720 underpass - Burdiehouse Burn path link) | <p>Off-site multi user path connection to link the site with path networks in Midlothian via Straiton Pond. Forms part of strategic green network between Burdiehouse Burn Valley Park, Mortonhall, Morton Mains, Gilmerton and Straighton high quality landscape treatment required (4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees for approximately 200m) Land purchase required.</p> <p>Street improvements and pedestrian crossing on Burdiehouse Road.</p> <p>D island crossing on Lang Loan. Path surface upgrade (200m).</p> <p>Construct shared use footway beside Lang Loan road (200m), may require land purchase for footway.</p> <p>New path construction 3.5m to underpass of A720 (600m).</p> | £200,000 | £245,000 | Not funded through signed s.75. | Active Travel | Place Development | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost (44% OB for WETA, 22.5% otherwise) | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|--|----------------------------|--|---|---------------|-------------------|-------------------------|
| HSG 22 contin. | New access point and shared use path | 20m to link to existing path (Land ownership of Greenspace for 10m of path). | £50,000 | £61,250 | Not funded through signed s.75. | Active Travel | Place Development | 2019/20 |
| | Pedestrian cycleway access across site from Straiton path to | 500m path at both the east and west edges of the site. | £125,000 | £153,125 | Not funded through signed s.75. | Active Travel | Place Development | 2019/20 |
| | Widen existing path along Burdiehouse Burn Park | Widen 300m to 3.5m running parallel to site's northern boundary and linking to western access point. Forms part of strategic green network between Pentlands and Portobello. | £100,000 | £122,500 | Not funded through signed s.75. | Active Travel | Place Development | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|--|--|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 23 Gilmerton Dykes Road | | | | | 14/01446/FUL. Signed S75. Constructed. | | | |
| | Cycle path from Lasswade Road to HSG23/24 | Cycle link 500m – Gilmerton Road to Lasswade Road. | £0 | £0 | Delivered as integral part of development. | Active Travel | Developer s.75 | 2019/20 |
| | Enhance peak period bus capacity on Gilmerton Road | | £200,000 | £245,000 | Not funded through signed s.75. | Public Transport | Place Development | 2019/20 |
| | New footway along Gilmerton Dykes Road | 500m Footway. | £0 | £0 | Delivered as integral part of development. | Active Travel | Developer s.75 | 2019/20 |
| | Upgrade bus stops on Lasswade Rd / Gilmerton Rd | | | | £36,500 for public transport improvements secured in signed s.75. | Public Transport | Place Development | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|--|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 24 GILMERTON STATION ROAD | | | | | Planning permission granted - 14/01649/PPP 16/04382/AMC 16/03299/AMC 17/04164/AMC 7/9/17 Early phases under construction | | | |
| | Connection from South corner of site to railway path | Ramp up to the old railway path from Gilmerton Station Road site. | £50,000 | £61,250 | Not funded through signed s.75. Railway path being upgraded by Sustrans. | Active Travel | Place Development | 2020/21 |
| | D island crossing of Gilmerton Station Road and construct 50m of shared use footway from existing verge | D island = £25000 Path Widening. | £57,500 | £70,438 | Not funded through signed s.75. | Active Travel | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|--|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 24 contin. | Drum Street Ped & Cycle crossing & path through site to multi-user path to Straiton | Toucan crossing and shared use footway. Part of first phase of development. | £0 | £0 | <p>To be delivered as integral part of development.</p> <p>Phase 1 & 2 a foot/cycle path shall be provided to the NW boundary of the site to connect to Ravenscroft Place within 6 months of 50% occupation of units in Phase 1.</p> <p>Phases 5&6 footpath links to adjacent housing to south shall be completed before work commences.</p> | Active Travel | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------------|---|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 24 contin. | New footway along Gilmerton Station Rd | Footway and lighting on west side of Gilmerton Station Road from Gilmerton Road to Lasswade Road, extending 240m northwards from Lasswade Road/Gilmerton Station Road. | £112,400 | £137,690 | £122,400 secured in signed s.75. | Active Travel | Place Development | 2020/21 |
| | Pedestrian crossing facilities on Gilmerton Rd | | £15,000 | £18,825 | £15,000 secured in signed s.75. | Active Travel | Place Development | 2020/21 |
| | TRO lower speed limit on Gilmerton Station Road | Lower speed limit on Gilmerton Station Road. | £1,500 | £1,883 | Financial contribution secured in signed s.75 | Roads Safety | Place Development | 2022/23 |
| | Upgrade bus stops and peak capacity on Gilmerton Road | Upgrade of peak capacity not pursued | £9,290 | £11,659 | £9,290 secured in signed s.75 | Public Transport | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|-----------------|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 25 THE DRUM | | | | | Planning Permission Granted 14/01238/PPP 17/00696/AMC granted 31/8/17 | | | |
| | Cycle link - Drum Street to SE Wedge Parkland | Path (1000m). | £250,000 | £306,250 | Not funded through signed s.75. | Active Travel | Place Development | 2020/21 |
| | Cycle link - Gilmerton Road to Lasswade Road | Path (1000m). | £250,000 | £306,250 | Not funded through signed s.75. | Active Travel | Sustrans | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|---|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 25 contin. | Cycle way access from Candlemakers Park to north of the Drum | New 3.5m shared use path (70m) from western boundary of The Drum site to Candlemaker's Park. May require land purchase. | £20,000 | £24,500 | s.75- Footpath links £15k before 50th unit occupied - pay drum link contribution from Drum through open space on Candlemaker Park. £5k prior to 1st unit occupied pay Candlemakers Park contribution link path from Candelelemaker Park to Drum Avenue/Drum Park TRO - £4000 | Active Travel | Place Development | 2020/21 |
| | Toucan crossing over Drum Street to access The Drum site | x2 Toucan crossing + shared path upgrade. May require land purchase. | £80,000 | £98,000 | Not funded through signed s.75. | Active Travel | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|------------------------------|---|-----------------------|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 25 contin. | Upgrade bus stops and enhance peak capacity on Gilmerton Road | | £300,000 | £367,500 | Not funded through signed s.75. | Public Transport | Place Development | 2020/21 |
| | Widen existing footway to 3.5m (shared use) | Path widening (750m). | £100,000 | £122,500 | Not funded through signed s.75. | Active Travel | Place Development | 2020/21 |
| HSG 26 NEWCRAIGHALL NORTH | | | | | Planning Permission Granted 13/03181/FUL | | | |
| | Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East | | £0 | £0 | To be delivered by developer as integral part of development and secured through s.75 | Active Travel | Developer s.75 | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-------------------------------------|---|---|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 27 NEWCRAIGHALL EAST | | | | | Planning Permission Granted 10/03506/PPP 15/04112/AMC 16/02696/FUL | | | |
| | Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East | | £0 | £0 | To be delivered by developer secured through s.75 | Active Travel | Developer s.75 | 2019/20 |
| HSG 28 ELLEN'S GLEN ROAD | | | | | No permissions or s.75s yet issued. | | | 2024+ |
| | Bus infrastructure | Upgrade existing bus stops in Lasswade Road. Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road. | £300,000 | £367,500 | | Public Transport | Place Development | 2024+ |
| | Cycle Network | High quality pedestrian and cycle routes within site, to link with public transport routes, and to link from Malbet Wynd through the site to connect via Ellen's Glen Road to the Burdiehouse Burn Valley Park Core Path (1000m). | £250,000 | £306,250 | | Active Travel | Place Development | 2024+ |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---------------------|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 28 contin. | New footway along east boundary frontage of site | Path (135m). | £30,000 | £36,750 | | Active Travel | Place Development | 2024+ |
| | New pedestrian/cycle link on land near to Stenhouse Burn | To compensate for the narrow footway on Ellen's Glen Road (225m). | £50,000 | £61,250 | | Active Travel | Place Development | 2024+ |
| | Widening and upgrade of existing footway along Ellen's Glen Road | | £0 | £0 | | Active Travel | Place Development | 2024+ |
| HSG 29 BRUNSTANE | | | | | 16/04122/PPP MTG and MTG conditions; S.75 not yet signed. | | | 2025/26 |
| | Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations | Cycle Parking. | £1,500 | £1,838 | | Active Travel | Place Development | 2025/26 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|--|----------------------------|-------------------------|--|---------------|----------------|-------------------------|
| HSG 29 contin. | Network of high quality pedestrian/cycle routes through site | To link with suitable exit points around site boundary, particularly with existing routes to Brunstane and Newcraighall railway stations. At least two pedestrian/cycle railway crossing points shall be provided within the site. | £300,000 | £367,500 | To be delivered as integral part of development secured through planning condition(s). Cycle / pedestrian rail bridge before 1st unit. Vehicle bridge before 250th unit. Cycle / pedestrian bridge south of and in addition to the above bridge before 665th unit. | Active Travel | Developer s.75 | 2025/26 |
| | New junction with Milton Road East | Provide new junction with Milton Road East. | £0 | £0 | To be delivered as integral part of development layout secured by condition(s). | Junctions | Developer s.75 | 2027/28 |
| | New junction with Newcraighall Road | Provide new junction with Newcraighall Road. | £0 | £0 | To be delivered as integral part of development layout secured by condition(s). | Junctions | Developer s.75 | 2027/28 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 29 contin. | Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East | Establish new green network connections to Newcraighall village, Newcraighall public park, Gilberstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret University, Musselburgh and future developments in Midlothian. | £0 | £0 | | Active Travel | Place Development | |
| | Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage | Help provide missing link across the Newcraighall railway line. Path widening/resurfacing (2000m). | £300,000 | £367,500 | Financial contribution required. | Active Travel | Place Development | 2025/26 |
| | Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance | Crossing improvements x2. | £150,000 | £183,750 | Financial contribution required. | Active Travel | Developer s.75 | 2025/26 |
| | Review operation of A1 / Newcraighall junction | Operation of junction not deemed necessary, following consideration of application. | £0 | £0 | N/a | Junctions | Place Development | 2027/28 |
| | Road Improvements | Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road. | £0 | £0 | To be delivered as integral part of development layout secured by condition(s). | Roads Safety | Developer s.75 | 2027/28 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 29 contin. | Upgrade A1 / Milton Road East / Sir Harry Lauder Road junction | An action identified in developer's transport appraisal. Scale of action to be considered. | £0 | £0 | Expected portion of cost to be secured through s.75 agreement. | Junctions | Place Development | 2027/28 |
| | Upgrade existing bus stops on Milton Road East and Newcraighall Road | Essential to route bus services through site (consider section(s) of 'bus only' roads). | £1,500 | £1,838 | To be delivered as integral part of development secured through planning condition(s) | Public Transport | Developer s.75 | 2025/26 |
| | Support additional bus capacity. | Opportunity to support commercial operation with increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. | not costed | not costed | | Public Transport | Developer s.75 | 2025/26 |
| | Contribute towards Old Craighall junction upgrade. | | £23,000 | £28,175 | Financial contribution required. | | | 2027/28 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|----------------------------|--------------------------------------|-----------------|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 30 MOREDUNVALE ROAD | | | | | Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission. | | | |
| | Direct Link to Moredunvale Road (T7) | | £0 | £0 | | Active Travel | Place Development | 2022/23 |
| HSG 31 CURRIEMUIRE | | | | | Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission. | | | |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-------------------------|---|---|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 32 BUILYEON ROAD | | | | | 16/01797/PPP and 16/01798/PPP MTG; s.75 not yet signed. | | | |
| | Builyeon Road East/West Works Builyeon Road: New footway and cycle path along frontage of site | New footway and cycle path along frontage of site on south side of Builyeon Road (including footway widening, redetermination to shared use footway, development of footway to both sides of the road, bus priority measures, etc.) for a distance of approximately 975 metres. | £200,000 | £245,000 | Expected to be delivered as integral part of development and/or to be delivered by applicant secured through conditions/ s.75. | Active Travel | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|---|----------------------------|-------------------------|--|------------------|-------------------|-------------------------|
| HSG 32 contin. | Builyeon Road East/West Works Builyeon Road: Street design and upgrade links | East-west: changing the character of Builyeon road (A904) and realignment through Echline Junction. Upgrade of existing external links to high quality pedestrian/cycle routes to Dalmeny Station, high school, Ferrymuir retail park and town centre. | £950,000 | £1,163,750 | Expected to be delivered as integral part of development and/or to be delivered by applicant secured through conditions/ | Active Travel | Place Development | 2024/25 |
| | Bus Improvement Works Upgrade existing bus infrastructure | Additional capacity needed. (Opportunity – support commercial operation.) Increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. Upgrade of the currently existing facilities and provision of new high quality bus stops on Builyeon Road; Widening of Builyeon Road to accommodate bus priority measures; and Securing an increase in the frequency of direct city centre service and to key local facilities, to achieve public transport mode share. | £400,000 | £490,000 | Financial contribution required and/or to be delivered by applicant through conditions/s.75 | Public Transport | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 32 contin. | Cycle and Path Routes Works Bridge link over A9000 | <p>Bridge over the A900 in south-east corner of the site.</p> <p>Design feasibility study to be funded by the developers and commissioned by the Council assessing the provision of a bridge over the A9000 in south-east corner of the site to provide an off-road cycle route to link to Ferrymuir Gait and routes to the East and provision of a link to the National Cycle Network by means of a bridge to Ferrymuir, located west of the A9000.</p> | £3,000,000 | £3,675,000 | Financial contribution required and/or to be delivered by applicant through conditions/s.75 | Active Travel | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 32 contin. | Cycle and Path Routes Works Network of high quality pedestrian/cycle routes through site | Develop high quality landscaped pedestrian/cycle route through site (1000m) to link with suitable exit points around site boundary, particularly with existing routes into South Queensferry. An addition to the green network (forming part of the strategic Dalmeny to Echline green network) leading from the A904 to a crossing point of the A9000 or such other works as may be agreed in writing with the Council acting as Roads Authority. Off-road cycle route to link HSG32 Builyeon Road, Ferrymuir Gait, HSG33 South Scotstoun with Dalmeny and National Cycle Network (300m). | £73,500 | £90,038 | Financial contribution required and/or to be delivered by applicant through conditions/s.75 | Active Travel | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 32 contin. | Echline Junction & East Works Echline Junction: Pedestrian/Cycle routes through roundabout | Echline Junction (cycle/ped infrastructure both directions on roundabout). Integrate with new footway and cycle path along frontage of site. Provision of cycle and pedestrian infrastructure in both directions on Echline Junction including the provision of two new 2-stage Toucan crossings, two new single stage Toucan crossings and upgrading of the two existing crossings to Toucan crossings. | £246,000 | £301,350 | Financial contribution required and/or to be delivered by applicant through conditions/s.75 | Active Travel | Place Development | 2023/24 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 32 contin. | Echline Junction & East Works Help provide upgrades of existing external pedestrian/cycle routes to Dalmeny Station: reconfigure existing roads/junctions to accommodate high quality pedestrian/cycle routes and facilities. | <p>Ferrymuir Road pedestrian/cycle enhancements. Enhancements to Ferrymuir Road between Echline Junction to the west and the Ferrymuir junction to the south, a distance of some 400 metres, to provide 3 metre wide footways converted to shared use (potentially building out into one lane of the carriageway).</p> <p>Cut through to Ferrymuir/Lovers Lane from Ferrymuir Road (private carriageway, and route through non-adopted land – negotiate land acquisition).</p> <p>Resurfacing of Lovers Lane for distance of 1,600 metres, together with the necessary lighting. Provision of a Toucan crossing on Kirkliston Road (B907) at it junction with Ferrymuir Lane.</p> <p>Future conversion of Ferrymuir roundabout to signalised junction outwith these development contributions.</p> | £318,250 | £389,856 | Financial contribution required and/or to be delivered by applicant through conditions/s.75 | Active Travel | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|----------------------|---|----------------------------|-------------------------|---|-----------|--------------------|-------------------------|
| HSG 32 contin. | Queensferry Crossing | Prospective developers should be aware transport Scotland may require assessment of impact on new FRC junction. | £0 | £0 | | Junctions | Transport Scotland | 2024+ |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 32 contin. | Route to Town Centre Works Help provide upgrades of existing external pedestrian and cycling facilities from the development to the town centre in the vicinity of the development | 2 X D island or toucan crossings over A904 to link site with existing paths in South Queensferry. (Echline View/Long Crook/ and at Echline Roundabout). Provision of either 2 'D' island or Toucan crossings across Builyeon Road to link the Development with existing paths in the Echline housing estate opposite the foot path at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park). Widening and better definition of existing footpaths between Echline Park and Echline View, and to Long Crook, to a width of 3.5 metres to form shared use paths. Tarmac resurface on off road adopted paths through Echline housing estate, to toucan at end of Bo'Ness Rd/Stewart Terrace. Consider linking to NCN76/NCN1 along Farquhar Terrace/Morrison Gardens. | £126,910 | £155,465 | Financial contribution required and/or to be delivered by applicant through conditions/s.75 | Active Travel | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|------------------------|---|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 32 contin. | TRO Builyeon Road | Implement and physical measures for reduced speed limit on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904). Part of the existing alignment would be converted to access and cycle/pedestrian only. New alignment would be implemented as per 'Designing Streets' principles. | £1,500 | £1,838 | Financial contribution required and/or to be delivered by applicant through conditions/s.75 | Active Travel | Place Development | 2024/25 |
| HSG 33 SOUTH SCOTSTOUN | | | | | 16/06280/FUL; s.75 signed. Under construction. | | | |
| | Appropriate traffic calming measures may be considered for Scotstoun Avenue | Road Furniture Contribution. | £30,000 | £36,750 | Not funded by s.75 | Active Travel | Place Development | 2021/22 |
| | B800 Cycle Link | Provision of a low level pedestrian/cycle link between the Agreement Subjects and the B800. Land agreements may be required. | £42,452 | £52,004 | Not funded by s.75 | Active Travel | Place Development | 2021/22 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|---|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 33 contin | Bus infrastructure | <p>Upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny and additional capacity likely. Increased frequency of direct city centre service and also to key local facilities, to achieve Public Transport mode share. To support bus services serving the Site, where there would not otherwise be a commercial incentive to operate such a service.</p> <p>The upgrade of 4 bus stops on Scotstoun Avenue to provide the following facilities: the provision of new shelters and associated improvement works to surrounding public footway.</p> | £318,500 | £390,163 | £318,500 secured through s.75 | Public Transport | Place Development | 2021/22 |
| | D island or single stage Toucan crossing of B800 to retail site path | | £30,000 | £36,750 | To be delivered as integral part of the development secured by planning conditions/ s.75 agreement. | Active Travel | Developer s.75 | 2021/22 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|---|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 33 contin. | Give due consideration to the opportunity to change the character of the B800 through street design. | <p>Reconfiguring the entrance junction, including raised junction and tightening of the radii.</p> <p>Shared path along the east side of the B800, approximately 400m.</p> <p>Two toucans continuing to the B907 to the junction with Lovers Lane/Scotstoun Avenue.</p> <p>Tighten and reconfigure the Scotstoun Avenue and B907 junction with removal of guardrail and decluttering and installation of toucan crossings in the southern and north-eastern arms of the Ferrymuir Roundabout.</p> | £454,000 | £556,150 | £556,150 secured through s.75 | Active Travel | Place Development | 2021/22 |

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|-----------------|---|---|----------------------------|-------------------------|---|---------------|--------------------|-------------------------|
| HSG 33 contin. | High quality pedestrian/cycle routes through site | Linking to suitable exit points around site boundary, particularly to north-east corner to connect with existing route to station and Edinburgh and with South Scotstoun. Including new diverted 3.5m shared use path for NCN 1 into the Agilent site, or resurfacing where necessary (450m). | £40,000 | £49,000 | £70,000 secured through s.75 for this and action below. | Active Travel | Developer s.75 | 2021/22 |
| | LED stud lighting | Provision of LED stud lighting eastwards for 1000m along NCR1; and provision of LED stud lighting northwards for 1000m on the old railway path to the north of the Agreement Subjects. | £30,000 | £36,750 | | Active Travel | Place Development | 2021/22 |
| | Queensferry Crossing | Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction. | £0 | £0 | Not requested in Transport Scotland consultee response | Active Travel | Transport Scotland | 2021/22 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-------------------|---|---|----------------------------|-------------------------|--|------------------|-------------------|-------------------------|
| HSG 34 DALMENY | | | | | 16/05995/FUL. S.75 issued. | | | |
| | Appropriate pedestrian and cycle access within site | | £25,000 | £30,625 | To be delivered as integral part of development secured through planning | Active Travel | Place Development | 2019/20 |
| | Dalmeny Station | Increased car parking at Dalmeny Station. Increased and improved cycle parking at Dalmeny Station is completed | £4,288 | £5,252 | Not funded through s.75. | tbc | Place Development | 2024+ |
| | Pedestrian access to be provided from Main Street | | £11,000 | £13,475 | To be delivered as integral part of development secured through planning | Active Travel | Place Development | 2019/20 |
| | Upgrade existing bus stops in Bankhead Road / Main Street | | £20,000 | £24,500 | Not funded through s.75. | Public Transport | Place Development | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---------------------------------------|---|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 36 CURRIEHILL ROAD | | | | | 16/01515/FUL. S.75 signed. Construction completed. | | | |
| | Bus infrastructure external to site | Action identified as not being feasible due to footway constraints. | £0 | £0 | Not funded through signed s.75. | Public Transport | Place Development | 2019/20 |
| | Connections to be made to the Kirknewton Core Path to the west boundary of the site | | £12,000 | £14,700 | Not funded through signed s.75. | Active Travel | Place Development | 2019/20 |
| | Improve high quality pedestrian/cycle link to Curriehill Station | Wheeling ramp over railway bridge. Upgrade of existing path to 3.5m shared use and signage to development and railway station. | £80,000 | £98,000 | £78,000 secured through s.75 | Active Travel | Place Development | 2019/20 |
| | Provide additional cycle parking at Curriehill Station | | £1,000 | £1,225 | £500 secured in s.75 | Active Travel | Place Development | 2019/20 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|--|--|----------------------------|-------------------------|---|------------------|-------------------|---------------------------|
| HSG 36 contin. | Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network | Full action identified as not being feasible due to footway/road width constraints. | £0 | £0 | s.75: £4,000 for TRO and £2,500 for the extension of existing footway on west side of Curriehill Road | Active Travel | Place Development | 2019/20 |
| HSG 37 NEWMILLS, BALERNO | | | | | Underway 15/05100/FUL. S.75 signed. | | | |
| | Bus infrastructure | Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site. Crossing point required. Need for bus stop facilities to be confirmed in context of wider bus corridor work. | £0 | £0 | Secured by s.75 agreement | Public Transport | Developer s.75 | Crossing point delivered. |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---------------------------|---|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 37 contin. | Cycle access to Ravelrig Road | Newmills Road site to Ravelrig Road via old railway line: New 4m wide 1km long path along old railway line to Ravelrig Road (new off road NCN 75), includes tree clearance, ramp to road and crossing of burn. | £450,000 | £551,250 | Not funded through signed s.75. | Active Travel | Place Development | 2020/21 |
| | High quality pedestrian/cycle routes through site | | £110,000 | £134,750 | To be delivered as integral part of development secured through planning conditions | Active Travel | Developer s.75 | 2020/21 |
| | Improved pedestrian/cycle crossing facilities on A70 | Layout to be determined, but to incorporate appropriate dropped kerb and tactile paving arrangements to current standards. | £60,000 | £73,500 | Partly secured through signed s.75 (one crossing secured). | Active Travel | Developer s.75 | 2020/21 |
| | New footway along east frontage boundary, linking into Newmills Road footways | | £55,000 | £67,375 | To be delivered as integral part of development secured through planning conditions | Active Travel | Developer s.75 | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and | Type | Owner | Estimated delivery date |
|-----------------------------|--|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 37 contin. | Provide additional cycle parking at Curriehill Station | | £0 | £0 | £500 secured in s.75 | Active Travel | Place Development | 2020/21 |
| | Provide extended car park at Curriehill Station | | £0 | £0 | £28,340 financial contribution secured by signed s.75 | Roads Safety | Place Development | 2020/21 |
| | Upgrade cycle routes between Newmills Road and Curriehill Station | Detailed route to be confirmed (cost is based on alternative route using NCN75, including toucan crossing of A70 and ramp to NCN75, alternative is to reopen tunnel mouth to link with NCN75). | £250,000 | £306,250 | Partly secured through s.75 agreement (one crossing secured) £61,340. | Active Travel | Place Development | 2020/21 |
| HSG 38 RAVELRIG ROAD | | | | | 14/02806/PPP 16/05744/AMC; s.75 signed. Underway. | | | |
| | Bus infrastructure | | £105,000 | £128,625 | Not funded through a signed s.75 | Public Transport | Place Development | 2020/21 |
| | Improved pedestrian/cycle crossing facilities on A70 and Ravelrig Road | | £1,500 | £1,838 | Not funded through signed s.75. | Active Travel | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|--|--|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| HSG 38 Ravelrig Road contin. | New cycle path along Ravelrig Road | Provide high quality pedestrian/cycle routes through site to be secured by condition, connecting with and making improvements to adjacent walking and cycle routes e.g. NCN75 which is on-road along Ravelrig Road: New 3.5m shared use path along the northern boundary of the site, approximately 500m. New 4m | £300,000 | £367,500 | To be delivered as integral part of development secured through planning conditions. | Active Travel | Developer s.75 | 2020/21 |
| | New footway along west side of Ravelrig Road linking into Ravelrig Road and A70 footways | | £90,000 | £110,250 | To be delivered as integral part of development secured through planning | Active Travel | Place Development | 2020/21 |
| | Provide upgrade to cycle routes between site and Curriehill Station | Detailed route to be confirmed. | £420,000 | £514,500 | £55,040 secured for Curriehill Station improvements. | Active Travel | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---------------------------------|--|---|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 39 NORTH OF LANG LOAN | | | | | 14/05145/PPP signed s.75 17/02494/AMC | | | |
| | Bus infrastructure | Upgrade existing bus stop facilities on Lasswade Road, with appropriate active travel connections. | £10,000 | £12,250 | £10,000 secured through s.75 | Public Transport | Place Development | 2020/21 |
| | Cycle path from Lasswade Road to HSG 23/24 above | Provide high quality pedestrian/cycle routes through the site, connecting with adjacent walking and cycle routes e.g. the Gilmerton to Roslin Quiet Route which runs adjacent to Lasswade Road, and neighbouring residential areas. Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links. | £250,000 | £306,250 | To be delivered as integral part of development secured through s.75 and planning condition(s). | Active Travel | Developer s.75 | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-------------------|---|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 39 contin. | New footway Lasswade Road | New footway/cycleway along east frontage boundary with Lasswade Road, and south frontage boundary with Lang Loan to provide potential in the future to connect with links to the west. | £320,000 | £392,000 | To be delivered as integral part of development secured through s.75 and planning condition(s). | Active Travel | Place Development | 2020/21 |
| | Provide new junction with Lang Loan. | | £0 | £0 | To be delivered as integral part of development secured through s.75 and planning condition(s). | Active Travel | Place Development | 2020/21 |
| | Review road safety and provide improvements | e.g. speed limit reduction, if appropriate, to Lang Loan. Note speed limit on Lasswade Road reduced to 40mph as part of Gilmerton to Roslin QuietRoute scheme. | £0 | £0 | To be delivered as integral part of development secured through s.75 and planning condition(s). | | | Underway. |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|--|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| HSG 40 SOUTH EAST WEDGE - EDMONSTONE 14/01057/PPP granted. | Pedestrian/Cycle path connecting to the Wisp | <p>Integrate a network of footpaths, cycleways and open space to be part of the wider Green network.</p> <p>In particular: new pedestrian/cycle routes along the A7 and Wisp within the site and pedestrian/cycle route from A7/B701 junction to open space on the north east boundary.</p> <p>Connect Edmonstone with Danderhall: New toucan crossing across the Wisp from the eastern boundary of the site to connect into existing paths at Danderhall.</p> | £325,000 | £398,125 | <p>To be delivered as integral part of development (with exception of toucan crossing).secured through planning condition(s).s.75 -</p> <p>Prior to first unit occupied: 2m wide footway linking northern access road to Edmonstone Rd (60m).</p> <p>Cycle track linking development to Ferniehill Road. Toucan crossing: Not funded through signed s.75.</p> | Active Travel | Place Development | 2024/25 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|---|---|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 40 cont. | Provide appropriate crossings of The Wisp | Providing linkages to neighbouring residential areas and bus stop on opposite side of the road. Also need to ensure cycle crossing at A7/B701 junction | £550,000 | £673,750 | Not funded by signed s.75. | Active Travel | Place Development | 2024/25 |
| | Speed limit restrictions on The Wisp | | £0 | £0 | s.75 secured TRO £2k | Roads Safety | Place Development | 2027/28 |
| | Traffic signals at The Wisp / Old Dalkeith Road | | £0 | £0 | To be delivered by applicant secured through signed | Traffic Signals | Place Development | 2027/28 |
| | Upgrade existing bus stop facilities | A7, Old Dalkeith Road (east of The Wisp/Old Dalkeith Road junction) or, preferably, provide additional facilities south of the site on the A7, Old Dalkeith Road, with due consideration given to active travel connections to/from them. | £0 | £0 | Not funded through signed s.75. | Public Transport | Place Development | 2024/25 |
| | Upgrade existing bus stop facilities on The Wisp in the vicinity of the site, with appropriate active travel connections to/from them | | £115,000 | £140,875 | Not funded through signed s.75. | Public Transport | Place Development | 2023/24 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|---|---|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| HSG 41 South East Wedge North - The Wisp | | | | | 16/04373/FUL granted. Under construction. | | | |
| | Pedestrian/Cycle path connecting to Jack Kane Centre | Pathways and cycle routes both internally and connected to other proposed developments and bus facilities on The Wisp. In particular link to HuntersHall/Jack Kane Centre and the western boundary of the site connecting up into Hunter's Hall Public Park and down into the South East Wedge Parkland. | £320,000 | £392,000 | Not funded through signed s.75. | Active Travel | Place Development | 2019/20 |
| INTERNATIONAL BUSINESS GATEWAY (IBG) | Bus only access via Edinburgh Gateway Station, tram interchange | Potential relationship to West Edinburgh Transport Contribution Zone actions. | £0 | £0 | No permissions or s.75s yet issued. | Public Transport | | |
| | New footpath / cycle path along A8 Glasgow Rd | Potential relationship to West Edinburgh Transport Contribution Zone actions. | £1,200,000 | £1,470,000 | No permissions or s.75s yet issued. | Active Travel | Place Development | |
| | Tram stop within Development | Potential relationship to West Edinburgh Transport Contribution Zone actions. | £0 | £0 | No permissions or s.75s yet issued. | Public Transport | | |
| | Upgrade bus facilities along A8 Glasgow Road | Potential relationship to West Edinburgh Transport Contribution Zone actions. | £0 | £0 | see WETA actions | Public Transport | | |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|--|---|-----------------------|----------------------------|-------------------------|--|------------------|-------------------|-------------------------|
| DEL 4 EDINBURGH PARK/SOUTH GYLE | | | | | 13/04966/PPP, 14/03098/AMC for part of site. | | Place Development | |
| | Note – also required to contribute to Gogar roundabout. | | | | | | Place Development | |
| | Adoptable roads to be brought up to standard | | £0 | £0 | Expected to be delivered as integral part of development and/or to be secured through s.75 | Roads Safety | Place Development | 2020/21 |
| | Bus infrastructure - provide new facilities on internal roads | | £0 | £0 | Expected to be delivered as integral part of development and/or to be secured through s.75 | Public Transport | Place Development | 2020/21 |
| | Edinburgh Park - Gogarburn pedestrian cycle link | Paths (1650m): 346500 | £350,000 | £428,750 | Expected to be delivered as integral part of development and/or to be secured through s.75 | Active Travel | Place Development | 2020/21 |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and status | Type | Owner | Estimated delivery date |
|-----------------|--|-----------------|----------------------------|-------------------------|--|---------------|-----------|-------------------------|
| DEL 4 cont. | Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park Station | | £0 | £0 | Expected to be delivered as integral part of development and/or to be secured through s.75 | tbc | | 2023/24 |
| | Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station, as part of the wider West Edinburgh Active Travel Network (WEL) | | £0 | £0 | Expected to be delivered as integral part of development and/or to be secured through s.75 | Active Travel | Developer | 2023/24 |

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|----------------------------------|--------------------|--|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| EAST OF BURDIEHOUSE (urban area) | | | | | 16/06036/PPP No permissions yet issued. | | Place Development | |
| | Bus infrastructure | Bus infrastructure– contribute to the upgrading of existing facilities in the vicinity e.g. on Burdiehouse Road. Support the enhancement of bus capacity during peak periods. Support the introduction of a bus service to route through Burdiehouse 2, linking with The Murrays (constraint – existing service providers may be reluctant to alter current routes). Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links. | £0 | £0 | Expected to be secured through s.75 | Public Transport | Place Development | 2022/23 |

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|---|--|---|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| East of Burdiehouse (urban area) contin. | Provide high quality pedestrian/cycle connections outwith the site | Link to West Edge Farm (228m). Link to Straiton Ponds (481m). Link to the Murrays (103m). Link to Burdiehouse Burn/Bus Stop (594m). | £295,260 | £361,694 | Expected to be delivered as integral part of development and/or to be secured through s.75 | Active Travel | Place Development | 2022/23 |
| | Provide high quality pedestrian/cycle routes through the site | Connecting development and local conveniences with adjacent walking and cycle routes to the north, east and south e.g. the Gilmerton to Roslin Quiet Route which runs adjacent to Lasswade Road, and neighbouring residential areas. Continue active travel route on its boundary to connect with the North of Lang Loan route. | £0 | £0 | Expected to be delivered as integral part of development and/or to be secured through s.75 | Active Travel | Place Development | 2022/23 |

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|---------------------|--|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| North East Locality | Bernard St/Salmander Street active travel and public realm project (to Seafield Place) | Whole Length: Segregated cycleway (1250m) 3m wide + 0.5 separation strip (pinch to 2m wide in some sections). Seafield PI to Constitution St: Continuous footways. 6x Zebra crossings (every 200m metres). Salamander St to Elbe St: Timber Bush to Shore: Shared use Street – widen footway, setted street, trees, seating. Shore/Bernard Junction: Widen footways, raised tables, seating and planters. Moderate Public realm improvements - seating, planters, build outs, change road materials, widen footway on south side by 1m. Constitution St to Timber Bush: Shared use Plaza - tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings. | £5,000,000 | £6,125,000 | | Active Travel | Place Development | 2026 /27 |
| | Bernard Street / The Shore junction | Close The Shore to general traffic. | £108,945 | £133,458 | | Roads Safety | Place Development | 2021/22 |
| | Bonnington Road / Great Junction Street | Junction improvement. | £200,000 | £245,000 | | Junctions | Place Development | 2023/24 |

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|-----------------------------|---|---|----------------------------|-------------------------|---|------------------|-------------------|-------------------------|
| North East Locality contin. | Bonnington Road / Pilrig Road | Junction improvement. | £257,248 | £315,129 | | Junctions | Place Development | 2022/23 |
| | Couper Street - Citadel Place T7 | Opportunity to create level active travel connection. | £0 | £0 | | Active Travel | Place Development | Safeguard |
| | Craighentiny - Leith Links Cycle Link T7 | Leith to Portobello Two parts: Craighentiny – Leith Links, and Craighentiny – Leith Links cycle link. | £0 | £0 | | Active Travel | Place Development | Safeguard |
| | Easter Road / Lochend Road junction | Junction improvement. | £601,344 | £736,646 | | Junctions | Place Development | 2021/22 |
| | Ferry Road / Craighall Road | Traffic signals. | £307,011 | £376,088 | | Junctions | Place Development | 2022/23 |
| | Ferry Road / North Junction Street | Junction improvement. | £300,714 | £368,375 | | Junctions | Place Development | 2021/22 |
| | Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour | Upgrade existing route. Junction improvement associated with tram scheme. | £250,000 | £306,250 | | Active Travel | Place Development | 2022/23 |
| | Henderson Street / Great Junction Street junction | Close Henderson Street to general traffic. | £171,311 | £209,856 | | Roads Safety | Place Development | 2020/21 |
| | Henderson Street; The Shore; Commercial Street | Bus priority route improvements. Bus lanes, advanced bus signals. | £438,002 | £536,552 | | Public Transport | Place Development | 2021/22 |

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| North East Locality contin. | Jane St/Tenant St connections | Land purchase 120m2. New 4m path -120m length. Wall demolition – 10m. Lighting along 175m stretch = 6 columns. Opportunity to connect with other safeguarded routes. | £50,000 | £61,250 | | Active Travel | Place Development | 2020/21 |
| | Kirkgate/Sandport Place/Dock Place and Dock Street (revised route) | Public realm project. Upgrade route, new controlled crossing points, cycle parking. | £500,000 | £612,500 | | Active Travel | Place Development | 2026 /27 |
| | Leith and City Centre (East) | Create new continuous route between Henderson Street / Pirie Road / Pilrig Park / Balfour Street / Cambridge Avenue / Dryden Street / Hopetoun Street / Green Street / Bellevue Place / Broughton Street (Include northern section only). | £750,000 | £918,750 | | Active Travel | Place Development | 2020/21 |

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|-----------------------------|---|--|----------------------------|-------------------------|---|---------------|-----------------------------|-------------------------|
| North East Locality contin. | Leith Links - widen existing paths and provide controlled crossings | <p>Shared use footway (segregated) alongside Links PI, Toucan crossing of John's PI & tighten junction.</p> <p>Relay sets on Queen Charlotte St.</p> <p>Shared use footway (segregated) alongside John's PI, Duncan PI, St Andrew PI, Academy St. Segregated cycleway along Duke St to foot of Leith Walk.</p> <p>Duncan PI to roundabout at north end of Easter Rd.</p> <p>Link (widen paths) from east side Leith links to roundabout at northern end of Easter Rd. (includes Toucan crossing Links Gdns).</p> <p>Make roundabout at north end of Easter Road cycle/ped friendly – tighten, toucan crossings.</p> <p>Bike parking at park entrances.</p> | £1,300,000 | £1,592,500 | | Active Travel | Tram York Place to Newhaven | 2021/22 |

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|-----------------------------|--|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| North East Locality contin. | Leith Links (west) to Bath Road | Widen east-side footway for segregated footway/cycleway on Salamander Place & Bath Rd. | £300,000 | £367,500 | | Active Travel | Place Development | 2020/21 |
| | Lindsay Road / Commercial Street | Junction improvement. | £479,365 | £587,222 | | Junctions | Place Development | 2021/22 |
| | Lochend Route Link to Leith Docks | New ramp from railway path (following desire line of old railway line) to Seafield Street. Widen footways on Seafield Road and make cycle/pedestrian crossing of railway to Marine | £400,000 | £490,000 | | Active Travel | Place Development | 2021/22 |
| | Ocean Drive eastward extension T16 | New street connecting Ocean Drive to Salamander Street, as shown on Proposals Map. Scope to create new development plots as part of delivery project. | £10,350,000 | £12,678,750 | | | tbc | |
| | Salamander Cycle Link T7 | Southern section of the Edinburgh Waterfront T7 safeguard. | £0 | £0 | | Active Travel | Place Development | Safeguard |
| | Salamander St to Foot of the Walk (and beyond) | Elbe Street - relay cobbles with smooth/cycle friendly cobbles. | £360,000 | £441,000 | | Active Travel | Place Development | 2026 /27 |

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|-----------------------------|---|--|----------------------------|-------------------------|---|---------------|-------------------|-------------------------|
| North East Locality contin. | Seafield Place Upgrade facilities at existing junction | Move crossings closer to junction corners and toucanise. Tighten junction, widen footways (shared use), add bike parking. Widen footway from links path to Seafield Rd, redetermine to shared use. | £150,000 | £183,750 | | Active Travel | Place Development | 2020/21 |
| | Seafield Road / Seafield Street | Segregated cycleway, Restalrig Path to Seafield Road, including a toucan crossing. | £100,000 | £122,500 | | Active Travel | Place Development | Completed. |
| | Seafield/Lochend cycle route (Easter Road to Leith Walk) | Toucan crossing of Easter Road. Widen Easter Road footway by 1m from Thorntreesdie to Gordon St. Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles. | £450,000 | £551,250 | | Active Travel | Place Development | 2022/23 |
| | The Water of Leith, between Warriston and Comercial Street | Widen path and new ramps. Upgrade existing off-street route. | £520,000 | £637,000 | | Active Travel | Place Development | 2020/21 |
| | West end of Victoria Quay building to Water of Leith Path via Citadel | Potential new route. | £250,000 | £306,250 | | Active Travel | Place Development | 2020/21 |

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|---------------------|---|--|----------------------------|-------------------------|---|-----------------|-------------------|-------------------------|
| North West Locality | Complete link next to school site at Granton | 120m of shared use footway at 4m wide. 140m of footway widening to achieve 4m width. | £50,000 | £61,250 | | Active Travel | | |
| | Crewe Toll Roundabout | Junction improvement. | £6,950,000 | £8,513,750 | | Junctions | Place Development | 2020/21 |
| | Ferry Road/Granton Road | Junction improvement. | £41,678 | £51,056 | | Junctions | Place Development | 2020/21 |
| | Ferry Road/Inverleith Row Junction | Minor junction improvement. SVD equipment. | £2,723 | £3,336 | | Traffic Signals | Place Development | 2022/23 |
| | Forth Quarter Park to Promenade | Widen footway along West Shore Road for shared 'segregated' shared use footway – widen by 2m for 130m. | £75,000 | £91,875 | | Active Travel | Place Development | |
| | Granton - north south route through National Galleries development to the Shore | Path A: 3.5m wide tarmac path (40m length): £10,000/ Lighting Path A: £2000. Path B: 3.5m wide tarmac path (120m length): £30,000 /Lighting Path B: £8000. | £75,000 | £91,875 | | Active Travel | | |
| | Lower Granton Square public realm | Path Granton Crescent Park – path widen and new ramp. | £2,300,000 | £2,817,500 | | Active Travel | | |

| LDP SITE OR TCZ | Action | Further Details | Baseline Construction Cost | Total Base Capital Cost | Planning and legal agreements references and | Type | Owner | Estimated delivery date |
|-----------------------------|---|---|----------------------------|-------------------------|--|---------------|-------------------|-------------------------|
| North West Locality contin. | Muirhouse Parkway / Pennywell Road Roundabout | Replace roundabout with signals, to aid pedestrians and cyclists. | £575,000 | £704,375 | | Active Travel | Place Development | 2023/24 |
| | Promenade link to Granton Harbour | Upgrade path to 6m tarmac path and sea wall in 4 sections. Extend coastal path from completed section to SW corner of Granton Harbour – no timescale for delivery. 3 phases of shared use cycle/pedestrian path along northern side of W Harbour Road with associated traffic calming W Harbour Road. Phases proceed east to west. | £800,000 | £980,000 | | Active Travel | Place Development | 2020/21 |
| | Waterfront Avenue to Granton Rail path T7 | LDP safeguard | £0 | £0 | | Active Travel | Place Development | |
| | West Granton Road | Segregated Cycleway (2 way), new toucan/puffin crossings. | £1,200,000 | £1,470,000 | | Active Travel | Place Development | |
| | West Granton Road/Crewe Road North | Traffic signals. | £158,952 | £194,716 | | Active Travel | Place Development | 2022/23 |

3. Greenspace Actions

| LDP Ref | Greenspace Action | Further details | Estimated Cost | Funding | Owner | Delivery timescale | Status |
|-----------|--|---|---|--|---|---|--|
| GS1, CC3 | Dalry Community Park | Enhance and extend existing 1.1ha local park. Associated with Fountainbridge redevelopment where open space provision cannot be met onsite. Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway. Linked to Roseburn to Union Canal Cycleway development (see transport action). Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council. | £726,000 for park improvements. Financial contributions to be required from developers of applicable sites. (Linked to Roseburn to Union Canal Cycleway action as part of total costs: £5,357,125) | Fountainbridge Developers, CEC Active Travel/ Transport Scope to introduce contribution zone for relevant developments when opportunity arises. | Fountainbridge Developers, CEC Active Travel/ Transport | 2019 onwards/ With development | Some minor works completed in relation to previous deficiencies. Delivery plan to be prepared. The Roseburn - Union Canal project including Dalry Park has been approved for consultation but does not yet have full planning consent. |
| GS2, EW1a | Leith Western Harbour Central Park LDP ref. Greenspace GS2, Western Harbour EW1a | New 5.2ha public parkland. To include formal and informal recreation facilities and community spaces. To be developed as part of Western Harbour site in accordance with development LDP principles. Park would be maintained by Western Harbour developers. Public land status to be secured. | n/a – to be secured through planning application(s) and conditions(s) | To be delivered as integral part of development/ secured through planning condition(s). | Western Harbour Developers | With development | Wider development in progress to south of site. No permissions or s.75s issued for park. |
| GS3, EW1c | Leith Links Seaward Extension | Linear extension to Leith Links providing new allotments and open space alongside links to wider path network. Approximately 0.8ha including small park and allotments. Associated with housing-led redevelopment of Salamander Place. Allotments to be transferred to CEC on completion. Openspace to be maintained by developers. Public land status to be secured. | n/a – to be secured through planning application and conditions(s) | To be delivered as integral part of development/ secured through planning condition(s). | Salamander Place site Developers | Planning Permission in Principle approved for site including open space. Development phased with park and path links expected in later phases | |
| GS4 | South East Wedge Parkland (Little France Park) | Creation of new public park of approximately 45ha to provide multi-functional parkland, woodland, country paths and active travel links including long distance cross boundary links. Links include residential and commercial developments at Craigmillar, Greendykes and the BioQuarter and development in Midlothian. Three main phases to development. To be delivered in accordance with supplementary guidance and delivery plan. Part of wider green network with links to Niddrie Burn Parkland (GS4) and transport actions. | £2.25 million – to be delivered in partnership. | Funding bids in progress (Sustrans, SNH, Forestry Commission and other partners) Scope to introduce contribution zone for relevant developments when opportunity arises. | Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust | Phase 3 expected 2019 onwards. | Little France Park officially opened in 2019. Minute of Agreement completed with Fields in Trust. Phases 1 and 2 green active travel route completed. 3ha native woodland, signage, seating and bike hire scheme docking station for Phase 2 also complete. Species survey completed as part of Community Bioblitz Management plan drafted Phase 3 works underway and due to be completed summer |

| LDP Ref | Greenspace Action | Further details | Estimated Cost | Funding | Owner | Delivery timescale | Status |
|--------------|-------------------------------------|--|--|--|--|-----------------------|---|
| GS5 | Niddrie Burn | Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction. | £1m – to be delivered in partnership | CEC and developer partners (not all funding in place) | Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership | Works underway | Phase 1 Niddrie burn restoration is completed except footpath following the burn. Phase 2 the bridge is completed. The path / cycleway currently follows some of the burn then a link is provided through the housing scheme. Currently working to create a link on one side of the burn. Delivery plan to be prepared. Development agreement between CEC, Sheraton and |
| GS5, Emp 6 | IBG Open Space | 24ha parkland forming part of International Business Gateway development. Includes A8 corridor, central parkland to meet large greenspace standard, playspace and archaeology park. | n/a – to be secured through planning application and | To be delivered as integral part of development/ secured through | IBG Developers | Not started | Planning in principle for development submitted in 2015 (not yet determined). |
| GS7 | Gogar Burn | Diversion of Gogar Burn to reduce flood risk, improve water quality and enhance biodiversity. Cost estimated at £22m. Maintenance / Access requirement unknown. | n/a – to be delivered in partnership | Developers, SEPA, SNH, CEC | Developers, CEC Planning, SEPA, SNH | Long term opportunity | Long term opportunity |
| GS8 | Inverleith Depot | Current depot site to be developed as greenspace should it no longer be required in the future. | Unknown - To be costed in line with any future proposals | CEC | CEC | Long term opportunity | Long term opportunity. Depots gateway review (Dec. 2018) identifies potential for change. |
| GS9, HSG 21 | Broomhills Park | 3.1ha of public parkland and 3.8ha of radiating green links and informal greenspace. Retention of existing knoll and creation of play areas, paths, art and woodland planting. Associated with development of 633 unit housing site. Maintenance / Access - Broomhills developer. Public access to be secured. | n/a - To be delivered as integral part of development | To be delivered as integral part of development | Broomhills developer | Under development. | Site under development |
| GS10, HSG 31 | Clovenstone Drive and Curriemuirend | Two connected development sites. New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace existing openspace at Curriemuirend. Maintenance / Access - CEC, Curriemuirend Developer Curriemuirend to be developed for housing with provision for allotments and improvements to woodland edge. Active travel routes to connect through both sites. | Cost estimated as £400,000 Clovenstone Drive, £100,000 Curriemuirend | CEC, Curriemuirend Developer | CEC, Curriemuirend Developer | With development | Not started Delivery plan to be prepared |
| GS11, HSG 37 | Newmills Park | 3.1ha linear public park. To include amenity lawn, connected multi-user paths, playspace, SUDs, wildflower and woodland planting and tree belt to form new green belt boundary. Access / Maintenance - Newmills Road Developers. Public access to be secured. | n/a - To be delivered as integral part of development | To be delivered as integral part of development | Newmills Road Developers | With development | Under construction. |

4. Healthcare and Community Facilities Actions

| LDP Contribution Zone | Healthcare Action | Detailed Action | Estimated Cost | Delivered by/funding | Timescale | Status |
|-----------------------|-----------------------|--|--|----------------------|-------------|----------------------------------|
| Granton Waterfront | New medical practices | New Practice to mitigate impact of new residential development in Granton Waterfront. Co-located with new waterfront primary school. | £4.5m | Developers | Mid 2020s | Strategic Assessment completed |
| Leith Waterfront | New medical practices | New Practice to mitigate impact of new residential development in Leith Waterfront. | £4.5m | Developers | Mid 2020s | Strategic Assessment completed |
| West Edinburgh | New medical practices | New Practice to mitigate impact of new residential development in West Edinburgh (Maybury, South Gyle, Edinburgh Park, IBG) Co-located with new Maybury Primary School. | £4m | Developers | Mid 2020s | Initial Agreement in Development |
| Gilmerton | New medical practices | New Practice to mitigate impact of new residential development in South East Edinburgh (HSG 21-40). Location to be confirmed. | £3m (£8m for combined practice; £3m for LDP/HLA sites) | Developers | Early 2020s | Initial Agreement in Development |
| NWEPC | New medical practices | New Practice to mitigate impact of development at Pennywell, Muirhouse, City Park, Telford Nth + Granton waterfront (early) | £12.1m for Partnership Centre Sunk cost | NHSL | Complete | Opened December 2017 |
| Bruntstane | Expansion | Agreement with four local practices to accommodate additional growth – 2 practices will require small schemes to increase capacity | £0.1m | Developers | 2018 | Completed March 2018 |
| Pargrove | Expansion | Expansion to medical practice to mitigate impact of HSG 20 Cammo. | £0.1m | Developers | 2020 | Exploring Options |
| Pentlands | Expansion | Expansion to medical practice to mitigate impact of development in South West Edinburgh | £0.5m | Developers | tbc | Exploring Options |
| Ratho | Expansion | Re- provision to medical practice to mitigate impact of development in Ratho | £1.2m sunk cost | EHSCP/Developer | complete | Opened April 2018 |
| Niddrie | Expansion | Expansion to medical practice to mitigate the impact of new residential development in Craigmillar. | £4.5m | EHSCP/Developer | tbc | Exploring Options |
| Letih Links | Expansion | Re-provision of medical services to mitigate impact of HSG 12 Lochend Butterfly | £4.5m (££0.9m - 20% for LDP/HLA sites) | EHSCP/Developer | tbc | Exploring Options |
| Polwarth | Expansion | Expansion to medical practice to mitigate impact of CC3 Fountainbridge | £0.170m | EHSCP/Developer | 2018 | Opened February 2018 |
| Meadows | Expansion | Expansion to medical practice to mitigate impact of CC3 Quartermile | £3m (£0.51m - 17% for LDP/HLA sites) | EHSCP/Developer | Mid 2020a | Exploring Options |
| Brunton | Expansion | Re-provision of medical services to mitigate impact of Meadowbank | £4.5m (£0.9m- 20% for LDP/HLA sites) | EHSCP/Developer | Early 2020s | Business case in development |
| Allermuir | Expansion | Expansion to medical practice to mitigate Craighouse | £7.3m (Sunk Cost) | NHSL Bundle | Complete | Opened October 2017 |
| South Queensferry | Expansion | Expansion to medical practice to mitigate impact of development in Queensferry | £0.3m (Sunk Cost) | NHSL | 2014 - 24 | Completed 2018 |

5. Utilities

| LDP Contribution Zone | Utilities Action | Further details | Estimated Cost | Funding | Owner | Delivery date | Status |
|-----------------------|---|--|----------------|--|-------|---|--|
| | SGN (gas network provider): Reinforce local and 2bar Medium Pressure system in South East Edinburgh | Planned development in SE Edinburgh and North Midlothian are likely to require significant reinforcement of the Local Medium pressure system and the upstream 2 bar Medium Pressure system. Reinforcement solutions typically require new pipeline and may require above ground apparatus requiring land purchase. | Unknown | SGN | SGN | SGN currently in the process of developing a network strategy for Edinburgh. Initial phases of reinforcement unlikely before 2021/22. | Project timing and costing responsibility of SGN |
| | SGN: Reinforce Edinburgh - Borders Local Transmission System | Developments in East Lothian and wider Midlothian will impact on Edinburgh - Borders local transmission system which will require reinforcement. LTS reinforcement projects may involve lead in times spanning several years. | Unknown | SGN | SGN | SGN currently in the process of developing a network strategy for Edinburgh. Funding for major works will be sought post 2021 | Project timing and costing responsibility of SGN |
| | SGN: Localised specific reinforcements | Localised specific reinforcements may be required for each development dependent on the final point of connection to SGN's network | Unknown | There is a cost-separation calculation for each reinforcement specifically driven by a developer's connection request. In many cases this results in SGN funded reinforcement, but there may be a customer contribution towards these costs. | SGN | Dependent on developer request | Project timing and costing responsibility of SGN |
| RS 6 | Scottish Water | No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning. | n/a | n/a | n/a | | Scottish Water are currently finalising a strategic modelling exercise on both the water and wastewater networks to look at the potential impact and sustainable solutions |

6. City Centre and Town Centres Actions

| LDP Ref | Town Centre Action | Further details | Estimated Cost | Funding | Owner | Delivery timescale | Status |
|-------------|--------------------------------------|---|---|--|---|--|--|
| Ret1 & Ret3 | Edinburgh City Centre Transformation | Strategy to prioritise sustainable and active travel in the city and improve the public realm. | Phase 1 – projects in varying stages of funding and development. Phase 2 - development of projects to be delivered in phase 3 Phase 3 – est. cost of £310.6m of capital and | £1.52m Sustrans Places for Everyone Unfunded | Place Management & Development, Culture, Locality Services, Strategy and Insight, Communications. | Strategy and Delivery Plan approved Sept 2019 | Strategy sets public realm priorities for City Centre to feature in Council's revised Public Realm Strategy. |
| Ret1 & Ret3 | Stockbridge Town Centre Progress | Stockbridge Town Centre Project to improve walking and cycling Develop proposals Implement trials | £75,000 for implementation | Development of proposals funded. Funding required for implementation of trials | NW Locality | Proposals -Spring 2018. Implementation to be determined. | Public Life Street Assessment completed Draft proposals developed Consultation underway |
| Ret1 & Ret3 | Corstorphine Town Centre | Prepare prioritised public realm plan to deliver improved quality of place and movement, including relevant findings from placemaking exercises as identified in Draft NW LIP. | To be determined | To be determined | NW Locality | To be determined | Place Standard Exercise completed. Public Life Street Assessment completed |
| Ret1 & Ret3 | Leith/Leith Walk Town Centre | Prepare prioritised public realm plan to deliver improved quality of place and movement to include relevant place actions and small area priorities identified in the Draft NE LIP. | To be determined | To be determined | NE Locality | To be determined | Public Life Street Assessment completed |
| Ret1 & Ret3 | Portobello Town Centre | Prepare prioritised public realm plan to deliver improved quality of place and movement including relevant place actions identified in the Draft NE LIP. | To be determined | To be determined | NE Locality | To be determined | Public Life Street Assessment completed |
| Ret1 & Ret3 | Gorgie/Dalry Town Centre | Prepare prioritised public realm plan to deliver improved quality of place and movement as identified in | To be determined | To be determined | SW Locality | To be determined | Public Life Street Assessment completed |

| | | | | | | | |
|--|--------------------|--|-----|-----|-----|--|--|
| | SP Energy Networks | No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning | n/a | n/a | n/a | | |
| | BT OpenReach | No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning | n/a | n/a | n/a | | |

7. LDP Policies and Supplementary Guidance

| LDP Ref | Action | Owner | Delivery |
|--|---|-------------------|--|
| Del 1 and Hou 1 | Maintain and update supplementary guidance - Developer Contributions and Infrastructure Delivery Potentially undertake direct intervention on specific housing site to accelerate delivery of housing completions, as informed by HLADP. | Place Development | SG in finalised form. Awaiting decision from Scottish Ministers. |
| Del 2, 3, 4 | Implement through LDP and planning consents | Place Development | |
| Des 1 - 5, and 7 - 13 Hou 2 -9 Des 6 and RS 1 | Maintain and update non-statutory planning guidance: •Edinburgh Design Guidance •Guidance for Householders •Guidance for Businesses •Student Housing •Maintain and update Sustainability Form (S1) in line with current Scottish Building Standards and other relevant policy and legislation. | Place Development | Guidance kept under review. |
| Env 1 – 9 | Maintain and update non-statutory planning guidance: •Listed Buildings and Conservation Areas | Place Development | Guidance kept under review. |
| Env 10 – 22 | Maintain and update non-statutory guidance: •Countryside and Green Belt development | Place Development | Guidance kept under review. |
| Emp 1 | Implement through LDP and planning consents | Place Development | |
| Emp 2 | Maintain and update supplementary guidance: •Edinburgh BioQuarter and SEW Parkland | Place Development | Preparation of SG underway. |
| Emp 3 – 10 | Implement through LDP and planning consents | Place Development | |
| Ret 1, 2,3 | Maintain and update supplementary guidance for 9 town centres | Place Development | SG adopted in 2017 and City Centre Retail Core reviewed in Jan 2020. |
| Ret 4 – 11 | Implement through LDP and planning consents | Place Development | |
| Tra 1 – 12 | Maintain and update non-statutory planning guidance: •Street design guidance •Parking Standards | Place Development | Guidance kept under review. |
| RS 2– 7 | Implement through LDP | Place Development | |

8. Completed Actions

| EDUCATION ACTIONS | STATUS |
|---|---|
| 2 RC Primary School classes (St Margaret's RC PS) | Completed in 2018, front funded by the Council, contributions to continue to be collected retrospectively until relevant cost recovered. |
| TRANSPORT ACTIONS | STATUS |
| Greendykes Link | Delivered as part of New Greendykes |
| By Seafield Place Replace stepped ramp | Complete |
| Forester High Cycle Link (T7) | Achieved through South Gyle Wynd HSG 6 |
| Link to Ferry Road Path (T7) | Achieved through Telford College HSG 8 |
| Agilent HSG 2 | Transport requirements established through planning permission. Underway |
| North Kirkliston HSG 3 | Transport requirements established through planning permission. Underway |
| City Park HSG 9 | Transport requirements established through planning permission. Underway |
| Fairmilehead WTW HSG 10 | Transport requirements established through planning permission. Underway |
| Shrub Place HSG 11 | Transport requirements established through planning permission. Underway |
| Eastern General Hospital HSG 13 | Planning permission granted. Includes Upgrading of the existing signal controlled junction at Seafield Street / Seafield Road - £110,000. Complete. |
| Niddrie Mains HSG 14 | 14/03416/PPPLEGAL AGREEMENT PAYMENT CONTRIBUTIONS Craigmillar Castle Avenue Contributions - £71,517 - contribution towards the upgrade of traffic signals at the junction of Craigmillar Castle Avenue and Niddrie Mains Road The Greendykes Road Foodstore Contribution - £70,245 - towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road The Greendykes Road Housing Contribution 1 - £15,000 - towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road The Greendykes Road Housing Contribution 2 - £26,500 - towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road Niddrie Mains Road Bus Priority Contribution - £35,758 - towards the provision of bus priority measures on Niddrie Mains Road 16/03444/AMC £2k for TRO 15/05352/AMC £2k + £2k for TROs |
| Greendykes Road HSG 15 | 15/03821/FUL - £73,500 towards transport infrastructure identified in the Craigmillar / Greendykes area in the Edinburgh Local Development Plan Second Proposed Action Programme b. £2,000 TRO; c. £2,000 TRO; d. £2,000 TRO; £2k TRO |
| Thistle Foundation HSG 16 | Transport requirements established through planning permission. Underway |
| Greendykes HSG 17 | 05/01358/OUT - Masterplan LEGAL AGREEMENT: Transport Contribution - £500 - towards road infrastructure in the Greendykes/ Craigmillar area in respect of each relevant 16/04427/AMC: £2k for any TRO required. |
| New Greendykes HSG 18 | Transport requirements established through planning permission. Underway |
| Riccarton Mains Road HSG 35 | S.75 Planning permission granted 15/00698/FUL COMPLETED £35,258 Gillespie Crossroads (due on commencement date); £17k Hermiston Park & Ride (5 working days from Verge redetermination - verge to footway on Riccarton Mains Road. TRO and movement of 40mph speed limit zone on Riccarton Mains Road |
| Queensferry Contribution Zone | Increased and improved cycle parking at Dalmeny Station has been delivered. |
| Lasswade Road / Lang Loan Roundabout | Roundabout to signalised junction now delivered by developer. |
| Seafield Road / Seafield Street | Segregated cycleway, Restalrig Path to Seafield Road, including toucan crossing delivered. |
| Bonnington Road / Pilrig Street junction | Junction improvement delivered. |
| GREENSPACE ACTIONS | STATUS |
| South East Wedge Parkland (Little France Park) | Phases 1 and 2 complete. |
| HEALTHCARE ACTIONS | STATUS |
| Brunstane | Completed in 2018, front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered. |
| Ratho | Completed in 2018, no further contributions to be sought. |
| Polwarth | Completed in 2018, front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered. |
| South Queensferry | Completed in 2018, front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered. |
| UTILITIES ACTIONS | STATUS |
| | None completed. |
| TOWN CENTRES ACTIONS | STATUS |
| | None completed. |
| POLICIES ACTIONS | STATUS |
| Heat Mapping Supplementary Guidance | Supplementary guidance on heat networks - adopted 2018. |
| Town Centre supplementary guidance | Supplementary guidance adopted 2017 and reviewed 2020. |

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email - localdevelopmentplan@edinburgh.gov.uk

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Planning Committee

2.00pm, Wednesday, 26 February 2020

Supplementary Guidance on Developer Contributions and Infrastructure Delivery – Update

| | |
|---------------------|---|
| Executive/routine | Executive |
| Wards | All |
| Council Commitments | 1, 4, 6 10, 11 16, 17, 22, 26 28, 32 43 |

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the Scottish Ministers' direction not to adopt and issue the Council's Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery;
 - 1.1.2 agrees that officers prepare non-statutory supplementary planning guidance on developer contributions to primary healthcare infrastructure taking account of the Ministers' decision, with a target to report back to Planning Committee in May; and
 - 1.1.3 agrees that officers review the evidence used for education and transport contribution calculations and assess what needs to be done to establish an agreed methodology and outputs in collaboration with Scottish Government planners, to inform the Council's response to the Scottish Ministers' decision. This could include the preparation of new statutory SG on education and transport contributions.

Paul Lawrence

Executive Director of Place

Contact: David Givan, Service Manager, Planning and Building Standards

E-mail: david.givan@edinburgh.gov.uk | Tel: 0131 529 3679

Supplementary Guidance on Developer Contributions and Infrastructure Delivery – Update

2. Executive Summary

- 2.1 On 17 January 2020 the Scottish Ministers directed the Council not to adopt statutory SG that has been submitted by the Council. The first version of the SG had originally been published in December 2016.
- 2.2 The SG provides the basis for assessing impact of proposals and the developer contributions required to mitigate those impacts. The Council must consider how to progress from this point, including whether or not to prepare new SG which responds to the Ministers' reasons for their decision, including what evidence and methodologies to use.
- 2.3 This report sets out the background to, and analysis of, the implications of the Ministerial decision.

3. Background

- 3.1 The Council as Planning Authority is entitled to enter into agreements under Section 75 of the Town and Country Planning (Scotland) Act 1997 (as amended) for the purpose of restricting or regulating the use or development of land. Such agreements can include financial provisions or 'developer contributions' where appropriate. Policy Del 1 of the Edinburgh provides the policy basis for seeking developer contributions.
- 3.2 Since the Local Development Plan (LDP) was adopted in November 2016 the Council has sought to progress statutory SG on this matter to adoption. The process includes a final stage during which the Council submits its proposed SG to Scottish Ministers for consideration. The Council cannot adopt the SG during the period for consideration and Ministers can extend the period for their consideration from the statutory timescale of 28 days.
- 3.3 Other statutory SG has been produced and adopted, with Scottish Ministers' approval, for all nine of Edinburgh's town centres and for Heat Opportunities Mapping, to assist in the implementation of LDP policies. These projects have all proceeded smoothly, demonstrating the Council's capacity to successfully create,

adopt and issue statutory SG. Since 2014 there has, however, been considerable engagement between the Council and the Scottish Government on the LDP. The key points of which are summarised in the table below.

| Scottish Government Request/Direction | Council Action |
|--|---|
| During 2014-15 , made representations that the LDP should require statutory SG to be prepared, to allow third parties to scrutinise and challenge contribution zones. | Accepted this and provided positive input to LDP examination on practical issues of how to go about this. |
| In June 2016 the Directorate of Planning and Environmental Appeals (DPEA) report of examination made a binding recommendation which wrote Policy Del 1 into the LDP. | Complied with this in the LDP as adopted (November 2016), and prepared consultation draft SG in December 2016. |
| In February 2017 the Scottish Government responded to the draft SG with a focus on the reference to a new secondary school and housing in the International Business Gateway (IBG) proposals and on trunk road junction actions. | <p>At that time the Council did not change the reference to a new secondary school in the IBG, but did provide further explanation of its position on this proposal.</p> <p>The Council also made various amendments and clarifications including on trunk road matters and in response to points in representations from some 40 other respondents.</p> <p>The finalised SG was then submitted to Scottish Ministers, with supporting information, on 4 April 2017.</p> |
| In July 2017 , after the Council submitted its SG and after two extensions of time, Scottish Ministers directed the Council not to adopt SG. The sole reason given for the direction was the issue of a new secondary school in the IBG proposal. | <p>The SG was changed to omit reference to a new secondary school in the IBG proposals.</p> <p>The SG was re-finalised in September 2017 with supporting information and again submitted to Ministers.</p> |
| In December 2017 , after extensions of time and 83 days, the Scottish Ministers directed the Council not to adopt the revised SG, on procedural grounds as it took the view that the Council should have consulted on the SG as now submitted. | The Council reviewed this decision with legal input, taking account of Scottish Government and other responses to date, appeal decisions and new case law. New SG was subsequently prepared and published for consultation from January 2018 . |
| In March 2018 the Scottish Government responded to the new draft SG. Its comments related to the provisions of Circular 3/2012, concerns over potential for a new secondary | Detailed consideration with legal input was given to the Scottish Government representations, and all other representations. |

| | |
|---|---|
| school in West Edinburgh, the West Edinburgh Transport Appraisal updates, and the status of Transport Scotland work on trunk road junctions. | <p>A step-by-step consideration of points raised was undertaken by officers, and included in supporting information. A statement of conformity with the tests in Circular 3/2012 was included, with legal input.</p> <p>The SG was then finalised accordingly and submitted to Scottish Ministers with supporting information in September 2018.</p> |
| In November 2018 the Scottish Government informed the Council that a DPEA Reporter has been asked to prepare a report on certain matters in the Council SG. There is no formal or statutory process for SG being examined in this way. | Officers advised they would provide any further information requested by the Reporter. No further information was requested by the Reporter. |
| In January 2019 the Scottish Ministers received the DPEA report. | No action – report was not made available to Council until January 2020 , after the Ministers’ decision. |
| During March- June 2019 the Scottish Government carried out a process during which Council and parties who had made representations on draft SG answered written requests for information and commented on one another’s submissions. | Responses with legal input were provided to all requests by the deadlines given by the Scottish Government. |
| In Dec 2019 the Council received the last of several letters extending the time period of consideration, from the default period of 28 days to the final period of 497 days from the Council’s submission in September 2018. | Noted and communicated to Planning Committee as for all of the previous letters of extension. |
| <p>In January 2020 the Ministers directed that the Council not adopt SG.</p> <p>The reasons stated were the four points listed in bullet points above.</p> | Met with Scottish Government Chief Planner to seek guidance on how Council should prepare satisfactory SG. |

- 3.4 On 17 January 2020, the Scottish Ministers wrote to direct the Council not to adopt the SG. The reasons for the direction are summarised at 4.1 below. This response was provided 497 days from the submission of that SG, and 1,018 days since the Council’s first submission of a SG for adoption.
- 3.5 Following that decision, the Scottish Government made available the report produced for their Chief Planner by a DPEA reporter on 29 January 2019. The critical parts of the report raise new matters not previously raised by the Scottish

Government and not communicated to the Council until the publication of the Ministers' decision. There are also parts of the report which are useful in the Council's consideration of future action on the SG.

- 3.6 The Council's Chief Planning Officer has met the Scottish Government's Chief Planner to discuss how the Scottish Government can work with the Council on this matter, as discussed in section 4.7 below.
- 3.7 Throughout the above extended timescale, the Council has sought to follow and implement policy and advice provided by the Scottish Government.
- 3.8 During the above timeframe the Scottish Government published draft planning delivery advice on housing and infrastructure. This was intended to set out how the Scottish Government expects local authorities to ensure that infrastructure is funded, including developer contributions, and delivered to support housing growth. It was published as a draft in February 2016. Its finalisation was a commitment in the Scottish Government's July 2016 [response](#) to the independent review of the planning system. However, it was never finalised. The Scottish Government [withdrew](#) the draft in December 2017, citing disagreement and concerns. No other advice has been published in its place. The upfront presentation of requirements for developer contributions has been part of the Scottish Government's agenda for planning authorities throughout that timeframe.
- 3.9 In this time other local authorities have also experienced difficulties progressing their SG on developer contributions to adoption, in part due to directions from Scottish Ministers (e.g. Fife Council) and legal challenges (e.g. Aberdeen and Aberdeenshire Councils). The attempt to establish a firmer development plan context for infrastructure delivery through developer contributions in SESplan Strategic Development Plan 2 failed due to a lack of support from Scottish Government.
- 3.10 The Planning (Scotland) Act 2019 changes the relationship between development plans and supplementary guidance. After the provisions come into force, new statutory SG requiring Ministers' approval will no longer be allowed and will not be able to be a requirement of new Local Development Plans. However, the transitional and commencement arrangements for this provision in the 2019 Act are still being prepared by the Scottish Government and at this time the previous legislative basis remains. In the meantime, the current LDP provision expects that statutory Supplementary Guidance be prepared to inform use of Policy Del 1, and submitted to Scottish Ministers.

4. Main report

- 4.1 The reasons given in the Ministers' direction are as follows:
 - 4.1.1 the inclusion of details of healthcare actions, contributions and contribution zones within the SG does not meet the requirements of regulation 27(2) of the Town and Country Planning (Development Planning) (Scotland)

Regulations 2008. These matters are not expressly identified in a statement contained in the LDP as matters which are to be dealt with in SG;

4.1.2 it has not (on the evidence presented) been demonstrated that the contributions sought through the SG, in particular levels of education and road transport contributions:

4.1.2.1 fairly and reasonably relate in scale and kind to the proposed development; and

4.1.2.2 reflect the actual impacts of, and be proportionate to, the proposed development.

4.1.3 As presented, the SG does not provide sufficient certainty that contributions sought on the basis of it will be always be used for the purpose for which they were gathered.

4.2 As noted above, these matters were not raised with the Council in any previous feedback or advice and were only communicated to the Council as questions in March 2019 and stated as the Scottish Government's opinion with the Minister's decision in January 2020.

4.3 In terms of the first of these matters the Annex to the direction issued by the Chief Planner sets out that it is open to the Council to prepare separate non-statutory supplementary planning guidance incorporating similar provisions in relation to health care contributions. It is proposed to proceed on that basis by preparing new standalone non-statutory guidance on contributions to primary healthcare infrastructure. This can take account of the findings of the Scottish Government report on the finalised SG.

4.4 It is proposed to bring a draft of non-statutory guidance on health care contributions to Committee in May 2020 for approval to undertake a consultation exercise. This will assist in the implementation of LDP Policy Hou 10 Community Facilities by continuing to clarify the circumstances in which new housing development will be expected to contribute to necessary healthcare facilities.

4.5 The other matters relating to education and road transport identified in the reasons indicate a need to address the level and proportion of developer contributions attributable to some of the sites in some of the contribution zones in the finalised SG, which will require detailed cross-service work to be undertaken. The Minister's letter, with annex, gives usefully specific reasons for their direction. The DPEA reporter's report also provides useful feedback from that Reporter on both matters where he considers the Council's approach to be appropriate and matters where it needs to be developed further.

4.6 It is proposed that this detailed cross-service work on education and road transport matters be undertaken in collaboration with Scottish Government.

4.7 In discussions with the Council since the Minister's decision, the Scottish Government Chief Planner has given a commitment to provide support and guidance to the Council on how it could meet the Scottish Government's expectations with regard to statutory SG for this authority. It is critical that this

commitment is delivered on to ensure that the Council can address the Scottish Government's newly raised concerns.

- 4.8 The proposed approach will minimise the time in which there is uncertainty for stakeholders. In the meantime, applicants must comply with LDP Policy Del 1 in respect of a Council assessment of developer contributions as required to mitigate the impacts of their proposed developments.
- 4.9 For existing Section 75 agreements for previously issued planning permissions, it remains the case that developers have a statutory right to apply to vary these under Section 75A of the Planning (Scotland) Act 1997 (as amended 2006). Applications will continue to be assessed under LDP Policy DEL1 and this will be on the basis of whether there are any material considerations which justify the change proposed by the applicant. The rejection of the SG is not in itself a reason to approve an application to amend an agreement made under the SG values. The decision will depend on an assessment of the requirements of the development and an up to date assessment may not support the proposed change.

5. Next Steps

- 5.1 New guidance will be prepared as described in this report.

6. Financial impact

- 6.1 Any financial impacts arising from the preparation of new SG will be met from existing budgets.
- 6.2 LDP Policy Del 1 is used to support timeous delivery of essential infrastructure actions identified in the LDP Action Programme. There are previously identified risks associated with actions in the Programme. SG provides detail which helps manage that risk. Accordingly, the requirement to prepare new guidance, and the associated period of uncertainty, prolongs some of the risks associated with the LDP Action Programme. These have been the subject of [separate reports](#).

7. Stakeholder/Community Impact

- 7.1 Fresh statutory SG documents are published in draft for consultation responses prior to finalisation.
- 7.2 Guidance on this issue is intended to help ensure that impacts of planned growth are mitigated by any essential infrastructure capacity enhancements.
- 7.3 The SG is subject to the same governance as the related LDP Action Programme.

8. Background reading/external references

- 8.1 Letter to CEC instructing not to adopt Supplementary Guidance, [18 January 2020](#).
- 8.2 CEC submissions responding to Scottish Government and other parties, [5 April 2019](#) and [6 June 2019](#).
- 8.3 Scottish Government's letter requesting further information, [7 March 2019](#).
- 8.4 DPEA reporter's 29 January 2019 [report to Scottish Ministers](#) regarding City of Edinburgh Council Supplementary Guidance.
- 8.5 Supplementary Guidance on Developer Contributions and Infrastructure Delivery – Update, Report to Planning Committee, [27 February 2019](#).
- 8.6 CEC submission to Scottish Government, [7 September 2018](#).
- 8.7 Finalised Supplementary Guidance on Developer Contributions and Infrastructure Delivery, [August 2018](#).
- 8.8 Supplementary Guidance: Developer Contributions and Infrastructure Delivery – Finalisation, Report to Planning Committee, [22 August 2018](#).
- 8.9 Edinburgh Local Development Plan: Action Programme – adoption – Report to Planning Committee, [23 January 2019](#).

9. Appendices

- 9.1 None.

Planning Committee

2.00pm, Wednesday, 26 February 2020

Regional Spatial Strategy, City Region Deal Regional Growth Framework and National Planning Framework 4

| | |
|---------------------|-------------------|
| Executive/routine | Executive |
| Wards | All |
| Council Commitments | 4 |

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the response of the Edinburgh and South East Scotland City Region Deal Executive Board to the proposed South East Scotland Strategic Development Plan (SESplan) Joint Committee proposals to provide a coordinating function and planning input to the preparation of a Regional Growth Framework for the City Region Deal and a Regional Spatial Strategy for the south east Scotland area in respect of the Scottish Government's preparation of a draft National Planning Framework 4 (NPF4);
 - 1.1.2 agrees that the Council should work with the other SESPlan authorities to prepare the above documents; and
 - 1.1.3 note that these working arrangements will be reviewed in relation to outcomes of the Scottish Government's work on NPF4 and provisions for Regional Spatial Strategy working.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, Programme Director City Plan

E-mail: iain.mcfarlane@edinburgh.gov.uk | Tel: 0131 529 2419

Regional Spatial Strategy, City Region Deal Regional Growth Framework and National Planning Framework 4

2. Executive Summary

- 2.1 At its meeting on [2 October 2019](#) the Planning Committee noted and agreed the SESPlan Joint Committee proposal that the SESplan Project Board would provide a coordinating planning function for development of a Regional Growth Framework for the City Region Deal and a Regional Spatial Strategy and input to NPF4, subject to a Member Oversight Committee. These arrangements would be in place until the Scottish Government's publication of guidance on the processes for Regional Spatial Strategies. The Convenor of the SESplan Joint Committee would write to the City Region Deal Executive Board to have the proposed arrangements confirmed.
- 2.2 On 13 January 2020 the Chair of the City Region Deal responded to confirm the role of the Project Board and Member Oversight Committee, which should scrutinise and advise the main outputs of officer work.
- 2.3 This provides for input to both Regional Growth Framework and Regional Spatial Strategy. The latter needs to be progressed for submission to the Scottish Government for consideration as the area's input to a draft NPF4 by 31 March 2020.
- 2.4 The project work will be reported back to Planning Committee.

3. Background

- 3.1 SESplan is the statutory Strategic Development Planning Authority for South East Scotland, a partnership of Edinburgh, East Lothian, Midlothian, Fife, Scottish Borders and West Lothian for strategic development planning matters.
- 3.2 SESplan's key role is to prepare and maintain an up to date Strategic Development Plan (SDP) for the South East Scotland area, to set out a vision for the long-term development of the city region and deal with cross boundary issues such as housing and transport. The first SDP was approved by Scottish Ministers on 27 June 2013, requiring review within four years of approval. A Proposed Plan was submitted on 26 July 2017 for Examination, which concluded on 20 July 2018. A

report of recommendations was then submitted to Scottish Ministers, who rejected it on 13 May 2019. SESplan remains the statutory body with a duty to prepare a strategic development plan for the area, although the Planning (Scotland) Act 2019 provides for a replacement of that strategic planning regime in due course and this leaves insufficient time to prepare a new SDP.

- 3.4 Operation of the SESplan authority is subject to ratification by the constituent authorities.
- 3.5 The changes mentioned in 3.3 above mean that statutory strategic plans and the authorities responsible for them will be abolished, likely to be when NPF4 is approved by Parliament for publication as a statutory part of the development plan. Strategic development plans will be replaced by Regional Spatial Strategies. Whilst these will not be a statutory part of the Development Plan, there is requirement for the NPF to have regard to the content of them. The Scottish Government's work programme schedules publication of guidance on Regional Spatial Strategies for Quarter 4 of 2021, with acceptance that there will be none approved before the draft of NPF4 and its subsequent consultation process.
- 3.6 The Scottish Government has therefore requested that planning authorities work on draft proposals for Regional Spatial Strategies to inform draft NPF4, scheduled to be published in Quarter 3 of 2020. The Council therefore needs to be part of the proposed joint working considered and noted by the SESplan Joint Committee and Planning Committee, continuing with SESplan until permanent and formal governance arrangements are agreed in accordance with secondary legislation and Scottish Government guidance.

4. Main report

- 4.1 The Planning (Scotland) Act 2019 sets out a requirement for all Local Authorities, either individually or collectively, to produce a Regional Spatial Strategy for the area which it covers.
- 4.2 A Regional Spatial Strategy needs to be taken into account by the development plan and under the above Act the statutory Development Plan is made up of the NPF and LDP.
- 4.3 The NPF would also take account of other strategies across the area.
- 4.4 On 25 November 2019, the SESplan Joint Committee discussed and noted the proposal that the existing SESplan authorities (East Lothian, Midlothian, West Lothian, Edinburgh, Borders and Fife Councils) should work together on the development of an Indicative Regional Spatial Strategy for the South East of Scotland.
- 4.5 A letter of 3 December 2019 from the Scottish Government's Chief Planning Officer (Appendix 1) to all Local Authority Chief Executives set out possible groupings of authorities for joint working on development of Regional Spatial Strategies and NPF4.

- 4.6 The timescales set out in the letter for response meant that officers have indicated that the likely approach would be to work on the basis of the existing SESplan grouping, reflecting the recent decision of the City Region Deal Joint Committee to begin work on the production of a Regional Growth Framework. This decision, and the input of the SESplan Project Board with a Member Oversight Group, was agreed by Planning Committee at its meeting of 2 October 2019.
- 4.7 The joint working arrangements are that the SESplan Project Board and Joint Committee would provide planning input to the City Region Deal processes and inform both the Regional Growth Framework and the Indicative Regional Spatial Strategy.
- 4.8 On 13 January 2020 the Chair of the City Region Deal Joint Committee responded to the SESplan proposed working arrangements to confirm that:
- 4.8.1 the SESplan Officer Board is to act as a strategic spatial planning consultative board for the development of the Regional Growth Framework and Regional Spatial Strategy; and
- 4.8.2 individual local authorities will require to consider the Terms of Reference for the Elected Member Oversight Group. That report will contain a revised governance diagram with Strategic Spatial Planning sitting across all themes and reaffirming the Elected Member Oversight Group role in scrutinising officer work and advising the City Region Deal Joint Committee regarding the Regional Growth Framework and Regional Spatial Strategy.
- 4.9 SESplan Project Board and Operational Group will therefore work towards producing the Indicative Regional Spatial Strategy and Regional Growth Framework for the end of March 2020.
- 4.10 Planning Committee will be kept informed during this work process so as to of developing both documents and both should be presented to the SESplan Joint Committee and the Planning Committee to ensure input to NPF4 is approved.
- 4.11 Also, the Council needs to consider its own input to NPF4, particularly as part of the content will be a revised Scottish Planning Policy and another part will be housing targets, both of which the Council should have substantive input to. This may require a special Planning Committee to be held in March 2020 to ensure the Scottish Government's deadline of 31 March 2020 is met.

5. Next Steps

- 5.1 The decision on this report will be reported back to the SESplan Project Board and Joint Committee, to the Chief Planner of the Scottish Government and, as relevant, to the NPF consultation.

6. Financial impact

- 6.1 There is no budgetary impact in this financial year as all SESplan work is currently being carried out by the Project Board and Operational Group and operating costs are being met from SESplan reserves.

7. Stakeholder/Community Impact

- 7.1 There is no community impact arising from the report and no requirement for community consultation on the arrangements proposed.
- 7.2 There are no equalities, health and safety, governance, compliance or regulatory implications that elected members need to take into account when reaching their decision.
- 7.3 There are no carbon impacts, climate change adaption or sustainable development impacts arising from this report.

8. Background reading/external references

- 8.1 Report to Planning Committee [2 October 2019](#) Regional Planning in South East Scotland
- 8.2 Letter of [13 January 2020](#) from the Chair of the Edinburgh and South East Scotland City Region Deal Joint Committee to SESplan Joint Committee
- 8.3 [NPF4 Programme for Engagement](#)

9. Appendices

- 9.1 Appendix 1 – Letter of 3 December 2019 from the Scottish Government Chief Planner.



T: 0131-244 0237
E: chief.planner@gov.scot

To: All Local Authority Chief Executives

3 December 2019

Dear Colleagues,

NATIONAL PLANNING FRAMEWORK 4 – REGIONAL WORKING GROUPS

I am very grateful to those authorities who have already confirmed whether they are willing to work in a regional grouping to prepare an indicative regional spatial strategy to feed into National Planning Framework 4 (NPF4). I understand that other authorities are still considering their approach, and look forward to hearing from them in due course.

I wanted to take this opportunity to reiterate that it is for authorities themselves to decide the arrangements that will work best for them.

Our approach has been designed to develop capacity through collaborative working. We believe that involvement now will help to prepare authorities for when the statutory duty comes into force and will also ensure that NPF4 accurately reflects your shared priorities. However, there is no obligation to participate in this way at this stage, and the list of areas that I suggested in my previous letter aimed to move forward our collective thinking and discussion, rather than prescribing any particular approach.

As set out in my letter, some funding has been allocated from the Scottish Government's Planning Development budget to support the regional groupings that come forward. The actual funding available to each grouping will depend on the final number of regions that emerge, but I expect that it can go some way towards facilitating a participative event on strategic planning during the early engagement of NPF4 for each region. Once we have had confirmation of the proposed approach from all authorities, we will finalise arrangements for making the funding available, and I hope this can be achieved before Christmas, so that future events can be programmed into the early engagement period. Please note that this funding is being provided outwith the normal COSLA/Scottish Government arrangements for distribution of funding.

This is an exciting time for strategic planning in Scotland, and a great opportunity to demonstrate the benefits of a new, more collaborative approach to planning. We look forward to working constructively and collaboratively with you on this in the coming months.

Yours faithfully

John McNairney
Chief Planner



Planning Committee

2.00pm, Wednesday, 26 February 2020

Granton Waterfront Development Framework

| | |
|---------------------|--------------------------------------|
| Executive/routine | Executive |
| Wards | 4 - Forth |
| Council Commitments | 1,2,4,6,10,13 and 15 |

1. Recommendations

- 1.1 It is recommended that Planning Committee approves the appended Development Framework for Granton Waterfront as non-statutory planning guidance.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, City Plan Programme Director

E-mail: ian.mcfarlane@edinburgh.gov.uk | Tel: 0131 529 3419

Granton Waterfront Development Framework

2. Executive Summary

- 2.1 The regeneration of Granton Waterfront provides an unmissable opportunity for Scotland's capital city to set the standard for sustainable, inclusive growth. This provides a blueprint for future development through a step change in the way urban design is carried out, a way that will stand the test of time, building with nature, providing the flexibility to meet the changing environment and communities in which it will serve.
- 2.2 This report seeks approval of the Granton Waterfront Development Framework as non-statutory planning guidance to guide development, service delivery and investment decisions for the regeneration of Granton Waterfront. It has been prepared in collaboration with Scottish Government, National Museums of Scotland, National Galleries of Scotland, Edinburgh College and Scottish Futures Trust (SFT). It has involved extensive engagement with the local residents, students, people working in the area, businesses and other stakeholders as well as ward councillors through the All Party Oversight Group (APOG) and the North West Waterfront Working Group (NWWWG). The APOG represents all political parties and council committees and the NWWWG represented local members and community councils.

3. Background

- 3.1 Granton Waterfront has been the subject of numerous masterplans from different landowners since the early 2000s with masterplans prepared by landowners including National Grid (Forthquarter site), Waterfront Edinburgh Ltd (Central Development Area and North Shore) and Forth Ports (Granton Harbour). Development stalled around 2007 with the downturn in the economy following the 'credit crunch'.
- 3.2 In [May 2016](#), Planning Committee approved a Place Brief for the National Collections Facility at Granton Waterfront as non-statutory planning guidance. The intention was to deliver a visitor destination and create a facility that is the primary means of caring for their art collections, centralise Historic Environment Scotland's archives and house the National Galleries of Scotland's collections. It was envisaged that this would contribute to the regeneration of Granton.

- 3.3 In [March 2018](#), the Housing and Economy Committee agreed the high-level objectives for the regeneration of Granton Waterfront including the intention to work collaboratively with the public-sector partners and the local community to develop a vision for Granton. This included agreement to undertake work to update masterplans and studies to support future development.
- 3.4 In March 2018, the Finance and Resources Committee (B agenda) agreed to note the purchase of the Forthquarter site in Granton Waterfront and in May 2018, land in Granton Waterfront held formerly in Waterfront Edinburgh Limited (WEL/EDI) ownership officially transferred over to the Council.
- 3.5 On [19 June 2018](#), the North West Locality Committee agreed to set up a working group to provide localised oversight of Granton Waterfront regeneration and to receive bi-annual reports on progress of this programme of regeneration.
- 3.6 In September 2018 a multi-disciplinary team was appointed to prepare a Development Framework and a high level, delivery focussed masterplan for Granton Waterfront.
- 3.7 On [2 October 2018](#), the Corporate Policy and Strategy Committee agreed the membership, scope and remit of Edinburgh's Waterfront All Party Oversight Group (APOG).
- 3.8 On [1 November 2018](#), the Housing and Economy Committee agreed that the Council enters into a Memorandum of Understanding (MoU) with key public sector partners to ensure alignment of investment and delivery of regeneration outcomes. Committee were also asked to note progress with delivering the regeneration of Granton Waterfront, the intention to progress with feasibility stages to enable early action projects to be taken forward if viable and governance arrangements in place for programme management.
- 3.9 On [25 February 2020](#) the Programme Delivery Plan for Granton will be presented to the Policy and Sustainability Committee.

4. Main report

- 4.1 The regeneration of Granton Waterfront provides an unmissable opportunity for Scotland's capital city to set the standard for sustainable, inclusive growth. This provides a blueprint for future development through a step change in the way urban design is carried out, a way that will stand the test of time, building with nature, providing the flexibility to meet the changing environment and communities in which it will serve.
- 4.2 This framework sets out the ambition of transforming this former industrial brownfield site into a new city quarter which will, with time, redefine Edinburgh into one of Europe's top Waterfront destinations to live, work and visit. Drawing on contemporary international best practice, this framework will champion low carbon transport, active travel and sustainable development that supports the rich natural environment of Edinburgh's coastline. Cultural hubs, innovation start up space, new

jobs and high-quality homes are brought together to create a diverse and exciting 'place', rooted in sustainable principles which are further outlined in paragraph 4.13.

- 4.3 A robust collaborative approach between national and local government, public sector institutions and the local communities will ensure Granton Waterfront becomes Scotland's most aspirational project, integrating complex specialist skills, policy sectors, projects and actions in a manner that will set new standards and norms and help position the country and city on a level with the best of contemporary European neighbourhoods.
- 4.4 The purpose of the report is to obtain the approval of the Granton Waterfront Development Framework attached at Appendix 1.

The Site

- 4.5 The framework area stretches from the edge of Cramond to the west to Granton Harbour in the east. It includes land to the east of Silverknowes Road and to the north of Silverknowes Parkway, Muirhouse Parkway/West Granton Road and extends onto part of Lower Granton Road. It includes areas of protected green spaces and sites which already have planned developments from private or other bodies such as Granton Harbour, National Museums Collections Facility, the proposed National Galleries Collection site and Edinburgh College.
- 4.6 The developable area, which is now in majority Council ownership, extends to approximately 50 hectares and includes former industrial, derelict land interspersed with pockets of development.

The Planning Context

- 4.7 The planning context is set by the Edinburgh Local Development Plan (2016) (LDP) which sets out principles for the development of Edinburgh's Waterfront. Granton is identified as a strategic priority area within this. The area was designated for housing-led, mixed use development where some development has been approved in accordance with approved master plans. The LDP sets out Development Principles, which include:
 - 4.7.1 complete the approved street layout and perimeter block urban form;
 - 4.7.2 provide housing-led development on sites formerly identified for major business-led development;
 - 4.7.3 provide an appropriate housing mix;
 - 4.7.4 deliver school provision;
 - 4.7.5 provide a strategic flood risk assessment;
 - 4.7.6 encourage the enhancement of employment and a 'destination' through existing and new commercial, cultural, tourist and retail opportunities; and
 - 4.7.7 complete the relevant section of the waterside Edinburgh Promenade.

Consultation

- 4.8 Extensive public consultation was undertaken with residents, stakeholders, politicians and partners. A series of public consultations and stakeholder events was held between October 2018 and May 2019 to ensure that the framework was developed in association with, and informed by, the ideas, insight and experiences of stakeholders, local interest groups and the local community.
- 4.9 The key public consultations were:
- 4.9.1 October 2018 – Stakeholders surgeries part 1;
 - 4.9.2 November 2018 – ‘*Tell us more about Granton*’ public consultation and survey;
 - 4.9.3 December 2018 – Community stakeholders’ drop-in session;
 - 4.9.4 January 2019 – Stakeholders’ surgeries part 2;
 - 4.9.5 January 2019 – ‘*Granton could be*’ mobile ‘roadshow consultation event; and
 - 4.9.6 May 2019 – ‘*Granton should be*’ consultation event.

A summary of the findings of the consultation events are summarised in Appendix 2.

The Granton Development Framework

- 4.10 The regeneration of Granton Waterfront will provide a new primary school, healthcare facility, new homes, high quality public realm, new city park and commercial opportunities.
- 4.11 One of the important objectives of the development framework is to connect the existing communities of Granton, Pilton, Pennywell and Muirhouse directly to the shoreline. This includes adding additional north-south routes on the eastern part of the site. There are a number of options for these routes. Further development of these options will be undertaken and involve local residents, community councils, businesses, landowners and public sector partners, including the National Museums and the National Galleries, and progress reported back to committee. Any future routes would be subject to approval by planning committee.
- 4.12 Planning applications will be considered against the guidance contained in the framework and accord with the key principles which emerged from the consultation.
- 4.13 The key principles are outlined below and are embedded within the framework:

Coastal Granton

- 4.12.1 celebrating the Firth of Forth’s unique and biodiverse shoreline. Enhancing and expanding spaces for open access to natural and urban coastal activities;

Re-connected Granton

- 4.12.2 linking new and existing neighbourhoods not only with each other but with surrounding areas, Granton Harbour and the city - both physically and socially;

Robust and Flexible Granton

4.12.3 creating a robust framework, with space for future flexibility to create fresh and diverse opportunities for health, energy, production, work, and learning that stands the test of time;

Living Granton

4.12.4 inhabiting pleasant streets and open spaces that improve health and well-being for all in the community;

Urban Granton

4.12.5 a vibrant urban environment, with space for living in dense, 21st Century urban housing with ready access to an intelligent mix of dynamic civic and cultural destination;

Rooted Granton

4.12.6 reinvigorating existing heritage assets/features and working in partnership with local community organisations to further strengthen and grow Granton's identity, physical environment and character; and

Responsible Granton

4.12.7 developing a self-sustaining neighbourhood within the wider city of Edinburgh with a circular economy addressing work, enterprise, learning, health, energy and social mobility.

- 4.14 Eight key character areas currently make up the framework - Harbour Road, Coastal Granton, Forthquarter Park, The Link, Waterfront Broadway, West Shore, Upper Granton and Existing neighbourhoods. Each of these areas has a distinct character and quality which evolved through the consultation to create a strong sense of place and identity for Granton Waterfront, linking closely with its surrounding communities and the wider city. The use of the Scottish Government's place standard tool ensured that the physical, social and environmental quality of the place has been considered to maximise sustainability.

5. Next Steps

- 5.1 Once approved, the Framework will be placed on the Council website.
- 5.2 Any planning applications within the Granton Waterfront Development Framework area will be expected to accord with the framework which will be non-statutory planning guidance and a material consideration.
- 5.3 Work will progress on the Outline Business Case as set out in the Programme Delivery Plan (PDP) for Granton Waterfront as presented to the Policy and Sustainability Committee on 25 February 2020.

6. Financial impact

- 6.1 The costs of delivering Granton regeneration will be informed by the work undertaken on the development framework. The potential funding and delivery mechanisms will be explored through the development of a business case which will be reported to the Housing, Homelessness and Fair Work Committee.
- 6.2 The Scottish Government will support the regeneration of Granton Waterfront through its commitment to support delivery in the seven strategic sites identified as part of the Edinburgh and South East Scotland City Region Deal.

7. Stakeholder/Community Impact

- 7.1 A programme of engagement has run in parallel to the creation of the development framework with information shared and views gathered in person at events, online via the consultation hub and in information stations hosted in key locations around the area. The views gathered have shaped the various stages of the framework development.
- 7.2 The regeneration of Granton Waterfront will provide a new primary school, healthcare facility, new homes, high quality public realm, new city park and commercial opportunities. Alongside the physical benefits of the new built environment, a learning and culture strategy is being developed to promote lifelong learning opportunity. The framework will also provide a design code to protect against uncoordinated future development and set out a sustainable approach in line with Council policy and priorities.
- 7.3 Expertise in carbon impacts, adaptation to climate change and sustainable development, have been commissioned as part of the development framework to mitigate any adverse impacts of future regeneration.

8. Background reading/external references

- 8.1 Granton Waterfront Regeneration Strategy - Housing and Economy Committee on [22 March 2018](#).
- 8.2 Granton Waterfront Regeneration - North West Locality Committee on [19 June 2018](#).
- 8.3 Granton Waterfront Regeneration - Delivery Strategy - Housing and Economy Committee on [1 November 2018](#).
- 8.4 West Edinburgh & Edinburgh Waterfront - All Party Oversight Groups - Corporate Policy and Strategy Committee on [2 October 2018](#).
- 8.5 Item 9.5 - Motion by Councillor Mowat - Purchase of Land at Granton - Council - [7 February 2019](#).

9. Appendices

- 9.1 Appendix 1 – Granton Waterfront Development Framework.
- 9.2 Appendix 2 – Supporting Information (including summary of public consultation).

GRANTON WATERFRONT

Development Framework
February 2020



Illustrative view of new sustainable neighbourhood looking towards the waterfront



Foreword



Councillor
Adam McVey
(Council Leader)

"Granton has a long and productive heritage, from the towering gas holder that stands firmly on our city's skyline to Madelvic car factory that sparked innovation as far back as 1898.

Those days are long gone but Granton's prominence on Edinburgh's coastline is undiminished and now provides an unmissable opportunity to learn from cities across Europe that celebrate their coastline.



Councillor
Cammy Day
(Deputy Council
Leader)

'Granton Waterfront' sets out the ambition for a new waterfront quarter that champions low carbon transport, active travel and sustainable development; a quarter that supports the rich natural environment of Edinburgh's coastline and, crucially, a place that stands the test of time.

It will herald a new approach to urban development and regeneration, providing a blueprint for the future. Cultural hubs, innovation start up space, new jobs for local people and high quality homes are brought together to create a diverse and exciting place rooted in community, fairness and sustainability.

The people of North Edinburgh have long known the amazing asset that is their coastline; something this framework acknowledges and take its inspiration from, setting the principles for Edinburgh to redefine itself as a waterfront city. This renewed approach to the coastline provides an opportunity for growth within Scotland's vibrant capital city."

- Councillor Adam McVey and Councillor Cammy Day.



Illustrative view of coastal park looking towards the waterfront



Executive Summary

Granton Waterfront Development Framework offers a bold and fresh approach to creating a new vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront.

This report outlines the vision, high level strategies and design principles to guide the development of Granton Waterfront. The Development Framework acts as non-statutory planning guidance and as such, will inform future planning applications within the area.

Granton is at the heart of Edinburgh's Waterfront and its successful transformation holds the potential to reconnect the city to the Firth of Forth and to build on wider ongoing regeneration projects to transform Scotland's capital into a unique waterfront city. The Development Framework sets out a climate resilient, place-based and inclusive approach to regeneration. It offers Edinburgh and the wider region the opportunity to make a step-change in how it develops in a sustainable, resilient and responsible way.

The Development Framework aims to protect and extend the existing green space within its boundary and to transform the former industrial land at Granton Waterfront into a place where people want to live, work and visit. It aims to guide the development of a place which links to and contributes to the regeneration of surrounding neighbourhoods and which becomes a vibrant and welcoming coastal community, attractive and accessible to all.

The Development Framework was commissioned by the City of Edinburgh Council (CEC) in October 2018 and completed in December 2019. It has been developed through a collaborative, design-led approach involving local communities, stakeholders, public sector partners (including The National Galleries of Scotland (NGS), National Museums Scotland (NMS) and Edinburgh College), Architecture and Design Scotland, Scottish Futures Trust and Scottish Government partners. This process has ensured that placemaking and creating an area that reflects the needs of local communities and the wider city are at the heart of the framework.

Commissioned by: City of Edinburgh Council

Agent: Collective Architecture
24 Ainslie Place
Edinburgh, EH3 6AJ

Prepared by: Collective Architecture

In association with: Studio for New Realities (Urban Designer)
Arup (Energy and Utilities Engineers)
Gardiner and Theobald (Quantity Surveyors)
LUC (Landscape Architects)
AECOM (Transport Engineers, Floods and Ecology Engineers)

Completed by:
Collective Architecture

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.....

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Scottish Futures Trust
Edinburgh College
National Museums Scotland
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Project Team:



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Supporting Information



Fig. 1.0: Aerial Photograph of part of Development Framework area looking north west towards the Firth of Forth

1. SITE + CONTEXT

This chapter establishes the physical and strategic context for the development framework.

- 1.1 The Site
- 1.2 Policy and Planning Context
- 1.3 Constraints and Opportunities





Fig. 1.1: Aerial Map showing Development Framework area (consisting of mainly green space and former industrial land) in relation to Edinburgh's city centre and surrounding neighbourhoods

The Site

Development Framework Area

Granton Waterfront is situated around 3 miles north of Edinburgh city centre on the shores of the Firth of Forth. It sits in a 'necklace' of coastal communities and stretches from Cramond in the west along the waterfront to Granton Harbour in the east, (Fig. 1.2). It also connects to the surrounding communities of Pennywell, Muirhouse, Pilton, Trinity and Newhaven. The site comprises around 200 hectares of open green space and parkland (to the west) and around 50 hectares of potentially developable former industrial land that is not currently subject to other planning conditions (to the centre and east). The location and extent of the Development Framework is shown below and opposite via the pink line boundary, (Fig. 1.1).

The Development Framework sets out a vision and principles for the entire framework area and provides an urban design framework and design guidelines for the potentially developable land in the centre and east of the site.

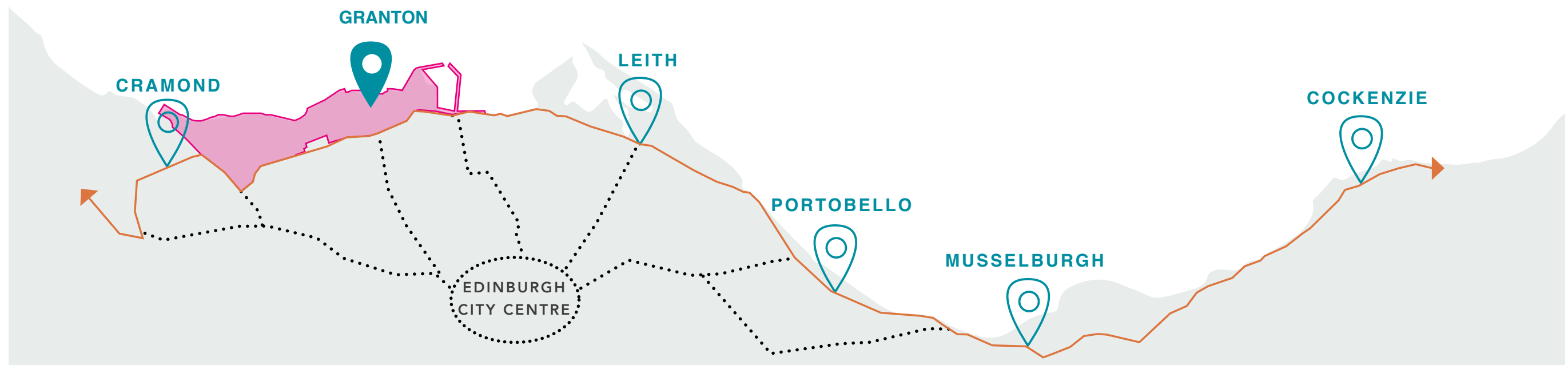


Fig. 1.2: Granton as part of a 'necklace' of coastal communities, and in relation to Edinburgh city centre



1752

Fig. 1.3: Pre-industrial Granton was home to very few people, instead the land was mainly open green fields used for farming or grazing animals. Unlike other coastal towns on the waterfront there was no historic settlements other than some large country houses such as Caroline Park.



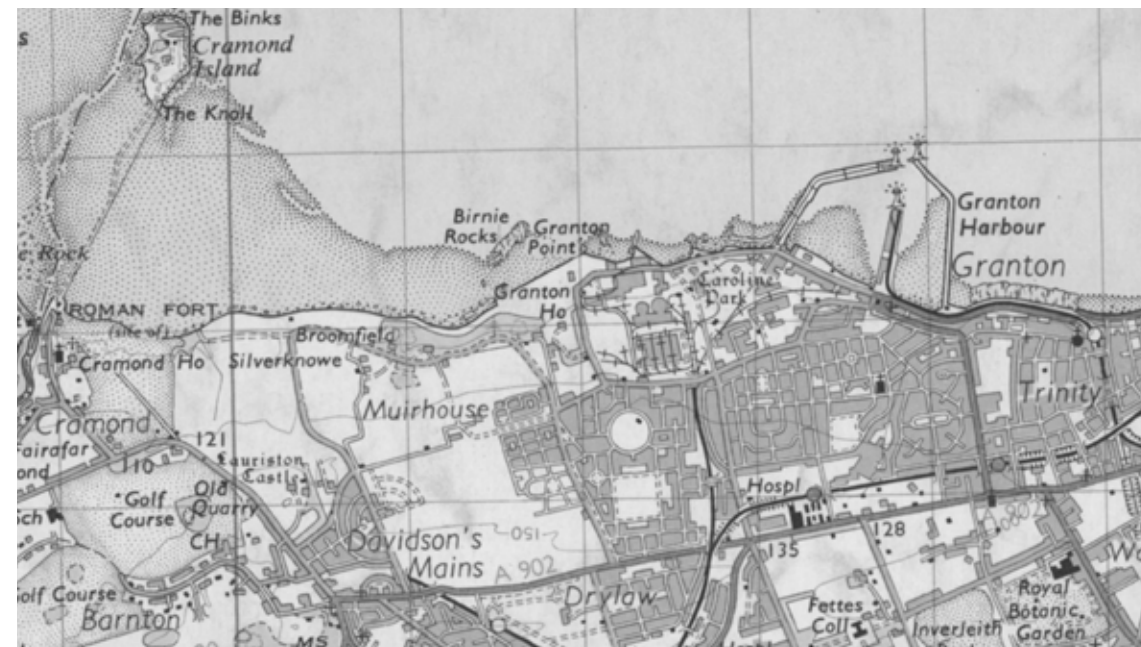
1920

Fig. 1.5: At the beginning of the 20th century much of Granton was still used to grow food to supply Edinburgh and Leith. Alongside this, the gas works opened in 1903. After WWI the boundaries of Edinburgh were expanded to take in the whole of Granton.



1885

Fig. 1.4: The structure of industrial Granton was now emerging; the harbour had been constructed in 1838; the railway had arrived; housing for workers along Lower Granton Road had been constructed; and Granton Square and Granton Road were constructed.



1955

Fig. 1.6: The amalgamation of Granton with Edinburgh coincided with new legislation which made the construction of local authority housing easier. By the post-war period Granton had developed to include dense housing, industry, shopping and transport links.

The Site

History

Much of the former industrial land was used for the production and storage of gas and other industrial processes. Many remnants of this important industrial heritage remain, including one of the three gas holders and the associated railway station building. Important historic assets also remain, including Caroline Park House, the Lighthouse and the UK's first electric car factory, the Madelvic.

In the late 20th Century, the gasworks site and adjoining industrial sites were made available for redevelopment. The area was subsequently subject to numerous masterplan design proposals. Some of these have been implemented in part, however, none were ever fully delivered. Regeneration projects in the early 2000's cleared large areas of former industrial land and established the main pedestrian and vehicle routes through the site. Some major developments were built including the British Gas HQ, Edinburgh College, Forthquarter Park and approx 1400 residential units. However, development stalled around 2007 and as a result, large undeveloped areas of former industrial land with poor connectivity remain. Public access to key areas of the waterfront itself remains blocked by industrial units. The maps opposite (Fig. 1.3-1.7) illustrate how Granton Waterfront has evolved from the 1750's up 2018.



2018

Fig. 1.7: Moving into the 21st Century sees much of this industry closed and most of the harbour having been in-filled. However, the waterfront and various heritage and cultural assets remain as evidence of the areas rich history.

The Site



Fig. 1.8: Aerial Map showing Development Framework area, previous development and areas of potentially developable land

The Site



1 Granton Harbour

Fig. 1.9: a separate masterplan is in place for Granton Harbour which sets to transform the former industrial land into a mixed-use waterside development centred around a new marina.



2 National Museums Collection Centre

Fig. 1.10: The NMS Collections Centre has been based in Granton since 1993. It provides storage space for Scotland's National Collection and facilities for international research and conservation. It has ambitions to further invest in the site to encourage opportunities for community connectivity and access.



3 Edinburgh College

Fig. 1.11: Edinburgh College has been a central part of Granton for many years. The college has ambitions to open out the campus, both physically and socially, into the wider area. There is also ambition to provide a new Construction Skills Centre - which champions modern construction skills and provides enterprise and community facilities in the area.



4 'The Art Works' - NGS

Fig. 1.12: The National Galleries of Scotland have been developing proposals for a new facility based in Granton called: 'The Art Works.' This community based facility will be open to everyone and designed to hold and care for the nation's treasures. (Note, this facility was previously known as the National Collection Facility)

Developable Land

The Council now own around 50 hectares of land within the Granton Waterfront site, identified in red on Fig. 1.8, opposite. The regeneration of this area will provide for new homes of varying tenure, a new primary school, healthcare centre, small scale leisure and retail opportunities, links with new and existing cultural facilities, business/enterprise 'start-ups' and creative space, tied together with a high-quality public realm and diverse green spaces. Together these will reconnect new and existing neighbourhoods to the wider city and the waterfront, creating a vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront.

Existing and Planned Development

Within the framework boundary there are a number of existing communities and sites which have been developed or have exciting new development planned on them. *(For ownership see Appendix A2.1 - Ownership and other development projects)*. In light of this, the Framework has been developed in dialogue with a series of key public sector partners, stakeholders and existing communities. A Record of Engagement has been prepared to accompany this report. *(See Appendix A2.2 for a summary)*. Reference should be made to this to ensure that future applications respond appropriately to the broad range of needs identified through the engagement process.

Project Partners

The following key public sector partners have sites or plans in the area and have been involved in the Framework since inception:

- The National Museums Scotland (NMS),
- National Galleries of Scotland (NGS) and
- Edinburgh College.

These national cultural and educational institutions are a key part of the Development Framework and should play a central role in the future holistic regeneration of Granton Waterfront, *(See also p.80 and Appendix A2.7 for further detail)*.

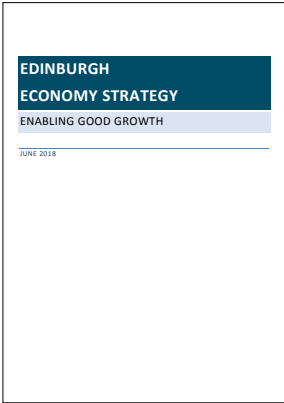
Other Stakeholders

Alongside these public sector partners there are a number of other parties working or established in the area, including the owners of Granton Harbour, housing already under construction and a number of existing residential, commercial, social enterprise and community uses. A safeguarded tram route also runs through the site. Fig. 1.8, illustrates the location of some of the site's assets and Fig.1.9-1.12 (left) summarises some of the current development ambitions.

1.2 Policy and Planning Context

Relevant Policy and Guidance

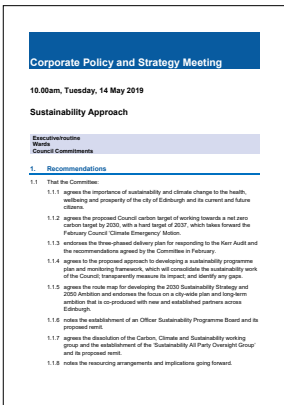
Edinburgh's Economic Strategy



Granton Waterfront DF response

- The regeneration of Granton Waterfront as per the vision and principles outlined in the Development Framework aligns with the eight steps described in Edinburgh's economic strategy - Enabling good growth.
- The collaborative approach to developing the framework with local communities and project partners supports the strategy vision to be inclusive and prioritise collaboration.

Sustainability Approach



- The principles and approach described within the Development Framework support the City of Edinburgh Council's commitment to work towards a net zero carbon target by 2030.
- Energy, transport, landscape and water management specialists contributed to the development of the framework to ensure a holistic and innovative approach to sustainability was taken throughout.

City Mobility Plan and citywide Low Emission Zones



- The transport strategy for Granton Waterfront reflects the ambitions identified in the developing City Mobility Plan. The strategy supports modal shifts away from the car in favour of sustainable modes to lessen harmful emissions and bring benefits both environmentally and to health and wellbeing.
- This approach also supports Scottish government and CEC targets for the development of Low Emission Zones across the city of Edinburgh.
- Granton Waterfront's ambition is to go beyond current policy and guidance by surpassing targets through the provision of multi modal travel choices with a preference towards low carbon travel options.

Relevant Policy and Guidance

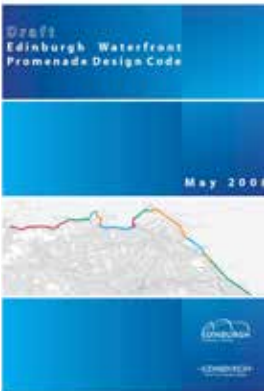
Place Standard



Granton Waterfront DF response

- The Place Standard Tool was used to structure the extensive engagement programme with local community members, stakeholders and Scottish government undertaken as part of the Development Framework process.
- The Vision, Principles and Development Framework outlined in this document establish guidelines to ensure that future development follows a placemaking approach.

Edinburgh Promenade Design Code



- The Framework allows for the continuation of the Edinburgh Promenade project through the Granton Waterfront area.
- The proposals for a new coastal park and routes along the waterfront align with the key design principles and character areas outlined in the design code.

Edinburgh Design Guidance



- All detailed proposals within the Development Framework area should also take account of the guidance within the Edinburgh Design Guidance document.
- The high-level strategies, character areas and design guidance for key public streets and spaces set out in chapters 3-6 of the Development Framework accord with this.

Policy and Planning Context



Fig. 1.13: Extract from 2016 Edinburgh Local Development Plan (LDP) which identifies Granton and Edinburgh's Waterfront as a Strategic Development Area and new development zone

The Development Framework accords with aspirations set out in current national and local policy, including:

- The emerging themes of the City Vision 2050,
- Edinburgh's Economic Strategy,
- Edinburgh Local Development plan,
- City of Edinburgh Council's (CEC) commitment to be zero carbon by 2030,
- The Place Standard,
- A series of key coastline and sustainability initiatives, most notably the Edinburgh Shoreline Project and Edinburgh Promenade project,
- Edinburgh Design Guidance,
- Edinburgh's Open Space Strategy (2016),
- City Mobility plan and low emission zones (under development) and
- The Edinburgh Local Development Plan (2016), which identifies Granton and Edinburgh's Waterfront as a Strategic Development area with major new development, (Fig.1.13).

The page opposite outlines some of these key policy documents and how the Development Framework responds to these.

City Vision



- The Development Framework, Vision and Granton Principles within this report offers Edinburgh and the wider region the opportunity to mark a step-change in how it develops in a sustainable, resilient and responsible way. This is in keeping with the emerging themes of the City Vision: becoming carbon neutral, eradicating poverty, re-imagining public space and making Edinburgh more caring.

1.2 Policy and Planning Context

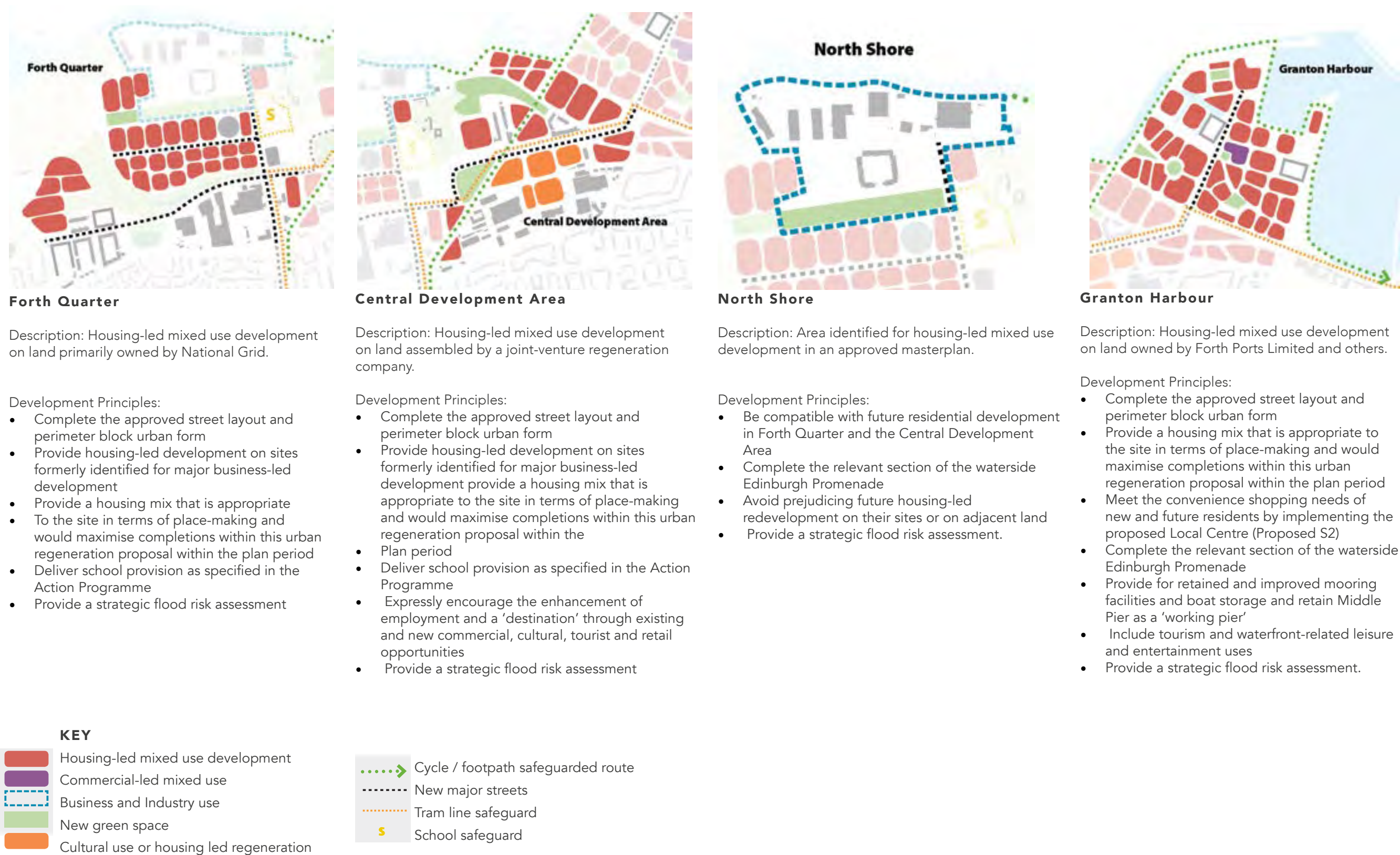


Fig. 1.14: Edinburgh Local Development Plan (LDP) 2016 - Extracts and principles relating directly to Granton Development Framework

Policy and Planning Context

| LDP Development Principle | Granton Waterfront Development Framework response |
|---|---|
| 1 Complete the approved street layout and perimeter urban block form | <ul style="list-style-type: none"> The Development Framework block structure aligns with the LDP, providing clear routes to the water, connecting old & new neighbourhoods. The street layout takes Edinburgh Design Guidance (2017) into consideration. |
| 2 Provide housing-led development on sites formerly identified for major business-led development | <ul style="list-style-type: none"> Forthquarter, Central Development Area and North Shore now identified to provide over 3000 new homes, a new school, medical centre and other small scale business, leisure and creative space. |
| 3 Provide a housing mix that is appropriate to the site in terms of placemaking | <ul style="list-style-type: none"> Mixed flats and colonies with 20% family homes proposed with high quality place making. Takes account of Council planning policy and Edinburgh Design Guidance. |
| 4 Deliver school provision | <ul style="list-style-type: none"> School site allocated within the development framework. School will be delivered in accordance with requirements established by CEC Communities and Families. |
| 5 Provide a strategic flood assessment | <ul style="list-style-type: none"> Climate resilient response to coastal flooding incorporated into development framework through the creation of coastal park with inbuilt green flood infrastructure to protect development behind. Future planning applications to include flood risk assessment. |
| 6 Expressly encourage the enhancement of employment and destination through existing and new commercial, cultural, tourist and retail opportunities | <ul style="list-style-type: none"> The development of unique character areas will make space for and incubate differing scales of commercial, cultural and leisure opportunity. |
| 7 Complete the relevant section of the Edinburgh Waterfront Promenade | <ul style="list-style-type: none"> Promenade will become key feature of Coastal Granton and will be integrated into coastal park. |

The Edinburgh Local Development Plan (LDP) was formally adopted in November 2016. The LDP strategy directs future growth to four strategic development areas of which Edinburgh Waterfront is one. Granton Waterfront is a key site within the Edinburgh Waterfront.

The map (below) outlines the extent of proposed development and growth along Edinburgh's Waterfront from Granton to Leith within the Local Development Plan. The LDP sets out design principles for each Area of the Waterfront. The relevant areas for the LDP for the Granton Development Framework are Forth Quarter, Central Development Area, North Shore and Granton Harbour. The key development principles for each are outlined within the extracts opposite.

This development framework builds on the principles established in the LDP to bring them in line with the contemporary policy discussed on the previous pages. This response to the LDP is outlined in the adjacent table.



Fig. 1.15: Extract from 2016 Edinburgh Local Development Plan (LDP) which identifies the extent of potential mixed use regeneration to Edinburgh's Waterfront

Constraints and Opportunities

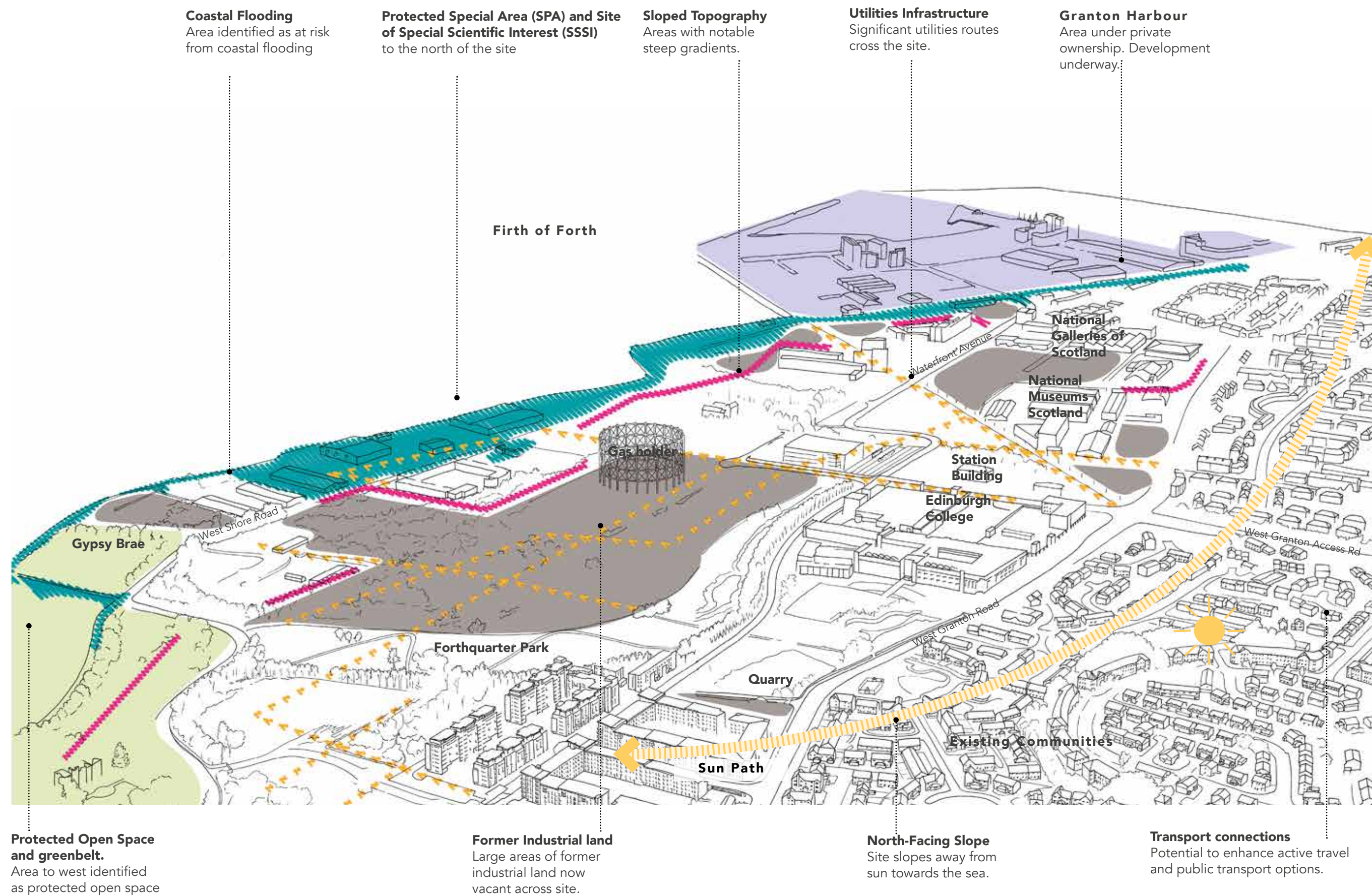


Fig. 1.16: Aerial sketch of Development Framework area highlighting key aspects of site (looking north east towards the Firth of Forth)

Constraints and Opportunities



Green Network

Fig. 1.17: Opportunities to extend and integrate green spaces to create usable and biodiverse areas across site.



Coastline

Fig. 1.18: Opportunities to improve connections to the coastline, upgrade the ecological quality and activate the shoreline at a community and civic scale.



Existing Heritage Assets

Fig. 1.19: Respecting and celebrating the site's heritage assets and encouraging access.



Existing and New Communities

Fig. 1.20: Opportunities to improve connections to and between residential areas and to improve and provide benefits to surrounding neighbourhoods such as Pilton, Pennywell, Muirhouse and Trinity.

Granton Waterfront Development Framework area offers a range of potential opportunities with some clear physical constraints. The area has many truly incredible assets that should be enhanced and better celebrated. Key opportunities identified are:

- **Coastline:** Granton's coastline is dramatic and biodiverse. It could be greatly enhanced at both local and city level, whilst addressing the Special Protected Area (SPA) to the north and climate change.
- **Existing heritage assets:** Granton is home to a number of important heritage features which could be better celebrated and enhanced.
- **Existing and new communities:** There is the potential to develop sites and connections in a way that integrates new and existing communities.
- **Partnership working:** Granton offers the potential for partnerships between key national, city and local organisations including Edinburgh College, NMS, NGS, Friends of Granton Castle Walled Garden, North Edinburgh Arts and Granton Hub.
- **Culture and Learning:** The learning opportunities within Granton are extensive with links between school, training, culture and work.
- **Future tram:** The City of Edinburgh Council has committed to extending the existing tram network to nearby Newhaven. Further extension to Granton Waterfront is a key opportunity for residents, visitors and workers.
- **Open space:** The area has some high quality green-spaces such as Forthquarter Park, Gypsy Brae and the quarry that could be better connected and activated.

The Development Framework seeks to understand the constraints, turn these into opportunities where appropriate and ensure any risks are identified and mitigated from the outset. Key constraints identified are:

- **Coastal flooding:** Risk of long term flooding along coastline.
- **Sloped topography:** Steeply sloping site falling almost 30m from West Granton Road down to the water.
- **Contaminated land:** Residual contamination from post-industrial use
- **Utility infrastructure:** Significant utility routes and connections run through the site.
- **Transport connections:** Existing transport connections will require improvements to meet demands of future development and to encourage low carbon and active travel choices.

See: Appendix A2.3 for more detailed site observations with quotes recorded during the engagement process.

Photographs from Development Framework Area identifying some of the key opportunities



Fig. 2.0: Aerial image of Granton Waterfront, 2018, from Edinburgh Shoreline project video

2. VISION + PRINCIPLES

Setting out a Vision for Granton at a local and global level.

- 2.1 Vision for Granton
- 2.2 Regional Scale
- 2.3 City Scale
- 2.4 Granton Principles



2.1 Vision for Granton

LOCAL

A coastal community at the heart of the region.

A vibrant, healthy and sustainable coastline.

A place where people want to work, live, learn and visit.

Connects people to the coastline and forms an integral part of the city.

Linked to, and contributes towards, the regeneration of surrounding communities.

Safe and pleasant streets which prioritise walking and cycling.

A place which invites entrepreneurship, makes space for nature and prioritises innovation and sustainable living.

GLOBAL

Offers a bold and fresh approach to city living.

Gives the coastline back to the city and its people.

Creates one of Europe's largest natural coastal parks stretching from Lauriston Castle to Wardie Bay.

Positively faces the need for climate resilience.

Takes a low carbon approach in line with UN sustainable goals.

Embraces unique blue-green opportunities.

Sets an aspirational approach to how Edinburgh will evolve in the future.

Vision for Granton

Granton Waterfront is imagined as a vibrant and welcoming coastal community, attractive and accessible to all.

The vision for Granton is summarised on the page opposite. It is a vision that works locally and city wide addressing grass roots challenges and global issues.

Granton will set high ambitions to be transformational in a way that benefits residents, surrounding communities and visitors to the area.

Granton will be a distinctive coastal community that is well connected by a green network, active travel routes and provides a diversity of experience.

Granton will be a driver for new activities, business and innovation. It will enhance the local economy, provide anchor destinations and create cultural and learning opportunities.

Granton will offer a new urban approach that provides a diversity of uses centred around its rich ecological landscape.



Fig. 2.1: Illustrative 3D sketch of Granton Waterfront Development Framework

2.2 Regional Scale

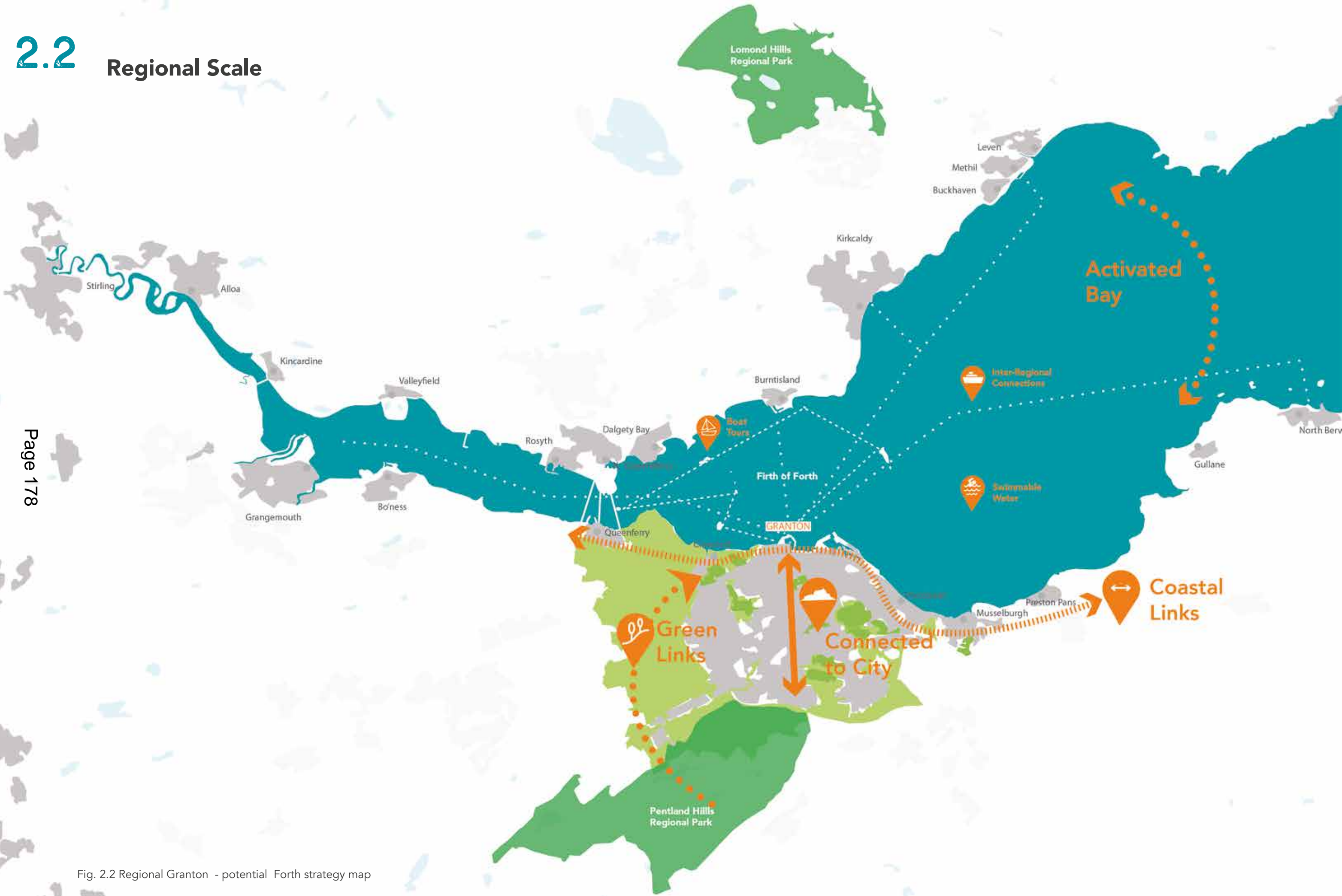


Fig. 2.2 Regional Granton - potential Forth strategy map

Regional Scale

A Coastal Community at the Heart of the Region

The vision for Granton Waterfront involves repositioning Granton as a coastal community at the heart of the region. This provides a key shift in perspective from it being a neighbourhood on the periphery of Edinburgh to it being a neighbourhood central to the Firth of Forth region. With applied 21st Century thinking around urban design, innovation, climate resilience and ecology the area can become a central part of the region once more.

Delivering this vision requires measures that will go beyond the boundaries of the proposed Development Framework to address city-wide issues. In doing so, this vision will not only benefit Granton but also provide opportunities for all neighbourhoods to the north of Edinburgh - and the city of Edinburgh as a whole. The diagrams opposite detail some of these potential measures at a regional scale. Some of these potential measures are illustrated in the diagrams opposite, (Fig. 2.2-2.6).



Coastal Links

Perceive Granton as part of the 'necklace' of communities that surround the Firth. Unlock Granton Waterfront's regional potential by seeing the area as key part of this collection. (Fig. 2.3)



Activate Water

Development of Granton can help in transition to view the Firth of Forth as a Regional Bay shared amongst coastal communities. Key to success of this is activating and accessing the water. (Fig. 2.4)



Green Network

Regionally Granton sits at the heart of two regional parks. The existing green network can be enhanced, connected into the site and forming part of Granton Waterfront's unique identity. (Fig. 2.5)



Connect City and the Forth

Re-connect local neighbourhoods and the city to each other and the water by improving routes to the City Centre, connecting the tram or another form of mass rapid transport to Granton and addressing the east-west routes. (Fig. 2.6)

2.3 City Scale



Fig. 2.7: Granton Waterfront as the next evolution of the city



Fig. 2.8

COASTAL
21stC + beyond



Fig. 2.9

NEW
18thC - 19thC

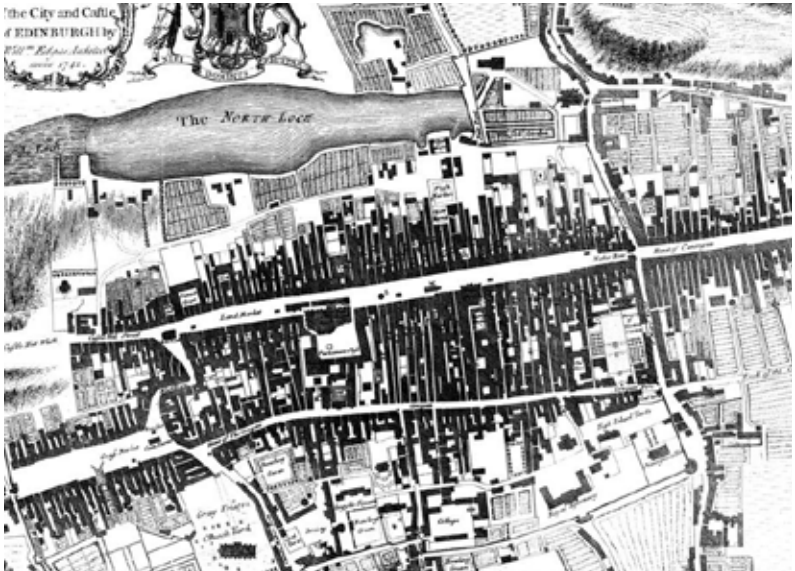


Fig. 2.10

OLD
Medieval



Fig. 2.11: Coastal - Granton Waterfront and coastal park as the next 21st Century evolution of the city of Edinburgh



Fig. 2.12: New Town - the grid of the new town sets up views to the Waterfront and to Princes Street Gardens



Fig. 2.13: Old Town - working with the natural topography and incorporating lanes and car-free routes

Granton Waterfront as the next evolution of the city of Edinburgh

Edinburgh city centre has a world-renowned urban landscape and heritage. Over the centuries it has evolved from the dense medieval pattern of the Old Town, with the sweeping volcanic crags of Holyrood Park, towards the elegant grid of the New Town and Princes Street Gardens. The Development Framework for Granton Waterfront presents the next evolution of the city.

Patterns such as: the New Town grid, which establishes views to the water; the Old Town, which works with the topography to incorporate lanes and car-free routes and the pattern of urban expansion being complemented with world class open space, provide relevant precedents for Granton Waterfront. The Development Framework builds on these unique and proven design approaches and translates them into the 21st century.

As the city continues to grow and evolve, the need for inclusive and sustainable development becomes ever more acute. Development at Granton Waterfront should take a world leading, sustainable approach to urban design, informed by the Scottish Government's National Performance Framework and the United Nation Sustainable Development Goals.

Granton Waterfront - via this Development Framework - presents a once in a lifetime opportunity for Edinburgh to further evolve into a fair, resilient and thriving contemporary city and the potential to truly be, as the poet Ian McMillan describes it, a city *'built on history and ready for tomorrow'*.

"Built on history and ready for tomorrow."

Edinburgh by Ian McMillan

1

Coastal

Celebrating the Firth of Forth’s unique shoreline to be inclusive, climate resilient and biodiverse. Enhancing and expanding spaces to provide open access to natural and urban coastal activities for the neighbourhood, community and city.



2

Re-connected

Linking new and existing neighbourhoods not only with each other but with surrounding areas, Granton Harbour and the city - both physically and socially. Ensure regeneration benefits surrounding neighbourhoods and prioritise low carbon travel.

3

Urban

A vibrant urban environment, with space for living in a 21st Century urban condition, providing an intelligent mix of housing, working, education and dynamic civic and cultural destinations.



4

Living

Inhabiting pleasant streets and open spaces which incorporate nature to improve well-being for all in the community and enhance biodiversity.

5

Robust + Flexible

Creating a robust framework, with space for future flexibility to create fresh and diverse opportunities for health, energy, production, work, and learning that stand the test of time.



Fig. 2.19

7

Responsible

Developing a self-sustaining neighbourhood within the wider city of Edinburgh with a circular economy addressing the climate emergency, work, enterprise, learning, health, energy and social mobility.

A series of guiding ‘Granton Principles’ are defined opposite. These should guide the future development of Granton Waterfront to ensure it becomes a unique coastal community.

These principles have been developed to be flexible enough to allow for future uncertainty but be robust enough to maintain an overall vision for the area.

6

Rooted

Reinvigorating existing heritage assets and working in partnership with local community organisations and residents to further strengthen Granton’s identity, physical environment and character.



Fig. 2.18



Fig. 2.20

The vision and principles describe the kind of place Granton Waterfront is to be. The Development Framework describes how this will be achieved.



Fig. 3.0: Wardie Bay Swimmers, images courtesy of Anna Deacon Photography

3. DEVELOPMENT FRAMEWORK - HIGH LEVEL STRATEGIES

This Chapter outlines the various high level strategies that make up the Development Framework.

- 3.1 Development Framework
- 3.2 Landscape and Public Spaces
- 3.3 Blue-Green Infrastructure
- 3.4 Historic Assets
- 3.5 Connections, Access and Views
- 3.6 Integrating Public Transport and Active Travel
- 3.7 Vehicular Movement and Parking
- 3.8 Block Structure and Street Frontages
- 3.9 Housing Typologies and Tenure Mix
- 3.10 Heights and Massing
- 3.11 Proposed New Uses
- 3.12 Sustainability and Energy Strategy
- 3.13 Refuse Strategy



3.1 Development Framework



1. Setting back development from shore line to create coastal park, (Fig. 3.1)



3. Establishing internal green spaces and green network, (Fig. 3.3)



2. Strengthening key streets / anchor uses, (Fig. 3.2)



4. Working with heritage assets, views and existing routes, (Fig. 3.4)

Development Framework

This Chapter outlines the various elements that make up the Development Framework.

A series of key elements are incorporated within the Development Framework. These reflect the vision and principles outlined within Chapter 2.

The diagrams opposite (Fig. 3.1-3.6) identify these as follows:

1. Setting development back from the shoreline to create a flood resilient coastal park.
2. Strengthening key arteries to and from the site and building on existing anchor uses.
3. Establishing landscape and public spaces and integrating with the wider green network.
4. Working with heritage assets, views and existing routes.
5. Integrating public transport and active travel.
6. Establishing an urban block structure and promoting connectivity.

These set the parameters and priorities for Granton Waterfront and establish a clearly identifiable and developable block structure that is robust and flexible. This allows the neighbourhood to evolve in a holistic and phased way within a clear and coordinated structure.



5. Integrating public transport routes, (Fig. 3.5)



6. Establishing an urban block structure and promoting connectivity, (Fig. 3.6)

3.1 Development Framework



Development Framework area to west to remain as protected open space.

Indicative block layout as per Granton Harbour Masterplan

KEY

- Proposed building footprints (within CEC ownership and/or identified for development)
- Proposed building footprints (outwith CEC ownership or with existing buildings to be retained and/or subject to other planning conditions)
- Existing Buildings

Fig. 3.7: The key elements of the Development Framework are illustrated above in an indicative building block footprint plan. This diagram is indicative of the approach that could be taken. However, building footprints will be the subject of detailed applications.

Development Framework



KEY

Urban block structure (within CEC ownership and/or identified for development)

Urban block structure (outwith CEC ownership or with existing buildings to be retained and/or subject to other planning conditions)

New coastal park and east - west route.

Green space network.

Key arteries connecting Development Framework area to city centre.

Urban anchors: focal areas for non-residential development along W. Granton Road, W. Harbour Road and Waterfront Broadway. Retaining and re-connecting key historic buildings within these areas where possible.

The diagram, left (Fig. 3.8) illustrates how the elements highlighted on the previous spread combine to provide the structure for future development.

1. The coastal park (shown in pink) should be extended along the waterfront from the east to form a new resilient and dynamic coastline. This connects into the existing open space to the west of the Framework, which should be retained and enhanced.

2a. Key arteries (shown in orange) linking from south of the city centre into Waterfront Broadway and from Leith/city centre to the east should be reinforced with road improvements to better connect new and existing communities to one another and the wider city.

2b. Urban anchors (shown in yellow) should be formed at two key locations along these routes. Waterfront Broadway/gas holder down to the waterfront and along West Harbour Road. These should be focal areas for non-residential uses positioned at ground floor.

3. Landscape and public spaces

A range of green spaces should be established and development should connect to and enhance the existing green network where possible.

4. Heritage assets, views and new / existing routes

Development should take advantage of views to the sea, city, park, gas holder and other heritage assets, which should be retained where possible. The street layout should enhance views and connect to existing routes.

5. Public transport and active travel should be integrated along key arteries and key streets.

6. The urban block structure sets out build zones and a street layout which future development should adhere to.

The following pages expand upon the key principles to establish high level strategies for the Development Framework area. Future proposals should generally accord with the guidance in the subsequent sections.

Fig. 3.8: Diagram illustrating the key elements to structure future development

3.2 Landscape and Public Spaces



Fig. 3.9: Diagram indicating location and distribution of public spaces and landscapes

City Scale



Existing Firth of Forth is a varied and biodiverse waterfront (with various protected areas) linking coastal communities on a regional scale, (Fig. 3.10)



New Coastal Park to be created to provide recreation and amenity for Edinburgh's residents and visitors and to provide integrated flood defences, (Fig. 3.11)

Neighbourhood Scale



Existing Forthquarter Park is an already established neighbourhood scale landscape, (Fig. 3.12)



New Cultural Plaza to be formed along the existing Diagonal path/cycleway at key junction between proposed new NGS and NMS facilities, (Fig. 3.13)

Local Scale



Existing Quarry pond is currently inaccessible. It should be retained and activated, (Fig. 3.14)



New Community pitches associated with school to be provided. Final site to be determined but it should be in proximity to new school and be accessible to community outwith school use / hours, (Fig. 3.15)

A range of public spaces are to be established with differing characters which integrate with the green network.

The aim of the landscape strategy is to create a hierarchy of linked public spaces and routes. These are broken down into: city, neighbourhood, local and street scale spaces. The diagram opposite (Fig. 3.9) illustrates where new city and neighbourhood public spaces should be created and where existing spaces should be retained and enhanced. It also provides an indication of the distribution and location of local and street spaces.

City Scale: spaces should offer leisure, recreational opportunities and amenity for all of the community and visitors. They should be connected to the wider city through public transport and active travel routes. Biodiversity should be protected and enhanced and ecological corridors connecting to wider green networks established. The new coastal park should provide areas of high-quality landscaped amenity space alongside more natural spaces. Flood defences should be integrated into the landscape design.

Neighbourhood Scale: spaces should connect into the city scale spaces and provide green and active travel links to surrounding areas. Key civic uses such as the school, health centre and cultural facilities should front onto and be connected by neighbourhood spaces. Active ground floor uses should be focused around these spaces to promote use, activity and opportunities for resource sharing between institutions.

Local Scale: At a local scale, a network of publicly accessible routes and 'pocket parks' are to be positioned throughout the site. These should connect new developments into the surrounding neighbourhoods and the waterfront. They should provide additional green space, variety and local amenity spaces for both new and existing residents. These should be overlooked by surrounding development and provide opportunities for recreation, relaxation, outdoor play and learning.

Street: the design of streets and gardens should also promote and enhance the overall green infrastructure of the development and provide shared or private garden spaces for all residents.

Note: A Habitats Regulation Appraisal (HRA) and Strategic Environmental Assessment (SEA) will be required to further inform impact, scope and relevant mitigation of proposals within this Development Framework.

3.3 Blue-Green Infrastructure

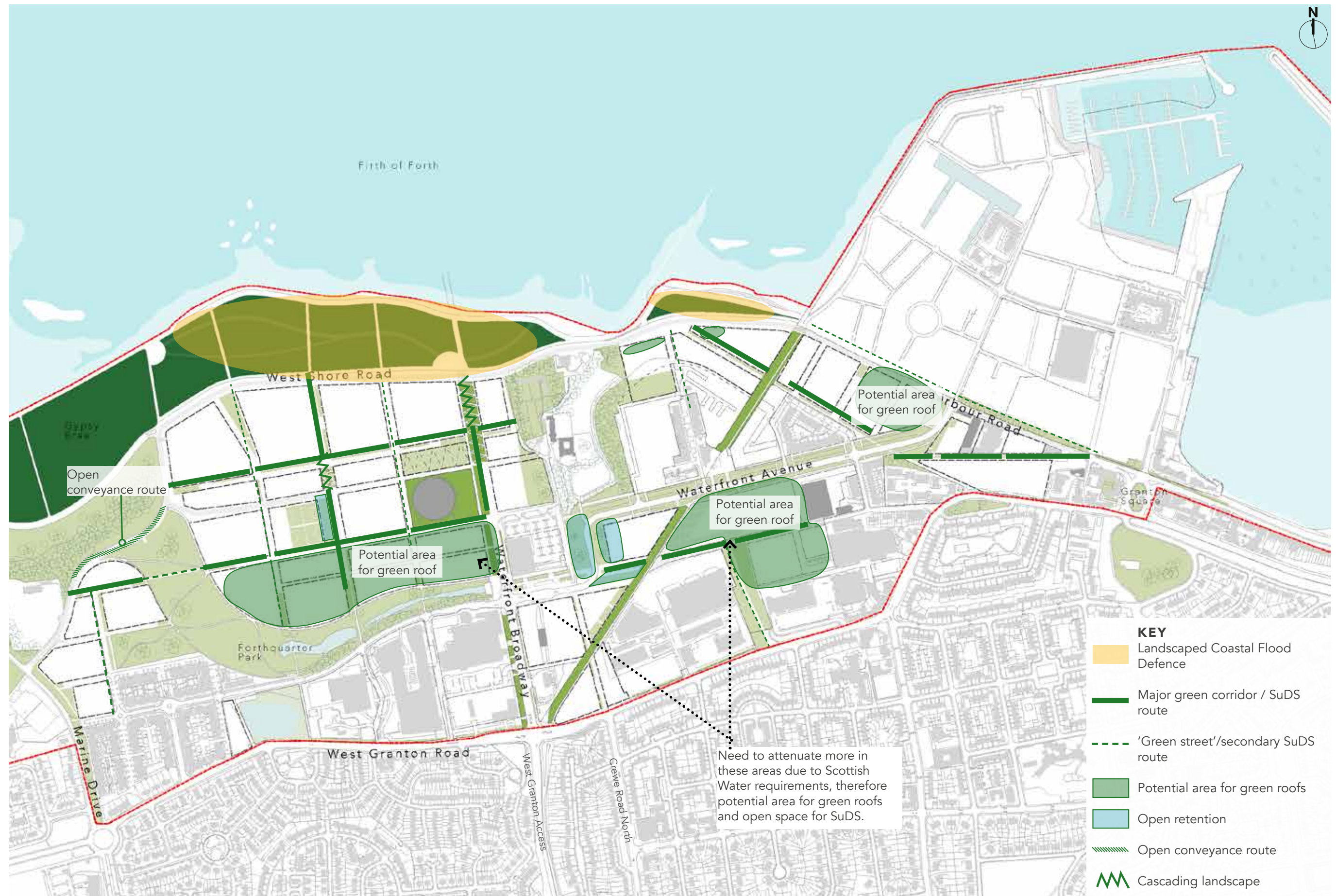


Fig. 3.16: Diagram indicating blue-green infrastructural priority areas and locations

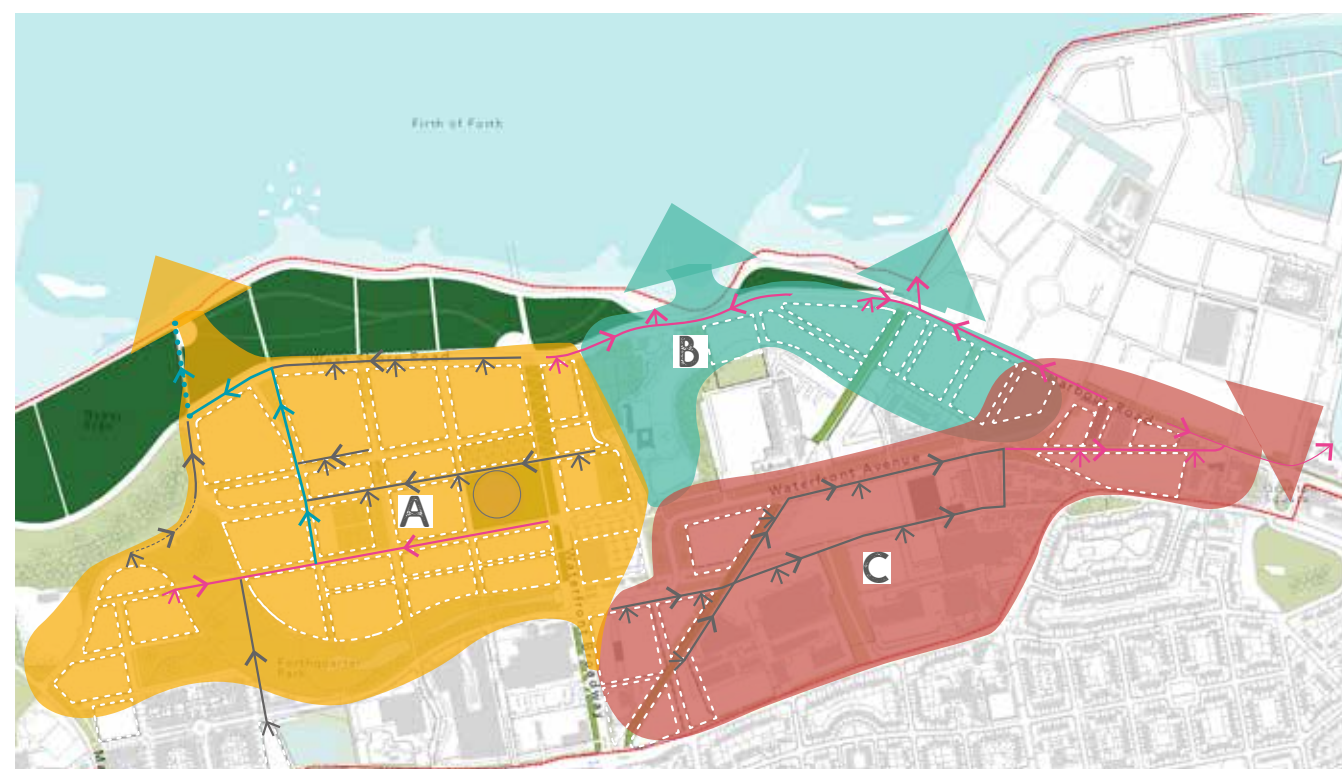


Fig. 3.17: Catchment areas, outfalls and conveyance routes

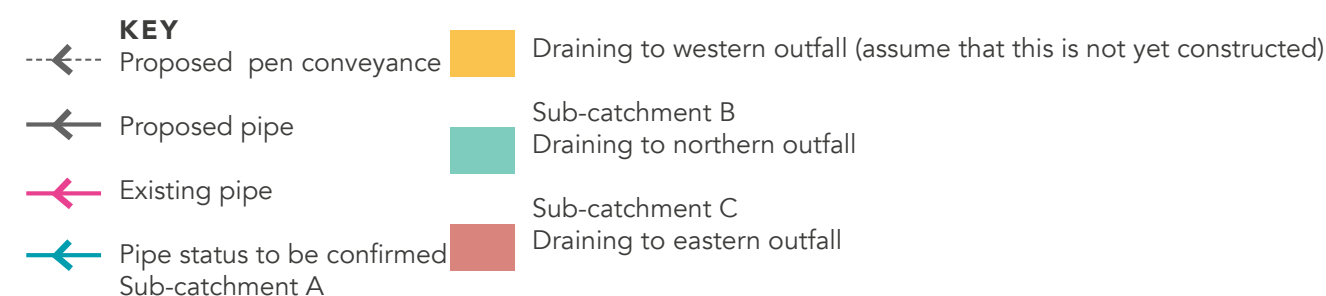


Fig. 3.18: Examples of blue-green infrastructure swales



Fig. 3.19: Examples of blue-green infrastructure green walls

Blue-Green Infrastructure

3.3

An integrated landscape and drainage strategy is to be put in place that provides climate resilience, place-making, space for ecology and well-being.

Blue-Green Infrastructure (BGI) integrates hydrological functions with nature, landscape and planning. It makes use of blue (water) and green (nature, plazas and parks) to future proof drainage infrastructure capacity, protecting against flooding and the effects of climate change. BGI principles should be applied throughout the framework area.

As part of this, development should be set back from the shoreline to create a flood resilient coastal park which manages coastal flood risk through landscape features.

Surface water across the Framework area should be managed and drained via SuDS (Sustainable urban Drainage Systems) to receiving water-bodies or sewers. The SuDS strategy should first focus on maximising prevention and source control measures followed by site control through landscape features. Large engineered regional controls should be avoided where possible. Where these are needed to meet attenuation and treatment requirements they should be used as a placemaking opportunity. SuDS features should be integrated into streets, open-spaces and within building plots and should contribute to a distinctive sense of place and habitat connectivity within the framework area. BGI should work with the existing topography, proposed street and block structure and provide a holistic approach to landscape and drainage. SuDS source control on a plot and site wide basis may include: swales, rain gardens, permeable paving, rainwater harvesting and green roofs in key areas. The diagram opposite, (Fig. 3.16) indicates where key surface water conveyance routes and source control areas should be located relative to an integrated approach to BGI across the site.

A skeleton drainage network and associated sub-catchment areas are shown in the diagram left, (Fig. 3.17). Potential discharge points and acceptable run-off rates have been assessed based on high level topographical information and existing desk top studies. Development within each sub-catchment area should accord with these, with agreement sought from CEC and Scottish Water early in the design stage. Maintenance and adoption regimes and responsibility should also be agreed as early as possible.

3.4 Historic Assets

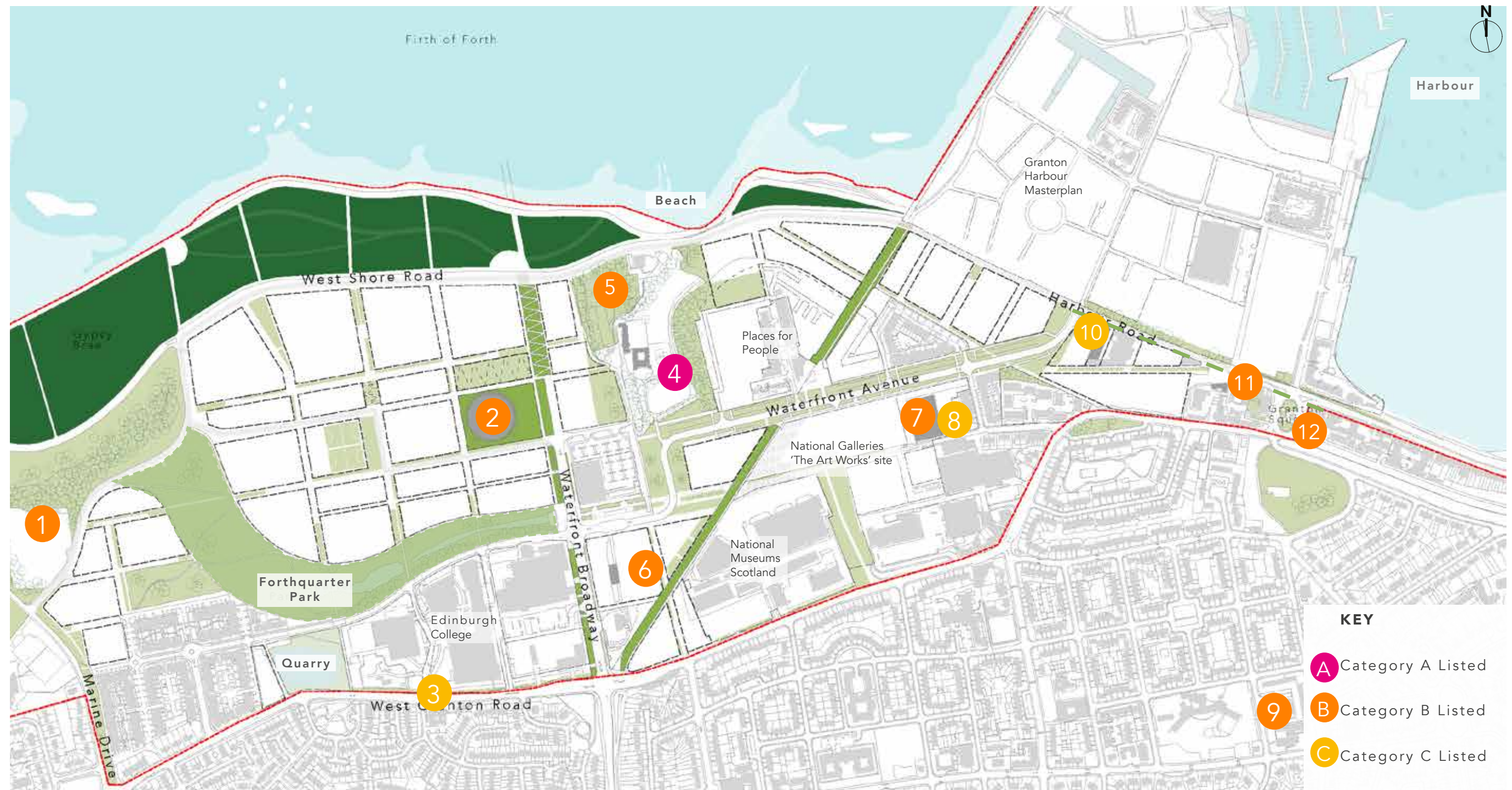


Fig. 3.20: Diagram indicating locations of identified heritage assets



Fig. 3.21:
Craigroyston House



Fig. 3.22:
Granton Gas Holder



Fig. 3.23:
Gasworks Gatehouse



Fig. 3.24:
Caroline Park House



Fig. 3.25:
Walled Garden



Fig. 3.26:
Station Building



Fig. 3.27:
Madelvic Car Factory

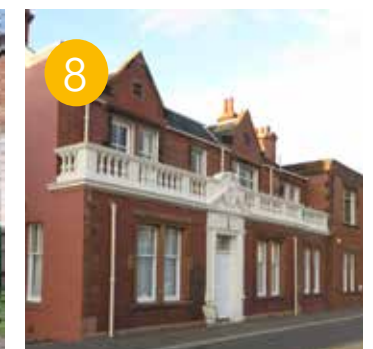


Fig. 3.28:
Madelvic House



Fig. 3.29: Granton Castle, no longer in existence, around since 1479, photo: pre-demolition in 1928

Granton is home to a number of valuable heritage assets and historic buildings. These should be preserved and enhanced by new development.

Heritage assets, including those identified in the opposite diagram and pictures (Figs. 3.20 - 3.33) should, where possible, provide key anchor points for new routes and development. New development should ensure that existing heritage features are linked and integrated into the wider network of open spaces and new routes. The streetscape should establish views to and protect the setting of existing assets. Notably, the historic setting of Caroline Park House as a private home of historic significance should be maintained.

Many of the existing vacant buildings such as The Granton Gas Holder, Station Building and Madelvic Car Factory should be subject to creative and adaptive re-use. Opportunities to develop and enhance Granton Castle Walled Garden as a community based garden should also be explored. Proposals for these important buildings and landscapes should consider short, medium and long term potential and opportunities - including creative meanwhile uses whilst development opportunities evolve.

The policies developed for the heritage assets within Granton should be based primarily on the approach and processes set out in BS 7913: The Conservation of Historic Buildings. This approach uses significance as a framework for managing, revealing and enhancing the historic environment. It is also a practical strategy that takes into account drivers for change, whether they be economic, social, environmental or building condition.

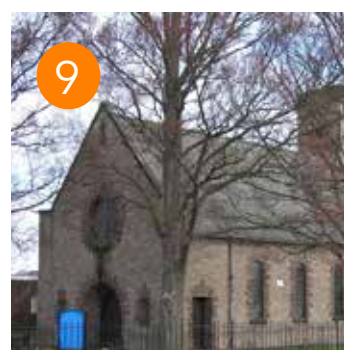


Fig. 3.30:
Granton Parish Church

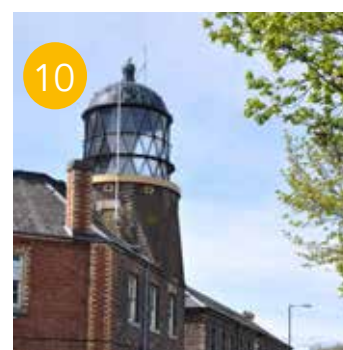


Fig. 3.31:
Granton Lighthouse



Fig. 3.32:
Former Custom House



Fig. 3.33:
Granton Square

3.5 Connections, Access and Views

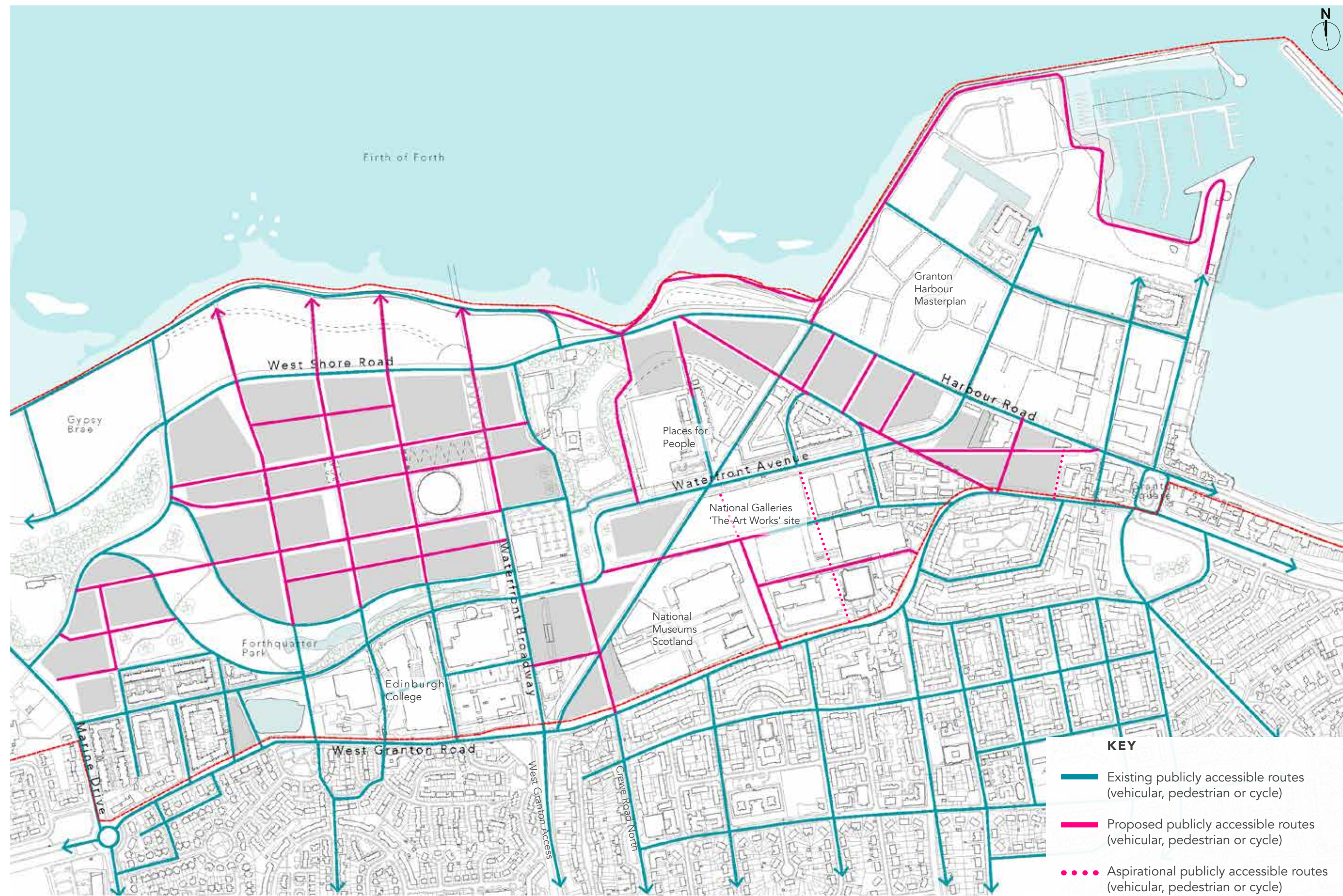


Fig. 3.34: Diagram indicating existing (blue) and proposed (Pink) routes through and around site



Fig. 3.35: Existing site diagram highlighting the extent impermeable areas (indicated in orange)

A network of safe and well-connected routes should provide access and views for all to the waterfront, parks and key buildings. These should connect new development with existing routes.

The existing site currently lacks permeability and safe routes or access to the waterfront. The diagram to the left (Fig. 3.35) indicates the extent of the challenge with no access through some large swathes of land for up to 500-700m in some areas.

The Development Framework creates a path and street network which provides a series of routes re-connecting new and existing areas. The proposed new routes and connections to existing routes are illustrated in the diagram opposite (Fig. 3.34). Aspirational routes are indicative of areas where increased permeability would be desirable.

The street layout should enhance views to the sea, city and historic assets and should connect to existing routes. These routes should work with the existing topography, street pattern and views and be pedestrian and cyclist friendly. Routes should be publicly accessible, overlooked by development and promote active travel. Street design should align with Edinburgh Design Guidance.

Further detail on the character and guidelines for key routes is provided within Chapter 5 and Chapter 6.



Fig. 3.36: Existing coastline and views to the Firth of Forth



Fig. 3.37: Provide views to coastline and park along shared green routes

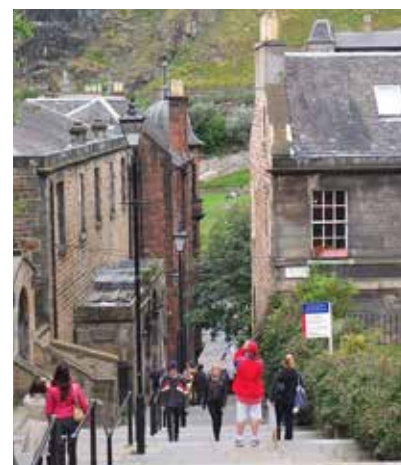


Fig. 3.38: Streets and sloped topography in Edinburgh city centre

3.6 Integrating Public Transport

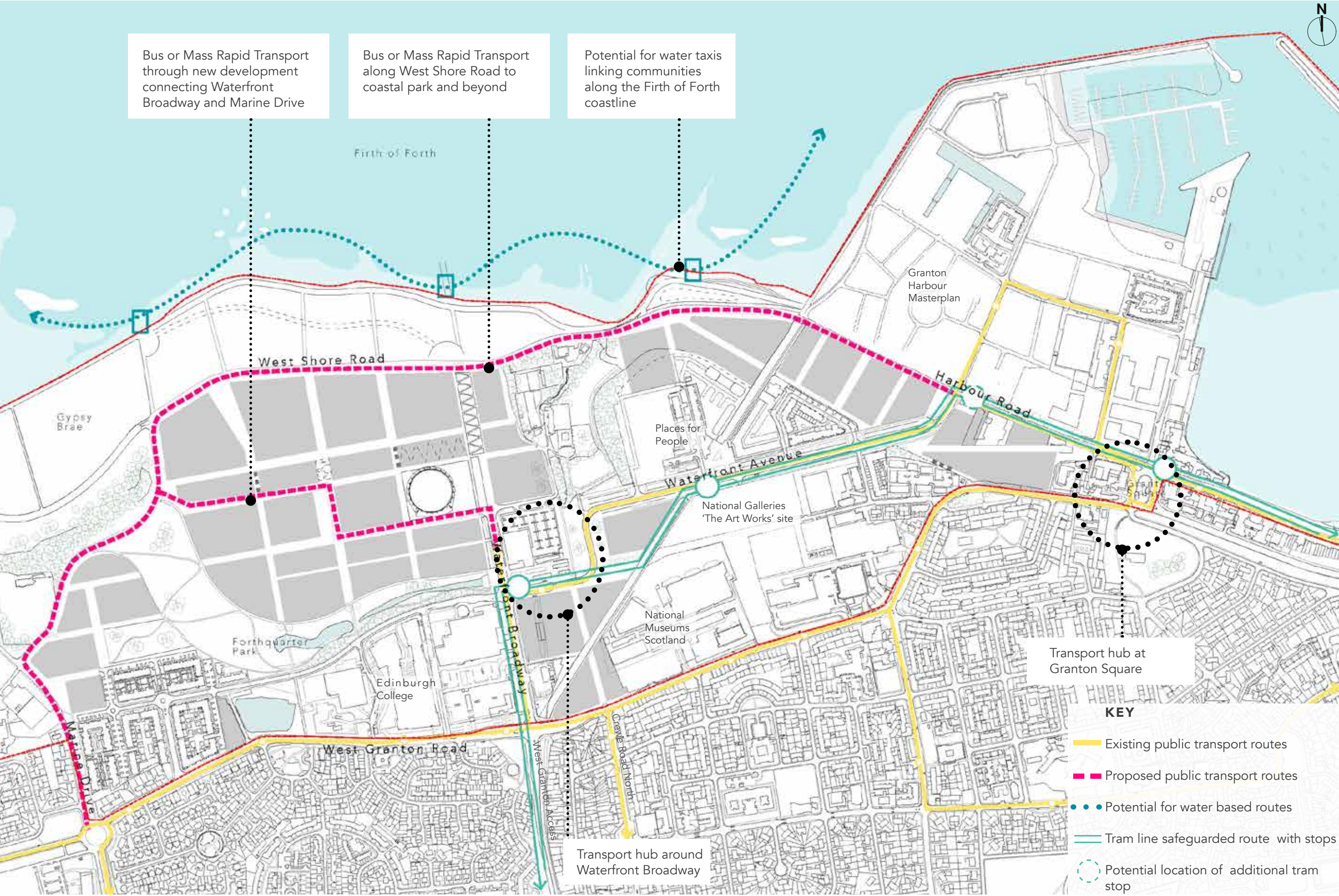


Fig. 3.39: Diagram indicating public and Mass Rapid Transport (MRT) routes, bus routes and transport hubs

Integrating Public Transport and Active Travel

Granton Waterfront should lead the way in Scotland with a low carbon approach to transport that ensures the area is sustainable and well connected.

Current key policy and guidance rhetoric in Scotland is rapidly moving towards 'low-carbon placemaking' policies which provide for a broader, sustainable, low carbon travel ethos. A transport strategy for Granton Waterfront has been developed. This proposes a series of modal shifts in transport behaviour to ensure a move away from individual car ownership towards active travel, high speed public transport, electric car and car-club opportunities with cycle routes and two new transport hubs. Transport proposals for Granton should support current policy and strategy and also demonstrate flexibility and foresight to be able to adapt and evolve with the fast pace of innovative social and technological change. Future development proposals in Granton Waterfront should illustrate how they support this approach.

Further considerations include:

- Proposed transport routes, identified in diagram opposite (Fig 3.39), should provide the potential to extend the local bus network.
- Bus and mass rapid transport (MRT) stops to be located within distances stipulated in PAN 75 (extract provided to left) from new development.
- The tram line safeguarded route should be maintained to ensure that future MRT options remain possible.
- Provision for electrical car charging infrastructure should be integrated across the framework area, in line with the requirements set out in the Edinburgh Design Guidance.
- Car clubs should be provided at key locations across the site.
- Potential for transport hubs to be located at 2 key locations in the framework area to include: public transport interchange facilities; electric vehicle charge points; interactive way finding; car club spaces; bike rental; delivery collection points and cycle parking (see Fig. 3.39).
- The coastline should provide potential for water based transportation stops.



Fig. 3.40: Water taxi, Rotterdam



Fig. 3.41: Transport hub and interchange, Copenhagen



Fig. 3.42: Car clubs and electric car charging points



Fig. 3.43: Cycle hire scheme

Planning Advice Note 75 (PAN 75) provides good practice guidance for planning authorities and developers. One of its main intentions is to ensure that new developments are more user focused and provide genuine travel choices in order that each mode of transport achieves its full potential and interchange between modes is also simplified.

In terms of accessibility one of the key aspects of PAN 75 is to stipulate recommended walking and cycling distances for access to key services and facilities. It recommends that new development should be located so as to allow access to bus services within a maximum distance of 400m (5 minute walk) and up to 800m (10 minute walk) for rail. Local services such as shops, post offices and GP offices should also be available within a 1,600m walk (20 minutes).

3.6 Integrating Active Travel

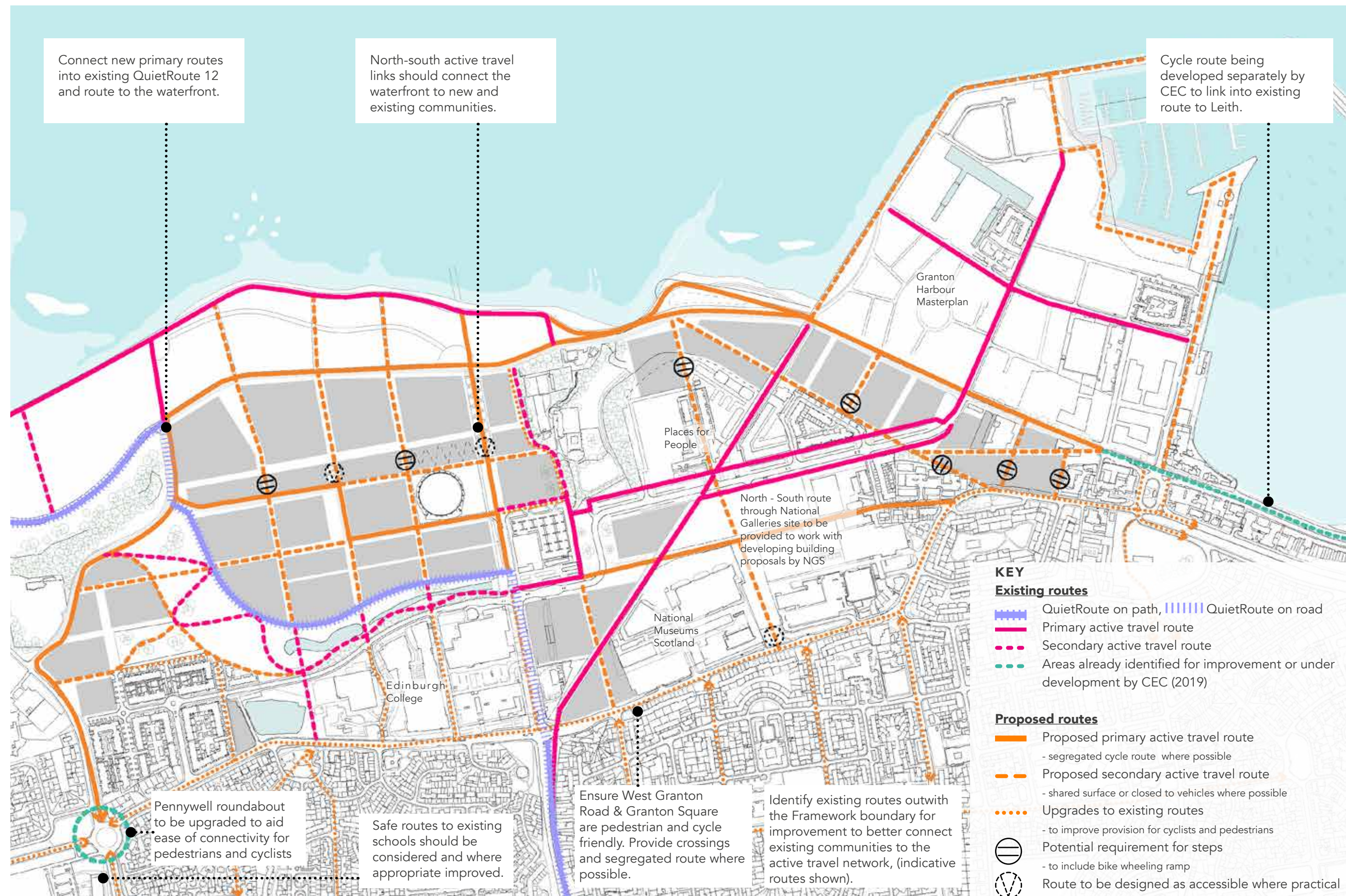


Fig. 3.44: Diagram indicating existing and proposed active travel routes

Integrating Public Transport and Active Travel

Active travel modes should be prioritised and where possible measures to encourage their use should be implemented.

Walking and cycling are the most cost effective and environmentally friendly modes of travel and development should support the uptake of these modes. A distinct network of footpaths and cycleways should be provided all of which should be well lit and overlooked by development. Maximising and enhancing active travel connections out-with the Development Framework area to and from key destinations should also be considered.

Further considerations include:

- Residential streets should be designed to be pedestrian and cyclist priority.
- West Granton Road and Granton Square should be upgraded to be pedestrian and cycle friends and provide segregated cycle routes where possible.
- Local amenities should be provided across the site to minimise the need for outward travel.
- New walking and cycling routes should be provided to infill gaps in the current provision, (as indicated in Fig.3.44). Primary routes should be wider and connect into key routes to link the development framework site to the wider city. Segregated cycle routes should be provided along key vehicular arteries where possible.
- Streets design should incorporate on street cycle parking, especially in proximity to key public spaces and non-residential uses.
- Transport for Edinburgh's Bike Hire Scheme rental stations should be provided at transport hubs in Granton Waterfront. Other potential locations for the expansion of this network should be considered.
- Cycle and pedestrian routes should be designed in line with CEC guidance.
- Development should minimise the impacts of gradient changes within the site and provide accessible routes, where possible.
- New pedestrian and cycle crossing points should be incorporated at key points on north-south routes to West Shore Road, West Granton Road and Lower Granton Road.



Fig. 3.45: Segregated active travel routes along key arteries



Fig. 3.46: Car free streets with sufficient daylighting which incorporate space for play and socialising

3.7 Vehicular Movement

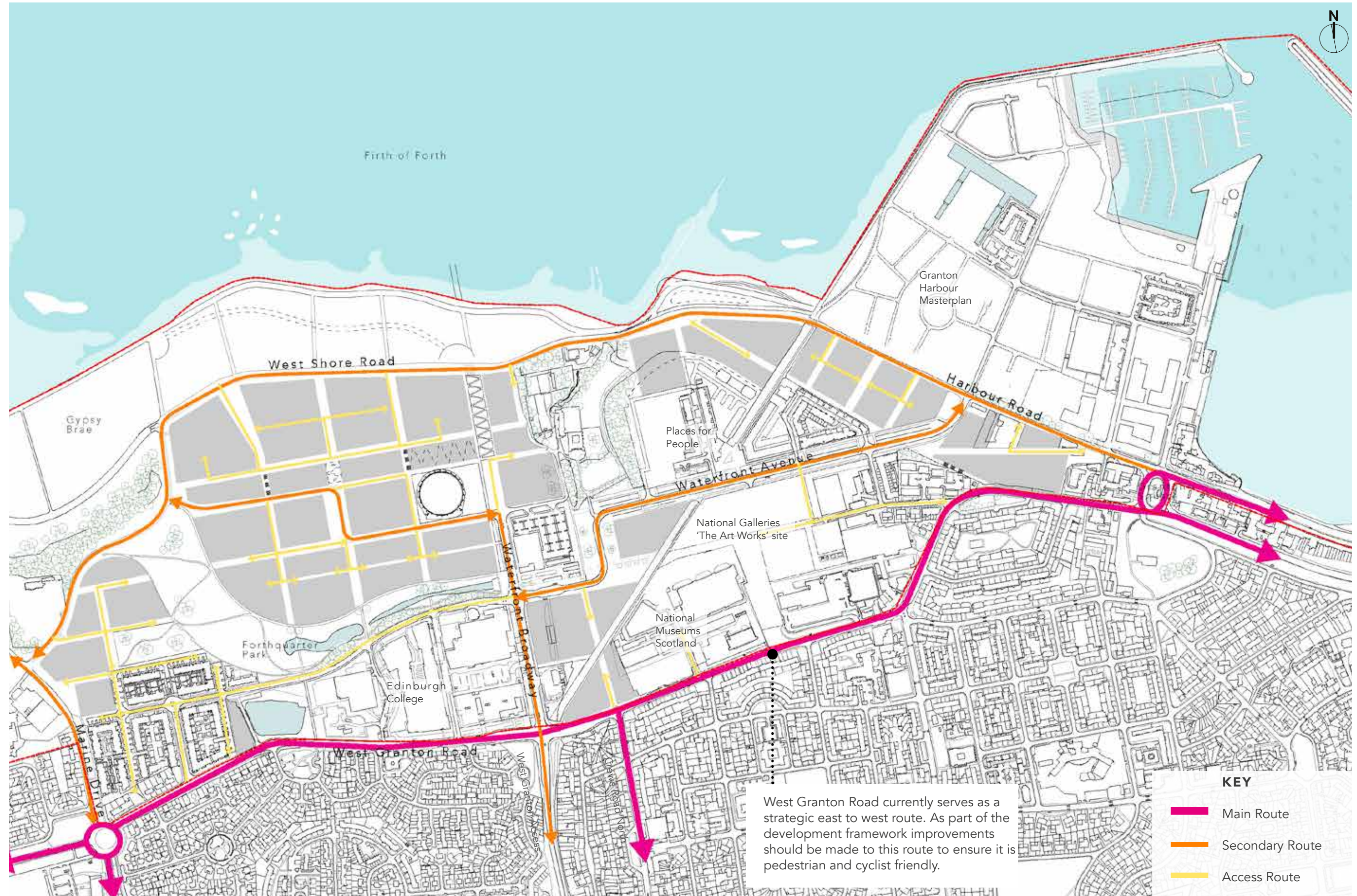


Fig. 3.47: Diagram indicating vehicular routes and road hierarchy



Fig. 3.48: Parking to back courts, Edinburgh



Fig. 3.49: Parking integrated into streets, Rotterdam

Residential areas are to have safe, pedestrian-centred streets.

The diagram opposite (Fig. 3.47) demonstrates the vehicular hierarchy across the site. This indicates primary, secondary and tertiary access routes.

Main routes should provide the main vehicular circulation routes to link Granton to the city centre and beyond. Upgrades to key junctions and roundabouts should be considered. These streets should be pedestrian and cycle friendly and provide crossing points at key locations.

Secondary routes should provide circulation and access for local traffic with segregated cycle lanes. Public transport and active travel should be prioritised with the potential to extend the local bus network along these streets.

Access routes should be shared space routes for local vehicle and service access only. Consideration should be given to some of these routes being designated pedestrian / cycle only. Other routes within the framework not highlighted here should be pedestrian / cycle only, with controlled service access.

Parking

Private car parking provision should be kept as low as possible across the site, with a maximum of 25% parking across the site. This should be supported by the promotion of the modal shifts in transportation methods and improved public transport links as outlined earlier.

The majority of resident parking is to be provided in-curtilage or to back courts. Only visitor, accessible, electric charging and car club parking spaces should be provided on the street. Where this is provided, it should be designed to be integrated with the streetscape and landscape features. A consistent approach to parking is preferred across the site. However, individual blocks may propose alternative parking solutions so long as they can be justified to provide similar benefits to access or amenity.

Secure cycle stores should be provided within blocks at key locations with direct and dedicated access to streets.



Fig. 3.50: Illustrative view of new residential street looking towards the Firth of Forth



3.8 Block Structure and Street Frontages

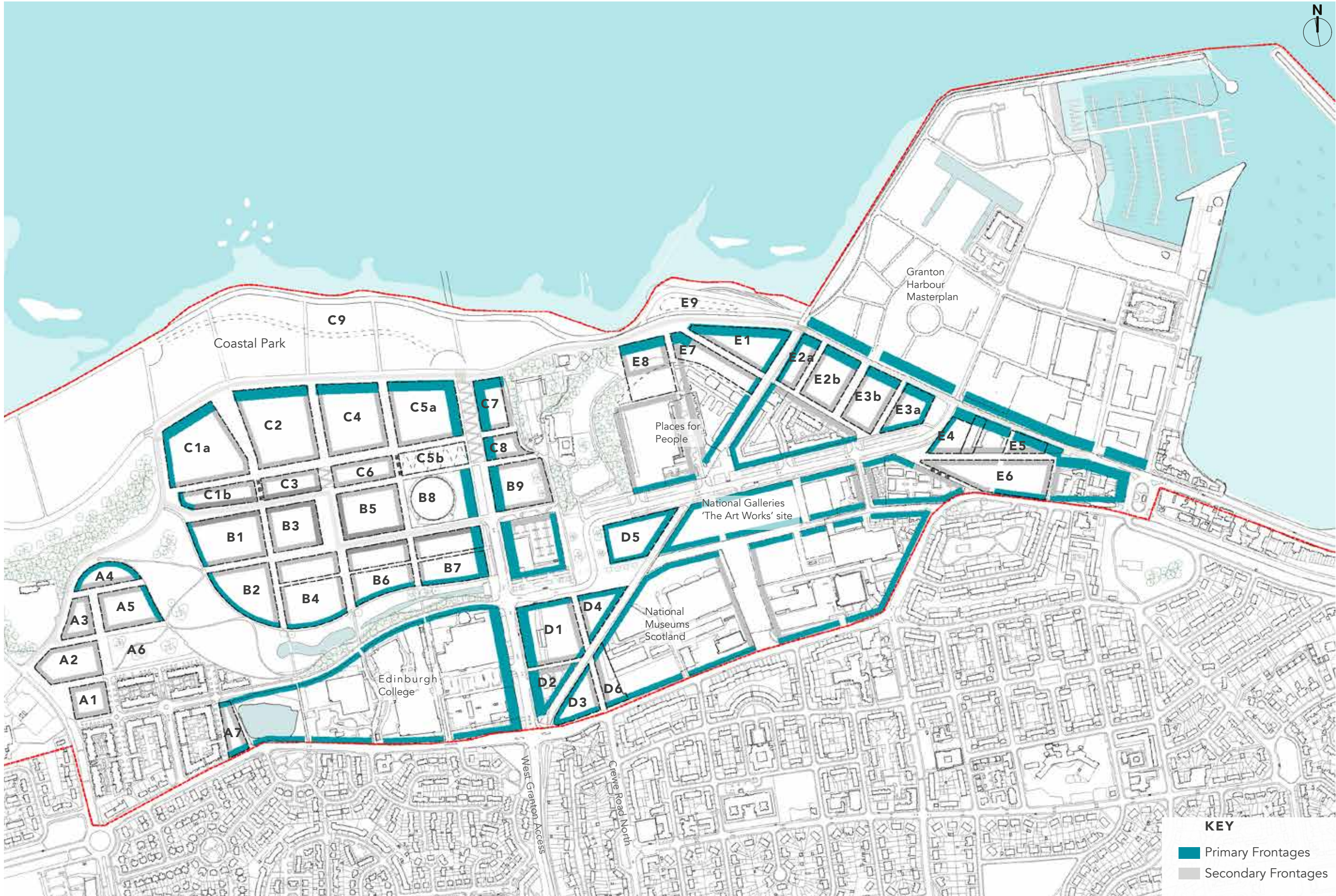


Fig. 3.51: Diagram indicating proposed block structure and primary and secondary frontages



Fig. 3.52: Primary frontage example



Fig. 3.53: Secondary frontage example

A clearly defined block structure is to set out street frontages which have clear urban delineation between public and private areas.

The Development Framework should set up an urban block structure based on the layout set out opposite (Fig.3.51). This block structure should be developed to avoid significant diversions to existing utility infrastructure - see Appendix A2.4. Indicative block numbers are provided here, which are referred to in subsequent pages of the report.

All development should aim to build to the block perimeter to define an urban character and to provide a hierarchy of frontages within the blocks with distinct approaches taken to primary and secondary frontages. Examples of primary and secondary frontages are illustrated opposite, (Fig. 3.52-53).

Primary frontages should respond to key urban anchors such as the coastal park, West Granton Road, Waterfront Broadway and Harbour Road. They should respond to their adjacent character area and address the primary streets appropriately. Active and non-residential uses should be concentrated along these primary frontages. Small privacy buffers or areas where activity can spill out on to street should be considered at ground floor.

Secondary frontages should address the local streets and be distinct from the primary frontages. They can incorporate a privacy buffer such as a small residents garden or planting. They should remain active through positioning of entrances and key living spaces facing onto these frontages.

All street frontages must provide clear delineation between public and private areas using a variety of low walls, fences and landscaping. Active ground floor uses and principle living areas should be clearly articulated on building façades so that they generate activity to the street, capture views and provide variety to elevation treatments.

Each block sits within a specific character area (outlined in detail in chapter 4) which further define the uses, typologies and identity of particular areas within the Framework. More detailed examples of street sections for key frontages are provided in chapter 5.

3.9 Housing Typologies and Tenure Mix

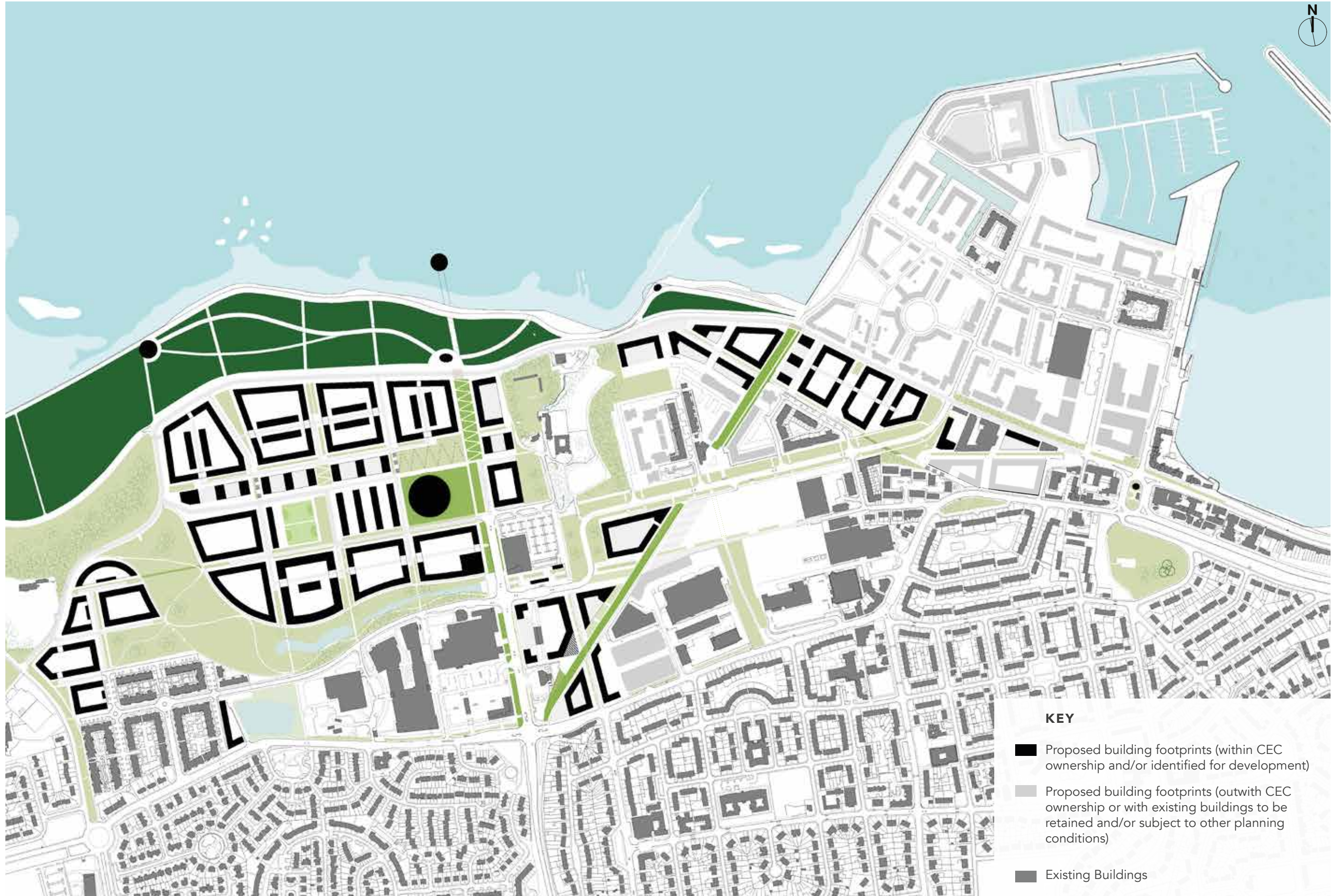


Fig. 3.54: Diagram showing indicative block footprint layout and mixture of typologies



Fig. 3.55: Self-Build Development, Portobello



Fig. 3.56: Marmalade Lane CoHousing, Cambridge



Fig. 3.57: Tenure Blind development in nearby Pennywell



Fig. 3.58: Safe Streets, with defined public and private spaces, Cambridge

Proposals should aim to deliver mixed size, typology and tenure blind development serving a wide range of households with homes for both sale and rent.

A variety of house types and approaches should be provided across the site which enable people to live in homes and streets that are fit for individual and changing needs. Housing should be a mixture of sizes and tenure blind where possible. The potential for alternative housing models such as CoHousing and self-build should be considered.

Typologies should avoid single-aspect homes and long-internal circulation lobbies. Instead they should maximise opportunities for natural ventilation, light and social interaction between neighbours. All housing should provide residents with private or shared amenity space and clearly defined boundaries between public and private spaces.

The diagram and examples opposite (Fig. 3.54-3.58) are indicative of the location and typology of blocks that could be taken. These relate to traditional Edinburgh typologies and include: perimeter blocks; mews housing; colonies; point blocks and 'Gusset' corner buildings. These typologies have been selected to align with the Development Framework principles and to provide family accommodation in accordance with Edinburgh Design Guidance.

Alternative footprints and typologies may be proposed but they should demonstrate how they respond to the site's unique topography, Character Areas, Principles and Vision. They must also demonstrate how they align with the requirements established by the Development Framework.

More detailed layouts of typologies are provided for reference in Appendix A2.5.

3.10 Heights and massing

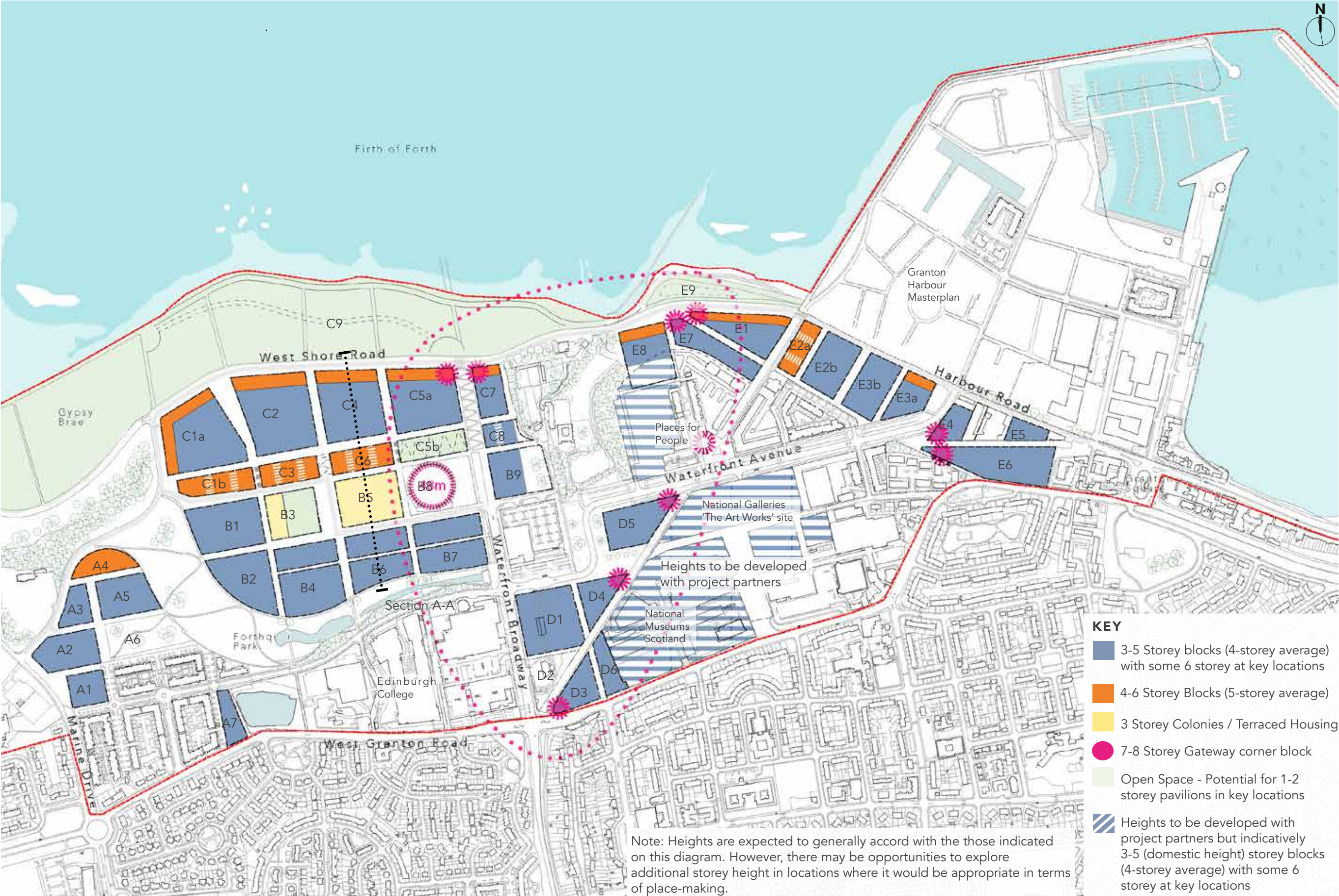


Fig. 3.59: Diagram indicating heights

Heights and massing



Fig. 3.60: Point blocks at key corners mark entrance gateways.



Fig. 3.61: Medium rise, human-scale blocks to majority of site



Fig. 3.62: Low rise colonies and town houses in key locations and potentially within perimeter blocks



Fig. 3.63: Small pavilion buildings for refreshments and low impact coastal activities. e.g. Sauna in Helsinki



Development should respond to the site's sloped topography and provide a mix of building heights and forms.

The majority of development within Granton should be medium-rise. The proposed building heights should vary across each block to respond to particularly sloped situations, character areas/uses and key views and gateways. The development of the entire block to an entirely consistent height should be avoided. Heights should vary along individual frontages - within each block - to create a varied roofscape that optimises views and daylight, with an emphasis on higher buildings at key gateways and strategic routes. Equally, the site should consider opportunities for lanes and mews development, particularly within larger and stepped blocks. The proposed heights for each block (Fig. 3.59) and illustrative design approaches to buildings (Fig. 3.60-3.63) set out by the Development Framework are illustrated opposite. Heights are expected to generally accord with the those indicated on Fig. 3.59. However, there may be opportunities to explore additional storey height in locations where it would be appropriate in terms of place-making.

Regardless of height, all development should provide animated street frontages and respond directly to existing site assets and topography, as illustrated in the indicative section A-A below, (Fig. 3.64). All proposed heights will be required to demonstrate sufficient daylighting to habitable rooms and sunlight to amenity space in accordance with the Edinburgh Design Guidance. The proposed density and massing of development should also ensure Granton has an urban feel, pleasant streets, well lit back courts and people-centred spaces.

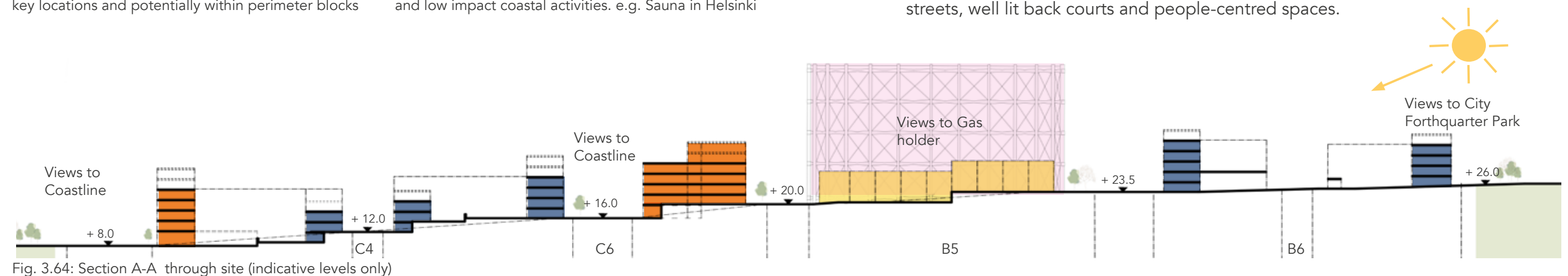


Fig. 3.64: Section A-A through site (indicative levels only)

3.11 Proposed New Uses

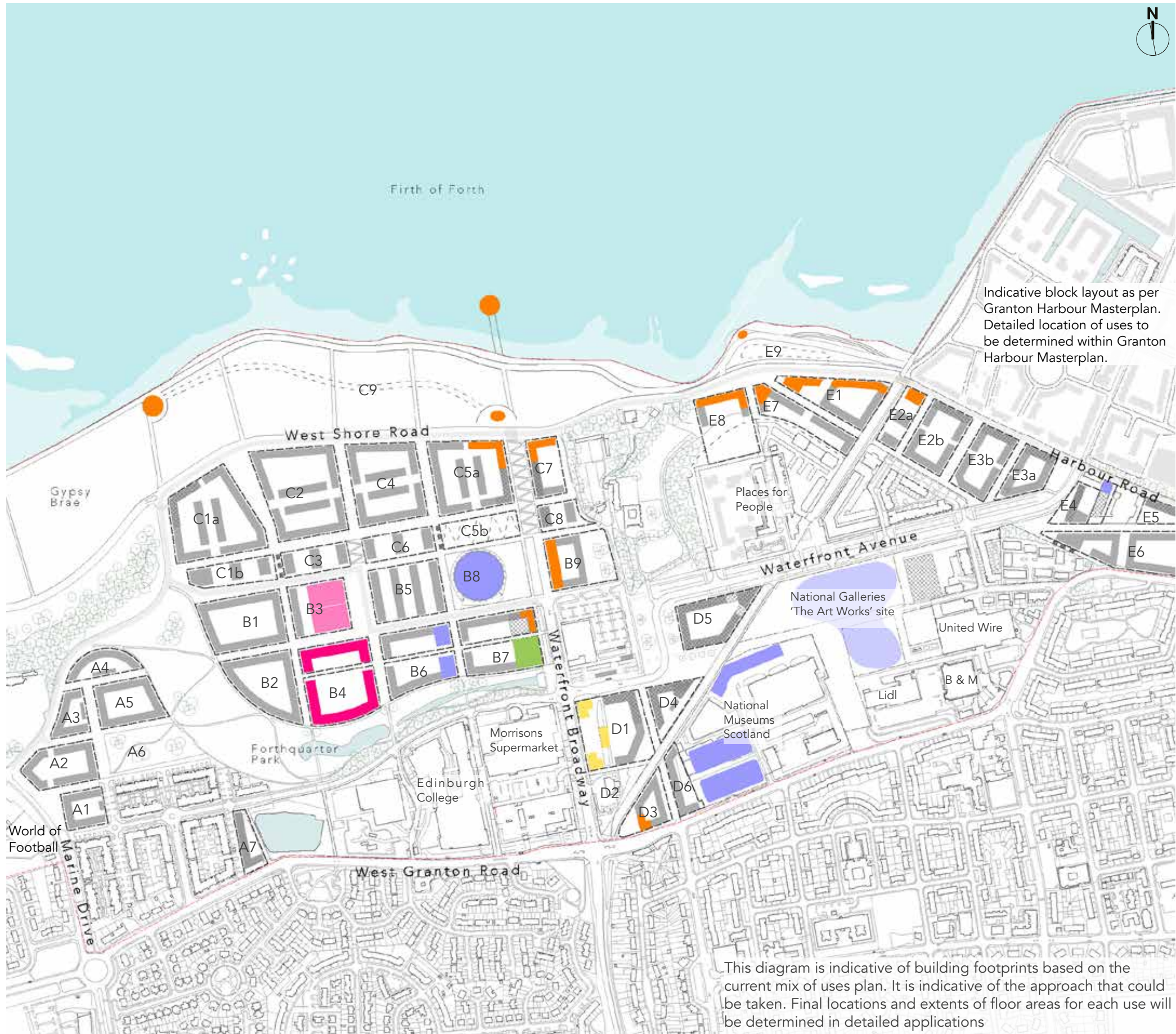


Fig. 3.65: Diagram showing indicative uses and locations

- Residential**
The Development Framework should consist mainly of perimeter residential blocks with mixed use ground floor spaces at key locations.
- Class 1, 2, 3, 4** (1 = shops, 2 = financial, professional and other service, 3 = food and drink and class 4 = business)
Community spaces, shops and cafés should be provided at ground floor throughout the development Framework focused around key public spaces and routes. Housing should be provided to upper floors.
- Additional Class 1, 2, 3, 4**
Areas should be designed to allow for potential inclusion of non-residential ground floor uses if demand is there.
- Healthcare**
Provision has been made for a potential 1400 sqm health centre subject to NHS Lothian confirming their requirements. It is proposed that this be located to the prominent corner at Waterfront Broadway and Forthquarter Park as part of the key pedestrian link between a new transport hub and the pedestrian link to the Waterfront. There are opportunities to link this with elderly supported housing.
- Education and Learning**
Proposals for the integration of a new urban primary school are being developed by CEC. There is an opportunity for complementary facilities, such as a nursery, library and community pitches located overlooking Forthquarter Park (B4). These are to be considered within the context of the urban character of the area. Site for proposed new Edinburgh College Construction Skills Centre to be around Waterfront Broadway and to provide links to other learning and education facilities.
- Arts and Culture (mixed use)**
Proposals for a new National Galleries 'The Art Works' building, new use for gas holder, library and extensions/adaptations to the existing National Museums site.
- Enterprise and Innovation**
Area to be considered for start-up and new business, learning and community spaces. These should incorporate publicly accessible facilities.

Fig 3.62B
Proctor & Matthews Architects and
photographer Tim Crocker

Proposed New Uses

Arts and Culture

Granton is home to The National Museums Collection Centre on West Granton Road and the proposed 'The Art Works' facility for National Galleries of Scotland (to Waterfront Avenue). Proposals should build on these key centres and nurture existing learning and cultural organisations such as the Walled Garden, North Edinburgh Arts and Granton Hub to support the community in Granton.



Existing groups/businesses

A wide range of businesses and local groups operate in and around Granton. Consideration should be given as to how to support, develop or relocate existing businesses and groups, where required, in line with the Granton Principles. Existing groups should be supported and new businesses nurtured and encouraged. Existing businesses to West Granton Road should link to Harbour Road and Waterfront Broadway.



Leisure, Retail and Commercial

The Waterfront and proposed Harbour Road link Edinburgh's Coastline with Cramond and Newhaven/Leith. This area should foster both new and existing leisure opportunities and provide intense areas of small scale commercial activity to Harbour Road and key junctions. New uses to this area should reinforce the waterfront potential and encourage ready access for all.



Learning, Health and Education

The area around Forthquarter Park and Waterfront Broadway provides a focus for learning and health opportunities. This area should consider place-based learning and increased access to open space and skills development (in the widest sense). Any new school, health centre and new learning or skills development facilities should consider between new and existing facilities in the area.

Enterprise and Destination

Waterfront Broadway and the gas holder offer the potential to build on the existing businesses and uses within the area. The reuse of the Station Building has potential to become a thriving commercial/creative hub bringing vibrancy and jobs to Granton. 'Meanwhile uses' should also be considered to key buildings and sites.



Granton Waterfront should be a mixed-use area which prioritises innovation, promotes sustainable urban living, invites entrepreneurship and makes space for nature.

The Development Framework should provide over 3000 new homes combined with other mixed uses clustered around key urban anchors.

The mixture of uses should provide the necessary amenity and functional space required to support a large new community whilst bringing a range of employment opportunities onto the site. New uses should complement existing retail and leisure facilities available locally and provide space to accommodate a range of convenience retailing, food and beverage outlets, support services and small scale offices.

The position of any non-residential ground floor space should focus on high footfall areas between the park and transport nodes. This should help to define 'urban anchors' within the development. Any uses should be considered in a three dimensional way with opportunities for mixed uses to be 'stacked' vertically to be explored.

Key clusters of complementary uses should be established, as described alongside the adjacent precedent images. The diagram opposite (Fig. 3.65) provides an indicative approach to locations of uses that should be proposed. Final locations and extents of floor areas for each specific use will be the subject of detailed applications.

Fig. 3.66: Description of indicative clusters of uses and locations within the site



Fig. 3.67: Illustrative view of Station Building looking towards the city centre



Sonny's

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3.12 Sustainability and Energy Strategy

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Ecosystems and Biodiversity



Energy and Materials



Economy, Society, Health and Well-being



Water



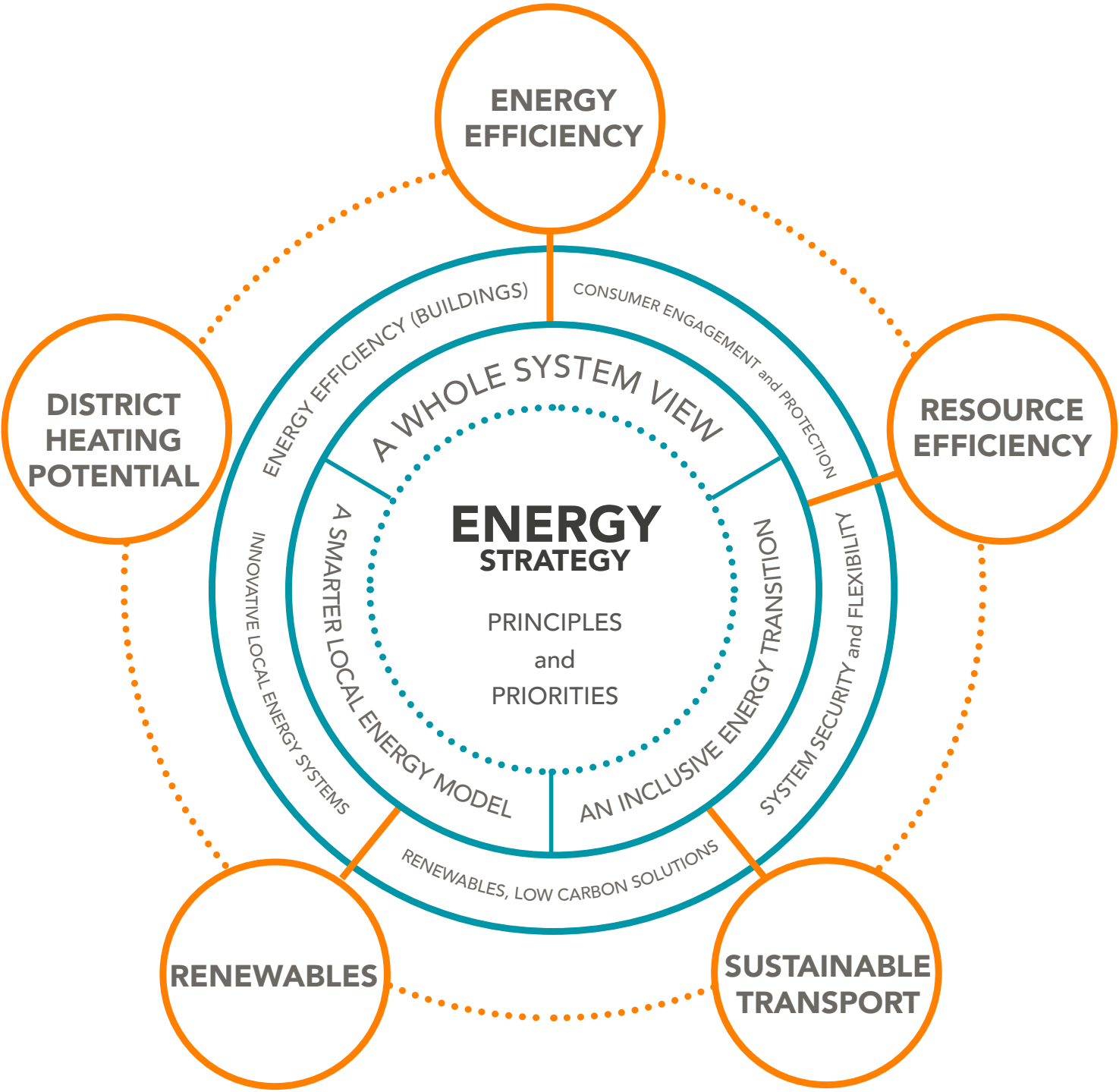
Mobility and Connectivity



The City of Edinburgh Council has developed a series of Sustainable Design Principles in association with Kraft.

These set out detailed guidance under a series of key themes outlined in the above images. Any new developments should refer to this document and adhere to these Principles.

Fig. 3.68: Images from energy and sustainability report, prepared by Kraft for CEC



Granton Waterfront should positively face the need for climate resilience by taking a holistic, low carbon approach to design, development, energy and behaviour.

The Development Framework sets out clear principles for a low carbon and climate resilient approach to all aspects of design. A concept energy strategy has been developed to support the Development Framework, summarised in the diagram opposite (Fig.3.69). This requires future development to take a 'joined up' and integrated approach towards ecology, energy, health and mobility. Proposals should illustrate how they support this energy strategy as outlined below:

A Fabric First approach to building design: All development must apply a 'fabric first' approach, where the new buildings are designed and constructed to be energy efficient. Development should target passive house standards or exceed the building regulations to reduce energy demand of new buildings.

De-carbonised Energy Systems: All development should support the transition to a de-carbonised energy system to heat and power new buildings, reflecting the national energy strategy.

Renewable Energy: Where possible opportunities to maximise inherent site opportunities for renewable energy generation – from water, solar, ground, sewage, air and wind should be considered.

Deliverable: sustainable solutions should be developed that are practical and deliverable, in line with the phased delivery of the site.

A transition to low carbon transport: Development should support low carbon transport with integrated cycle use, 'charge at home' electric opportunities, 'fast charging points and car share being prioritised.

Flexibility: in the face of evolving and emerging technologies flexibility should be considered and where possible built into new buildings.

Fig. 3.69: Concept energy strategy, principles and priorities, diagram by Arup



Fig. 3.70: The key elements of the Development Framework are illustrated here in an indicative 3D sketch of the area. This diagram is indicative of the approach that could be taken. However, building footprints will be the subject of detailed applications.

Refuse Strategy



Fig. 3.71: Underground system in Barcelona

Underground systems are now widely used across mainland Europe and parts of the UK. Edinburgh already has a number of underground systems within the City Centre. They free valuable above-ground space, reduce any potential disturbances/noise impact for residents and reduce odour as the waste is enclosed underground. Their use and integration requires a site/street-based strategy. The cost of any subterranean system is paid for by the developer and the ongoing maintenance by the Property Management Company / factor.



Fig. 3.72: Integral communal refuse stores in London

Integral communal refuse stores can be located at the base of each stairwell or within back courts. The stores should be sized to accommodate sufficient facilities to meet the Edinburgh Design Guidance and will contain a range of bins for waste and recycling. Stores should be accessed directly from within the ground floor of the core for ease of use. Similarly, provision for direct access to the street from the store allows straightforward collection from the existing and proposed adopted roads.



Fig. 3.73: Landscape integrated storage in Glasgow

Landscape Integrated storage areas can be designed as part of a wider street and landscape strategy. Well-positioned stores provide communal storage for street collection by the City of Edinburgh Council. The design and location of the storage areas are critical and should be agreed and developed in association with the City of Edinburgh Council Planning Department and Waste and Cleansing Teams. Between collections these areas are managed by the Property Management Company/factor.

The refuse storage and collection strategy for Granton Waterfront should meet the requirements of the Edinburgh Design Guidance and be developed in consultation with the City of Edinburgh Council Waste and Cleansing Service.

The need to reduce waste and manage recycling has never been more acute. Addressing this requires urgent behavioural change (in line with Granton Principles) and a site-wide strategy for waste management that responds to its location and topography.

A range of options should be reviewed with City of Edinburgh Council's Waste and Cleansing team. There is a preference for below ground storage via an 'Infrastructure First' approach considered with other key issues such as active travel routes, energy and sustainable urban drainage systems.

The approaches illustrated opposite (Fig. 3.71-73) demonstrate the following options for residential waste:

- Underground system
- Integrated into block and back court
- Integrated into street and landscape

All options should consider management and maintenance issues within the design and development strategy.

Commercial waste should be stored within each unit, with location subject to design. Suitable collection will be the responsibility of the commercial tenants.

Alternative strategies may be proposed that, for example, increase storage or collection efficiency. The City of Edinburgh Council Waste and Cleansing teams should be engaged at the early stages of development.



Fig. 4.0: Photograph of model of character areas used in community consultation events

4. CHARACTER AREAS

The Development Framework comprises eight character areas.

This section expands upon the strategies set out in chapter 3 to establish guidance for the design approach, uses and atmosphere for each character area. Future proposals within each character area should generally accord with the guidance laid out in this section.

- 4.1 Character Areas Overview
- 4.2 Coastal Granton
- 4.3 Forthquarter Park
- 4.4 Harbour Road
- 4.5 Waterfront Broadway
- 4.6 Upper Granton
- 4.7 West Shore
- 4.8 Existing Neighbourhoods
- 4.9 The Link



4.1 Character Areas Overview

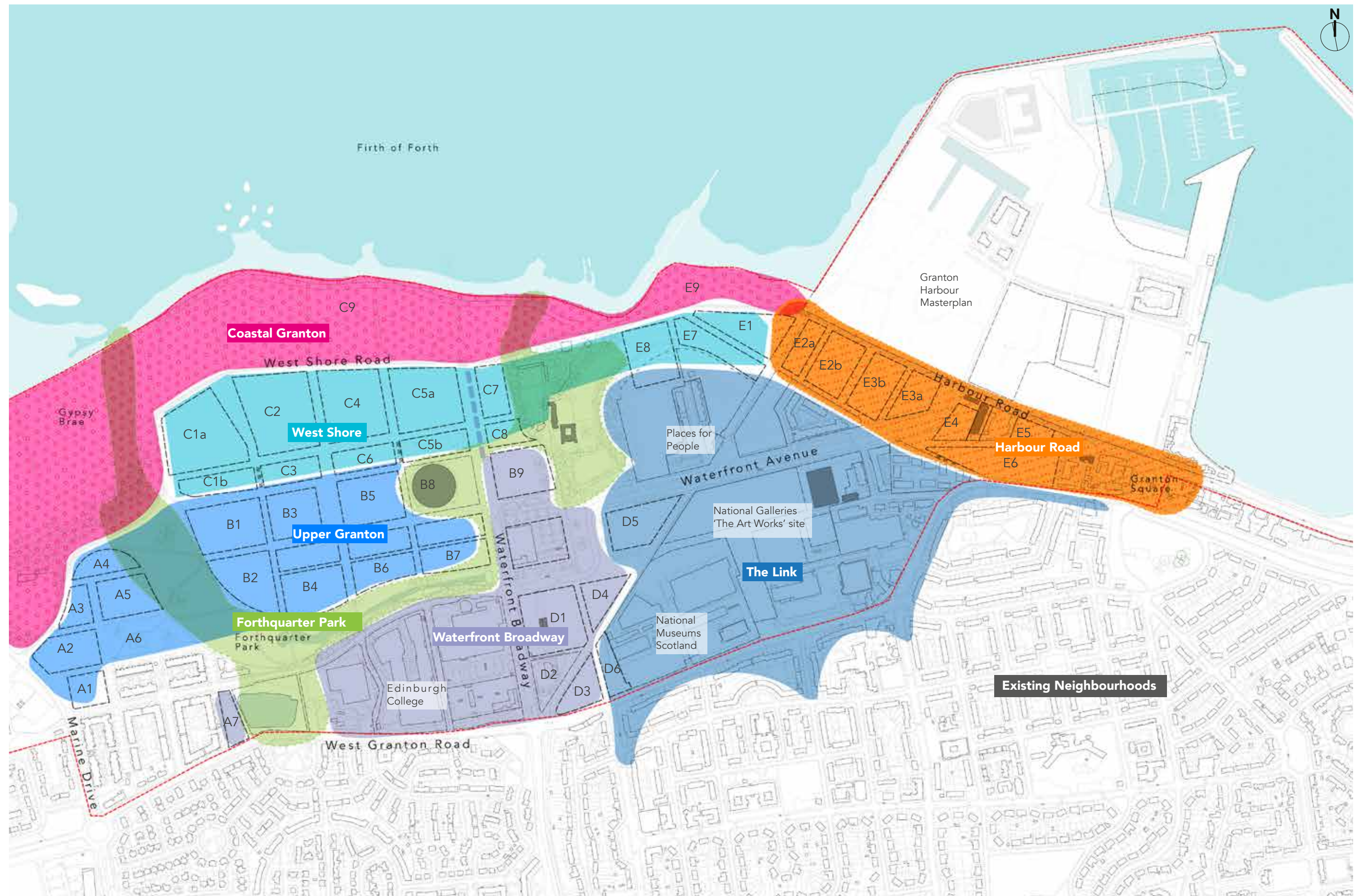


Fig. 4.1: Overview of character areas within Development Framework

Character Areas Overview

Granton Waterfront should be made up of diverse, yet complementary, character areas that work together to form a vibrant urban neighbourhood.

The Development Framework splits the area into eight character areas, (Fig. 4.1). The Granton Principles and High Level Strategies outlined in chapter 2 and 3 apply throughout and each character area should respond to, or incorporate, dense new and existing housing and provide various opportunities for different cultural, commercial, education, work and outdoor spaces.

However, in responding to their unique immediate context (Harbour Road, Forthquarter Park, coastal park, existing housing etc), each area should develop a distinct character. It is expected that new buildings within a character zone will share a common design language to provide coherence.

This section expands upon the high-level strategies set out in chapter 2 to establish guidance for the design approach, uses and atmosphere that each character area would be expected to promote. Illustrative images are provided for each character area to show how the Development Framework and character area principles could be interpreted. Future applications may propose alternative approaches but should demonstrate how they meet the requirements of their associated character area and the wider Development Framework principles and strategies.

Coastal Granton

A dynamic and inclusive coastline.

Enhancing natural assets, promoting open access to a variety of coastal activities and spaces within a functional flood protection landscape.

Forthquarter Park

An active, green landscape for living, working and learning.

Extending Forthquarter Park to incorporate other assets and features - including the gas holder the quarry, the walled garden and the waterfront.

Harbour Road

A connected mixed use quarter.

Developing a new, dense 'high street' with a mix of homes and small scale businesses linking Wardie Bay and the natural coastline with Granton harbour and existing neighbourhoods.

Existing Neighbourhoods

Tangible improvements and opportunities in existing neighbourhoods

Enhancements linked to a committed socio-economic strategy, culture strategy and learning strategy developed at both local and city level. On the ground improvements to improve connections and frontages to key routes such as West Granton Road

The Link

Cultural landscape and making space reconnecting neighbourhoods.

Linking existing routes and sites to maximise connections and views to the city and waterfront. Infilling gap sites, highlighting existing assets and creating new active street frontages.

Waterfront Broadway

A Gateway linking new and existing to form a vibrant, commercial learning hub

Infilling gap sites to better integrate new and existing development. Activating and reinforcing routes between the city and waterfront, physically and visually. Establishing a gateway into the site.

Upper Granton

Residential and neighbourhood centre that links home, work and learning.

Forming active 'living' streets (linking home, work and learning) which open up views and access to the Park, the City and the Waterfront. (Pedestrian focused public realm - reducing dominance of the car).

West Shore

Hillside development connecting the Waterfront to Upper Granton.

Maximising the existing terraced topography to integrate new build development which capitalises on views, forms clear pedestrian routes and opens up to the waterfront.

Urban Waterfront Edge

Set back from coastline and with material and volumetric variety.

Resilient Landscape

Functional landscaped flood protection and attractive parkland.

Focal Building

Potential to incorporate focal building e.g. restaurant, gallery, leisure or cultural centre.

Biodiverse coastline

Habitat creation and positively addressing the SPA to the north.



Fig. 4.2: Illustrative collage of Coastal Granton and connection to West Shore



Fig. 4.3: Small pavilion buildings for refreshments and low impact coastal activities.



Fig. 4.4: Walking/cycling along the coast, engaging in healthy outdoor activities.



Fig. 4.5: Textured, low maintenance coastal planting



Fig. 4.6: Jetty and access points to waterfront

Coastal Granton

4.2

A dynamic and inclusive coastline

Coastal Granton should enhance natural assets and waterfront activity. It should promote open access to a variety of coastal activities and spaces within a functioning flood resilient landscape.

Developments should promote:

- Small-scale leisure based businesses and coastal parkland which, where possible, promote the use of the outdoors to visitors and locals alike.
- Landscape flood defence system to protect West Shore and Harbour Road from coastal flooding and wave carry over.
- Leisure based activity along the waterfront that enhances active travel opportunities and healthy lifestyle opportunities.
- Potential for water-based transport.
- Ecology, the protection of sensitive ecological areas and the creation of diverse habitats.

Typologies/Uses:

- Landscaped park, flood prevention and path network.
- Small pavilion buildings and structures positioned in the proposed landscaped area to provide places to meet, eat and enjoy activities.
- Potential for larger focal building e.g. restaurant, gallery, leisure or cultural centre. This building should consider the opportunity to create a destination, along with economic return for the area.
- 'Water compatible uses' which fall with Scottish Environmental Protection Agency (SEPA) guidance for 'least vulnerable uses'.

Applicable to:

Blocks: C9, E9.
Block Edges: C1, C2, C4, C5, C7, E1, E7, E8
(see p.54)

See Also:

Chapter 5: A. Coastal Park and 1. Coastal Edge



Fig. 4.7: Diagram showing Coastal Granton relative to the extent of character areas



Fig. 4.8: Illustrative collage of Forthquarter Park looking to Upper Granton

Forthquarter Park

An active, green landscape for living, working and learning

Forthquarter Park should provide an extension of the existing park to incorporate other local landscapes and features including the gas holder, the quarry, Granton Castle Walled Garden and the waterfront. It should provide a neighbourhood blue-green landscape connecting residential, cultural and educational uses which promote health and well-being.

Development should promote:

- Health and well-being.
- Culture and learning opportunities.
- Sharing of community resources.
- Outdoor leisure and active travel activities
- Re-use of heritage assets and landscapes

Typologies/Uses:

- Cultural and community uses within gas holder.
- Cultural and community uses within Walled Garden.
- Leisure opportunities within quarry.
- Outdoor nursery and educational learning within green space - particularly Forthquarter Park.
- Small scale kiosks for retail/refreshments within parks and public realm.

Applicable to:

Blocks: B8 (Gas holder)
Block Edges: A1-A6, B1-B9, C7-8, E8
(see p.54)

See Also:

Chapter 5:
B. Gas Holder Link and 5. Forthquarter Park Edge

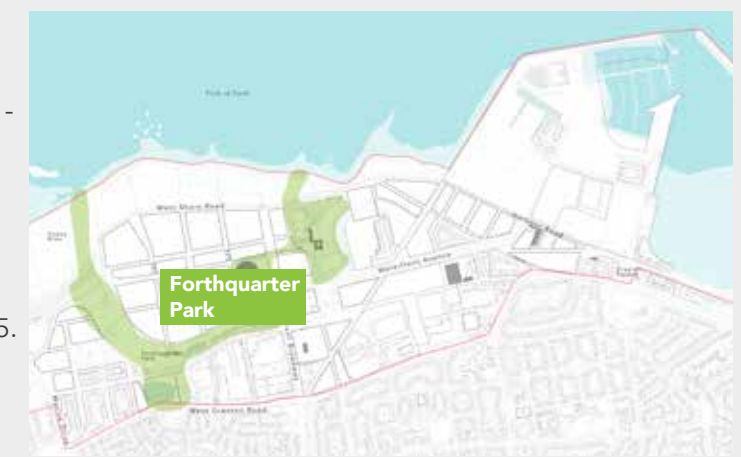


Fig. 4.9: Diagram showing Forthquarter Park relative to the extent of character areas



Fig. 4.10: Illustrative collage of Harbour Road

Harbour Road

4.4

A connected mixed use quarter

Harbour Road should be developed into a new, dense urban street with a mixture of homes and small scale businesses. It should provide the key link between Wardie Bay to the east and the natural coastline to the west. It should also connect Granton Harbour to the north with new developments and existing neighbourhoods to the south. The streetscape and travel opportunities through this area should ensure that visitors and residents can readily travel to and from the area, preferably using low-carbon transport methods.

Development should promote:

- Active frontages.
- New and existing enterprise.
- Variety and density.
- Low carbon strategies.
- Connections to Granton Square and ongoing improvements to Lower Granton Road

Typologies/Uses:

- Small-medium scale class 1, 2, 3 and 4 businesses
(class 1 = shops, class 2 = financial, professional and other service, class 3 = food and drink and class 4 = business).
- Residential flatted development with active ground floors.
- Creative and light industrial workshops / workspace.
- Particularly suited to innovative housing - mixed use development models.

Applicable to:

Blocks: E2 - E6, E 10
(Granton Lighthouse)
Block Edges: E1, E7
(see p.54)

See Also:

Chapter 5:
2. Harbour Road, 4.
Diagonal



Fig. 4.11: Diagram showing Harbour Road relative to the extent of character areas

Outdoor activities

Activation of outdoor public space for working, events and socialising linked to creative enterprise and innovation.

Infilling of gap sites

Existing gap sites to be in-filled and developed to create gateways, active fronts and boundaries that connect the existing street network.



Re-use of existing building

Opportunities for refurbishment and reuse of existing buildings. In particular, Station Building as Enterprise Centre and Creative Hub

Clearly defined boundaries

Streets and public spaces clearly defined and designed to be robust, attractive and pedestrian focused.

Fig. 4.12: Illustrative collage of Station Building

Waterfront Broadway

A Gateway linking new and existing to form a vibrant, commercial and learning hub

Waterfront Broadway should be developed into a gateway into Granton that activates and reinforces routes between the city centre and the waterfront - both visually, commercially and physically. New and existing development such as Edinburgh College, the proposed Construction Skills Centre, (see appendix A2.6 for outline brief) and the refurbished Station Building should be integrated to create an innovative commercial area where enterprise, skills and innovation can thrive. Existing gap sites should be in-filled and boundaries should be reinforced to better define the street network, the pedestrianised diagonal route and east-west routes linking Forthquarter Park and the new cultural Link character area.

Development should promote:

- Mixed use development sites.
- View and key connections.
- Innovation, learning and enterprise.
- The reuse of the Station Building and activation of area to front.
- Edinburgh College estate and proposed Construction Skills Centre.

Typologies/Uses:

- Creative and light industrial workshops / workspace
- Small-medium scale Class 1, 2, 3 and 4 businesses.
- Residential flatted development to upper storeys.
- Particularly suited to mixed use development sites.

Applicable to:

Blocks: A7, B9, D1-D4
Block Edges: D5-6
(see p.54)

See Also:

Chapter 5: C. Station Building, 3. Waterfront Broadway and 8. West Granton Road.
Outline Brief for Construction Skills Centre.
Appendix A2.6.

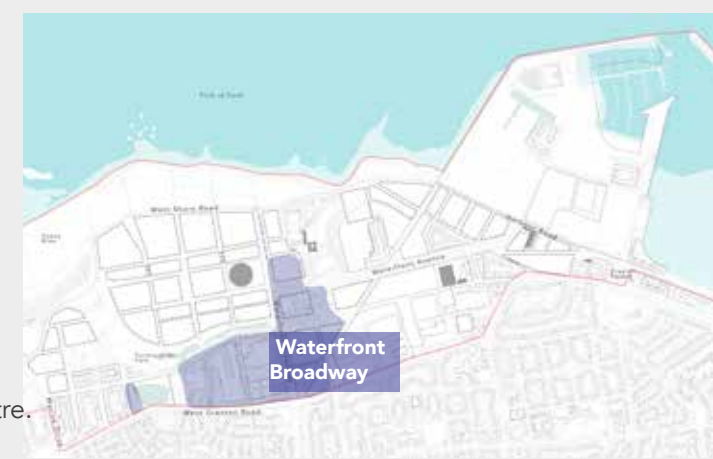


Fig. 4.13: Diagram showing Waterfront Broadway relative to the extent of character areas

Strong urban forms

Clearly defined blocks with robust palette of materials and articulated façades that optimise views.

Gas holder

Existing Gas holder connected and integrated into development with clear landscape strategy and future uses .

**Neighbourhood Centre**

New local services including school, health centre and potential library with active ground floors and urban form/massing

Streets and views

Lively and active street network providing blue-green links and views to waterfront, park and key landmarks.

Fig. 4.14: Illustrative collage of new neighbourhood street in Upper Granton

Upper Granton

4.6

Residential and neighbourhood centre that links home, work and learning

Upper Granton should be well-connected via a series of active and pedestrian-focused 'living' streets which open up views and access to Forthquarter Park, the city centre and the waterfront. Some key local services should be located here including a new school, health centre and a potential library. These services should over-look Forthquarter Park and connect with new community playing fields. Development should be urban in character and form with active ground floor uses and a strong block structure. There is the potential for housing above key services and an intergenerational approach to development.

Development should promote:

- Robust 'living street' network with pedestrian focus and activity.
- Clearly defined public transport route linking east and west.
- Dense, medium-low rise housing with clearly defined frontages.
- New neighbourhood centre along park with active ground floor uses.
- Strong green-blue links and view to gas holder, park and West Shore.

Typologies/Uses:

- Residential flatted development / perimeter blocks.
- Residential colonies or townhouses to key areas.
- New primary school and potential library.
- New health centre.
- Community playing fields linked to school/neighbourhood centre.
- This area is particularly suited to innovative housing - self-build, co-housing, intergenerational development models.

Applicable to:

Blocks: A1-6, B1-7
Block Edges: C1, C3, C5, C6
(see p.54)

See Also:

Chapter 5: 5. Forthquarter Park Edge, 6. Residential Street and 9. Typical Lane.



Fig. 4.15: Diagram showing Upper Granton relative to the extent of character areas

Views to key landmarks

Key views provided to and from the Coast to reinforce way-finding and local identity

Strong frontages

Perimeter blocks along coastline of medium height and varying storeys to maximise views and roof opportunities

**Coastal Park**

New coastal park with active travel routes, landscaped flood defences and leisure activities.

West Shore Road - new coastal boulevard

Existing road redeveloped to form tree-lined boulevard with public transport routes, cycle lanes, new active frontages and small scale commercial uses at key locations

Fig. 4.16: Illustrative collage of the proposed coastal park looking towards West Shore

West Shore

Hillside development connecting the waterfront to Upper Granton

West Shore spans from the green open space at Gypsy Brae in the west to Harbour Road in the east. It faces the coastal park to the north and Upper Granton/The Link to the south. This area should work with its steeply sloping terraced topography to integrate new build development, creating strong perimeter and points blocks that capitalise on views. Opportunities to integrate lanes and mews development should be considered. A series of strong north-south pedestrian-focused routes should open the site up to the waterfront, most notably a green link from the gas holder at Waterfront Broadway.

Development should promote:

- Strong and active waterfront edge.
- New boulevard with transport links and active travel routes.
- Streets and connections that maximise views to and from the waterfront.
- Stepped development that uses the existing slope.
- Views and roof-top potential.

Typologies/Uses:

- Residential flatted development with potential for 'mews' and lanes in key locations.
- Small-medium scale Class 1, 2, 3 and 4 businesses to West Shore Road (new boulevard) and key corners/routes.
- Option for medium rise blocks with clearly defined boundaries and undercroft parking where possible.

Applicable to:

Blocks: C1-C8, E1, E7, E8
Block Edges: C9, E9
(see p.54)

See Also:

Chapter 5: A. Coastal Park, B. Gas Holder Link, 1. Coastal Edge, 6. Residential Street and 9. Typical Lane.

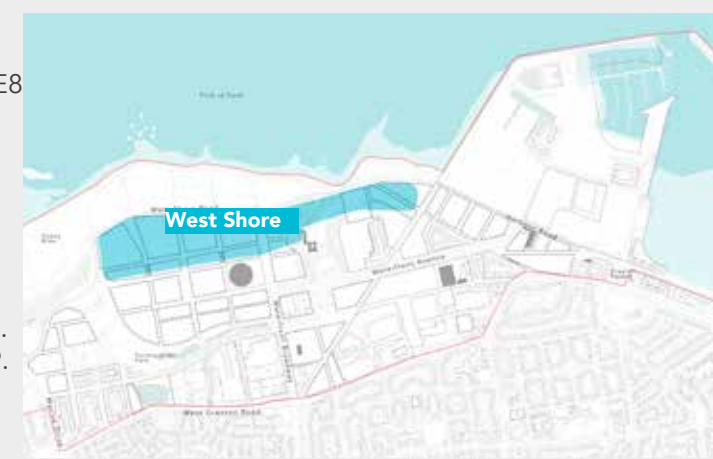


Fig. 4.17: Diagram showing West Shore relative to the extent of character areas

New development to gap sites
Building on existing gap sites to bring activity and definition along key routes such as West Granton Road

Existing buildings and spaces
Programme of refurbishment to existing buildings and spaces



Signposting within area
Fig. 4.19: Public realm works that provide 'signposting' to key activities and sites within the area along West Granton Road



Active travel and public transport
Fig. 4.20: New active travel routes along key routes such as West Granton Road and Lower Granton Road with enhance public transport links

Fig. 4.18: Illustrative collage of corner of West Granton Road and Waterfront Broadway

Existing Neighbourhoods

4.8

Tangible improvements and opportunities in existing neighbourhoods

The connection between new and existing neighbourhoods is key to the Development Framework. All work within the area should be for the benefit of existing residents and organisations as well as the new communities. There should be tangible opportunities and improvements 'on the ground' within existing residential areas that include enhanced streetscape/connections, active travel routes, better public transport links plus increased access to work, culture and learning opportunities. This should be linked to a committed socio-economic strategy, culture strategy and learning strategy developed at both local and city level.

Development should promote:

- Enhanced street network linking new and existing neighbourhoods.
- Increased activity along West Granton Road.
- New active travel routes and landscaping to key pedestrian links.
- 'Signposting' to activities and key landmarks.
- Stronger partnership working between organisations and groups.
- Learning opportunities and community benefits.
- Detailed study to consider further improvements to Lower Granton Road and West Granton Road.

Typologies/Uses:

- Active travel routes.
- Enhanced streetscape and signage.
- Programme of refurbishment to existing buildings and spaces.

Applicable to:

All Blocks
(see p.54)

See Also: Chapter 5:

8. West Granton Road



Fig. 4.21: Diagram showing existing neighbourhoods in relation to other character areas



Fig. 4.22: Indicative view along Waterfront Avenue with proposed National Galleries 'The Art Works' to the right (Image courtesy of National Galleries of Scotland)



Fig. 4.23: Indicative view from new Plaza towards proposed National Museums Scotland Visitor Centre (Image courtesy of National Museums Scotland)

The Link

Cultural landscape and making space reconnecting neighbourhoods

The Link should be a highly interconnected cultural and making area that bridges new and existing neighbourhoods. It should reinforce north to south and east to west views with green routes linking West Granton Road, Waterfront Broadway, the coast and Harbour Road.

This quarter is home to a number of key cultural organisations and developing projects including the National Museums Scotland site, National Galleries of Scotland proposed 'The Art Works' facility (an 'Open House for Art'), existing Madelvic House and Madelvic Car Factory. It offers opportunities for creative and cultural workspace combined with residential flatted development. Gap sites should be in-filled to create density, active frontages and activity within this area.

(See Appendix A2.7 for more detail on design principles developed by NMS/ NGS)

Development should promote:

- Culture and learning strategies.
- Partnership working.
- Green routes, views and connections.
- Opportunities for creative industry.

Typologies:

- Mixed use developments incorporating residential flatted development.
- Small-medium scale Class 1, 2, 3 and 4 businesses to key corners and streets.
- Creative and cultural workspace.

Applicable to:

Blocks: D5-D6
Block Edges: D1, D3, D4, E2-8, (see p.54)

See Also:

Chapter 5:
4. Diagonal, West Granton Road and design principles for sites developed by NMS/ NGS. Appendix A2.7



Fig. 4.24: Diagram showing The Link relative to the extent of character areas

Forthquarter Park



Existing Neighbourhoods



Coastal Granton



Harbour Road



Diverse, yet complementary, character areas that work together to form a vibrant, urban and human-scaled neighbourhood.

West Shore



Upper Granton



Waterfront Broadway



The Link





Fig. 5.0: Photograph of existing Granton Waterfront looking east

5. KEY SPACES AND INTERFACES

This chapter of the report expands further upon the high level strategies to provide principles and a design approach to key public spaces, streets and interfaces which connect the character areas.

- 5.1 Key Spaces and Interfaces Overview
- 5.2 Key Spaces
- 5.3 Key Streets and Interfaces



5.1 Key Spaces and Interfaces Overview



Fig.5.1: Location of key spaces, streets and location of illustrative sections

Key Spaces

- (A) Coastal park
- (B) Gas holder link
- (C) Station building

Key Interfaces

- 1 Coastal Edge
- 2 Harbour Road
- 3 Waterfront Broadway
- 4 Diagonal
- 5 Forthquarter Park Edge
- 6 Residential Street
- 7 Marine Drive
- 8 West Granton Road
- 9 Typical Lane (across site)

Key Spaces and Interfaces Overview

This section establishes design principles for key spaces and interfaces highlighted within the Development Framework.

Three key open spaces: the coastal park, gas holder link and station building are considered integral to the Development Framework. These are described in more detail in this chapter.

9 key interfaces or street are also identified. Some of these relate to new streets, others illustrate upgrades to the existing street profile. In all cases, these key streets and spaces pass through and connect the character areas. The location of the spaces and streets are identified opposite, (Fig. 5.1).

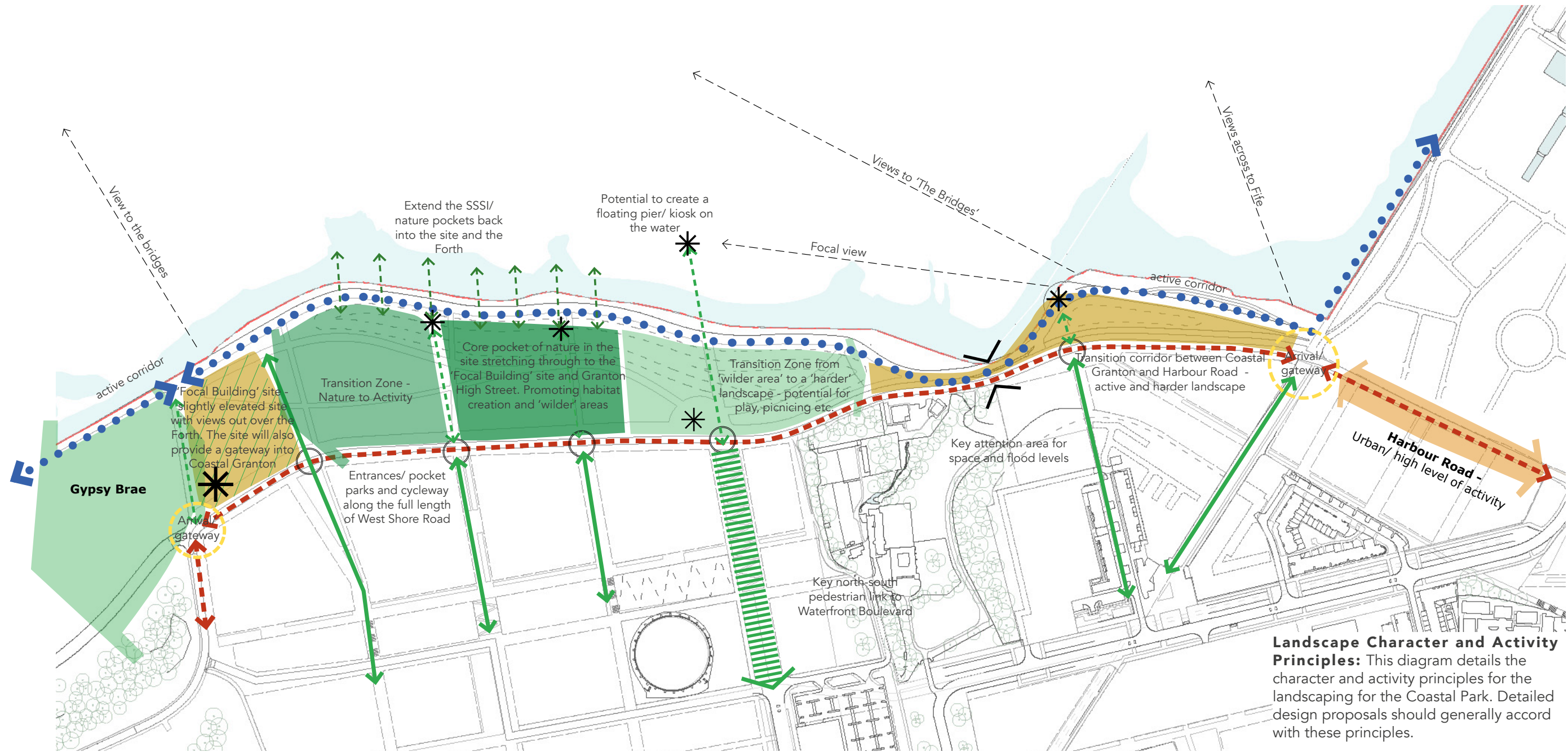
The following general principles apply to all open spaces and interfaces:

- Building frontages should actively address street / lanes and be urban in character.
- Block boundaries / private space should be clearly delineated with small buffer zones to residential units or spill out spaces to non-residential uses.
- Focus on active travel, safe and pleasant pedestrian and cyclist routes and public transport.
- Streets and spaces should accord with the Development Framework strategies and character areas set out in preceding chapters.

The plans, sectional drawings and precedent images in this section demonstrate possible approaches to the implementation of the Granton principles and high level strategies in each area. Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of Edinburgh Design Guidance.

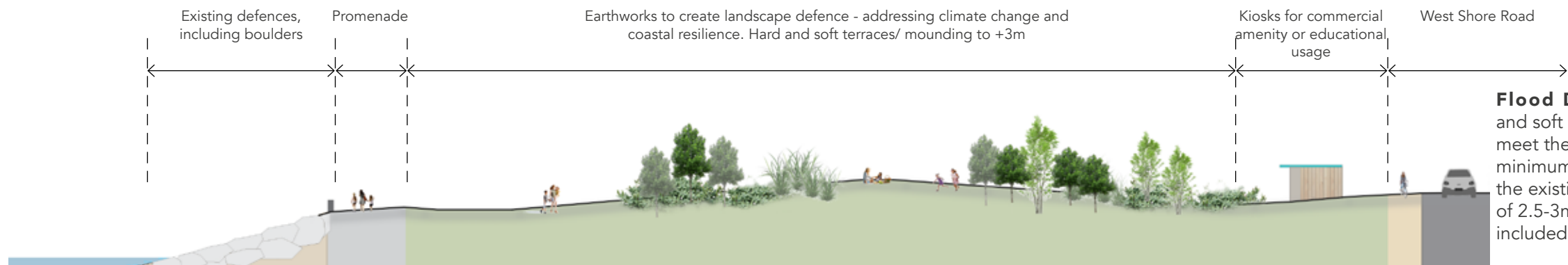
5.2 Key Spaces

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Landscape Character and Activity Principles: This diagram details the character and activity principles for the landscaping for the Coastal Park. Detailed design proposals should generally accord with these principles.

Fig. 5.2: Illustrative plan of coastal park landscape principles, diagram by LUC
Indicative proposal subject to consultation with HRA and SEA.



Flood Defence Principles: Hard and soft landscaping should be used to meet the required flood defence level at a minimum set back distance of 30m, from the existing promenade and to a height of 2.5-3m. Illustrative sections of this are included to the left and opposite.

Fig. 5.3: Section A-A through flood defence landform, diagram by LUC
Indicative proposal subject to consultation with HRA and SEA.

Key Spaces

Coastal Park

The waterfront is a key asset for the neighbourhood and the wider city and should be an integral part of the Development Framework. A series of design principles have been developed for the proposed coastal park, which should inform detailed design proposals. The principles are identified below and in the adjacent diagram, (Fig. 5.2-5.5).

- Design should take account of climate change. Hard and soft landscaping should be used to meet required flood defence level.
- The coastal park should provide sustainable, high quality facilities for residents and visitors and consider opportunities to create a city and local scale recreational destination.
- The park should provide an east-west connection - continuing the active corridor from Cramond to Portobello and north-south connections from the water to the city. The provision of water connections to the wider Firth of Forth should be considered.
- Views out across the Firth of Forth and beyond should be enhanced and framed using planting.
- The coastal park abuts a number of landscape and ecology designations and the relevant discussions with Scottish Natural Heritage and other parties should be undertaken prior to planning.
- Any redevelopment, according to SEPA guidance should be redevelopment for 'least vulnerable uses.'
- The coastal park has the opportunity to provide an educational asset, providing a platform for outdoor learning.
- The park should provide a multi-functional landscape to accommodate a range of spaces - from harder landscape through a central 'wilder' landscape to open activity space in the west.
- A Habitats Regulation Appraisal (HRA) and Strategic Environmental Assessment (SEA) will be required to further inform impact, scope and relevant mitigation of proposals

Connects:

Coastal Granton

Upper Granton Park

Harbour Road

West Shore



Fig. 5.6: Location of coastal park space

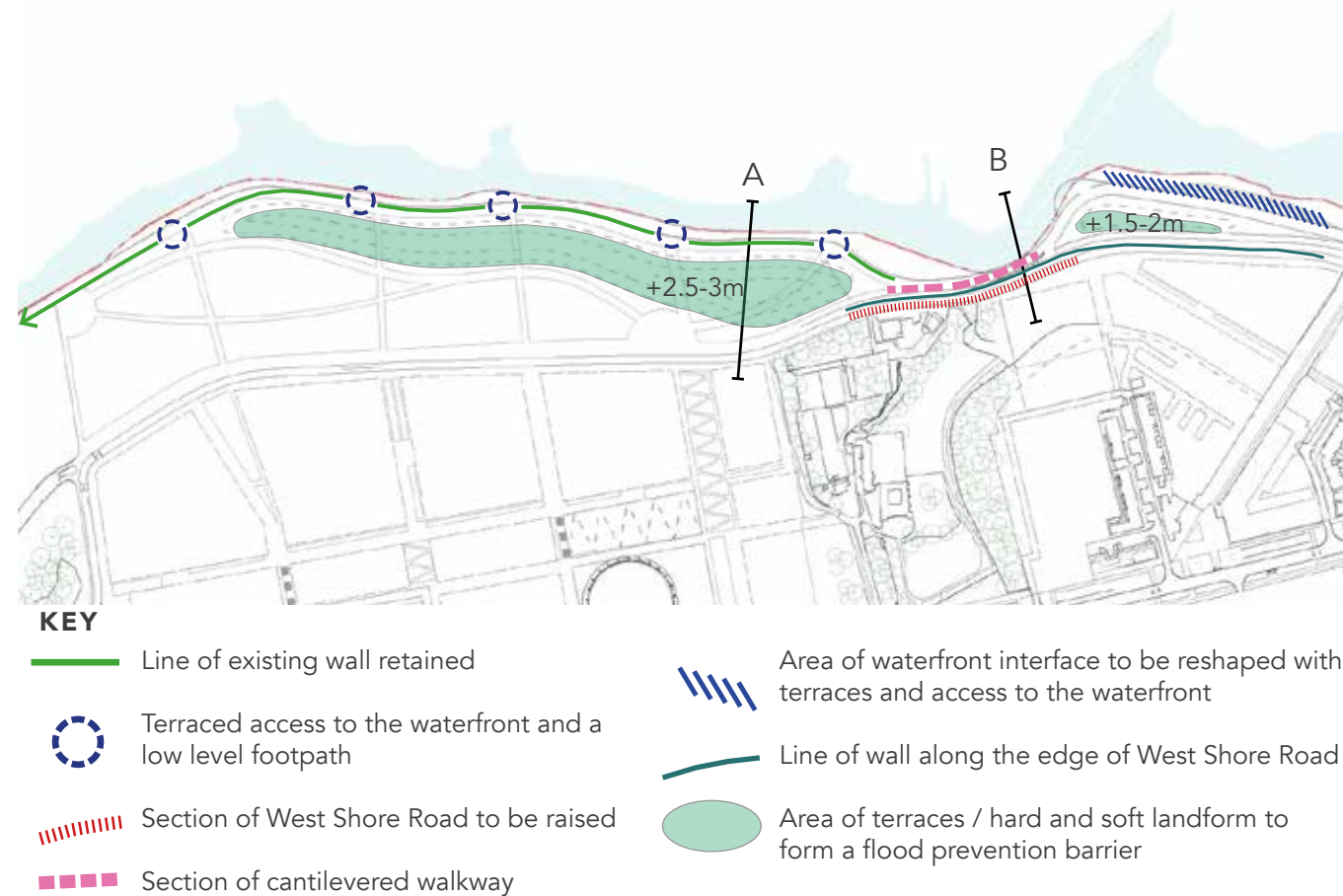


Fig. 5.4: Illustrative plan of flood defence principles, diagram by LUC.

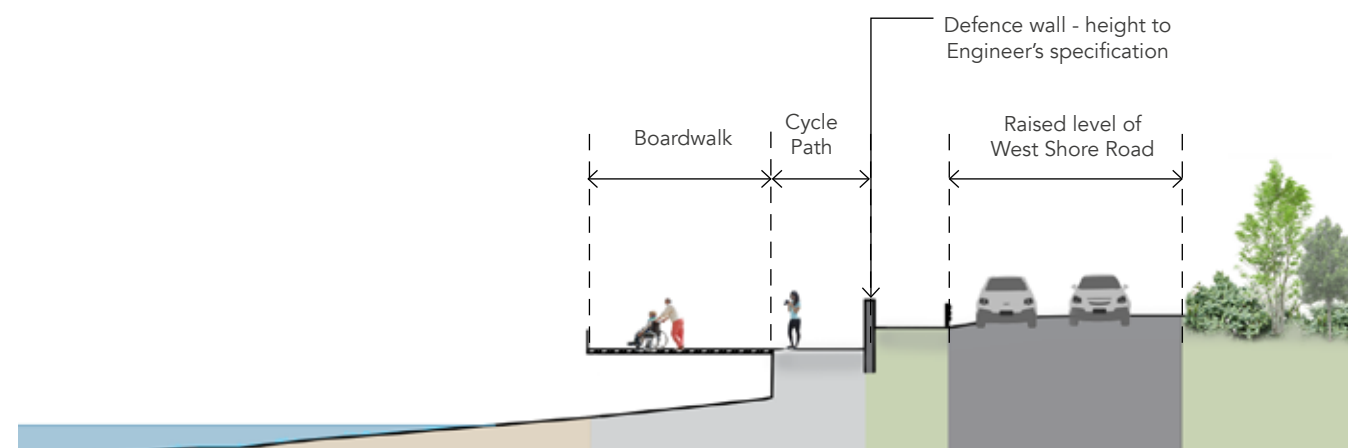


Fig. 5.5: Section B-B through cantilevered walkway, diagram by LUC
Indicative proposal subject to consultation with HRA and SEA.

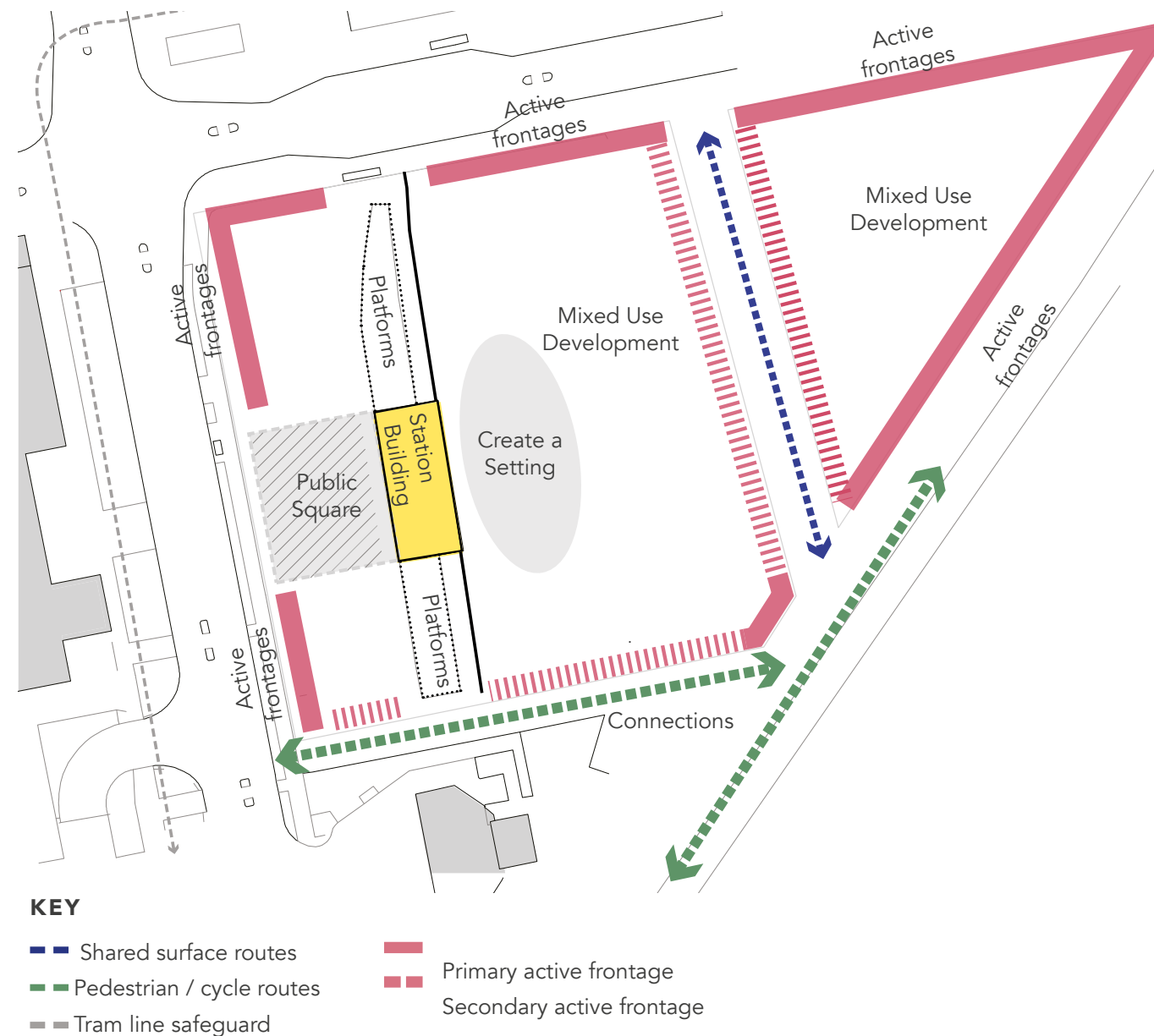


Fig. 5.7: Illustrative plan of key principles for station building.

Key Spaces

Station Building

The former Granton Gasworks Station Building is a category 'B' listed building constructed between 1898-1904. The Station Building is a key heritage assets, which sits at a pivotal position between Waterfront Broadway and the diagonal. It has the potential to strengthen the Waterfront Broadway character area. Importantly, the space around the former station is also considered to be of value. For this reason, the 'setting' to the building and its boundaries should be carefully considered.

The key design principles that should be considered are detailed below and illustrated in the diagram to the left, (Fig. 5.7).

- The site should be developed to provide an adaptive re-use that takes into account the building's architectural and social value.
- Development should respond to the existing building in line with its Category B listed status.
- Proposals should retain the setting to Waterfront Broadway via the creation of a new public square which supports active uses such as markets, creative use, enterprise and learning.
- A 'no build zone' over and around the existing platforms should be retained.
- New buildings around the station building should provide active uses to primary and secondary frontages.
- The public pathway to the south of the site should be retained and routes should tie into the diagonal pedestrian / cycle route.
- Ideally the building should have a publicly accessible function. However, commercial or residential uses could be acceptable with sufficient consideration of quality intervention and setting. Blocks surrounding the station building should be mixed use and incorporate housing.

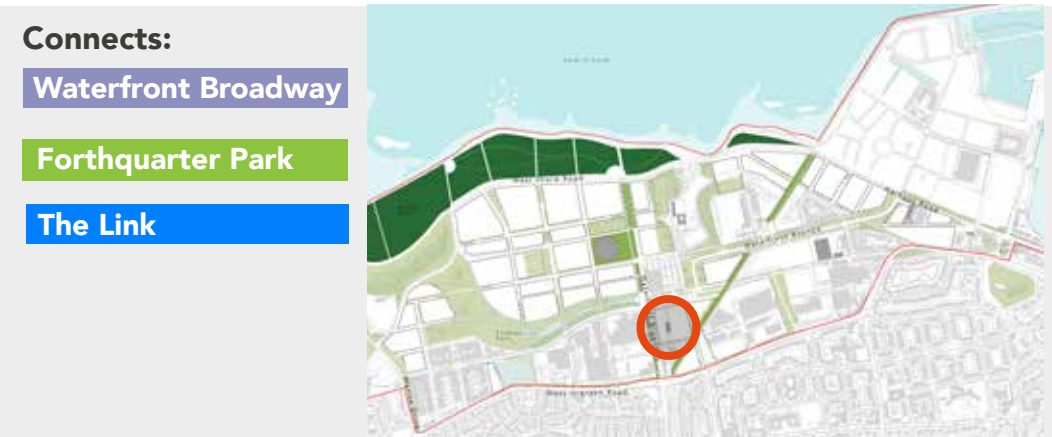


Fig. 5.8: Location of station building space

Key Spaces

Granton Gas Holder Link

The gas holder link is an important route and green space connecting Waterfront Broadway and the coastal park. A series of design principles have been developed for this area. These set out key landscape principles and connections which should inform detailed design proposals. The principles are detailed below and illustrated in the diagram to the left, (Fig. 5.9).

- This area should provide an essential pedestrian and cycle route to the waterfront from Upper Granton at the heart of the Development Framework. This should be linked to a number of key east to west routes linking Upper Granton, Forthquarter Park and the Link/Avenue.
- It should address the very steep topography and drop in level between the gas holder's northern edge and West Shore Road (approx. 10-15m) with a cascading, ramped landscape.
- The gas holder link should create a sense of place and identity within the central commercial core of Granton Waterfront. It should create connections - both visually and physically - whilst enhancing green infrastructure and active travel.
- It should also form an important setting to the gas holder with links to existing assets such as the existing walled garden and the new coastal park.
- New buildings facing the link should provide active frontages and ground floor uses.

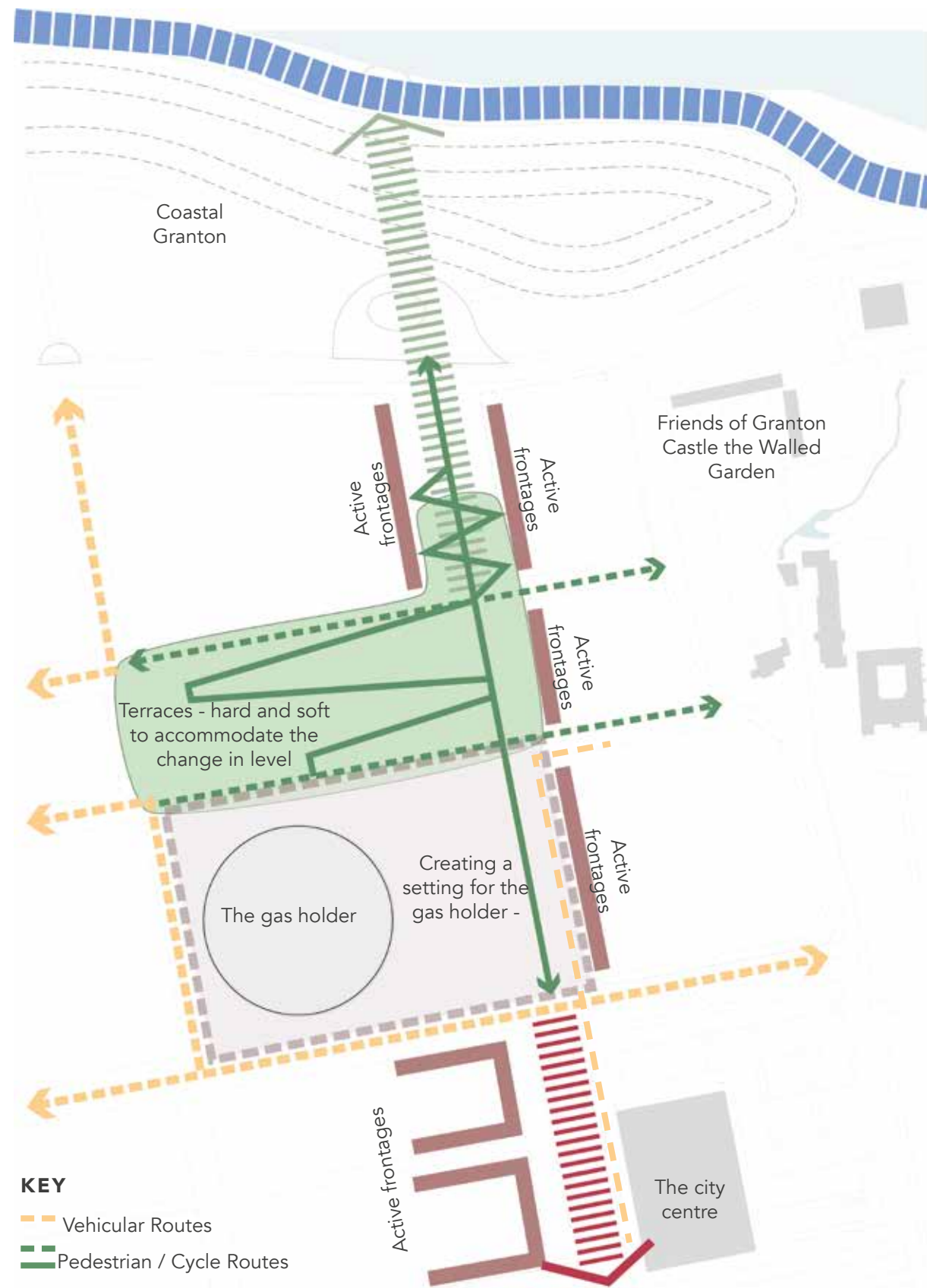


Fig. 5.9: Illustrative plan of key principles for station building, diagram by LUC



Fig. 5.10: Location of gas holder link space

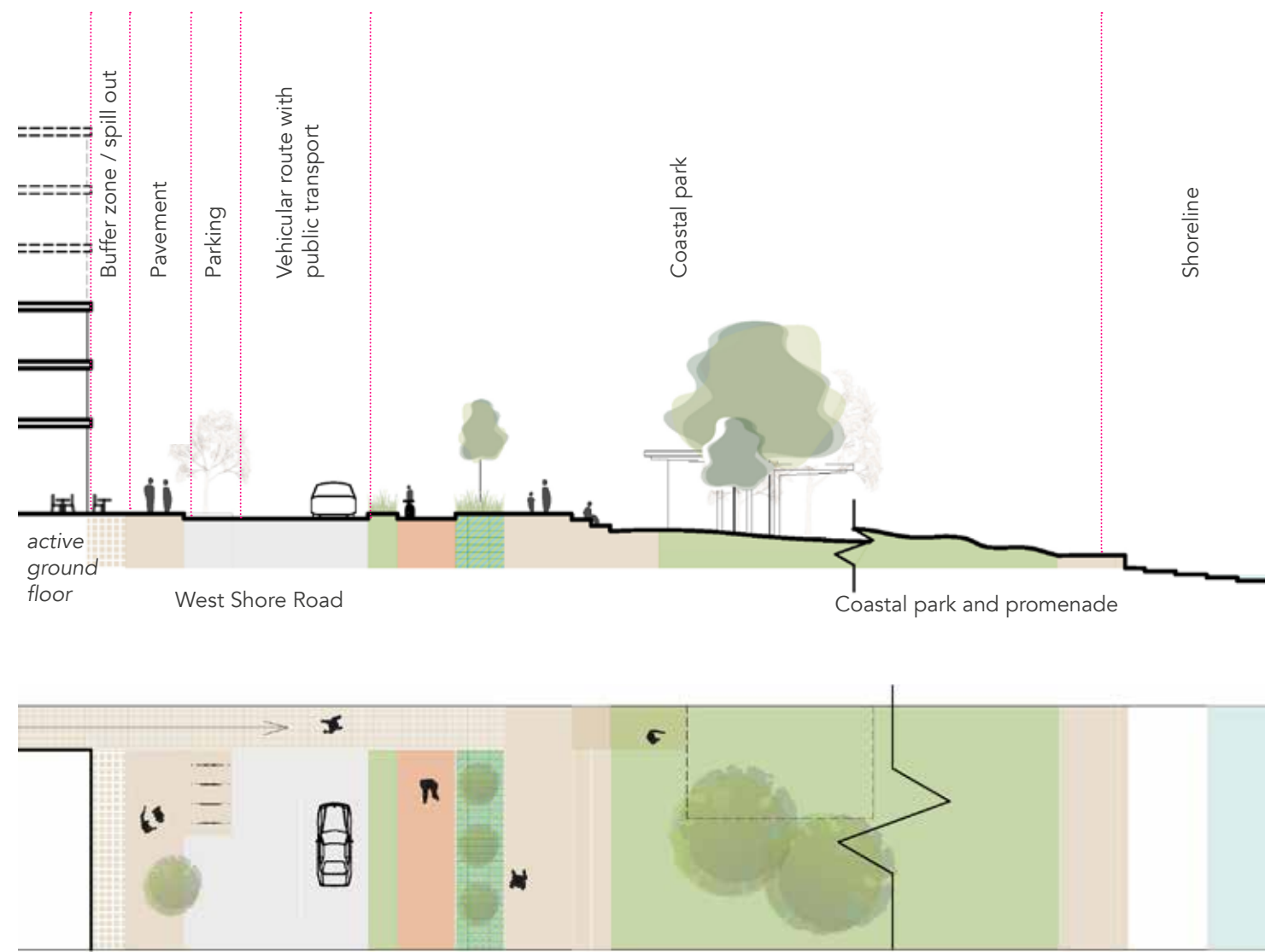


Fig. 5.11: Illustrative section and plan for the coastal edge, West Shore Road and coastal park

Key Streets and Interfaces

1. Coastal Edge - West Shore Road

This new coastal boulevard defines the southern edge to the coastal park and West Shore character area. It is part of the key strategic route connecting the east and west of the delivery plan area linking the coastal promenade and West Harbour Road.

Key principles:

- Edinburgh Waterfront Promenade should be continued to approved design code.
- Segregated cycle route should be provided to north of West Shore road (in line with CEC guidance and to connect to existing cycle routes where possible).
- Limited on street parking should be provided to south of West Shore Road. Parking should be incorporated between street planting, cycle parking or other features.
- Road should be sized and designed to meet CEC requirements for Mass Rapid Transport (MRT) / bus routes.
- MRT/ bus stops should be incorporated into street at key locations.
- New development to south of interface should be 5 storey average with some minimum of 4 storey and maximum of 6 storey. Key gateway blocks at locations identified in Fig. 3.59, p.58.

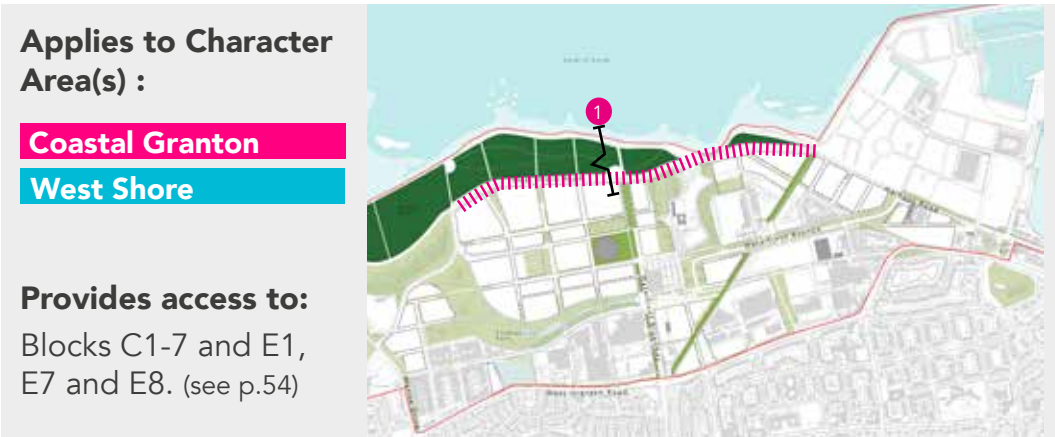


Fig. 5.12: Location of street and illustrative section cuts

Key Streets and Interfaces

2. West Harbour Road

This road acts as a key urban anchor and route to the wider masterplan area for those travelling from east to west. It is mixed used in character and optimises its south-facing edge for active travel and social activity.

Key principles:

- Segregated cycle route should be provided to north of Harbour Road (in line with CEC guidance) to complete the 'missing link' between current CEC work on cycle route on Lower Granton Road and commencement of the coastal edge.
- Tram line safeguarded route should be retained.
- Existing road and pavement surfacing should be upgraded.
- Road should be sized and designed to meet CEC requirements for bus/MRT routes.
- MRT / bus stops should be incorporated into street at key locations.
- Granton Square proposed as transport interchange hub.
- Interface should be developed in consultation with Granton Harbour masterplanning team.
- Active uses should be positioned at ground floor. Opportunities for activity to 'spill out' onto street along south-facing edge should be considered.

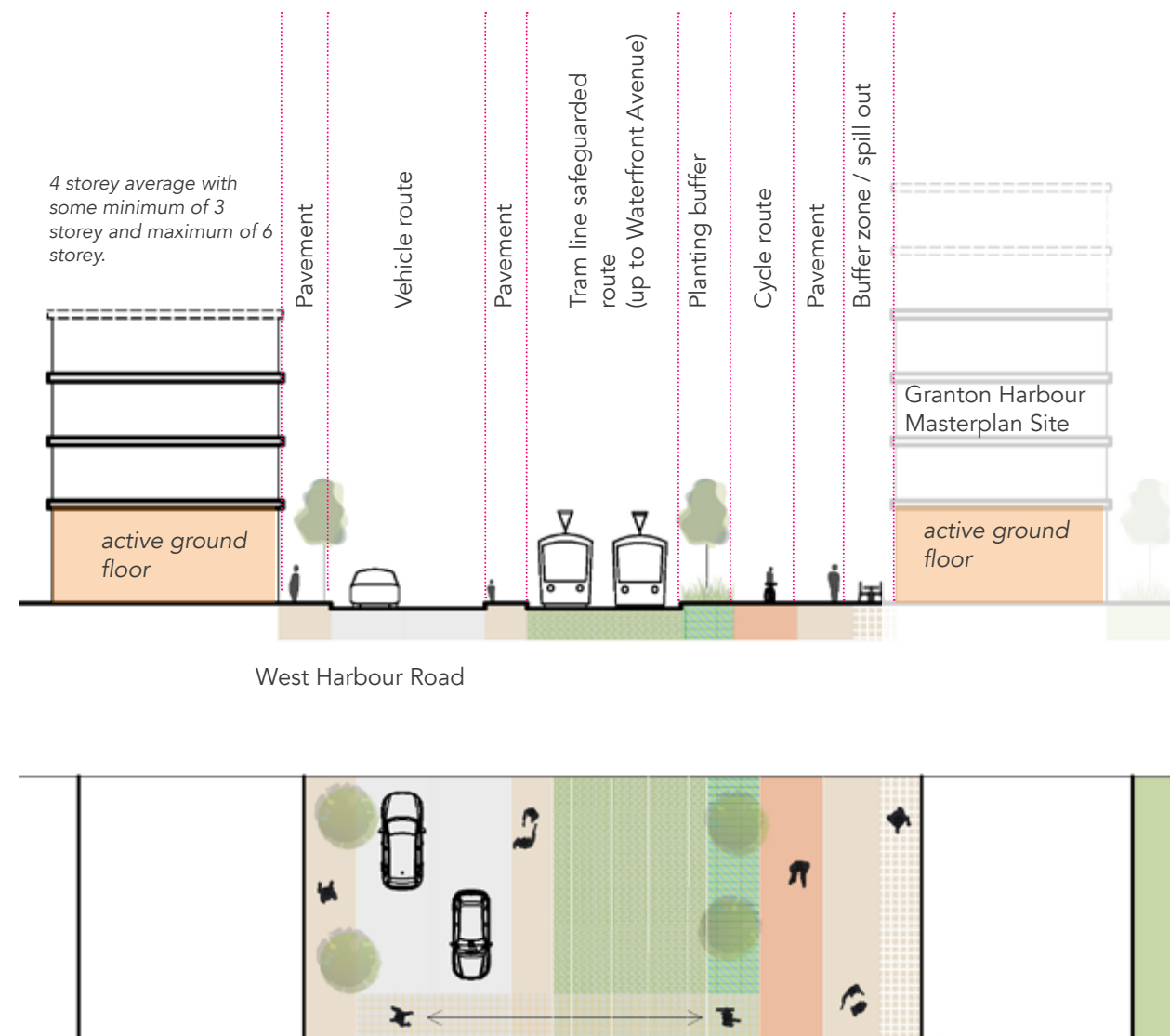


Fig. 5.13: Illustrative section and plan for West Harbour Road



Fig. 5.14: Location of street and illustrative section cuts

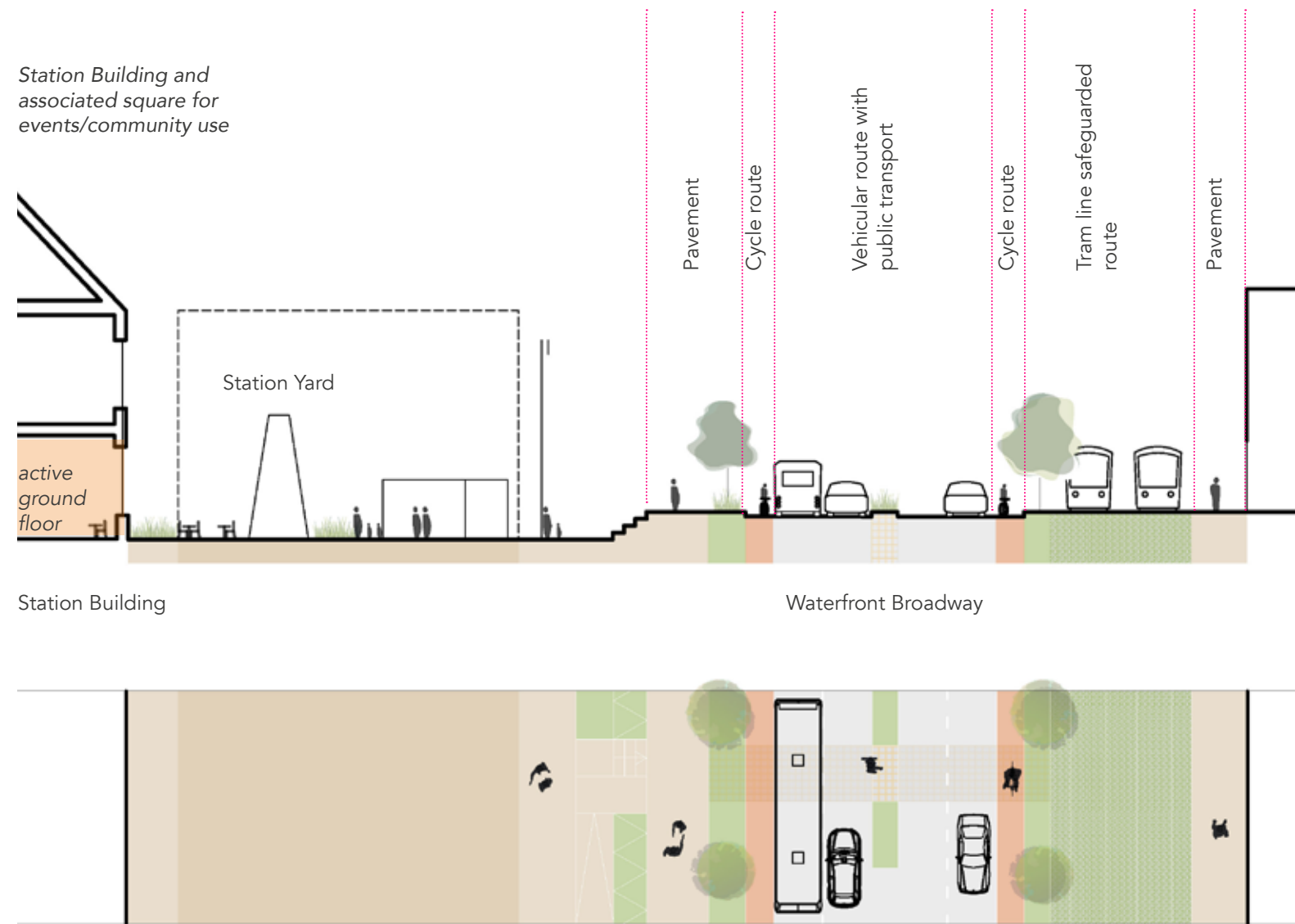


Fig. 5.15: Illustrative section and plan for Waterfront Broadway

3. Waterfront Broadway (upgrades around station building)
Waterfront Broadway is an existing road that forms part of the main north to south connection through Granton Waterfront. It connects through the proposed gas holder link down to the coastal park.

- Key principles:**
- Existing cycle routes should be re-painted or upgraded (in line with CEC Design Guidance) and should be connected into proposed new cycle routes in Upper Granton.
 - New development around the Granton Station Building should deal sensitively with setting of station and platform in line with its listed status.
 - The area in front (west) of Granton Station should be considered for a variety of outdoor / temporary uses which complement the Waterfront Broadway character area.
 - The safeguarded Mass Rapid Transport (MRT) route Waterfront Broadway between West Granton Road and Waterfront Avenue should be retained.
 - As Waterfront Broadway passes north of Waterfront Avenue the route should be extended via widening of the urban realm for walking and cycling as detailed in guidance for the gas holder link, p.89.
 - A transport hub should be incorporated along or in the vicinity of this route.



Fig. 5.16: Location of street and illustrative section cuts

Key Streets and Interfaces

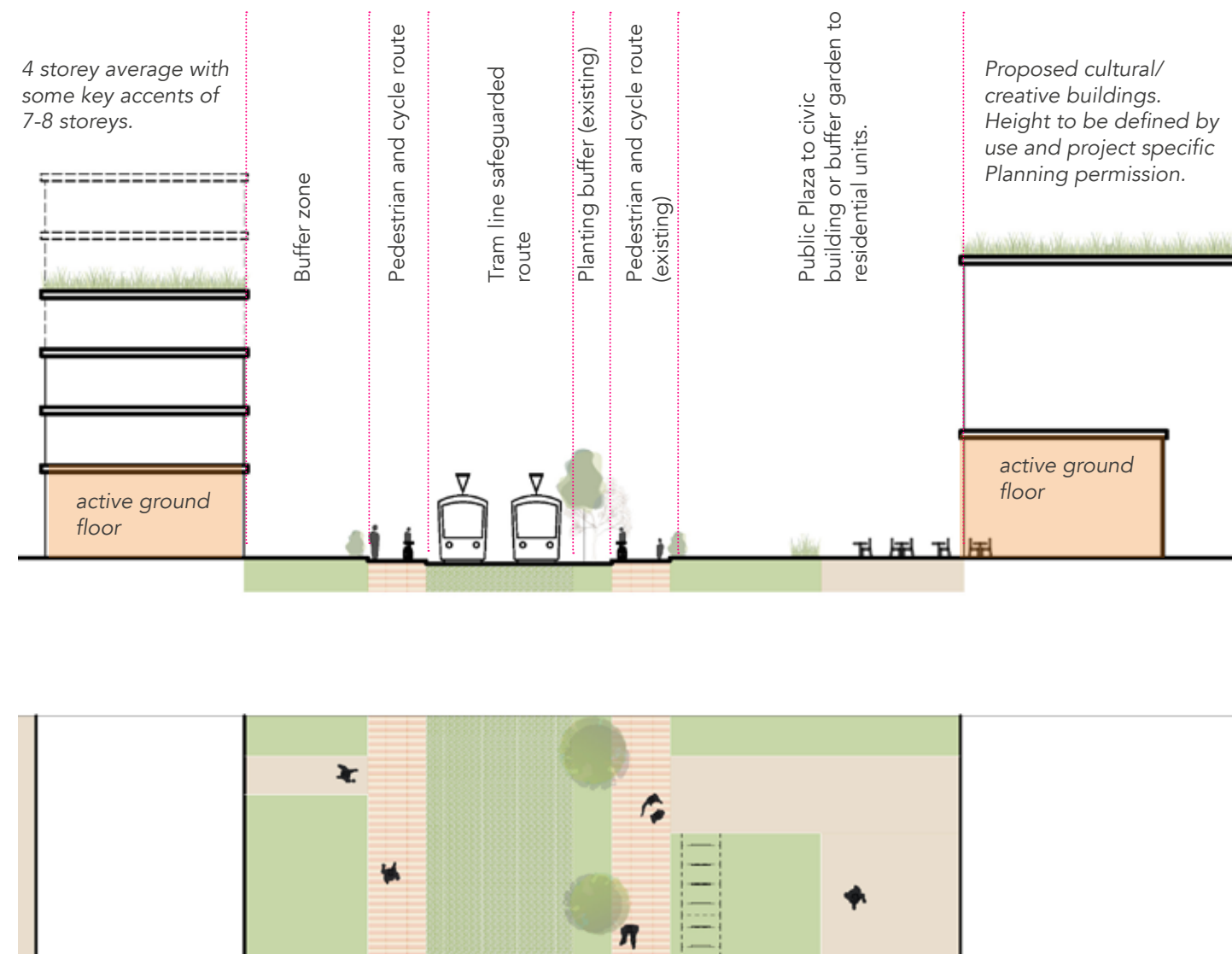


Fig. 5.17: Illustrative section and plan for the Diagonal Route

4. Diagonal

The Diagonal is an existing pedestrian green route. One section of this incorporates the tram line safeguarded route. It connects West Granton Road to the coastline and should be activated on both sides.

Key Principles:

- Building frontages should be active at ground floor and urban in character.
- Uses, boundaries and lighting should provide a secure and overlooked feel for pedestrians and cyclists.
- Consideration should be given to boundary treatments with an awareness to both security and place-making principles. Where possible, consider the use of 'buildings as fences' to National Museums Scotland site and position active uses facing key routes.
- Tram line safeguarded route should be maintained.
- Existing active travel route along the diagonal should be strengthened and enhanced with planting and bike parking incorporated at key locations, see (Fig. 5.31, p.99) example of active travel route.

Applies to Character Area(s) :

Waterfront Broadway

Harbour Road

The Link

Provides access to:

D1, D2, D3, D4, D5, D6, E1 and E2a. (see p.54)



Fig. 5.18: Location of street and illustrative section cuts



Fig. 5.17: Illustrative section and plan for Forthquarter Park edge

Key Streets and Interfaces

5. Forthquarter Park Edge

This boundary edge provides the interface between Forthquarter Park and proposed development in Upper Granton. It enhances the existing park and pathways to provide perimeter definition, overlooking, active frontages and safe access into Upper Granton and beyond.

Key principles:

- A soft privacy strip, between 3-5m, should be planted to provide a 'green edge' to the blocks connecting into the existing Forthquarter Park. Wild-flower planting is recommended, see (Fig. 5.32, p.99) for precedent image.
- Buildings along the existing park should incorporate green walls/roofs where possible (in line with blue-green infrastructure strategy, Fig. 3.16, p.40)
- Existing cycle/pedestrian routes within park should be maintained and connected to new routes.
- North-south routes leading to park should be designed to be pedestrian/cycle focused, limit vehicle speeds and provide local access only.
- Perimeter blocks should define private back courts with residents gardens and service lanes where appropriate.

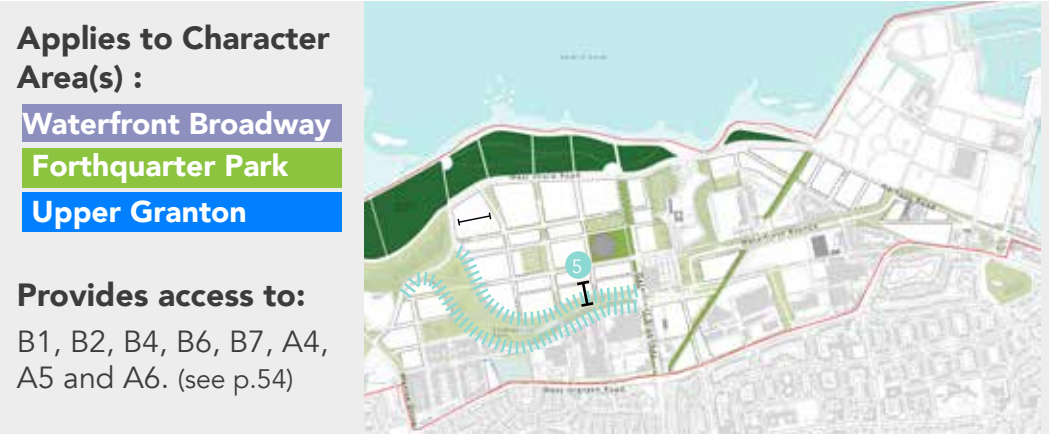


Fig. 5.20: Location of street and illustrative section cuts

Key Streets and Interfaces

6. Residential Street incorporating Public Transport Route

This section provides an indicative approach to the primary vehicle route through Upper Granton. It allows for an accessible route which connects the end of Waterfront Broadway to West Shore Road and the Coastline.

Key principles:

- Limited on street parking should be provided to south side of road. This should be incorporated between street planting, cycle parking or other features to serve limited visitor / disabled parking requirements.
- Road should be sized and designed to meet CEC requirements for MRT / bus routes. Bus stops should be incorporated into street at key locations.
- Street should incorporate SuDS in locations in line with the Development Framework's proposed blue-green infrastructure strategy, (Fig. 3.16, p.40).
- Segregated cycle route should be provided to north of road (in line with CEC guidance and to connect to existing cycle routes where possible).

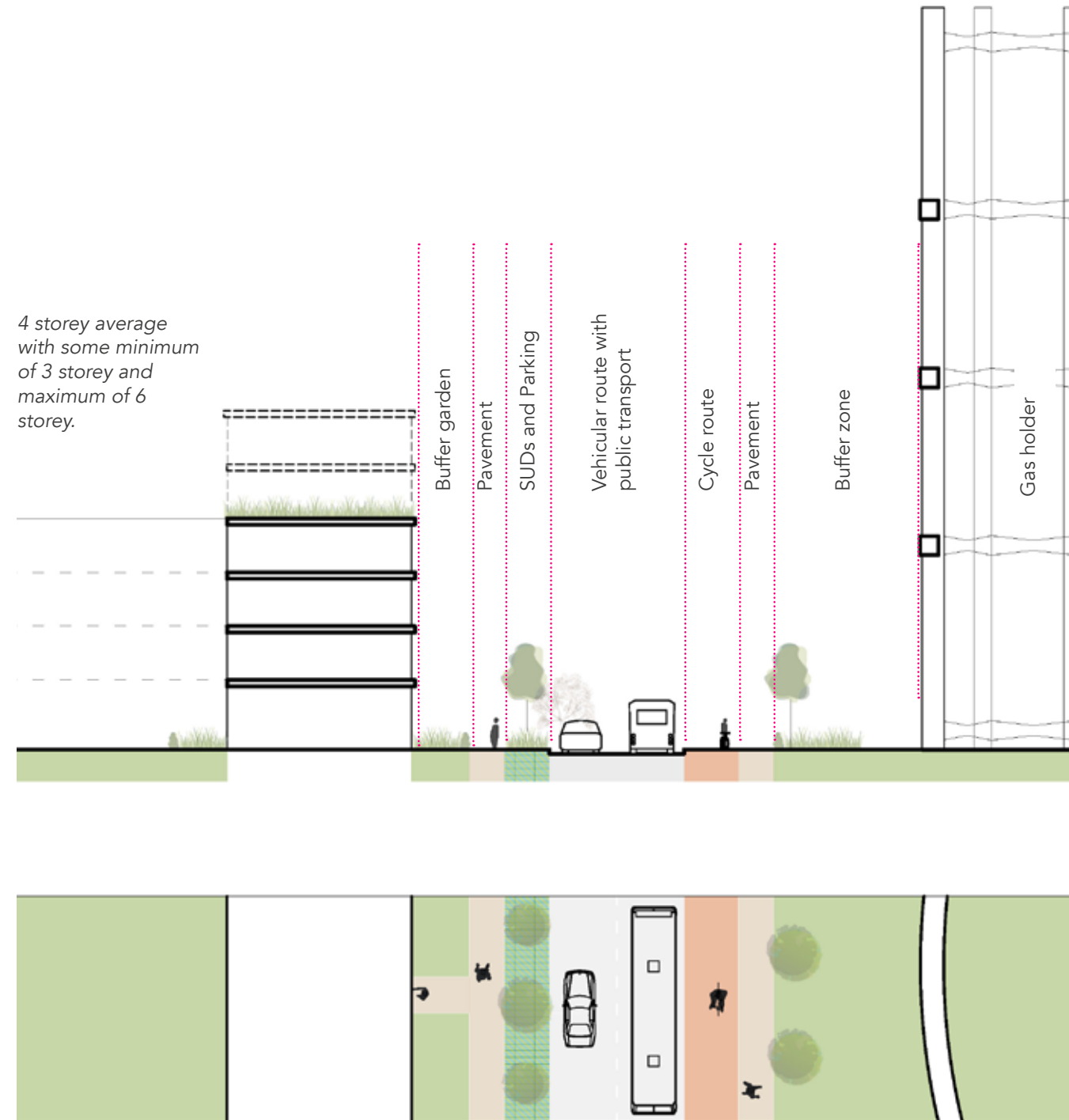


Fig. 5.21: Illustrative section and plan for residential street (shown here within Upper Granton)

Applies to Character Area(s) :

Forthquarter Park

Upper Granton

Provides access to:

B1, B3, B4, B5, B6, B7, B8, C1b and C6. (see p.54)



Fig. 5.22: Location of street and illustrative section cuts

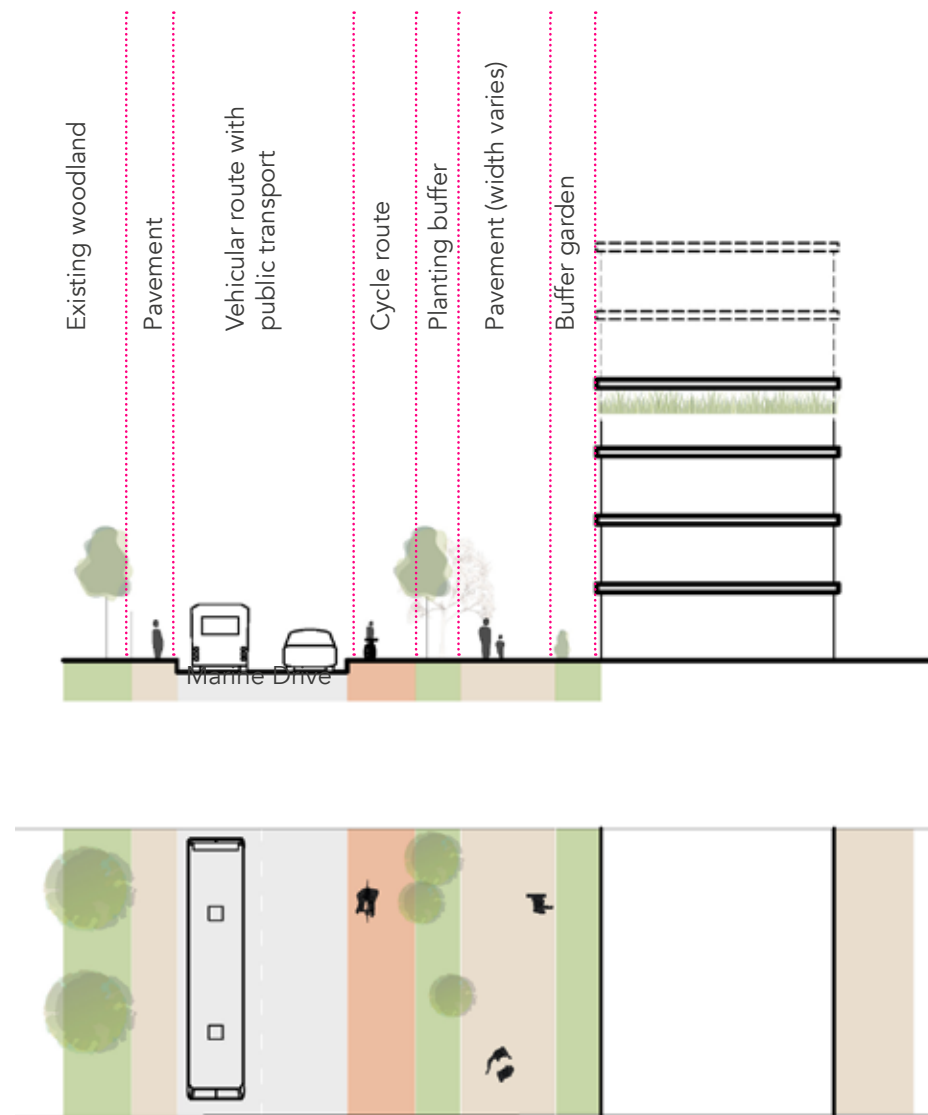


Fig. 5.23: Illustrative section and plan for Marine Drive / West Shore Road

Key Streets and Interfaces

7. Marine Drive / West Shore Road

Marine Drive connects the coastal edge and Harbour Road to existing communities around Pennywell roundabout.

Key Principles

- Cycle route should be provided (in line with CEC guidance and connecting existing routes where possible).
- Road should be sized and designed to meet CEC requirements for bus / MRT routes. Bus stops should be incorporated into street at key locations.
- Preference to signalise Pennywell roundabout to allow for cyclists and pedestrian movement with parking controls (double yellow lines) along this section of Marine Drive.
- Existing trees should be retained.
- The junction with West Shore Road may require signalisation in order to accommodate additional development traffic accessing the west of the Development Framework area.

Applies to Character Area(s) :

Upper Granton

Forthquarter Park

West Shore

Provides access to:

A1, A2, A3, A4 and C1a. (see p.54)



Fig. 5.24: Location of street and illustrative section cuts

Key Streets and Interfaces

8. West Granton Road

West Granton Road currently serves as a strategic route from east to west along the southern boundary of the Development Framework area. It should continue to serve this purpose with some key improvements to better serve all.

Key Principles

- Boundary treatments should be improved along length of street in line with placemaking principles. New buildings should have active frontages and enhanced boundary treatment.
- Active frontages should be created along West Granton Road as illustrated in Fig. 3.51 (p. 54).
- A widened section of foot-way should be created along the length of street within the Development Framework and safe cycling routes connected to existing routes in the area should be provided where possible to ensure that the street supports active travel.
- General surface improvements should be made to the road and pavements.
- Parking controls should be considered.
- A new signalised junction should be considered at the West Granton Road / Crew Road North junction.
- The potential to incorporate signage linking new development and existing communities to provide markers to waterfront/key activities and improve way-finding along the road should be considered.

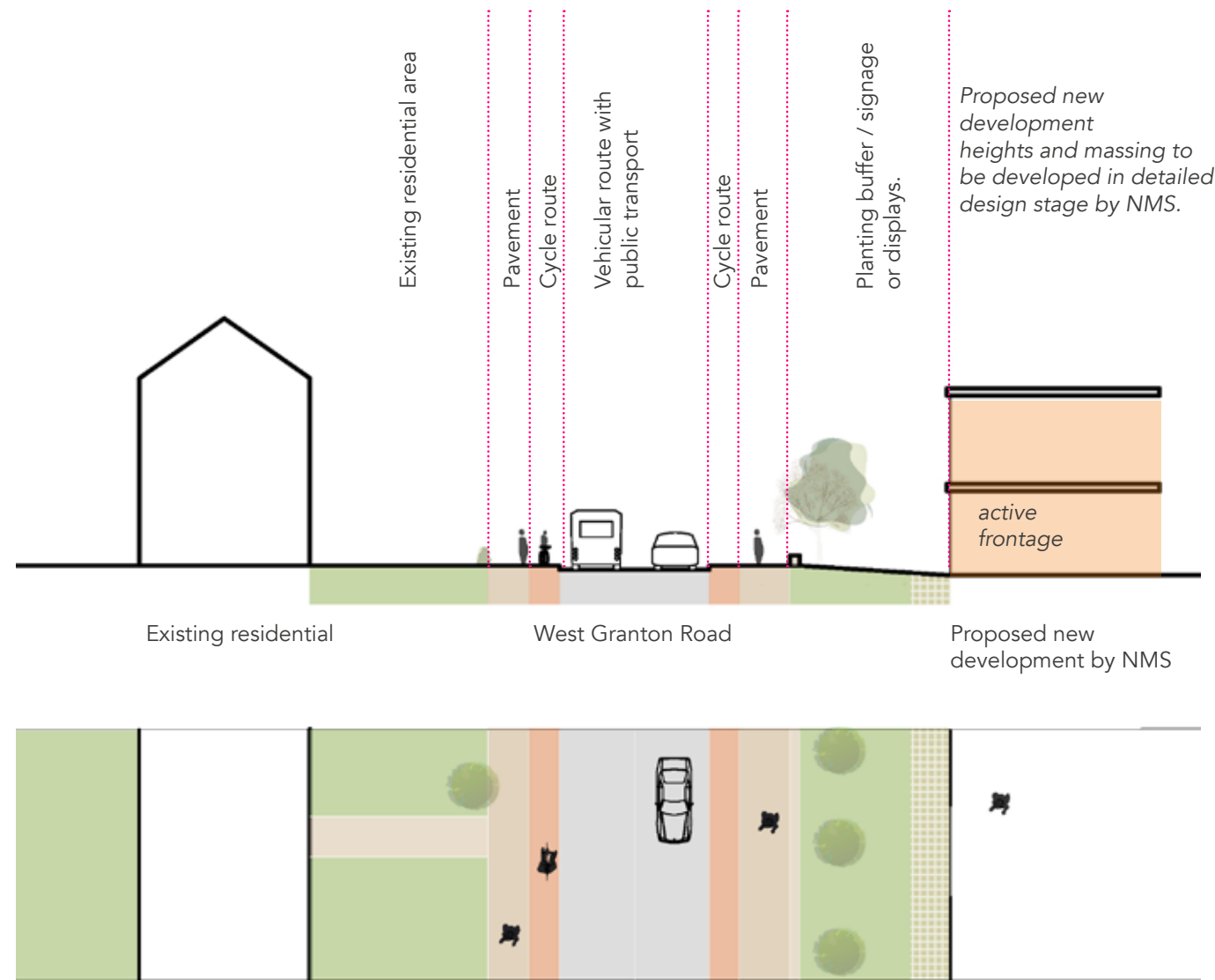


Fig. 5.25: Illustrative section and plan for West Granton Road

Applies to Character Area(s) :

The Link

Waterfront Broadway

Existing Neighbourhoods

Provides access to:

A7, D3, D6. Also, NMS site and existing shops



Fig. 5.26: Location of street and illustrative section cuts

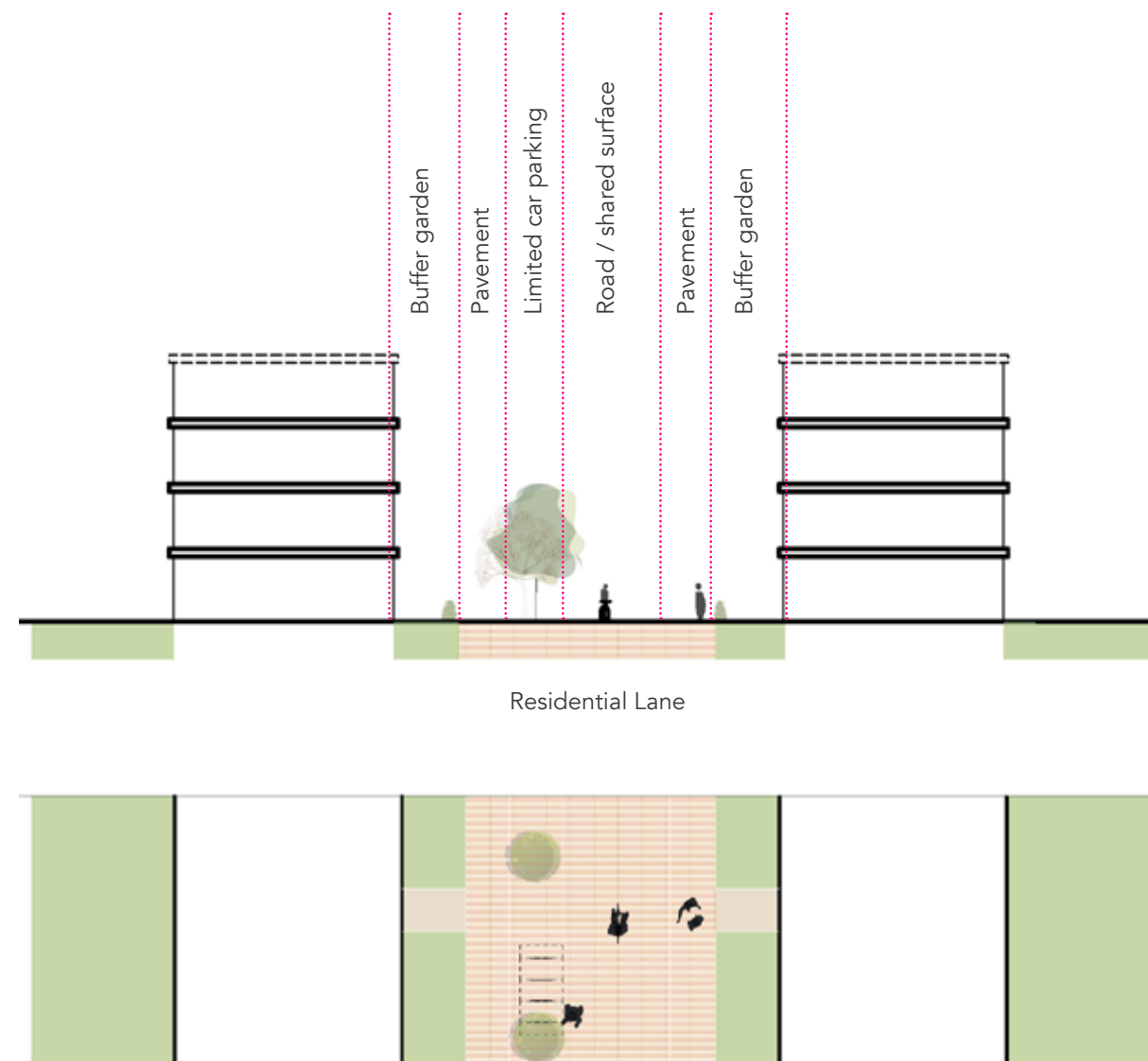


Fig. 5.27 Illustrative section and plan for internal lane

Key Streets and Interfaces

9. Residential Secondary Streets and Lanes

Residential secondary streets and lanes connect to the primary streets, park and waterfront. They should be cyclist and pedestrian focused with limited vehicular movement and used to provide local access to blocks.

Key Principles

- Build line should be set back to allow for buffer gardens to ground floor flats.
- Access to back court parking should be located as near to the primary streets as possible.
- Lanes should incorporate Sustainable Urban Drainage as per blue - green infrastructure strategy, (Fig. 3.17, p.40) , see (Fig. 5.29, p.99) for example of integrated SuDS.
- Some on street parking can be provided in controlled areas and should be incorporated into street planting or other features. Where appropriate this should be incorporated on the south or shaded side of the lane. Cycle parking should be provided in key locations, see (Fig. 5.30, p.99) example of integrated cycle parking.
- Lane width should be designed to be proportionate to building height adjacent to it.
- Where vehicular access is not required lanes should be designed as pedestrian and cycle only routes.

Applies to Character Area(s) :

West Shore

Upper Granton

Harbour Road

Provides access to:

Various blocks
(depending on layout)
within zones B, C and E.
(see p.54)

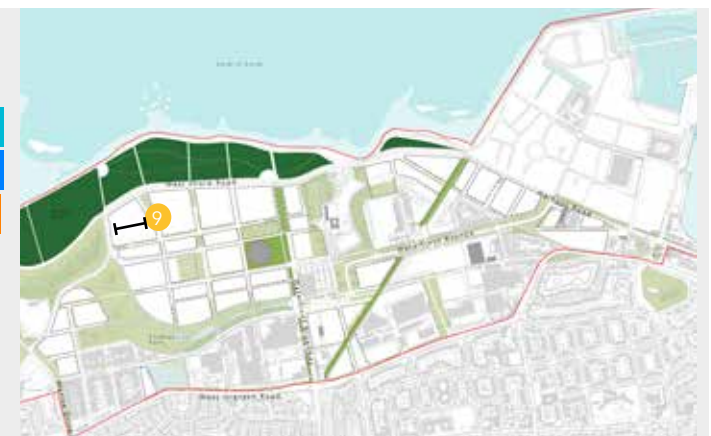


Fig. 5.28: Location of street and illustrative section cuts



Fig. 5.29: Examples of integrated SuDS



Fig. 5.30: Example of integrated cycle parking



Fig. 5.31: Example of active travel route



Fig. 5.32: Examples of wild flower privacy strip

Fig. 6.0: Photograph of model of Development Framework used in stakeholder consultation events

6. DESIGN GUIDELINES

The design guidelines in this chapter set out the design approach, quality and materials which are recommended for all scales of future development in Granton Waterfront.

- 6.1 Architectural Guidelines
- 6.2 Material Guidelines
- 6.3 Street and Amenity Space Guidelines
- 6.4 Landscape Guidelines



6.1 Architectural Guidelines

A series of guidelines for architectural approach, materials, streets and amenity space and landscape design have been developed. These apply across the framework and should provide a coherency across the varied character areas.

These design guidelines set the standard of design and quality for all scales of future development. In general, future proposals should accord with the guidance laid out in this section. However, final layouts and materials will be fully defined as part of the detailed design stages.



Full Blocks

Building frontages should follow block boundaries (building 'full blocks') to create urban character as set out in the Vision and Principles.



Differentiation

Differentiation should be provided by subdividing blocks into 'houses', with a suggested length of max. 35m. Each expressed independently with a front door at street level.



Fig. 6.3

Height

Residential buildings to be typically no less than 3 storeys and no more than 6 storeys. Height should vary with minimum 1 storey height difference to neighbouring house. (See heights marked on Fig. 3.59, p.58).



Fig. 6.4

Gateways

Building ‘accents’ over 6 storeys can be provided at key gateways and junctions (see heights marked on Fig. 3.59, p.58).



Fig. 6.5

Setbacks

Setbacks to upper floors should only be included from 3 storeys upwards.



Fig. 6.6

Natural Light

Buildings should be designed to optimise natural light, capture solar gain and minimise overshadowing to external spaces.



Entrances

Entrances should be design to be recognizable, qualitative elements.



Living areas

Main living areas should be articulated so that they capture views and provide variety to elevations (e.g. winter gardens, bay-windows, balconies) and to maximise the relationship to the outdoors.



Façades

Vertical emphasis should be provided to windows, doorways and façades. 'Profiling and depth' should also be provided in façades.



Flexibility in Usage

Structure, heights and layout should provide flexibility in activities and usage, especially for ground floor level to allow for adaptability to societal changes over time.



Fig. 6.11

Roofs

Buildings should optimise the potential for roof activity and shared views. Green roofs to be provided wherever possible.



Fig. 6.12

Fabric First

Buildings should be designed with a fabric first approach to minimise energy demand.



Fig. 6.13

Services

Utilities and services should be integrated in buildings or integrated into public space design.



Fig. 6.14

Mixed Use

Development should encourage a mixture of uses distributed across the site (see Fig. 3.65, p.60)

6.2 Material Guidelines

A palette of robust, natural materials, which are appropriate for the waterfront conditions, should be developed. The material palette should provide coherency across character areas but allow for variety to be incorporated in terms of colour, tone, texture and mixed materials.

Material specification should also be suitable and durable enough for the marine climate of the area. Particular attention should be given to how the material weathers and is maintained within this climate. Sustainability and environmental performance should also be a high priority when specifying materials.

The examples opposite illustrate the range of materials that could be considered appropriate and illustrate how variety can be introduced within the palette.



Fig. 6.15



Fig. 6.16



Fig. 6.17

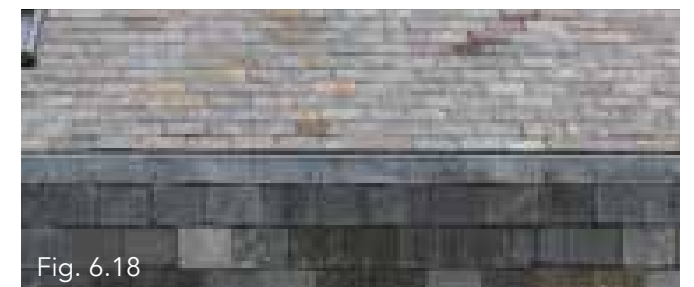


Fig. 6.18



Fig. 6.19



Fig. 6.20

Robust and natural materials

Materials should be durable and suitable for the marine climate, e.g. brick, stone, metal panels.



Fig. 6.21

Sustainability

The embodied energy, sustainability and environmental performance of materials selected should be considered.



Fig. 6.22

Variety of Textures

Texture can be introduced into façades in a number of ways, including brick pattern, metal profiles, perforations to materials and engraving.



Fig. 6.23

Variety of Tones

Complementary tones can be selected in the same or differing materials to provide subtle variety to façades.



Fig. 6.24

Mixed Materials

The use of different materials across a building to highlight key aspects and spaces should be considered.



Fig. 6.25

Views

All public streets should provide connections and views to water, green space or local landmarks.



Fig. 6.26

Shared Streets

Streets should be pedestrian and cyclist priority and shared surface - other than to key transport arteries identified within the framework and should comply with Edinburgh Design Guidance.



Fig. 6.27

Shared activity

Streets and backcourts should encourage communal and shared activity.



Fig. 6.28

Delineation

Street frontages should have clear delineation between public and private areas using walls, fences and landscaping and to provide a qualitative intermediary space.



Public Spaces

Public outdoor spaces should be integrated into design and provide differentiation across the framework area.



Amenity Space

All apartments should have access to shared outdoor amenity space. Which should be designed as qualitative spaces and to include soft landscaping and trees.



Private Parking

Private parking should be located within building form such as under-crofts and garages or sensitively incorporated into back courts.



On-Street

On-street parking should (only) be used for shared car clubs, electric charging points, bikes, visitors and to provide disabled access to blocks.

6.4 Landscape Guidelines

Four Landscape components: Hard Landscaping, soft landscaping, street furniture and lighting have been identified. Landscaping should provide a hierarchy of elements, define a hierarchy of routes, spaces and nodes and ensure the area has both a coherent but varied identity.

The principles connected to these 4 elements are illustrated in more detail in Appendix A2.8.



Fig. 6.33: Selection of planting identified as being suitable for marine climate, diagram by LUC



Hard Landscaping

Hard landscape design should reinforce the character areas set up in Granton Waterfront, whilst being durable, sustainable and resilient.



Soft Landscaping

Soft Landscaping should provide a range of planting, appropriate to the marine climate, which will enhance the green infrastructure of the area - promoting biodiversity and habitat creation.



Street Furniture

A coordinated approach to street furniture, using simple, bold elements should be taken. Street furniture should be designed to enhance the user's experience of a street and space.



Lighting

Lighting should help to define the character of the streets and spaces within the development and enhance safety and security, providing orientation and safe movement through the area.



IMAGE CREDITS

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Fig. 1.6
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Fig. 1.7
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Fig. 2.11
Sunset Over The Firth
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Dundas Street, Edinburgh
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Princes Street Gardens, Edinburgh
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Fig. 2.13
Holyrood Park, Edinburgh
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Fig. 2.15 / 3.45
Sava Promenada in Belgrade
Architect: SWA Group
Photographer: Tom Fox



Fig. 2.14
Nordhavnen, Copenhagen
Photographer: © Emilie Koefoed



Fig. 2.17 / 6.26
Marmalade Lane
Architect: Mole Architects
Photographer: David Butler



Fig. 2.19 / 3.0 / Fig. 3.66 e
International Women's Day Swim
Photographer: © Anna Deacon Photography



Fig. 2.20
Baltic Street Adventure Playground
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Fig. 3.11
Hunter's Point, New York
Flickr CC - Penn State



Fig. 3.13
Unilevel Campus Proposals
Studio for New Realities



Fig. 3.15
Marlborough Primary School
Client: Royal Borough of Kensington
and Chelsea
Architect: Dixon Jones
Landscape Architect: Macgregor Smith
Photographer: Paul Riddle



Fig. 3.18 A
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Fig. 3.18 B
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Fig. 3.18 C
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Fig. 3.18 D
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https://www.urbanrealm.com/news/2500/Scotland%E2%80%99s_Housing_Expo_welcomes_first_visitors.html



Fig. 3.18 E
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Fig. 3.19 B
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Fig. 3.19 C
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Fig. 3.19 D
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Fig. 3.19 E
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Fig. 3.19 F
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Fig. 3.19 G
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Fig. 3.25
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Fig. 3.29
Granton Castle
Canmore SC 581331



Fig. 3.36
Existing coastline
Reproduced with the permission of local resident Douglas McEachan



Fig. 3.37
Strandengen
Architect: Vandkunsten Architects
Photographer: Mads Frederik
Client: Arkitektgruppen



Fig. 3.40: Water taxi, Rotterdam
Photographer: S.J. de Waard
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Fig. 3.41
Norreport Station
Architects: Gottlieb-Paludan Architects + COBE
Photograph: Gottlieb-Paludan Architects



Fig. 3.42
Electric Car Charger
Photographer: Albert Lugosi
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Fig. 3.43
Cycle hire scheme
Image provided by AECOM

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Fig. 3.48
Mews Parking, Edinburgh
<https://q-cf.bstatic.com/images/hotel/max1024x768/153/153690862.jpg>



Fig. 3.49 / 6.14
Rotterdam Street Cafe
Photograph: Walk 21.com



Fig. 3.52 / 3.61 B
Berkshire Road
Architect: Mikhail Riches
Visualiser: Arquí



Fig. 3.52
Brentford Lock West
Architect: Mikhail Riches
Photographer: Mark Hadden & Tim Crocker



Fig. 3.55
26BS, Portobello
John Kinsley Architects
Photographer: John Reiach



Fig. 3.56
Marmalade Lane
Architects: Mole Architects
Photographer: David Butler



Fig. 3.57
Pennywell regeneration
Developer: Urban Union Ltd
Architect: Barton Willmore
Photography: © Paul Zanre



Fig. 3.58
Abode at Great Kneighton
Architect: Proctor & Matthews Architects
Photographer: Tim Crocker



Fig. 3.60 a / 6.4
Havneholmen, Copenhagen
Architects: Lundgaard & Tranberg Arkitekter
Photographer: Hugo Hebrard



Fig. 3.60
Accorrida Brass Building
Architect: Alison Brooks Architects
Photographs: Alison Brooks Architects



Fig. 3.61a / 6.3
Ely Court
Architects: Alison Brooks Architects
Photographs: Alison Brooks Architects



Fig. 3.62 A
Newhall Be, Harlow
Architect: Alison Brooks Architects
Photographs: Alison Brooks Architects



Fig. 3.62B / 6.31
Abode at Great Kneighton
Architect: Proctor & Matthews Architects
Photographer: Tim Crocker



Fig. 3.63 A / 4.3
Löyly sauna complex, Helsinki
Architect: Avanto Architects
Photographer: Kuvio Photography



Fig. 3.63 B
Amager Strand
Photographer: Astrid Maria Rasmussen Photography



Fig. 3.66 A
Red Bull Music Academy
Architect: Langarita Navarro Arquitectos
Photographer: Miguel de Guzmán



Fig. 3.66 D
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Fig. 3.66 F
Brew Box Company, Glasgow
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Fig. 3.66 G
Circuit Training o Parc St Hubert
Photograph: Liberty Gym Juvignac



Fig. 3.66 H
Allermuir Health Centre
Architects: Hoskins Architects



Fig. 3.66 I
Stockholm Gasworks
Architects: Herzog de Meuron
Landscape: Piet Oudolf + LOLA
Visualiser: Img+

Image Credits



Fig. 3.66 J
Reffen, Copenhagen
Photograph: copenhagenfood.dk/



Fig. 3.72
Colville Estate, London
Architect: Karusavic Carson,
Photographer: carrconstructionphoto.com



Fig. 4.4
'Jack & Jean Leslie Riverwalk™'
Image courtesy of Calgary
Municipal Land Corporation



Fig. 4.5
<https://oudolf.com/garden/westerkade-2>
Piet Oudolf



Fig. 4.6
South Bank Parklands
Landscape Architect: cardno
s.p.l.a.t
Photographer: © John Gollings



Fig. 4.19
Movement Café pop-up
Studio Myerscough,
Photographer: Gareth Gardner



Fig. 4.20
Duth Cycling Culture
© Modacity



Fig. 5.29 A
Bo01, Malmo
Image provided by AECOM
Image: Robert Bray Associates



Fig. 5.29 B
Permeable paving and trench
planter, London
Image provided by AECOM



Fig. 5.30
Typical Trench planter, London
Image provided by AECOM
Image: TfL



Fig. 5.31 A
Image provided by LUC
© IN SITU
<https://divisare.com/projects/250396-in-situ-les-berges-du-rhone>



Fig. 5.32 A
Image provided by LUC
© 2018 LUC



Fig. 5.32 B
Image provided by LUC
© James Hitchmough, 2012
<http://www.landscape.dept.shef.ac.uk/james-hitchmough>



Fig. 6.1
Timberyard, Dublin
Architect: O'Donnell Tuomey,
Photographer: © Dennis Gilbert/
VIEW.



Fig. 6.2 / 6.10
The Boetzelaer, Amsterdam,
Architects: M3H
Photographer: Allard van der Hoek



Fig. 6.5
Colville Estate, London
Architect: Karusavic Carson,
Photographer: © Peter Landers



Fig. 6.6
St Andrews, Bromley-by-Bow
Landscape Architect: Townshend
Landscape Architects
Photograph: © Townshend
Landscape Architects Ltd



6.7
St Andrew's Riverside
Architect: Mikhail Riches
Image: Mikhail Riches



Fig. 6.8
Courtesy of: Solarlux
Photo: Bettina Meckel



Fig. 6.9
Gillaerts - De Coninck home
Architect design: VBM architecten
Architect execution: Lava architects
Photograph: © Studio Claeihout



Fig. 6.11
Colville Estate, London
Architect: Karusavic Carson
Photographer: © Peter Landers

Image Credits



Fig. 6.12
Goldsmith Street
Architect: Mikhail Riches
Photo: ©Tim Crocker 2019

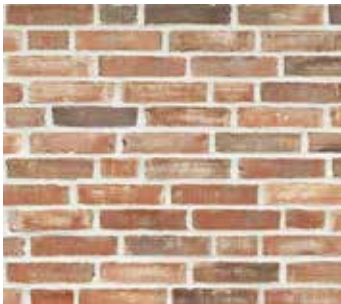


Fig. 6.15
D46
© Petersen Tegl



Fig. 6.16
ELZINC RAINBOW®
© elZinc



Fig. 6.17
D71
© Petersen Tegl



Fig. 6.18
Ty Pren
Architect: Feilden Fowles
Photographer: © David Grandorge



Fig. 6.19
D81
© Petersen Tegl

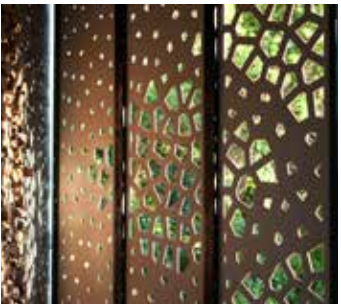


Fig. 6.20
House in Smilovci
Architect: Modelart Arhitekti
Photographer: © Stefan Ivkovic



Fig. 6.22
House S
Architect: UAU collectiv
© 2020 UAU Collective
Photographs: Philippe Van Gelooven



Fig. 6.23 a
Moray Mews House
Architect: Peter Barber
Photograph: © Morley von Sternberg



Fig. 6.23 b / 6.28
Brentford Lock West
Architect: Mikhail Riches
Photography: Mark Hadden & Tim Crocker



Fig. 6.24
Berkshire Road
Architects: Mikhail Riches
Visuliser: Arquí9



Fig. 6.29
Brotorget, Bollnäs, Sweden
Landscape Architect: Karavan
Landskapsarkitekter, Sweden
Photographer: Alex Giacomini



Fig 6.30.
Sluseholmen Courtyard
©2013-2020 Estatetool ApS



Fig. 6.32
Amsterdam Street
Photograph: Amsterdam.info

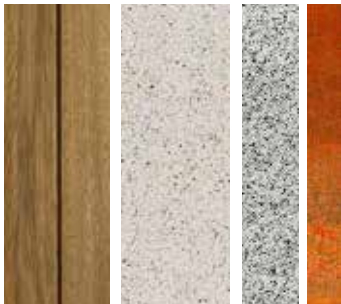


Fig. 6.34
Image provided by LUC



Fig. 6.35
Image provided by LUC
Photograph: seedjet



Fig. 6.36
Image provided by LUC
© 2018 Streetlife



Fig. 6.37
Image provided by LUC
© TORCH By Olev

APPENDIX A2 - SUPPORTING INFORMATION



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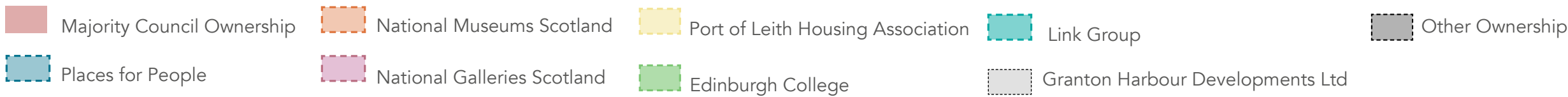
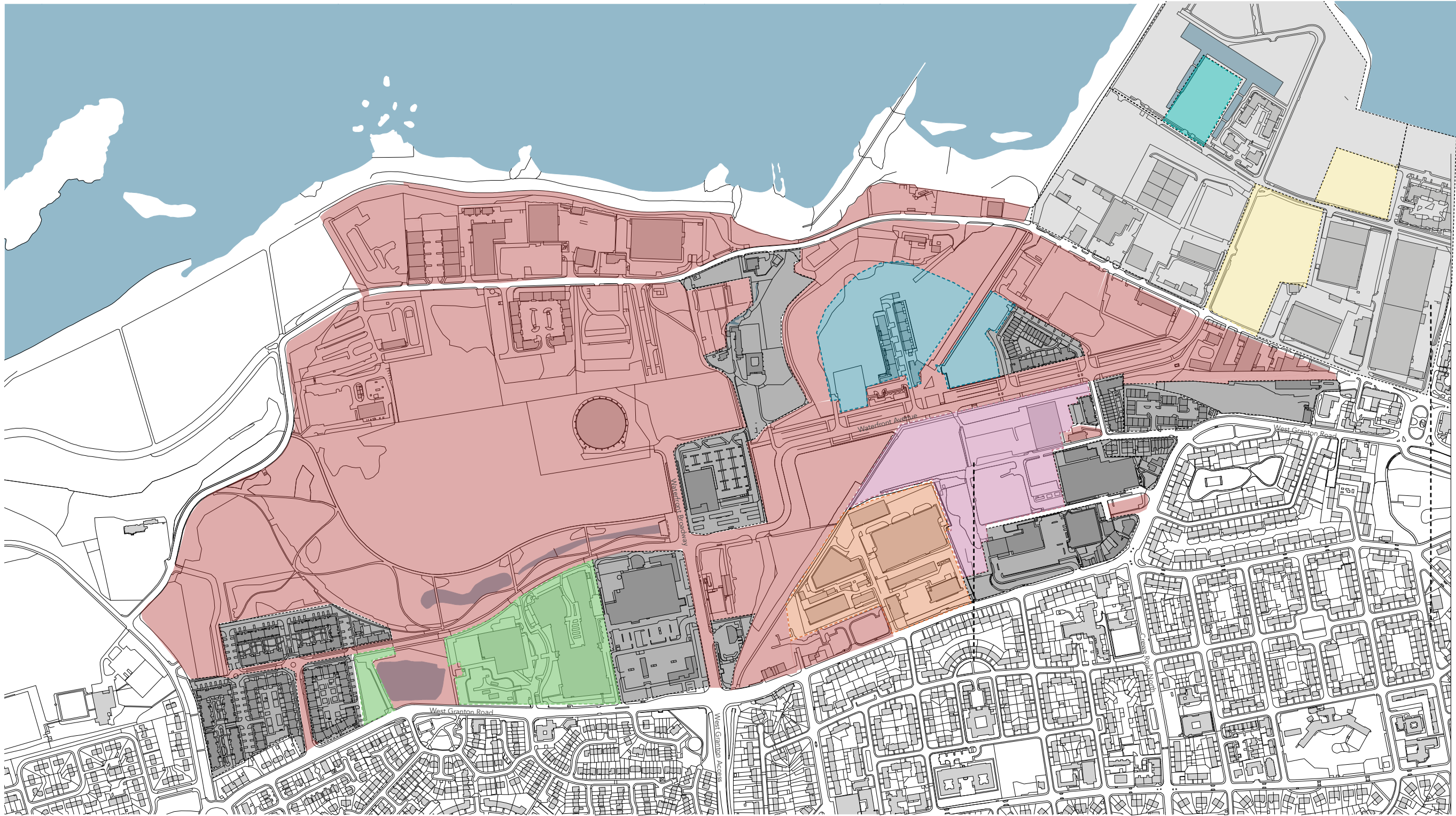
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Scotland Site Principles 15

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Ownership and other development projects

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Indicative Ownership / Areas currently undergoing development

Summary of Engagement

The engagement process formed and shaped the approach, response and design of Future Granton.

The project team carried out an intensive consultation process with local residents, stakeholders, elected members and partners. A series of open, public consultations and invited stakeholder events took place between October 2018 and May 2019 to ensure the Granton Waterfront framework was developed in association with and informed by the ideas, insight and experiences of stakeholders, local interest groups and the local community. A summary is illustrated on the adjacent diagram.

The engagement process also included a series of regular meetings and presentations with elected members and project partners via the following forums:

- All Party Oversight Group (APOG)
- Granton Waterfront Partners Group
- North West Waterfront Working Group (consisting of surrounding community councils)

The process of consultation utilised a range of methods and techniques in order to engage the affected communities and any stakeholders as effectively and fully as possible, and ensure their input at each significant stage of the programme as a means of guiding the development process. The information presented at the events was available for the community to view online and at various 'info stations' across the area before and after each event.

The team has prepared a Record of Engagement report, which fully documents the stakeholder and consultation process undertaken during the development of the framework. It records the range and breadth of discussion that took place. The consultation process and feedback from residents and stakeholders informed and shaped the approach, response and design of the Development Framework.

Key Public Consultations

1. Stakeholder Surgeries Part 1, October 2018

'Surgery' style drop in where stakeholders were invited to discuss with design team members aspects of the project, focused around themes to identify key constraints and opportunities for the site and brief.

2. 'Tell us more about Granton', Public consultation, Nov. 2018

Community consultation event focused around a site model, maps and photographs to garner local ideas and explore opportunities surrounding the existing site, building on previous engagement responses.

3. Community Stakeholders drop-in, December 2018

A more in-depth discussion with community groups and local stakeholders.

4. Stakeholder Surgeries Part 2, January 2019

Second 'surgery' style drop-in event led by design team with key invited stakeholders. Focus on initial site options and visions, which are to be put forward as 'what ifs' and possible concepts.

5. 'Granton Could Be', Mobile 'Roadshow' consultation, Jan. 2018

One day 'road show' using model and trailer bike to present a limited number of vision options and overall ideas to the local community and stakeholders. Comments and views to be collected via notes/flags on model/drawings

6. 'Granton Should Be' Consultation, May 2019

One day consultation event at Edinburgh College to present the Vision and Framework with associated images and models. The consultant team also presented the proposals to the surrounding community council representatives, answered questions and gathered opinions which fed back into the vision and framework.

LET'S TALK ABOUT...

MOVING AROUND.

TRANSIT, TRANSPORTATION, ACCESSIBILITY, TRAVEL, TRAFFIC, PARKING, BICYCLING, WALKING, PUBLIC SPACE

LET'S TALK ABOUT...

BEING OUTDOORS.

NATURAL RESOURCES, RECREATION, OPEN SPACE, LANDSCAPE, PARKS, GOLF COURSES, HISTORIC LANDMARKS, HISTORIC DISTRICTS, LANDSCAPE ARCHITECTURE

LET'S TALK ABOUT...

BEING SUSTAINABLE.

WATER, ENERGY, CLIMATE, WASTE, INFRASTRUCTURE, TRANSPORTATION, LAND USE, PLANNING, POLICY, GOVERNANCE

LET'S TALK ABOUT...

LEARNING, WORK + LOCAL ECONOMY.

EDUCATION, TRAINING, SKILLS, EMPLOYMENT, ENTREPRENEURSHIP, INNOVATION, RESEARCH, DEVELOPMENT, INVESTMENT, GROWTH, PRODUCTIVITY, COMPETITIVENESS

LET'S TALK ABOUT...

PLACE & IDENTITY.

CULTURE, HERITAGE, LANDSCAPE, ARCHITECTURE, DESIGN, PLANNING, POLICY, GOVERNANCE, COMMUNITY, SOCIETY, ECONOMY, ENVIRONMENT, INFRASTRUCTURE, TRANSPORTATION, LAND USE, PLANNING

NEXT STEPS

We will be holding another community consultation event for **"Stage 2: Granton Could Be..."** in **mid-January 2019** - we will be releasing more details on this event soon.



p 5

Existing Site Observations

A ‘snapshot’ of the existing site and its character.

These existing site images provide a ‘snapshot’ of the existing site and its character. They are interspersed with quotes gathered during intensive consultation with residents, stakeholders and working groups during the course of the study - and continue overleaf.

‘What other city in the world hides away its waterfront, even from its residents?’

Community Member, November 2018



‘Transport is an increased and increasing problem....’

Community Member, November 2018



‘Don’t Create them and us or rich and poor housing’

Granton Resident, January 2019



Existing Site Observations



'Not enough investment in existing community.'

Community Member, November 2018



'Lacking in identity. Neglected.'

Community Member, November 2018



'Not a lot of places to work locally...'

Community Member, November 2018

Existing Site Observations

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... a Granton that can change with the challenges of the future."

Current Granton resident, November 2018



'All development should benefit all'

Granton Resident, January 2019



Throughout its history, Edinburgh has been a city of innovation and change."

- Edinburgh 2050 Vision



...can't stress enough how important cycle lanes and pedestrian priority are, as well as proper public transport links."

Current Granton resident , November 2018



Existing Site Observations



'This is the most important urban design project in Scotland - BE AMBITIOUS'

Granton Resident, January 2019

...take a bold approach to enhancing and protecting our natural assets."

National Outcomes





Sample Typology Layouts - Colonies

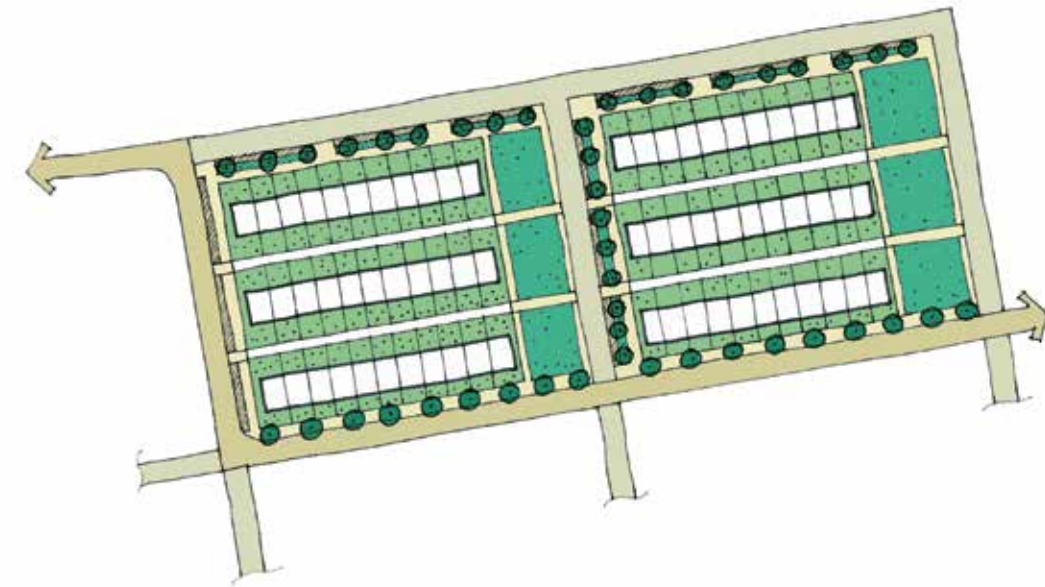
Overall Principles

- Ensure north-south/ east-west links are maintained.
- 3-5m privacy strip/ boundary treatment around block to be provided - where block interfaces open space, this strip should be wild-flower planting.
- Lanes - shared surfaces as per indicative street section (Fig. 5.27) in main report.
- Parking within blocks - should be permeable paving and provide cycle parking, disabled spaces and electric charge points.
- Communal gardens (for block residents) - could include swales, rain gardens, wild-flower areas, amenity lawns - spaces to relax and play.
- Private gardens - for internal mews properties - low fence delineating gardens.
- Street trees - within bio-retention/ trench planter/ tree pits, where space permits.
- On-street parking where space permits for visitors, disabled spaces, car club and for electric charge points.

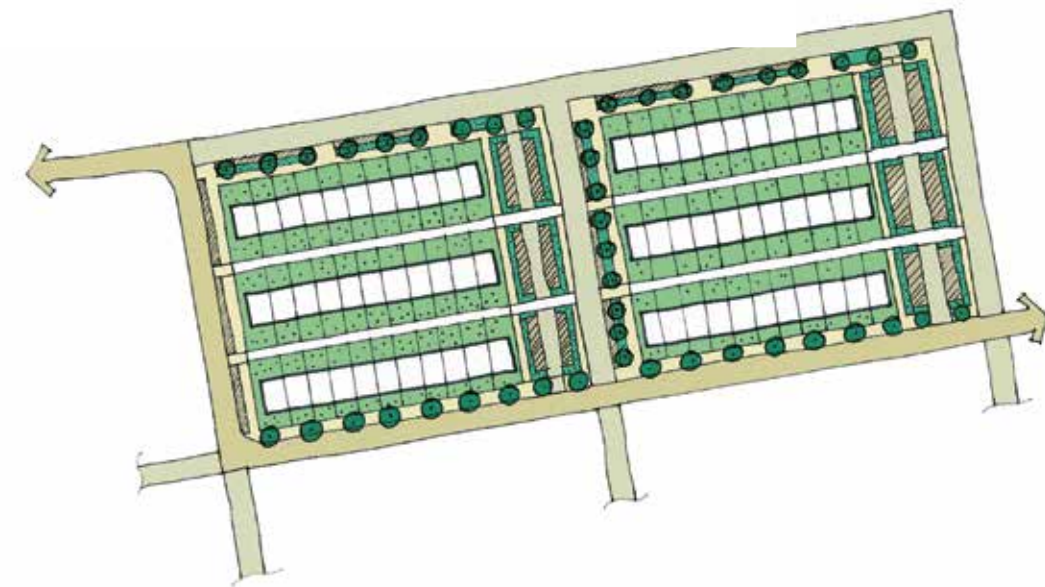


Colonies precedent images, prepared by LUC.

Example 1: Open Space/ SUDs at the end of housing rows



Example 2: Parking/ SUDs at the end of housing rows

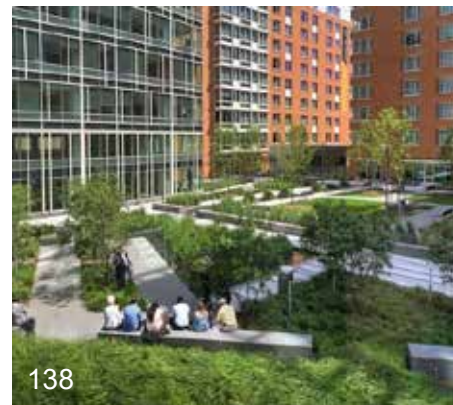


Colonies principles diagram, prepared by LUC.

Sample Typology Layouts - Point Blocks

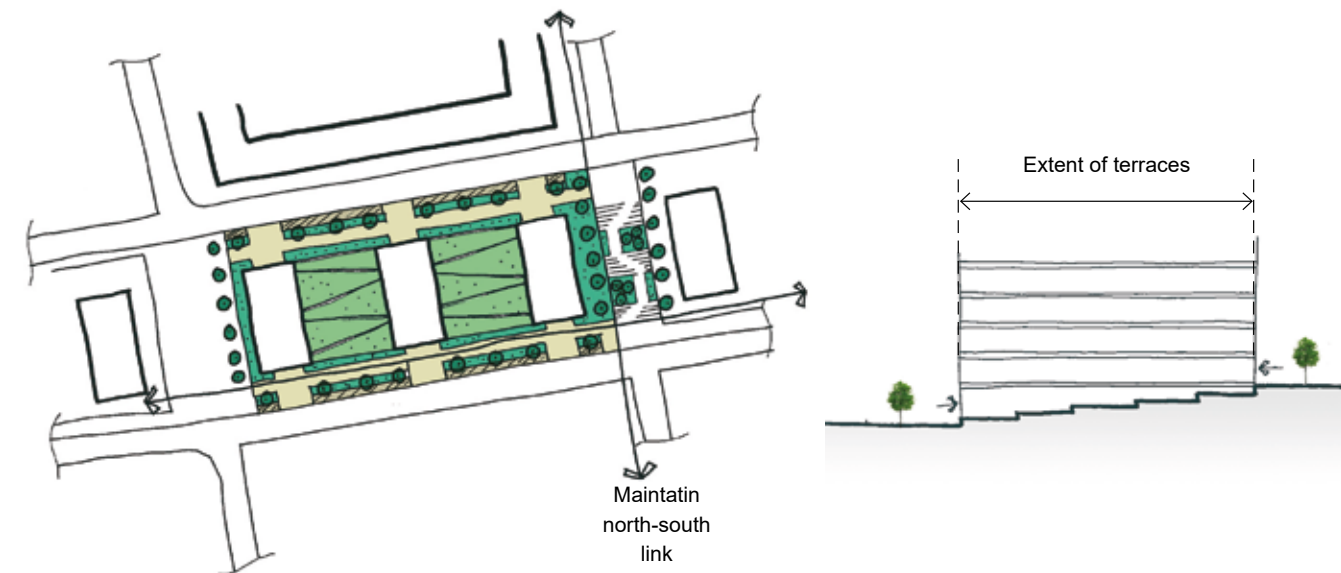
Overall Principles

- Ensure north-south/ east-west links are maintained.
- 3-5m privacy strip/ boundary treatment around block to be provided - where block interfaces open space, this strip should be wild-flower planting.
- Parking within blocks - could be undercroft where slope allows. To be designed to ensure active frontages to street.
- Communal gardens (for block residents) should be provided between blocks - could include swales, rain gardens, wild-flower areas, amenity lawns - spaces to relax and play.
- Block boundary and communal gardens to have clearly defined boundaries.
- On-street parking where space permits for visitors, disabled spaces, car club and for electric charge points.

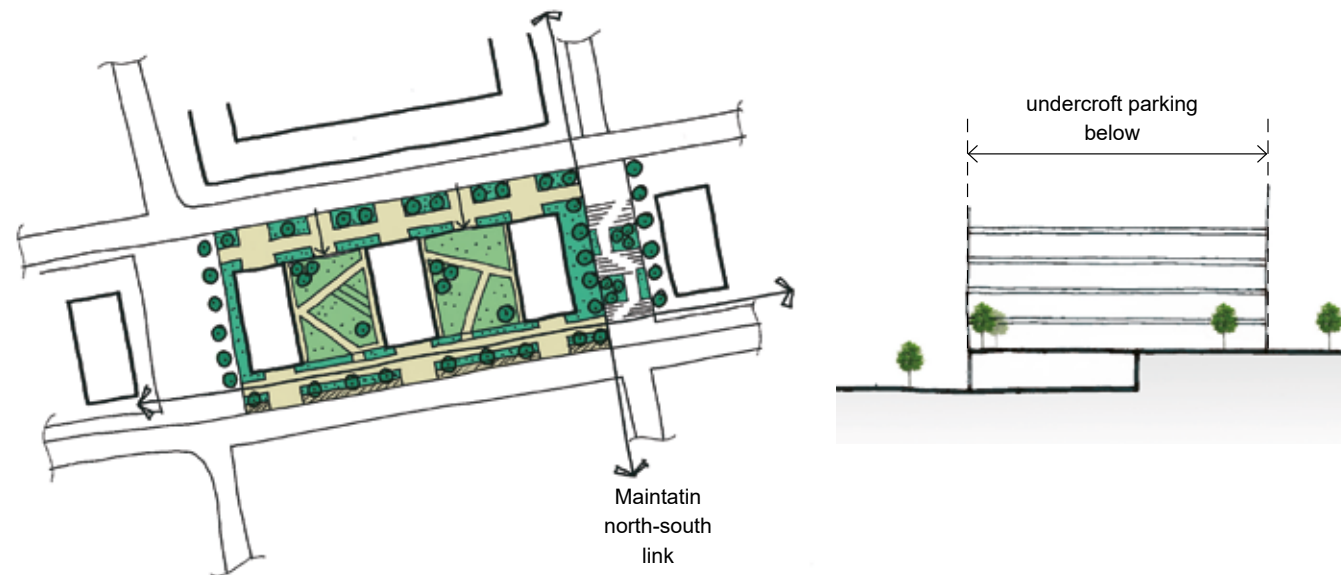


Point block communal garden precedent images, prepared by LUC.

Example 1: Terraced communal gardens to accommodate level change



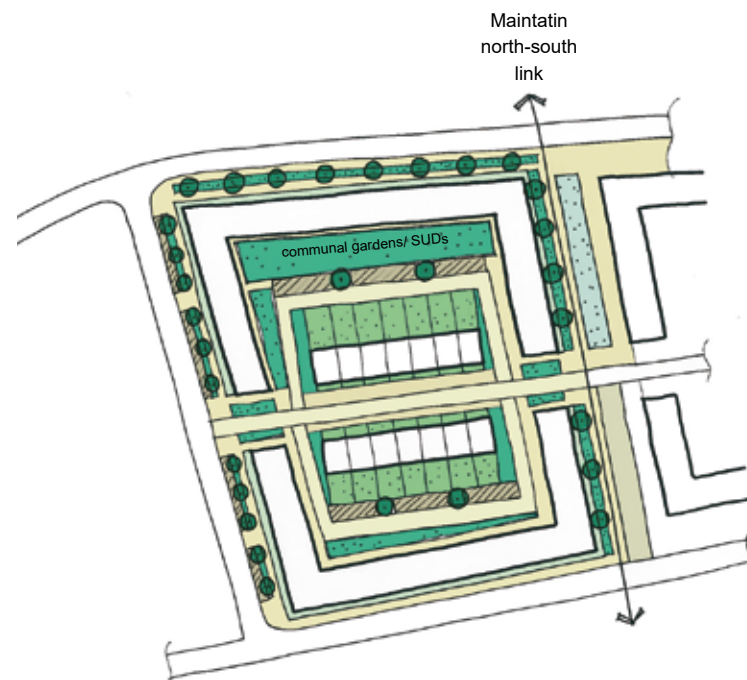
Example 2: Deck to accommodate undercroft parking



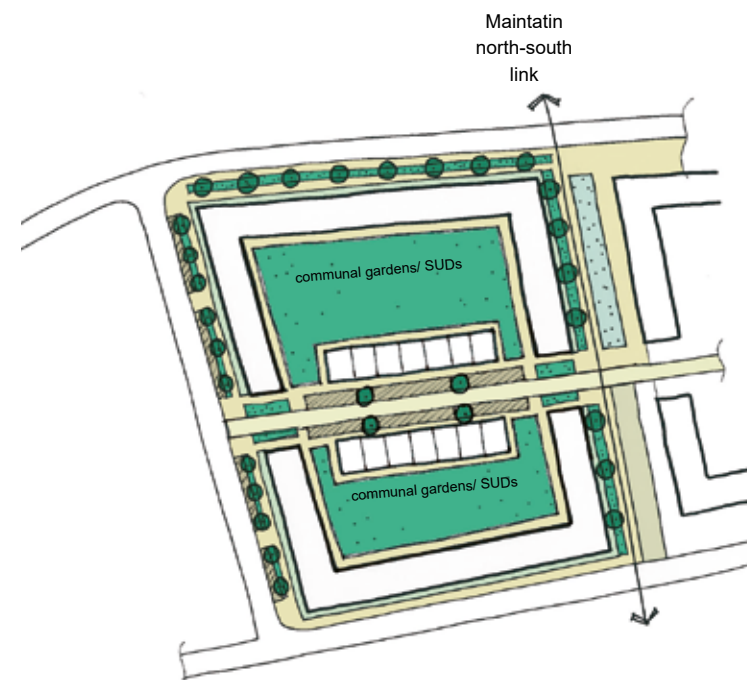
Point block principles diagram and sections, prepared by LUC.

Sample Typology Layouts - Perimeter Blocks

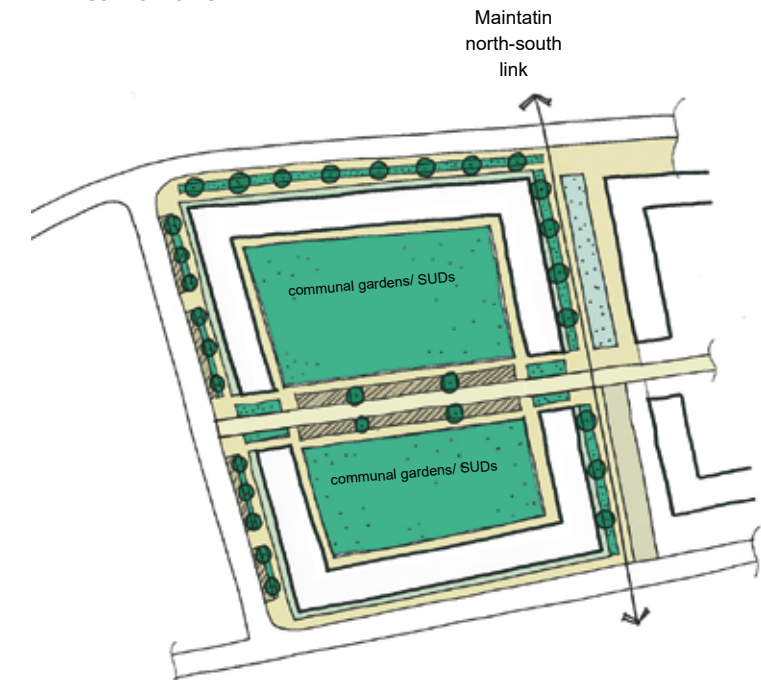
Example 1: Mews with private gardens and shared gardens within block



Example 2: Mews with and shared gardens within block



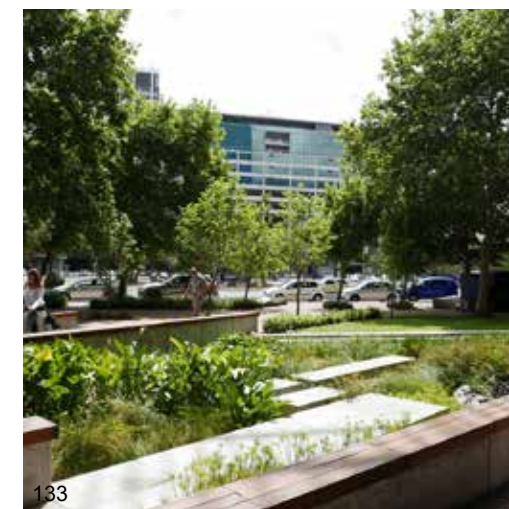
Example 3: Shared gardens with integrated cycle and car parking off internal lane



Perimeter block principles diagrams, prepared by LUC.

Overall Principles

- Ensure north-south/ east-west links are maintained.
- 3-5m privacy strip/ boundary treatment around block to be provided - where block interfaces open space, this strip should be wild-flower planting.
- Parking within blocks - could be undercroft where slope allows. To be designed to ensure active frontages to street.
- Communal gardens (for block residents) should be provided between blocks - could include swales, rain gardens, wild-flower areas, amenity lawns - spaces to relax and play.
- Block boundary and communal gardens to have clearly defined boundaries.
- On-street parking where space permits for visitors, disabled spaces, car club and for electric charge points.



Perimeter block communal garden precedent images, prepared by LUC.

Edinburgh College Construction Skills Centre

The existing Edinburgh College building is situated to the North of West Granton Road. Opportunities to open out the campus into the wider area both physically and socially should be considered. Opportunities to improve frontages to West Granton Road and Forthquarter Park and improve existing pedestrian routes through the site should also be considered.

The proposed replacement of the existing construction training facility at North Shore Road with a new Construction Skills Centre should continue be developed in dialogue with CEC. This should be sited within proximity to the existing Edinburgh College building, preferably within the Waterfront Broadway character area - see Development Framework report p.70.

The current brief (as of October 2019) for the Construction Skills Centre is as follows:

- **6000sqm (gross internal floor area) across 2-3 storeys.**
- **Primarily double height workshops with access to outdoor space/yard.**
- **Exhibition, conference area (500 people) and reception areas.**
- **Classrooms, IT and catering spaces.**
- **External working areas (covered and open).**

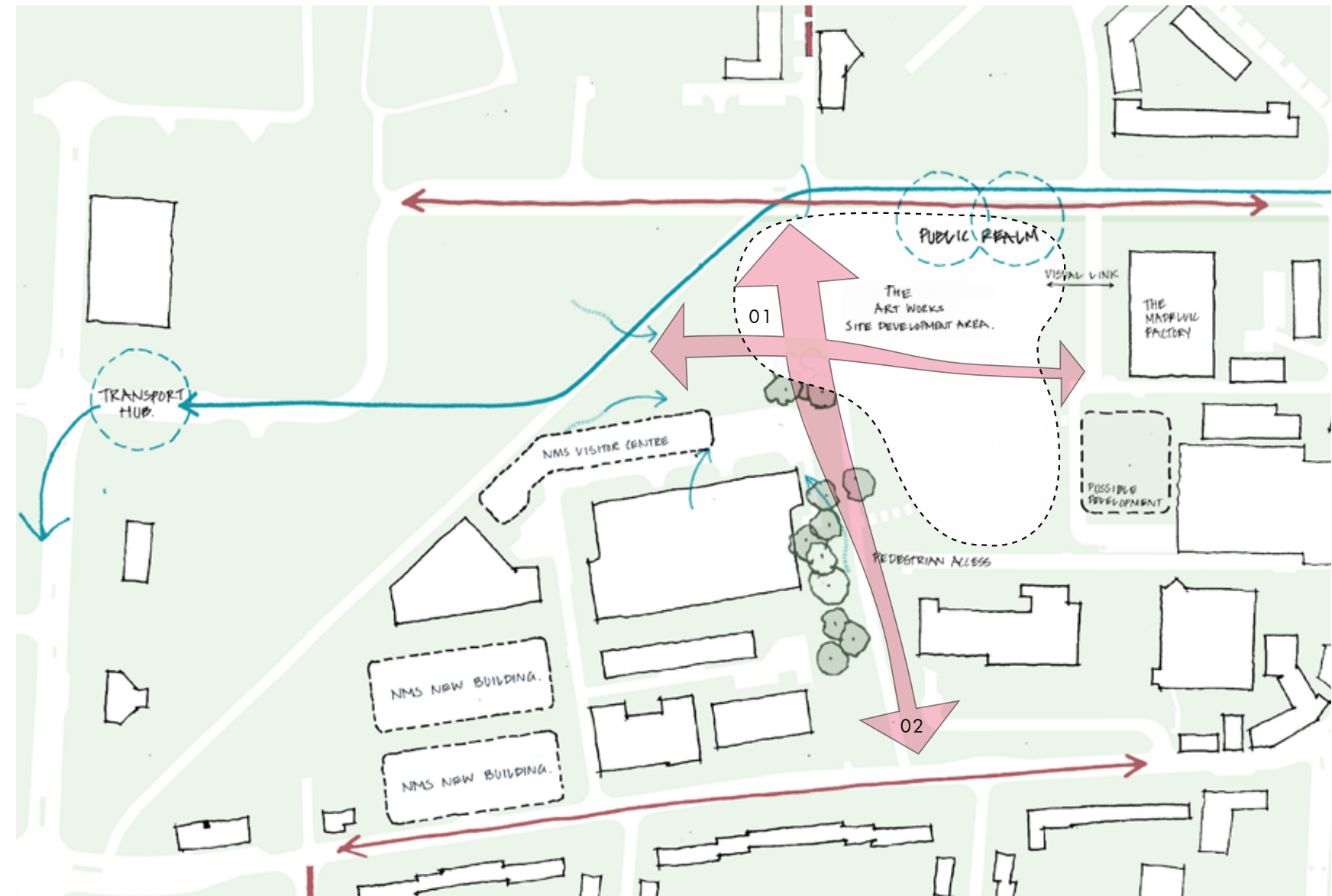


Existing images of Edinburgh College and precedent images for proposed Constructions Skills Centre

The National Museums Scotland and The National Galleries of Scotland

Granton Site Principles

- **National Cultural Institutions** playing a central role in the **holistic regeneration** of Granton.
- Connecting arts and cultural heritage with the community to deliver against the **National Performance Framework goals** and the growth of the cultural economy.
- Designing to encourage **community connectivity** and the creation of a **high quality shared public realm**.
- Delivering holistic **sustainable strategies** taking a low carbon approach to build climate resilience.
- Actively integrating with the **learning and the culture strategies** out with our walls.
- Creating a **new cultural public space** with linked coherent public entrances to The Art Works and NMS visitor centre, alongside the sensitive consideration of the shared boundary. (01)
- **Forging a new north/south link**, increasing permeability and reinforcing essential connectivity between Pilton and the Waterfront developments. (02)
Note. This southern section of land is out-with the NGS, NMS, CEC and Scottish Government ownership.



Credit: Roberto Ricciuti



Credit: National Museums of Scotland



Credit: National Galleries of Scotland



Credit: National Museums of Scotland

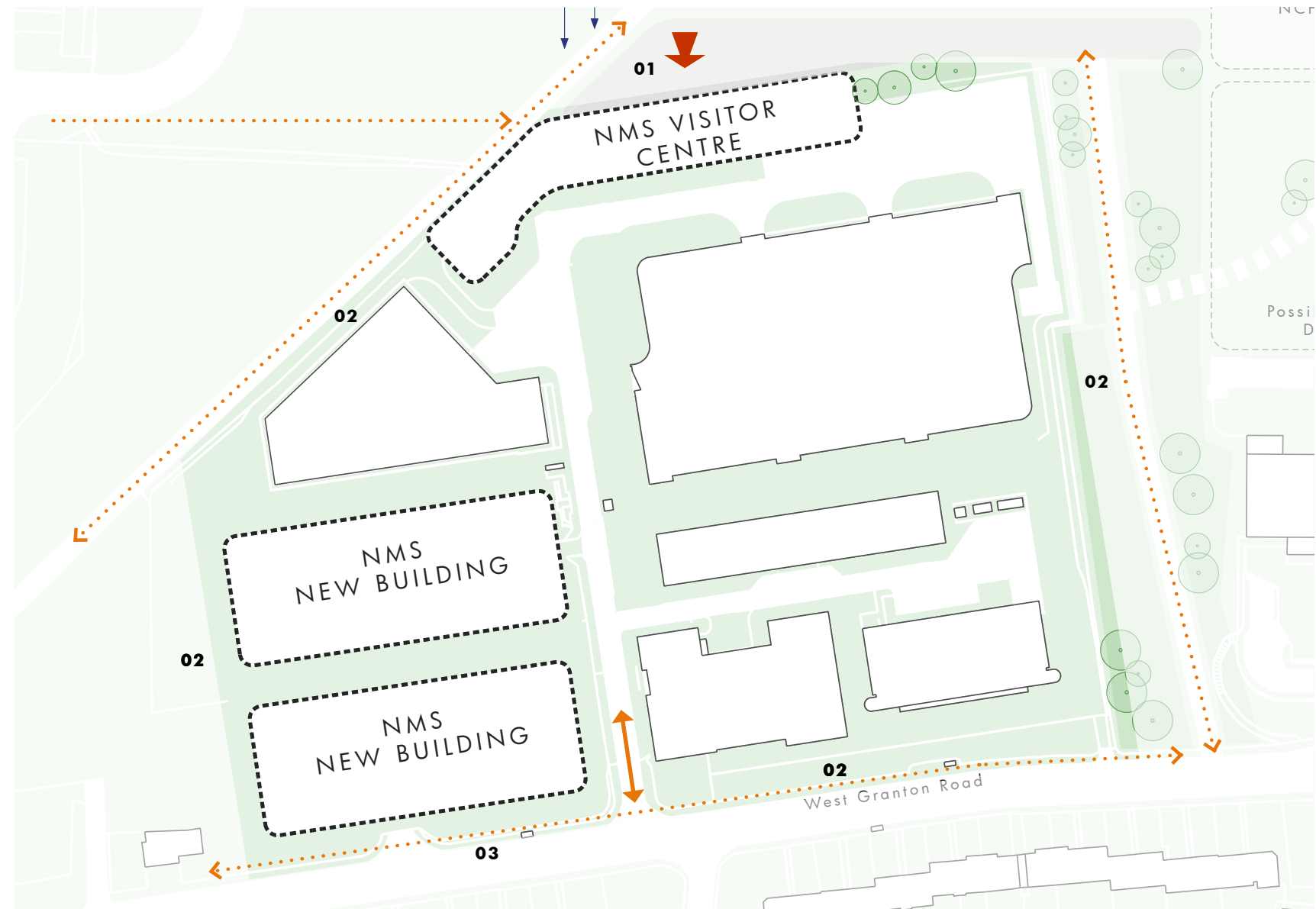


Credit: John Linton/ Sustrans

The National Museums Scotland

National Museums Collection Centre

- Based in Granton since 1993
- We have significantly invested in transforming our conservation, research and collections storage facilities, providing a hub for public access, international research and learning
- Planned further investment and developments which align with the wider development framework, furthering partner engagement opportunities
- Developments designed with a low carbon approach
- Key next step is the creation of a public visitor centre designed to be entered from the new public realm plaza
- Investment in phased removal of the existing perimeter fence, replacing with sensitive boundary treatments utilising building elevations and soft landscaping where practicable



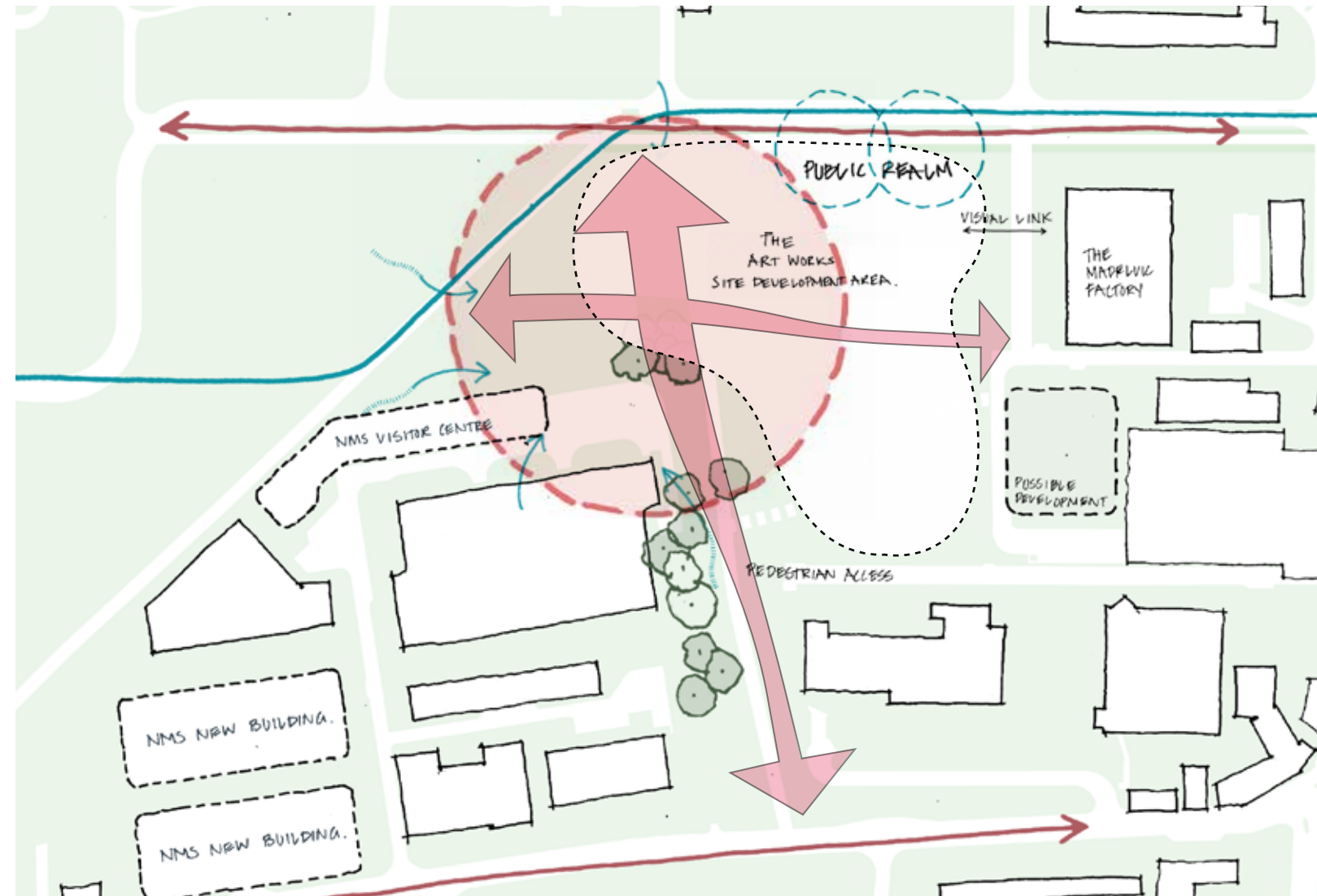
- 01** NMS visitor centre building defining the southern edge of a new cultural space and providing a visible public entrance
- 02** Enhanced boundary treatment to perimeter of the site
- 03** Improved cycle/pedestrian route to West Granton Road

Proposed Granton site principles for National Museums Scotland, prepared by NMS / NGS

The National Galleries of Scotland

The Granton Site Principles

- **The Art Works.** Discover and explore Scotland's amazing collection of art in a new community space from the National Galleries of Scotland - open to everyone and designed to hold and care for our nation's treasures.
- Harnessing the established power of art to benefit the **health and wellbeing** of the community.
- Supporting national and local sustainability goals, developing a building that will be an **exemplar for holistic sustainable design**.
- Public realm that responds to established needs of the community, **providing safe and enjoyable outdoor spaces** for locals and visitors.
- Investment that will transform a derelict site and **create connectivity** between local communities, Pilton through to Granton Waterfront.
- Working with partners to support **learning in the community** and provide a space for creativity.
- **A unique opportunity** to reveal what caring for and conserving the national collection is about.



Evolving response to The Art Works site Place Brief and Principles 2016



A shared public realm



An open house for art



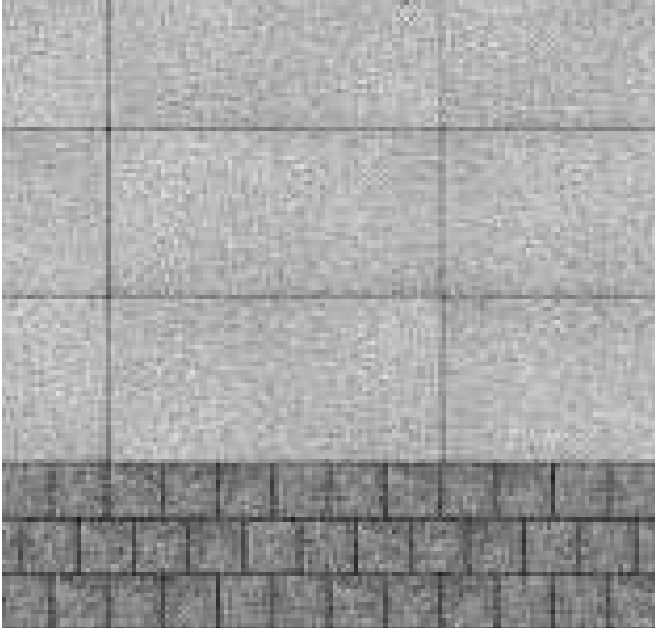
Opening up access to the national collection

Proposed Granton site principles for National Galleries of Scotland, prepared by NMS / NGS

Landscaping Details

Hard Landscaping

- Legibility** – Hard landscaping should respond to the hierarchy and scale of the spaces and routes.
- Durable** – Hard landscaping should to be durable. Materials should be able to withstand wear from use and coastal location.
- Contextual** - Materials should enhance the character of the surrounding buildings and spaces.
- Climate change** – To mitigate the impact of climate change, permeable paving should be used where possible. Materials need to be sustainability resilient.



Common material Palette across all scales

City Scale

Neighbourhood Scale

Street / Local

Landscaping Details

Soft Landscaping

Defining character – Soft landscaping should define the character and scale of the hierarchy of open spaces and routes across the Granton Waterfront.

Promoting biodiversity – All planting schemes should add to the biodiversity of the area by maximising structural diversity and providing for pollinators.

Surface water drainage – The soft landscape should provide a platform for surface water drainage through the formation of swales, rain gardens, detention ponds, bio-retention/ trench planters.

Street trees – Street trees and soft landscaping should line all streets where space and service lines permit. Where possible these should be within bio-retention/ trench planters/ tree pits, addressing surface water run-off.

Green roofs / green walls – Green roofs and walls should be considered at the edge of the park, on blocks and at prominent locations throughout Granton Waterfront. They can add to the overall green infrastructure of the site, whilst providing other environmental benefits, such as reducing and slowing storm-water runoff.

Coastal resilient species – Due to the proximity to the sea, species should be chosen for coastal resilience, to ensure survival and longevity.



City Scale



Neighbourhood Scale



Street / Local

Landscaping Details

Street Furniture

- Enhance Experience** - street furniture should be designed to enhance the user's experience of a street and space.
- Avoid Clutter** - It should be designed using simple, bold elements and 'street furniture clutter' should be avoided.
- Furniture Zone** - Where appropriate, street furniture should be positioned within a 'furniture zone'. This will ensure a clear foot way zone for movement of pedestrians.



Landscaping Details

Lighting

Ambience – The creation of ambient lighting should enhance the experience for the user, providing a comforting and fun and people focused environment.

Identity – Lighting should help define each character area or open space.

Safety and Security – Well designed lighting has the ability to reduce the amount of crime and enhance the perception of safety.

Orientation – Key assets, routes and buildings, should be lit to provide a more legible environment after dark. For example: if the gasometer were to be lit, people from the local and wider communities will be able to orientate themselves to the Granton Waterfront.

Spectacle – Architectural lighting spectacle of public open spaces and features should be considered to provide entertainment and an attraction within spaces.

Responsible - All lighting should ensure it is energy efficient, minimises light pollution, light spillage and glare.



Planning Committee

2.00pm, Wednesday, 26 February 2020

Annual Review of Guidance

| | |
|--|--|
| Executive/routine Wards Council Commitments | Routine All 1,4,10,11,12 and 15 |
|--|--|

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes progress in consolidating and updating guidance for users of the planning service (Appendix 1);
 - 1.1.2 approves the attached updates to certain guidelines (Appendix 2); and
 - 1.1.3 approves the programme for work in 2020 as set out in Section 4 of this report.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, City Plan Programme Director

E-mail: iain.mcfarlane@edinburgh.gov.uk | Tel: 0131 529 2419

Annual Review of Guidance

2. Executive Summary

- 2.1 This report advises the Planning Committee of changes to planning guidance in 2019 and seeks approval for the programme for the coming year. It also seeks approval of minor updates to certain guidelines.

3. Background

- 3.1 The Council issues non-statutory guidance to help its customers interpret the statutory development plan.
- 3.2 In recent years, this guidance has been consolidated into five main guidelines, focused on the main customer group plus a small number of specialist topic guidelines.
- 3.3 The suite of guidance continues to be kept under review to ensure that it is up-to-date and reflects the Council's objectives and practice.
- 3.4 In [March 2018](#) the Planning Committee agreed a streamlined process for the preparation and review of non-statutory guidance, following a successful trial period in 2017.
- 3.5 Current non-statutory guidance can be viewed [online](#) under the planning and building page. Statutory Supplementary Guidance (SG) can also be viewed [online](#) along with the Local Development Plan (LDP) pages.

4. Main report

Drivers for Change

- 4.1 The main factors which can indicate a need to consider changes to guidance are as follows:
- 4.1.1 changes in national or development plan policy and guidance (including Scottish Planning Policy, other national documents, the Strategic Development Plan and the LDP;

- 4.1.2 change in the city (including economic, social, environmental and physical changes or changes in corporate or community planning policy);
 - 4.1.3 findings from monitoring the use of existing guidance and policy, including appeal decisions;
 - 4.1.4 the opportunities presented by organisational change; and
 - 4.1.5 the service's Customer Engagement Strategy and Service Charter.
- 4.2 Appendix 1 shows the current status of the Development Plan, statutory and non-statutory guidance. It also sets out scheduled reviews and updates which are to be undertaken during 2020.

Summary of Progress on Changes to Guidance since February 2019

- 4.3 Changes to guidance carried out since last year's report are as follows:
- 4.3.1 preparation and consultation on revised supplementary guidance on City Centre Shopping and Leisure (updates City Centre Retail Core SG);
 - 4.3.2 updated non-statutory Edinburgh Design Guidance was reviewed and updates approved and published in January and February 2020; and
 - 4.3.3 replacement non-statutory Advertisements, Sponsorship and City Dressing guidance was reported and published in August 2019.

Summary of Proposed Minor Updates to Guidance for Approval

- 4.4 Regular monitoring of the use of guidance has indicated the need for some minor updates to the following guidelines:
- 4.4.1 guidance for businesses, to align to City Centre and Advertisement guidance updates and to clarify ancillary class 1 use;
 - 4.4.2 guidance for householders, to clarify issues of daylight and extensions;
 - 4.4.3 listed buildings and conservation areas, to clarify the legislation framework;
 - 4.4.4 development in the countryside and green belt, to clarify site types;
 - 4.4.5 student housing to update with most recent map data; and
 - 4.4.6 affordable housing guidance, to bring up to date and to improve clarity and consistency, including legal agreements, rental market and income figures.
- 4.5 Further details of all the above updates are set out in Appendix 2 for Committee's approval.
- 4.6 All of the above updates are considered sufficiently minor to not require further consultation.

Summary of Programme for 2020

- 4.7 Following the recent Ministers' direction not to adopt the Developer Contributions and Infrastructure Delivery SG, further statutory and non-statutory guidance will be prepared in 2020. This is subject to a separate report for consideration at this committee.

- 4.8 It is proposed that a full review of the non-statutory Guidance for Householders will be undertaken in 2020 in response to feedback from the Council's Customer Forum and the pre-application charging service requirements.
- 4.9 The Choices consultation for City Plan 2030 will be a significant driver for change. It will seek views on matters including affordable housing, loss of housing (including short-term lets) and student housing. Subject to the responses, it is anticipated that further review of non-statutory guidance will be required following publication of the proposed plan.
- 4.10 Non-statutory guidance will also continue to be monitored throughout the year as a result of changes at national level resulting from the Planning (Scotland) Act 2019. Significantly, this includes the new National Planning Framework 4 which will become part of the statutory development plan and incorporate Scottish Planning Policy.
- 4.11 Appeal decisions and customer feedback will also continue to be used to inform future updates.

5. Next Steps

- 5.1 The appended changes will be made to the relevant existing non-statutory guidance documents. Electronic copies of these documents will be available on the Council's website.

6. Financial impact

- 6.1 There are no direct financial impacts arising from this report.

7. Stakeholder/Community Impact

- 7.1 Consultation responses are taken into account when full reviews of guidelines are undertaken. A summary of consultation responses are included when finalised guidelines are reported allowing the Planning Committee to see how consultation views have influenced the guidance. In 2019, this has included consultation on the updated City Centre Shopping and Leisure SG and engagement through the Customer Forum as part of the planning service's Customer Engagement Strategy and Service Charter.
- 7.2 There is no need for additional consultation in relation to the minor updates to guidance subject to this report, which is primarily for work scheduling purposes.
- 7.3 There is no requirement to undertake an Integrated Impact Assessment at this time. Assessments will be undertaken for individual guideline reviews as appropriate at the relevant time.

- 7.4 There are no perceived sustainability impacts arising from this report. Individual guideline reviews will consider sustainability impacts as appropriate at the relevant time.

8. Background reading/external references

- 8.1 Annual Review of Guidance, [Report to Planning Committee](#), 14 March 2018.
- 8.2 [Planning Guidelines](#).
- 8.3 [Supplementary Guidance](#).
- 8.4 Supplementary Guidance on Developer Contributions and Infrastructure Delivery – Update, [Report to Planning Committee](#), 26 February 2020.

9. Appendices

- 9.1 Appendix 1 – Status of Development Plan and Guidance.
- 9.2 Appendix 2 – Annual Review of Guidance Minor Updates to Non-Statutory Guidance.

Status of Development Plan and Guidance

| Title | Status and Date | Comment |
|---|---|--|
| Current Development Plan | | |
| Strategic Development Plan (Includes Housing Land Supplementary Guidance, 2014) | Approved June 2013 | Proposed Strategic Development Plan 2 rejected May 2019. |
| Edinburgh Local Development Plan | Adopted November 2016 | |
| Supplementary Guidance (adopted) | | |
| City Centre Retail Core | Adopted 2017 | City Centre Retail Core reviewed in 2019. Revised guidance finalised 2020 (see below). |
| Tollcross Town Centre | | |
| Corstorphine Town Centre | | |
| Gorgie / Dalry Town Centre | | |
| Leith / Leith Walk Town Centre | | |
| Bruntsfield / Morningside Town Centre | | |
| Nicolson St/Clerk St Town Centre | | |
| Portobello Town Centre | | |
| Stockbridge Town Centre | | |
| Heat Opportunities Mapping | Adopted December 2018 | |
| Other Development Plan | | |
| City Plan 2030 (replacement local development plan) | 'Choices' Main Issues Report out to consultation. | See www.edinburgh.gov.uk/cityplan2030 for information on timetable. |
| Supplementary Guidance | | |
| Developer Contributions & Infrastructure Delivery | Finalised August 2018 | Ministers directed not to adopt January 2020. See update February 2020. |
| City Centre Shopping & Leisure (to replace City Centre Retail Core) | Finalised January 2020 | Awaiting Scottish Ministers authorisation to adopt. |
| Edinburgh BioQuarter & South East Wedge Parkland | Draft December 2013 | Remains under review. |
| Non-statutory Guidance | | |
| Main Guidelines | | |
| Edinburgh Design Guidance | Updated January 2020 | Ongoing monitoring may indicate need for reviews/updates |
| Guidance for Householders | Updated February 2019 | <i>Minor updates reported February 2020. Further review to commence in 2020.</i> |
| Guidance for Businesses | Updated February 2019 | <i>Minor updates reported February 2020.</i> |
| Listed Buildings & Conservation Areas | Updated February 2019 | <i>Minor updates reported February 2020.</i> |
| Development in the Countryside & Green Belt | Updated February 2019 | <i>Minor updates reported February 2020.</i> |
| Student Housing* | Approved February 2016 | <i>Minor updates reported February 2020.</i> |
| Affordable Housing* | Reissued October 2017 Updates to Practice Note February 2019 | <i>Minor updates reported February 2020.</i> |
| Other non-statutory guidance (alphabetical order) | | |
| Outdoor Advertising and Sponsorship | Updated February 2019 | Consultation on review started May 2018. Interim minor update reported February 2019. |
| Art in Public Places | Approved 1998 | Now included within Edinburgh Design Guidance 2020 |
| Communications Infrastructure | Approved 2013 | |
| Open Space Strategy | Approved December 2016 | Action plans being progressed |

Excludes non-statutory area guidance: development briefs, masterplans and Place Briefs.

*Wider review to take place in parallel with City Plan 2030 project.

Italics – due to be reported to same Committee meeting.

Minor Updates to Non-Statutory Guidance

| Guidance document | Reason for update | Proposed Edits (new text in blue and bold) | Section/ Page |
|---------------------------|---|---|------------------|
| Guidance for Businesses | For clarification. | Add: illuminated shopfront signage in a conservation area requires advertisement consent. | 5 |
| | For clarification and consistency with City Centre Retail and Leisure SG. | Clarify how <i>Central Area</i> relates to City Centre in City Centre Retail and Leisure SG. | 9 |
| | For clarification based on enforcement cases. | Add, to Class 1 ancillary uses: The provision of microwaves, soup tureens and/or toasted sandwich-maker machines. Note: hotplates for the cooking of food will generally not be acceptable in a class 1 establishment | 8 |
| | For consistency with Outdoor Advertising and Sponsorship guidance and for clarification based on enforcement cases. | Add new section: Other works affecting or relating to a shopfront or other business which may require planning and/or listed building consent: <ul style="list-style-type: none"> • Installation of garlands, particularly if they are supported by a structure • Free standing advertisement fixtures, awnings, flagpoles and banners Where permission is required these will generally not be acceptable. | 18 |
| Guidance for Householders | For clarification | Add LDP Policy Des 1 (Design Quality and Context) to policy context | 4 |
| | For clarification and constancy with planning enforcement. | Amend: "If not, you could be asked to alter or even demolish new work and put back the original." To "works which require the benefit of planning permission, which has not been sought or granted, may be subject of enforcement action". | 5 |
| | For clarification | Add hyperlink to dropped kerbs advice and permits on website | 5 |
| | There is a need for further clarity on ancillary buildings. | Add to Ancillary buildings: Buildings must be designed to be clearly ancillary to the main dwelling and should not be read as a separate residential unit. Buildings separated from the main residence and which provide facilities for the main | 7 |

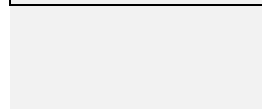
| Guidance document | Reason for update | Proposed Edits (new text in blue and bold) | Section/ Page |
|-------------------|---|--|---------------|
| | | activities associated with day-to-day domestic existence i.e. cooking, sleeping, washing etc., will be assessed as a dwellinghouse. | |
| | For clarity and consistency with national guidance. | Add to ancillary buildings: the height of the development is measured from the lowest part of the surface of the natural ground adjacent to the building or structure. | 7 |
| | For clarity in line with enforcement cases. | Artificial grass add: Artificial grass and the substructure/base required for its installation may be considered development. | 7 |
| | For clarity and consistency with national guidance. | Add: Driveways which are cut into a sloping front garden often have substantial retaining walls, which will constitute development. Formation of the driveway may require planning permission in this instance. | 7 |
| | For clarity and consistency with national guidance. | Add to changes of use: Permission for change of use will be required to incorporate areas of land which were previously outwith the existing domestic curtilage into domestic garden ground. | 8 |
| | For clarification and to ensure high design quality. | Reorder sections so 'extensions' comes before 'gardens' | 10 |
| | To update in line with conservation area guidance and pre-application charging service. | Remove villa specific guidance and reference to pre-application advice. | 10 |
| | For clarification and to ensure high design quality. | Add to side extension: The extension roof should be set below host property roof ridge. | 11 |
| | For clarification and to ensure high design quality. | Add to Bungalow extensions: Partially hipped side extensions to a bungalows are not generally supported, unless the upstand is minor. | 11 |
| | For consistency with Edinburgh Design Guidance. | Add text to daylight and sunlight: Daylight to bathroom, stores and hallways will not be protected. Daylight to gables and side windows is generally not protected. | 12 |
| | For clarification | Add reference to daylight to existing buildings: 45 degree daylight test is taken at the midpoint of monopitched roofs. | 12 |
| | For consistency with Edinburgh Design Guidance. | Average day light factor for specific rooms to be added from Edinburgh Design Guidance. | 12 |

| Guidance document | Reason for update | Proposed Edits (new text in blue and bold) | Section/ Page |
|--|--|--|------------------|
| | For clarification and to ensure adequate amenity standards are maintained. | Add: Rooflights which can form a balcony/viewing platform on a temporary basis (e.g. 'cabrio') will require planning consent. Such rooflights will only be supported where these comply with privacy guidance and, in the case of conservation areas, where it can be demonstrated that it is not inconsistent with the relevant conservation area character appraisal. | 14 |
| | For clarification and to ensure high design quality. | Add: Dormers on tenemental and other traditional flatted properties will not be acceptable where they are not an existing characteristic of the building. | 17 |
| | For clarification and to ensure high design quality. | Flat roofs - Flat roofs may be appropriate on modest, single storey extensions where not visible in public views . Side extension roofs should normally be pitched to match the house. | 17 |
| | For clarification and to ensure high design quality. | Add to Access and Parking-bullet points: Within traditional tenements and in some post Second World War flatted properties (e.g. 'four in a block') . | 19 |
| | For clarification and consistency with relevant planning advice. | Page 20 (Secured by design). Remove this section entirely. This is totally subjective and the effect of design on the security of the applicants property, or neighbours, is not a material planning consideration. | 20 |
| Guidance on Listed Buildings and Conservation Areas | For clarification and alignment with legislation | Clarify that the Act is the primary determination and the LDP and NSG secondary. | 5 |
| | For clarification and alignment with legislation | Do I need listed building consent, add: It is a criminal offence to carry out works to a listed building without the required consent. | 5 |
| | For consistency. | Add links to HES Managing Change publications. | 5 |
| Development in the Countryside and Green Belt | For clarification | Delete text: "These reasons include the reuse of brownfield land and gap sites within existing clusters of dwellings. " | 7 |
| Student Housing | Remove reference as out of date | Delete text: ***To avoid the division of sites the applicant shall be required to demonstrate that the site did not form part of a larger area, within a single control or ownership, on 25th February 2016. Where this is not demonstrated the new build housing requirement, as set out in c), shall apply' | 8 |

| Guidance document | Reason for update | Proposed Edits (new text in blue and bold) | Section/ Page |
|---------------------------|--|--|--------------------------|
| | To bring information up to date | Introduce new mapping information on the concentrations of student housing using the most recent data available. | |
| Affordable Housing | Section 75 Legal Agreements set out a 10 year period for commuted sums to be used. This amendment brings Affordable Housing Guidance into alignment with Section 75 Legal Agreements and the Section 75 Model Agreement. | Change bullet point from “The Council is confident that that the commuted payments can be spent on providing affordable units within the same area of the city within five years of the payment being made; and” to: “The Council is confident that that the commuted payments can be spent on providing affordable units within the same area of the city within ten years of the payment being made; and” | Commuted Sums/page 3 |
| | The definition of Intermediate Rent has been changed following the report “Support for Build To Rent” to Housing, Homelessness and Fair Work Committee on 20 January 2020, which sets out that Intermediate Rent would include rents up to Broad Rental Market 30 th Percentile | Change “Intermediate Rent (Unsubsidised MMR) Private rented accommodation, unsubsidised, available at rents below market rent levels in the city (i.e. at a point below 100% of LHA)” to “Intermediate Rent (Unsubsidised MMR) Private rented accommodation, unsubsidised, available at rents below market rent levels in the city (i.e. at a point at or below Scottish Government’s last published Local Housing Allowance figures for the Lothians Broad Rental Market Area, or, only in agreement with the Council, at or below Scottish Government’s last published figures for the Lothians Broad Rental Market Area 30th Percentile)” | Intermediate rent/page 5 |
| | This change is to bring consistency with the change above, allowing Intermediate Rent to be set based on Broad Rental Market 30 th Percentile. | Change “To provide certainty for developers and to allow for meaningful viability appraisals to take place, whilst ensuring such proposed developments meet an affordable housing need at the point where planning consent is issued, the Council is willing to agree to set rent levels using the LHA figures on the date of the appraisal, even though the LHA figure is recalculated and changed monthly ” to: “To provide certainty for developers and to allow for meaningful viability appraisals to take place, whilst ensuring such proposed developments meet an affordable housing need at the point where planning consent is issued, the Council is willing to | Intermediate rent/page 5 |

| Guidance document | Reason for update | Proposed Edits (new text in blue and bold) | Section/ Page |
|-------------------|---|---|--------------------------|
| | | agree to set rent levels using those figures on the date of the appraisal, even though those figures are recalculated and changed annually ". | |
| | To bring information up to date to include the most recent average household income figure for Edinburgh | <p>Change: "The maximum price paid for the purchaser's stake must not exceed 3.5 times the average income level in the city (a maximum purchase price of £136,735).</p> <p>The property may therefore be valued anywhere up to £227,891 (in which case the £136,735 purchase price would give the purchaser a 60% stake in the property)" to:</p> <p>"The maximum price paid for the purchaser's stake must not exceed 3.5 times the average income level in the city (a maximum purchase price of £159,051 based on Edinburgh's 2019 average household income of £45,443).</p> <p>The property may therefore be valued anywhere up to £265,085 (in which case the £159,051 purchase price would give the purchaser a 60% stake in the property).</p> | Unsubsidised LCHO/page 6 |
| | To provide clarity on how a commuted sum figure would be calculated where nil or negative land value is proven. These are exceptional cases where it has been independently been assessed that site constraints have reduced land value to a nil or negative sum. These would only apply following a viability assessment carried out by the District Valuer. | Add to "Full commuted sums will be secured using the above formula. Only where the principle site demonstrates a nil land value or negative land value, then the commuted sum will be calculated by the District Valuer based on latest market evidence of land value within a one-kilometre radius of the principle site ". | Commuted Sums/page 7 |
| | No longer required. Viability will only be assessed through a detailed financial | Remove 4 ii): " If the construction cost calculated is a sum more than 3.5 times average income levels (which is sometimes the case in conservation areas where external materials are more costly), then by definition such on-site units could not | Section 5/page 7 |

| Guidance document | Reason for update | Proposed Edits (new text in blue and bold) | Section/ Page |
|-------------------|---|--|---------------------|
| | appraisal carried out independently. | be described as affordable which acts as a justification to explore one of the three other flexible approaches to AHP: off-site land, a commuted sum payment, or development of unsubsidised affordable housing". | |
| | To bring information up to date to include the most recent average household income figure for Edinburgh. | Change: "The average household income is published on the council's website, at http://www.edinburgh.gov.uk/info/20054/council_and_housing_association_homes/221/mid_market_rent and is annually updated" to: "The average household income in Edinburgh is £45,443 and is annually updated. | Section 6/page 8 |



Planning Committee

2.00pm, Wednesday, 26 February 2020

Edinburgh Urban Design Panel Annual Report

| | |
|----------------------------|---------|
| Executive/routine | Routine |
| Wards | All |
| Council Commitments | |

1. Recommendations

- 1.1 Committee is asked to:
 - 1.1.1 note the findings of the Edinburgh Urban Design Panel's annual review;
 - 1.1.2 record its appreciation of the voluntary contributions made by Panel members to the design review process; and
 - 1.1.3 agree that Scottish Natural Heritage is invited to become part of the core membership of the Panel.

Paul Lawrence

Executive Director of Place

Contact: David Leslie, Service Manager and Chief Planning Officer

E-mail: david.leslie@edinburgh.gov.uk | Tel: 0131 529 3948

Edinburgh Urban Design Panel Annual Review

2. Executive Summary

- 2.1 The Edinburgh Urban Design Panel's annual review is provided to Committee to note. This contributes to the aim of raising the quality of new development in the city.
- 2.2 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's approval.

3. Background

- 3.1 The Edinburgh Urban Design Panel was set up by Planning Committee as one of the recommendations from the then City Design Initiative. Its main aim is to provide constructive design advice at an early stage in the preparation of development proposals. The Panel's discussion with a developer's design team is summarised in a written report which is then used by both the planning authority and the applicant to guide the finalisation of proposals for submission as a planning application.
- 3.2 The Panel is made up of voluntary representatives from a range of member organisations agreed by Planning Committee. These are noted in Appendix 1. The wide range of skills and experience of the Panel members brings significant benefits in terms of the insight that can be offered on major and complex projects where a range of design issues will be raised. The discussion at Panel meetings benefits from cross-disciplinary contributions and often provokes a developer's design team to reconsider aspects of their early proposals in a broader context. The presentation of proposals at the pre-application stage offers the greatest opportunity to influence design quality and to highlight issues likely to be raised by consultees to the future planning application.
- 3.3 Planning Committee established the Panel as an independent source of advice but wanted the process to be embedded within the development management process in order to have greatest impact. For that reason, the Panel's meetings have always been chaired by a senior planning service manager, acting in a facilitating role and serviced by planning officers with design skills.

- 3.4 The Panel first met in March 2009 and has reviewed almost 210 development proposals over the past 11 years. There is a requirement that an annual review of effectiveness is reported to the Planning Committee.
- 3.5 In March 2019, a workshop was held with Panel members and stakeholders to reflect on the Panel's first 10 years and consider added value and opportunities for improvement.
- 3.6 The Council's Planning Improvement Plan 2018/21 includes action to improve design quality under the key theme of Performance and Continuous Improvement. On [15 May 2019](#), this Committee noted progress on implementing the improvement plan, including action to share lessons learnt from the Panel with case officers and introduce changes to strengthen the approach to raising design quality

4. Main report

- 4.1 The Panel's tenth anniversary workshop took place on Wednesday 13 March 2019. An invited audience attended which included membership organisations, Architecture and Design Scotland, Scottish Government Planning and Architecture Division and the development community. The Planning Convener and Vice Convener also attended. The main focus of the workshop was to look at how the Panel's advice had added to the development process. To assist with this, three developer teams were asked to present. These presentations were generally very positive, and the suggestions and outcomes used to inform discussion at the Panel's recent annual review.
- 4.2 The programme for the workshop also included discussion on how collaboration delivers good development. Findings from this exercise was subsequently shared with other planning authorities at the Heads of Planning Scotland Conference in June 2019.
- 4.3 The annual review of the Panel's work programme and operations was carried out in December 2019. The report of meeting details is in Appendix 2.
- 4.4 This year's review concentrated on aspects of feedback from the Panel's tenth anniversary workshop, case studies and surveys to test the value added by the advice given by the Panel.
- 4.5 Feedback from developers' design teams and planning case officers was positive about the experience of engaging with the Panel and using the Panel's report to inform the design process. Case officers highlighted the benefit of receiving design advice specifically focussed on planning issues and planning policy. However, the Panel emphasised its independence and agreed that its advice should not be constrained by current policies in order to promote innovative urban design solutions.
- 4.6 Panel composition is discussed at every annual review. Given the context of the City of Edinburgh Council's target to deliver a carbon neutral Capital by 2030, the global 'climate emergency', and landscape context of the city, it was agreed that

further expertise in these areas should be sought. Scottish Natural Heritage has indicated in principal that it could offer this expertise and it is proposed they become part of the core membership of the Panel.

- 4.7 During 2019, the Panel carried out 20 reviews of emerging development proposals. In addition, the Panel contributes advice to the review of the City Centre Transformation Project, George Street and the West Cycle Route. The Panel considered that the range of development proposals, was representative of the development activity across the city. Panellists requested that they be kept briefed on emerging development plan issues and design guidance both at city and national level.

5. Next Steps

- 5.1 The operational improvements and additional membership of the Panel will be implemented following Committee approval.

6. Financial impact

- 6.1 There are no financial impacts arising from this report.

7. Stakeholder/Community Impact

- 7.1 In the preparation of this report, Panel members were consulted.
- 7.2 Various development interests were consulted about their experience of participating in the Panel, to inform the Panel's annual review.

8. Background reading/external references

- 8.1 www.edinburgh.gov.uk/planning-building/edinburgh-urban-design-panel/1

9. Appendices

- 9.1 Appendix 1 – List of Edinburgh Urban Design Panel Member Organisations (2019).
- 9.2 Appendix 2 – Edinburgh Urban Design Panel.

Appendix 1 - List of Edinburgh Urban Design Panel member organisations (2019)

Core membership

- Cockburn Association;
- Edinburgh Architectural Association;
- Edinburgh School of Architecture and Landscape Architecture, University of Edinburgh;
- Landscape Institute Scotland;
- Historic Environment Scotland;
- Police Scotland;
- Royal Town Planning Institute Scotland;
- School of Energy, Geoscience, Infrastructure and Society, Heriot Watt University; and
- Transport Research Institute, Edinburgh Napier University

As required (for development proposals in the Old and New Towns of Edinburgh World Heritage Site)

- Edinburgh World Heritage.

Appendix 2 – Edinburgh Urban Design Panel

| EDINBURGH URBAN DESIGN PANEL 2019 Panel Annual Review | | | Draft REPORT of meeting held at the City Chambers on 11 December 2019 |
|--|---|-----------------|--|
| List of attendees: | | | |
| Panel members: | | | |
| David Leslie | Chair (Part Time) – City of Edinburgh Council | Julie Wilson | EAA |
| Terry Levinthal | The Cockburn Association | Ken Lochrie | EAA |
| Emily Peel Yates | Landscape Institute Scotland | Michael Good | EAA |
| Mike Scott | Historic Environment Scotland | Harry Smith | Heriot Watt University |
| Pat Langdon | Napier University | | |
| Susan Horner | City of Edinburgh Council | Una Lee | City of Edinburgh Council |
| Apologies: | | | |
| ESALA | | Police Scotland | |
| RTPi | | | |

Summary

This report summarises the discussion, recommendations and actions from the Edinburgh Urban Design Panel's Annual Review of 2019. The Panel has continued to carry out reviews as defined within the remit of the Panel across the city.

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 at pre-application stage.
- 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 yearly since 2010. At its annual review, the Panel reflects on its work programme, organisational changes and opportunity for improvements.
- 1.3 The 2019 yearly review which this report summarises concentrated on the value added by the Panel to Development Management.
- 1.4 The base information used in the 2019 annual review was structured as follows:

Case Studies:

Two case studies, Alnwickhill housing and Market Street Hotel, were presented to the Panel. The case studies looked at how the proposals had developed in relation to the advice given by the Panel. The Alnwickhill development had also formed part of the 2019 Planning Committee Tour, in which some Panel members participated.

Feedback from the 10 year review:

A summary of the feedback was presented to the Panel. Primarily this feedback was from the presenting teams on how the Panel can add more value.

Survey feedback from case officers and presenters:

A summary of feedback from two recent surveys was discussed by the Panel. The surveys had invited comments from developers and case officers with experience of presenting cases to the Panel.

2 Confidentiality

The Chair stated that he had been made aware of a breach of confidentiality from a Panel member.

Recommendation and actions:

The Chair will write to each organisation to reinforce the remit, functions, roles and principles of conduct of the Panel with particular reference to confidentiality.

3 Panel's Report/Advice

The importance of Panel members commenting on the draft reports was noted. This is to ensure that all advice stated at the meeting has been recorded and fully endorsed in the Panel's report.

It was agreed that applicants should be encouraged to demonstrate how the advice has been taken on board as part of the supporting information in their planning application.

The Panel also noted that relating advice directly to planning policy is of benefit to council case officers. However, it was agreed that the Panel report should not be constrained by this and that the Panel's report should remain independent advice.

In the Panel's view, the two case studies illustrated where advice has and has not been taken on board and added value to the overall development and planning process.

Recommendation and actions:

Panel members to ensure that they comment on draft reports.

Planning Officials to continue to work with applicants to incorporate the Panel's advice into developing proposals.

4 Panel Composition

The members of the Panel are drawn from a range of organisations with particular expertise.

In general, the Panel were of the view that the wide range of organisations represented could provide appropriate/specialist advice for most of the developments. However, it was recognised that in some cases a 'guest panellist' offering specialist advice could assist. Where possible it was agreed the organisations could assist with this, but it was also recognised the difficulties given the timing of the agendas.

Given the context of the City of Edinburgh Council's target to deliver a carbon neutral Capital by 2030, the global 'climate emergency' and landscape context of the City. It was agreed that further expertise in these areas should be sought. Initial discussions have taken place with Scottish Natural Heritage to scope availability.

Recommendation and actions:

Planning Officials to recommend to Planning Committee that Scottish Natural Heritage be include as a core member of the Panel.

5 Format of the Meeting

In general, the Panel concluded that no change to the current format is required.

Recommendations and actions: none

6 Work Programme:

During 2019 the Panel carried out 20 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. In addition, the Panel contributed advice to the City Centre Transformation Project, George Street Project and West Cycle Route.

The Panel considered that the range of development proposals was representative of the development activity across the city.

The Panel welcomed the opportunity to review policies, guidance and strategies with a view to influencing wider policy issues within the city, focussed on placemaking and wellbeing. They requested that they be briefed as City Plan 2030 evolves and in particular on how future housing sites are identified.

From reflection on reviews undertaken in the year, the Panel noted their concerns regarding the design approach to most of the allocated housing sites, particularly on the edge of settlement. It was suggested that this topic should be recommended to Architecture and Design Scotland as part of their annual support/networking meeting for local design panels.

In general, it was agreed that proposals should only come to the Panel once and that all major developments in the city should be considered for review by the Panel.

Recommendations and actions:

Planning officials to arrange briefing meetings on City Plan 2030 and housing sites and discuss with Architecture and Design Scotland the suggestion of looking at the design of major areas of housing as part of their annual local panel meeting.

7 Support and Administration

Meeting agendas to be sent to the organisations as soon as possible to assist with the selection of panellists.

Regarding the information provided by the applicant the Panel advocated an approach of material issued in advance of the meeting being more detailed than the presented information which should be clear and concise. This could reduce time spent responding to points of clarification at the review.

Recommendations and actions:

Planning officials to action the above organisational arrangements.

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Planning Committee

2.00pm, Wednesday, 26 February 2020

Scottish Government Consultation on Planning Performance and Fees – proposed response

| | |
|---|----------------|
| Executive/routine Wards Council Commitments | Routine All |
|---|----------------|

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the content of the consultation response attached at Appendix 1; and
 - 1.1.2 agrees that this will be sent to Scottish Government as the City of Edinburgh Council's formal response to the Consultation on Planning Performance and Fees 2019.

Paul Lawrence

Executive Director of Place

Contact: David Leslie, Chief Planning Officer

E-mail: david.leslie@edinburgh.gov.uk | Tel: 0131 529 3948

Scottish Government Consultation on Planning Performance and Fees – proposed response

2. Executive Summary

- 2.1 This report seeks approval of the Council's response to the Scottish Government's consultation on Planning Performance and Fees 2019.
- 2.2 Scottish Ministers have consistently linked increases in planning fees to improved performance. To support authorities moving closer to full cost recovery, the Scottish Government must recognise the need to increase fees across all application types to reflect the level of work involved. In addition, this authority supports the provision of a suite of discretionary charges at a national level that the Planning Service can draw upon to resource the services it provides. This consultation response supports this position and will help inform the Scottish Government's amendments to the planning fees.

3. Background

- 3.1 The [Planning \(Scotland\) Act 2019](#) was passed by the Scottish Parliament in June 2019. This will determine the future structure of the modernised planning system.
- 3.2 The detail of how the new Act's provisions will work in practice will be contained within secondary legislation and guidance, which will be developed over the coming months.
- 3.3 This key consultation presents options for how the planning system can be resourced to address the ambitions of the Scottish Government's transformation programme.
- 3.4 Scottish Ministers have consistently linked increases in planning application fees to the need to demonstrate improved performance. This consultation considers how the new performance reporting requirements contained in the 2019 Act could be implemented.
- 3.5 The Planning Improvement Plan 2018/21 was approved by Planning Committee in [December 2018](#). It sets out a series of key actions in relation to Leadership and Management, Customer, Continuous Improvement and Performance. The latest progress report was considered by Planning Committee in [January 2020](#).

- 3.6 Scottish Government's feedback on the Council's Planning Performance Framework (PPF) 2017/18 highlighted the need to speed up the implementation of improvements on decision making timescales, timescales for legal agreements and clearing legacy cases. The Scottish Government's feedback on the Council's 2018-19 PPF report was received in February 2020 and is addressed in the Business Bulletin for this Committee meeting.
- 3.7 The consultation draws on findings from previous consultation exercises over the last 10 years and on research undertaken to establish the impact of previous fee increases.
- 3.8 Planning application fees are set nationally by Scottish Ministers. The last increase to the scale of fees was in June 2017.
- 3.9 The principle of full cost recovery is proposed, whereby the fees for planning applications should cover the cost of processing an application, from validation to the issuing of the decision letter. However Scottish Ministers have not committed to full cost recovery through the proposed fee increases but rather as a step towards that aim.
- 3.10 Research has shown that on average, across local authorities in Scotland, planning fees only cover 63% of the cost of processing an application, and only 26.5% of the overall cost of running the planning service, which shows that Local Authorities are heavily subsidising the planning process. The comparable Edinburgh figures are 88% cost recovery for the handling of planning applications (largely due to an increase in fees for major applications in 2017) and 51.8% of overall costs.
- 3.11 This consultation seeks views on the use of the enabling powers in the 2019 Act which provide additional scope of cost recovery by planning authorities by the use of discretionary charges for a range of other services.
- 3.12 The Council's revenue budget framework up to 2023 sets out the requirement to identify and deliver significant savings. Planning for Change explores how these savings can be achieved and is centred around three key principles of:
- 3.12.1.1 driving improvements to deliver the high-quality services that citizens both expect and deserve;
 - 3.12.2 targeting investment on prevention and early intervention to reduce long term reliance on our services and enable citizens to lead active, independent lives; and
 - 3.12.3 delivering growth within the city that is sustainable and inclusive.
- 3.13 In its revenue budget preparation, this Council has adopted the aim of full cost recovery for Planning services. The first stage in the use of discretionary charges was implemented in July 2019 in relation to the reformed pre-application advice service.

4. Main report

- 4.1 This Scottish Government consultation on Planning Performance and Fees is welcomed as a further step towards full cost recovery of development management costs in the Planning Service as currently defined. The proposed response to the consultation is attached in Appendix 1. The Appendix contains extracts from the consultation paper to set the context for the Scottish Government's questions. The key questions and the proposed Council response are highlighted in **bold text**. The key issues are grouped and highlighted below.
- 4.2 However, the consultation paper does not address the wider issue of resourcing the development plan preparation and implementation nor the associated planning guidance and development briefs which support the development management process. The definition of "full cost recovery" used by the Scottish Government is narrowly focused on the processing of a planning application. The Planning Service supports a widening of this definition and thus the scope of planning application fees to reflect not only the direct costs of development management activity but also the costs resulting from the preparation of plans and guidance upon which development management decisions will be taken. Similarly, this would apply to heritage consents (see below) in respect of general duties to designate conservation areas and maintain up to date character appraisals and supporting guidance.
- 4.3 Planning service managers continue to seek to identify potential means of bridging this gap. Failure to find additional income would result in the Council continuing to subsidise Planning Service costs from general revenue with potential negative implications for performance and customer service.

Planning Fee Income

- 4.4 The resourcing of planning services has been a consistent priority during the review of the planning system, and it is recognised that this is an essential element if the reforms proposed are to be successful. In general, the consultation proposes to increase current planning fees, which is welcomed.
- 4.5 In 2019 the Planning Service handled 5,838 applications. 2,990 of those applications generated a fee income of £3,135,000. However, 2,848 (49%) applications incurred no fee (listed building consent, permission not required, tree works and a number of other applications do not have an associated fee).
- 4.6 On the basis of the fee increases proposed in the consultation, this income could rise by approximately 20-25%. This will assist in bringing the Planning Service closer to full cost recovery for the handling of fee-earning planning applications, but still falls short, and does not take into account other statutory and non-statutory functions carried out by the Planning Service, such as the production of the Local Development Plan (LDP) and preparation of site briefs. The cost of running the whole Planning Service in 2019 was £5,326,000.

Heritage Consents

- 4.7 There is no fee for a listed building application, nor for some applications within conservation areas, under the current fee schedule. The planning authority bears the costs of statutory requirements for listed building applications and conservation area consents to be advertised in the press, the placing of site notices and the extra handling of representations on such applications which can often be more contentious or complex requiring specialist knowledge and additional time to determine them. The 2019 Act introduces requirements for neighbour notification which will add to the planning authority's costs.
- 4.8 Edinburgh has in excess of 30,000 listed buildings, the highest of any Scottish authority, and 50 individual conservation areas. Listed building applications account for 20% of the Planning Service's total planning application caseload. The proposal to introduce a fee for listed building and conservation area consent applications is therefore welcomed. However, it is recognised that this is a longer-term objective and further consultation is required on detail such as criteria and scale of fees.
- 4.9 As an illustration, in 2018/19 the estimated cost of handling 1,145 listed building consents was £360,000 (costs inclusive of advertisement fee. If the proposed neighbour notification for listed building applications was added, this would result in an additional cost of £50 per application and raise the estimated costs to £417,250. An indicative fee of £364 per listed building application would be required to achieve full cost recovery.

Appeals

- 4.10 There is currently no fee for appeals to the Directorate of Planning and Environmental Appeals (DPEA), nor for reviews to the Local Review Body (LRB). The cost of handling and processing an appeal is not included in the current application fee.
- 4.11 In the calendar year 2019 the Planning Service handled 66 appeals to the DPEA and 78 reviews to the LRB.
- 4.12 While the concept of charging fees for appeals and reviews, both at a Scottish Government and local level, is welcomed as a contribution to achieving full cost recovery, it is recognised that this is a longer-term objective and further consultation is required on detail such as criteria and scale of fees.

Major Applications

- 4.13 In the calendar year 2019 the Planning Service handled 26 major applications, with an income of £756,781.
- 4.14 With the proposed increase in income this could give a comparable figure of £885,450. This is not a significant uplift in fees for major applications, which by their nature are complex and require substantial resource to determine. The fees and associated threshold for major applications were increased significantly in 2017, but even with the proposed increase, will be short of a full cost recovery outcome.

- 4.15 Major applications are often submitted in two phases; Planning Permission in Principle (PPP) followed by Approval of Matters Specified in Conditions (AMSC). Assessing each of these types of application is generally resource intensive due to the level of detail required. Specialist advice is likely to be required and these applications generate significant third party interest. Applications may be phased over a number of years in the form of multiple applications.
- 4.16 The current fee structure of AMSC applications is overly complicated and inconsistent with the Scottish Government's objective that the cost of the Planning system is fully funded via proportionate planning fees relative to each application.

A more fundamental review of these fees would be welcomed to ensure they are transparent and proportionate to support the level of resource required to determine them.

Processing Agreements

- 4.18 In 2019, only 30% of applicants for major applications agreed to signing a processing agreement. Processing agreements are a discretionary, but useful tool for programming the processing of an application and confirming that both the Planning Service and the developer understand their roles in ensuring an application is handled timeously.
- 4.19 The consultation proposes to charge the developer for entering into a processing agreement to reflect the additional resource required to draft and agree timescales.

This proposal is not supported because Processing Agreements are part of pre-application discussions and application management and charging for them is likely to result in reduced motivation from developers to agree to them.

Enhanced Project Managed Applications

- 4.20 The consultation paper, under discretionary charging, explores ways to improve the processing of major applications. It refers to a corporate approach to project management, whereby an authority and the developer would agree on a timescale and level of resource to determine an application, alongside other consents and licences that the authority is responsible for. This is compatible with the Edinburgh Planning Concordat.
- 4.21 Whilst in principle this approach to handling significant development investments is welcomed, the approach makes the assumption that resources will be available across all services within the authority. In reality, there are often competing priorities between services and it will require dedicated resources to be identified by all relevant services and resourced through this discretionary charging, with a clear definition of the service provided to ensure that the expectations of the developer are managed.

Masterplan Consent Areas

- 4.22 The Planning (Scotland) Act 2019 introduces a new power for local authorities to designate Masterplan Consent Areas (MCA). The authority would analyse the site, consult and prepare a masterplan setting out the type of appropriate development,

design criteria and conditions. Development brought forward in line with the MCA would not require the benefit of a planning application.

- 4.23 Due to the historic nature of Edinburgh it is unlikely that MCA could be used widely in and around the central areas of the city, as the impact on listed buildings and the character and appearance of conservation areas needs to be carefully considered. However, there could be potential to use MCAs for sites identified in the emerging City Plan 2030 for urban expansion or regeneration.
- 4.24 The Planning Service currently prepares a small number of Place Briefs for significant or contentious sites, to help guide development. This is already a resource intensive process involving substantial research and consultation and preparing a masterplan would incur significant costs. Under the Full Cost Recovery principle, it is important that the costs incurred in establishing a MCA are recovered from developers through subsequent processes.
- 4.25 Further clarification as to how this process would work in practice and where the use of a MCA may be acceptable is required.

Discretionary Charging

- 4.26 The Planning (Scotland) Act 2019 contains provision that enables local authorities to charge for carrying out their functions. The Planning Service has already made use of discretionary charging through the introduction of charges for the Pre-application Advice Service (PAAS).
- 4.27 Although a PAAS is not a statutory planning requirement, in line with Scottish Government guidance the Council provides this service to support the efficient operation of the planning process. The annual cost to the Council of providing this service in terms of Planning officers only is around £231,000 (at 2018 cost levels).
- 4.28 With Scottish Government's proposal to introduce a suite of discretionary charges for authorities to implement, the Planning Service will explore the potential to expand the PAAS to include other types of development, such as non-material variations (NMV) and conditions discharging.

Non Material Variations

- 4.29 There is currently no fee identified in the fee schedule for NMVs. NMVs relate to minor alterations to drawings that do not significantly alter the overall design of the development, for example lowering the cill on a window, or widening a gateway.
- 4.30 However, NMVs can range significantly in their content from one minor alteration to a single drawing for a householder development, to hundreds of minor alterations across multiple plans for a major application. The level of work to determine NMVs is therefore dependent on the content.
- 4.31 In 2019, the Planning Service handled 331 NMVs, for which no fee was payable. The ability to introduce a fee on a sliding scale commensurate with the level of work involved in determining the NMV would therefore be supported but local discretion should be allowed in terms of the fee applied, with reference to full cost recovery principles.

Discharge of Conditions

- 4.32 The Planning Service currently discharges conditions by letter in response to requests from developers. No fee is applicable.
- 4.33 In England fees associated with the discharge of conditions attached to planning permissions are charged at £85 per request, rather than by condition, allowing developers to group conditions together to be discharged. This is refundable if the planning authority has not responded within 12 weeks.
- 4.34 Charging for the discharge of conditions particularly associated with Noise Impact Assessments, contaminated Land Reports or Archaeological work, where specialist input is provided would be welcomed.
- 4.35 However, the associated timescales could be difficult to achieve where we are relying on specialists outside the Planning Service to provide confirmation that the requirements of the condition are met.

Performance Reporting

- 4.36 The performance of the Planning Service is reported to the Scottish Government annually through the Planning Performance Framework (PPF). The PPF assesses performance in the round in terms of both qualitative and quantitative measures. When assessing the PPFs, Scottish Ministers expect planning authorities to demonstrate a culture of continuous improvement.
- 4.37 The consultation considers the way in which performance is reported through the PPF and the introduction of a National Planning Improvement Co-ordinator.
- 4.38 The Planning Service supports the current approach of locally defined performance indicators to assess how Planning performance aligns with Council strategies and priorities.
- 4.39 The Planning Service also supports a culture of continuous improvement as referred to in the Service Improvement Plan progress report, which was considered by Planning Committee in January 2020.
- 4.40 This authority supports the role of a National Planning Improvement Co-ordinator to promote improvements and facilitate learning from good practice, alongside the role of digital planning to enhance participation and drive efficiencies.

Conclusion

- 4.41 To support authorities moving towards full cost recovery, a wider scope of planning activity should be used as a basis for funding from planning applications to reflect the supporting development plan and policy basis which is required for decision making. Also, the Scottish Government must recognise the need to increase fees across all application types to reflect the work involved and to annually increase the scale of fees in line with a suitable inflationary index.
- 4.42 A clear framework for discretionary charges is welcomed and the Scottish Government is urged to implement this in parallel with the proposed increase in planning application fees. Maximum discretion should be provided for authorities to set their own discretionary fees to reflect local service levels and priorities.

5. Next Steps

- 5.1 Scottish Government has been notified of this proposed consultation response and advised that the finalised version will be submitted once it has been approved by Committee.
- 5.2 The consultation closes on 14 February 2020 and the responses received will inform the amendments to planning fees.
- 5.3 It is anticipated that the amendments to fees will be laid before the Scottish Parliament in April 2020 and will come into force in June 2020.

6. Financial impact

- 6.1 The new rates for nationally set fees will be at a level which it is estimated would cover the cost of determination for the category of application. The expected impact of these changes on income recovery levels for the Planning Service cannot be fully quantified until the final fee structure is agreed and has been viewed in conjunction with anticipated activity levels across all relevant fee categories.
- 6.2 Whilst intended to move closer to full cost recovery, the expectation of improved service must be recognised and the potential increase in resources required to achieve this should be considered alongside any increase in income.
- 6.3 No profit will be derived from the Scottish Government's proposed fee changes.
- 6.4 Proposals for discretionary charging will be explored on a phased basis alongside the Council's budgetary framework and these charges will be set at a cost recovery basis.

7. Stakeholder/Community Impact

- 7.1 Proposed changes to extend discretionary charging will be consulted on. This will include using the Consultation Hub alongside discussions with stakeholders, including the Edinburgh Civic Forum and the Edinburgh Development Forum.

8. Background reading/external references

- 8.1 [Planning Improvement Plan - Progress Update 15 May 2019](#)

9. Appendices

- 9.1 Appendix 1 – Consultation on Planning Performance and Fees – 2019 Response by the City of Edinburgh Council.

Consultation on Planning Performance and Fees - 2019

Planning Performance Reporting

Purpose of Planning

The Planning (Scotland) Act 2019 states that the purpose of planning is “to manage the development and use of land in the long term public interest”.

The Scottish Government considers that there is merit in developing an accompanying statement about the performance of the system, a vision of a system we all want to see. There is clear consensus around the key components which all users of the system believe contribute to good performance. Taking these into account the vision could be:

The Planning System must provide certainty, consistency and clarity to all those who participate in it, through effective engagement, policy, decision making and communication.

Should we set out a vision for the Planning Service in Scotland?

- Yes

Do you agree with the vision proposed in this consultation paper?

- No

Do you have any comments about the proposed vision?

- **The vision should be the foundation of the performance management of the whole Scottish planning system. It should have an outcome focus to which all stakeholders can measure their contribution towards and not be a process-based statement.**

The 2019 Act sets out that the NPF should include a statement about how Scottish Ministers' consider that development will contribute to each of the outcomes listed below:

- (a) meeting the housing needs of people living in Scotland including, in particular, the housing needs for older people and disabled people,
- (b) improving the health and wellbeing of people living in Scotland,
- (c) increasing the population of rural areas of Scotland,
- (d) improving equality and eliminating discrimination,
- (e) meeting any targets relating to the reduction of emissions of greenhouse gases, within the meaning of the Climate Change (Scotland) Act 2009, contained in or set by virtue of that Act, and
- (f) securing positive effects for biodiversity.

Our preferred approach is to use the outcomes in the National Performance Framework. We believe that reporting in this way can play a key role in expressing the contribution of the planning system to wider outcomes within local authorities and with stakeholders and communities.

Preparation and Content of reports

Our current expectation is that reports should cover the following areas:

Statistics

Customer Service

Engagement

Case Studies

Outcomes

Improvement

Resources

Is the proposed approach to the content correct?

- Yes

Do you have any comments on the proposed content of Planning Performance Reports?

- Reports should present a balanced summary of quantitative and qualitative performance measures to reflect both service delivery and service outcomes

Do you have any comments or suggestions as to how reports should be prepared?

- Report preparation should not require resource intensive work and should draw on local and national performance information which drawn from existing sources

What statistical information would be useful/valuable to include and monitor?

- It would be appropriate to discuss this in detail once the proposed National Planning Improvement Coordinator is in post.

What are the key indicators which you think the performance of the system and authorities should be measured against?

- It would be appropriate to discuss this in detail once the proposed National Planning Improvement Coordinator is in post.

Do you have any other comments to make with regards to how the Performance of the Planning System and Authorities is measured and reported?

- It is important to consider how the performance of all stakeholders in the planning system is measured and reported.

Do you have any suggestions about how we could measure the outcomes from planning such as:

- Placemaking
- Sustainable Development

- **Quality of decisions**
- **It would be appropriate to discuss this in detail once the proposed National Planning Improvement Coordinator is in post.**

Do you have any suggestions about how planning's contribution to the National Outcomes contained in the National Performance Framework should be measured and presented?

- **It would be appropriate to discuss this in detail once the proposed National Planning Improvement Coordinator is in post.**

National Planning Improvement Co-ordinator

The Planning (Scotland) Act 2019 includes a power for Ministers to appoint a National Planning Improvement Co-ordinator to monitor and provide advice to planning authorities and others on the performance of general or specific functions.

Do you have any comments/suggestions about the role and responsibilities of the National Planning Improvement Co-ordinator?

- **This authority supports the role of a National Planning Improvement Co-ordinator to promote improvements and facilitate learning from good practice, alongside the role of digital planning to enhance participation and drive efficiencies. It should be an independent role, considering the system as a whole and focusing on supporting improved performance for all stakeholders.**

PLANNING FEES

Background

The Planning (Scotland) Act 2019 includes enabling powers that provide additional scope for the range of services for which fees can be charged, as well as introducing the ability for Scottish Ministers to charge fees, the ability for fees to be waived or reduced and an increased fee for retrospective applications.

Linking fees to performance

The fees proposed in this paper are intended to provide additional resources to planning authorities to help support performance improvement.

Proposed Changes to Fee Structure

Category 1 – Residential Development

We propose that the fee for a single house should more accurately reflect the processing and advertising costs associated with making a determination on the suitability of the site.

For applications for planning permission in principle (PPP) the fee for one residential unit will be £300 and where the application is based on site size the fee will rise on a £300 per 0.1 ha incremental basis until the maximum for PPP (£75,000) is reached.

| Number of Dwellings | Current | New | % Increase |
|---------------------|----------------|----------------|------------|
| 1 | £401 | £600 | 50% |
| 10 | £4,100 | £6,000 | 50% |
| 49 | £19,649 | £23,550 | 20% |
| 100 | £30,050 | £36,300 | 20% |
| 200 | £50,050 | £61,300 | 22% |
| 400 | £90,050 | £111,300 | 24% |
| 563 | Max – £124,850 | £150,000 | 20% |
| 2,058 | Max – £124,850 | Max – £150,000 | 20% |

Do you agree with the proposed planning fees?

- In general yes, but specific points below.

Is the proposed method for calculating the planning fee correct?

- In general yes, but specific points below.

Do you have any comments on the proposed fees and for calculating the planning fee?

- City of Edinburgh Council welcomes the increase in fees proposed for residential developments. It is recognised that due to the varying nature and character of each authority the fees must be set to ensure all authorities benefit from the potential uplift. However, the proposed fees will not deliver full cost recovery and the maximum fee threshold should be higher.
- Edinburgh had nine major residential developments in 2019, which, based on the proposed fee increase, would have given this authority an additional £72,040.00 for the 1451 units, which equates to less than £50 per unit.
- In terms of local residential developments (1-49 units) for 2019, based on the proposed fee increase this would have given the authority an additional £129,000 for 1,648 units, which equates to £78 per unit.
- Whilst the administrative process, site visit, neighbour notification and level of assessment required to consider the principle of development may be similar, major applications often require substantial amounts of supporting information and specialist input around infrastructure, Traffic Impact Assessments, Environmental issues, Flooding and surface water management and legal agreements and the potential for significant levels of objection. The fees for major residential developments do not reflect the level of resource required to assess these applications.

Categories 2, 3, 4 and 5 – Extensions and Alterations to Existing Dwellings

The fee for an application to enlarge an existing dwelling will increase to £300. Enlargement should be considered to be, any development that alters the internal volume of a dwelling. This would usually be through the addition of extensions or dormer windows. An application relating to two or more dwellings within this category will attract a maximum fee of £600.

The fee for an application for alterations to dwellings, as well as operations within the curtilage of an existing dwelling will be £300 per dwelling subject to a maximum of £600. This includes a

range of developments that improve or alter a dwelling along with other developments within the curtilage of the dwelling which are for purposes ancillary to the enjoyment of the dwelling.

The replacement of windows, sheds, gates, fences and other enclosures, garages and micro-generation equipment will carry a fee of £150 for one single dwelling. For 2 or more dwellings or building containing one or more flats, the fee will be £300.

Applications for PPP for the erection of buildings under these categories will incur the same fees.

Do you agree with the proposed planning fees?

- **No.**

Is the proposed method for calculating the planning fee correct?

- **No, the proposed method is contrary to the principle of simplicity in applying fees.**

Do you have any comments on the proposed fees and for calculating the planning fee?

- **City of Edinburgh Council would welcome the uplift in fees for alterations to dwellings, but would not support the decrease in application fees for other works.**
- **Regardless of the type of application in this category it is still necessary to carry out administrative processes to register, validate and check the content of the application. A site visit will be required and a full assessment against policy will be undertaken. It is often these smaller applications that result in multiple objections or are retrospective applications due to an enforcement enquiry. If the aspiration remains that the fees are to bring the development management process closer to full cost recovery, then a reduction in fees for these applications is inconsistent with this aim.**
- **If the above proposal is to be implemented, clarity will be required as to what works would fall under each category. For example, CEC receive a number of applications for garden buildings that in effect extend the volume of the house in terms of providing ancillary accommodation i.e. office space, visitor accommodation. Would this attract a fee of £300 or £150?**

Category 6 – Retail and Leisure including extensions

Applications for full permission for buildings (other than dwellinghouses) are charged according to the gross floor space to be created.

Applications for development creating no new floor space, or not more than 50m² of new floor space will be charged a fee of £300.

For developments above 50m the fee is £1,500 for the first 50-100m of the development followed by £800 per 100m thereafter up to 2,500m, then the fee reduces to £500 per 100m or part thereof subject to a maximum of £150,000. For example the following fees would be payable:

| Floor Space | Current | Proposed | Increase |
|----------------------------|-----------------|-----------------|------------|
| 1,500m ² | £8,020 | £12,700 | 58% |
| 5,000m ² | £23,450 | £33,200 | 42% |
| 10,000m ² | £36,850 | £58,200 | 58% |
| 20,000m ² | £63,650 | £108,200 | 70% |
| 50,000m² | £125,000 | £150,000 | 20% |

Applications for Planning Permission in Principle shall be charged at £500 for each 0.1 hectare of the site subject to a maximum of £75,000.

Do you agree with the proposed planning fees?

- Yes

Is the proposed method for calculating the planning fee correct?

- Yes

Do you have any comments on the proposed fees and for calculating the planning fee?

- Larger applications may require either a Transport Impact Assessment or a Retail Impact Assessment, which needs additional specialist resource in terms of assessing the information. The uplift in fees is welcomed to move towards full cost recovery.

| Retail and leisure applications as at 31/12/18 | | | |
|--|---------|---------|------------|
| sq.m. | old £ | new £ | Increase £ |
| 5,439 | 2,406 | 3,000 | 598 |
| 4,776 | 2,005 | 2,500 | 495 |
| 302 | 2,005 | 3,200 | 1,195 |
| 858 | 4,812 | 7,200 | 2,388 |
| 500 | 2,807 | 4,000 | 1,193 |
| 1,286 | 7,218 | 10,400 | 3,182 |
| 11,347 | 40,450 | 57,000 | 16,550 |
| 47,000 | 125,000 | 150,000 | 25,000 |
| | | | |
| | 186,703 | 237,300 | 50,597 |

Category 7 – Business and Commercial including extensions

Applications for full permission for buildings (other than dwellinghouses) are charged according to the gross floor space to be created. Applications for development creating no new floor space, or not more than 50m² of new floor space, are charged a fee of £300. For buildings above that size the fee is £800 for the first 100m² of floorspace with this falling to £400 per additional 100m² or part thereof subject to a maximum of £150,000.

| Floor Space | Current | Proposed | Increase |
|----------------------|----------|----------|----------|
| 1,500m ² | £8,020 | £6,400 | -20% |
| 5,000m ² | £23,450 | £20,200 | -14% |
| 10,000m ² | £36,850 | £40,200 | 10% |
| 20,000m ² | £63,650 | £80,200 | 26% |
| 50,000m ² | £125,000 | £150,000 | 20% |

Applications for Planning Permission in Principle shall be charged at £400 for each 0.1 hectare of the site subject to a maximum of £75,000.

Do you agree with the proposed planning fees?

- Yes

Is the proposed method for calculating the planning fee correct?

- Yes

Do you have any comments on the proposed fees and for calculating the planning fee?

- Although the fees for the smaller scale developments would decrease, the increase in fees for the larger scale business and commercial premises is significantly higher and this better reflects the level of work involved in assessing this type of application, which could include Transport Impact Assessments and/or legal agreements.

Office applications as at 31/12/18

| sq.m. | old £ | new £ |
|---------|--------|--------|
| 4,465 | 22,050 | 18,260 |
| 122,158 | 19,728 | 48,800 |
| 1,000 | 5,614 | 4,400 |
| | 47,392 | 71,460 |

Industry applications as at 31/12/18

| sq.m. | old £ | new £ |
|--------|--------|--------|
| 23,190 | 9,223 | 9,600 |
| 4,452 | 22,050 | 18,400 |
| 2,639 | 14,436 | 11,200 |
| 1,486 | 401 | 800 |
| | 46,110 | 40,000 |

Category 8 – Agricultural Buildings

- No comment

Category 9 – Glasshouses

- No comment

Category 10 – Polytunnels

- No comment

Category 11 – Windfarms – access tracks and calculation

- No comment

Category 12 – Hydro Schemes

- No comment

Category 13 – Other energy generation projects

- No comment

Category 14 – Exploratory Drilling for Oil and Natural Gas

- No comment

Category 15 – Fish Farming

- No comment

Category 16 – Shellfish Farming

- **No comment**

Category 17 – Plant and Machinery

Applications for the installation of plant and machinery WILL BE charged according to the area of the site at a rate of £500 per 0.1 hectare or part thereof, subject to a maximum of £150,000.

- **No comment**

Category 18 – Access, Car Parks etc. for Existing Uses

Applications for the construction of service roads, other accesses, or car parks serving an existing use on a site will be subject to a flat rate fee of £600.

Do you agree with the proposed planning fees?

- **No**

Is the proposed method for calculating the planning fee correct?

- **No**

Do you have any comments on the proposed fees and for calculating the planning fee?

- **Need additional information to clarify the extent of development envisaged.**
- **Further clarification is required regarding this category. City of Edinburgh Council has in recent years taken significant applications for extensions to park and ride facilities, a PAN for a major new road to the Airport (which is likely to require an EIA) and a major carpark for an existing bank at South Gyle. These applications are likely to require Traffic Impact Assessments and specialist input. The flat rate fee of £600 would not be representative of the level of resource required to determine these applications. A scale of fees would be more appropriate.**

Category 19 – Winning and Working of Minerals

- **No comment**

Category 20 – Peat

- **No comment**

Category 21 – other operations

Operations for any other purpose will be charged at the rate of £400 for each 0.1 hectare of the site area, subject to a maximum of £4,000.

- **No comment**

Categories 22 and 23 – Waste Disposal and Minerals Stocking – does not cover waste management (recycling)

- **No comment**

Category 24 – Conversion of Flats and Houses

Applications for the change of use of any building to use as one or more separate dwellinghouses will be charged at the same rate as residential units. £600 per house for the first 10 houses and then £400 for each new dwellinghouse created between 11 and 49 units and thereafter £250 per house, subject to a maximum of £150,000.

Do you agree with the proposed planning fees?

- Yes

Is the proposed method for calculating the planning fee correct?

- Yes

Do you have any comments on the proposed fees and for calculating the planning fee?

- No comment

Category 25

Change of use of a building will be charged at £600 per application.

Do you agree with the proposed planning fees?

- No

Is the proposed method for calculating the planning fee correct?

- No

Do you have any comments on the proposed fees and for calculating the planning fee?

- Larger sites may require additional supporting information and/or legal agreements, which require additional resource to determine. A scale of fees may be more appropriate.

Category 26

The fee for a change of use of land will be based on the site area with an initial fee of £500 for the first 0.1 ha and £300 for each 0.1 ha or part thereof up to a maximum of £150,000.

Do you agree with the proposed planning fees?

- Yes

Is the proposed method for calculating the planning fee correct?

- Yes

Do you have any comments on the proposed fees and for calculating the planning fee? Please list any types of developments not included within the proposed categories that you consider should be.

- No comment.

OTHER FEES

AMSC Applications

We do not intend to change the principle that Planning Permission in Principle and AMSC applications ultimately leads to 150% of the planning fee being paid. What we are seeking views on is how the maximum fee is reached thus triggering the standard fee for AMSC applications.

How should applications for planning permission in principle and Approval of Matters Specified in Conditions be charged in future?

- The current fee structure of AMSC applications is overly complicated. Major applications are often submitted in two phases; Planning Permission in Principle (PPP) followed by Approval of Matters Specified in Conditions (AMSC). Assessing each of these types of application is generally resource intensive due to the level of detail required. Specialist advice is likely to be required and these applications generate significant third-party interest.
- Also, due to the sizeable nature of the sites, applications may be phased over a number of years in the form of multiple applications.
- The current fee structure of AMSC applications is overly complicated and inconsistent with the Scottish Government's objective that the cost of the Planning system is fully funded via proportionate planning fees relative to each application.
- The current fee structure is a flat fee for AMSC applications and results in a funding shortfall for assessing those applications. City of Edinburgh Council would therefore welcome a review of these fees to ensure they are transparent and proportionate to support the level of resource required to determine them.

How should the fee for AMSC applications be calculated?

- City of Edinburgh Council would recommend that the full fee for the development type is requested for each AMSC application submitted. This would also mean that it is in the developer's interest to discharge all AMSC applications in fewer stages.

Should the maximum fee apply to the individual developers/applicants or applied to the whole development with applicants (if number is known) paying an equal share of the max fee?

- See above.

Should the granting of a Section 42 application lead to the fee calculator being reset?

- S.42 applications can, particularly where the existing permission is old, require significant work to ensure the application remains acceptable against policy, check that all existing conditions are still relevant and review the legal agreements. Where the existing Planning Permission in Principle is a number of years old there has often already been a substantial number of resource intensive AMSC applications.
- Critically the grant of a S.42 application results in a new permission being granted, with a new period for all AMSC applications to be submitted. As set out above, CEC's position is that the full fee for the development type should be required for each AMSC application submitted. It is considered this should equally apply AMSC applications made following a new planning permission in principle being granted as result of a S42 applications.
- However, in the event that the Scottish Government broadly retains the current AMSC fee

capped system, it is considered entirely appropriate that the fee calculator should be reset to zero, where AMSC applications are being made following a new planning permission in principle having been granted as result of a S42 application.

Cross boundary Applications – Allocation of the fee

- No comment

Conservation Areas

We propose that where applications are submitted under categories 2, 3, 4, and 5 for developments in conservation areas which are required because of the restriction on permitted development, then only half the fee would be payable.

Do you agree or disagree with the proposal that where applications are required because permitted development rights for dwellings in conservation are restricted, then a reduced fee should be payable?

- Disagree

Please provide reasons for your answer

- The work, and cost, involved in processing an application in a Conservation Area is actually more than a householder application, given the requirement to advertise the application, put up a site notice and assess the matter against heritage issues and context. In addition, applications in conservation area are often more onerous for a planning officer as they are more likely to attract representations and require further consideration in terms of the conservation area issues.
- Edinburgh has 50 conservation areas. The reduction in fee would have a significant impact on income, contrary to the principle of seeking full cost recovery.

Listed Building Consent

Currently when applying for listed building consent there is no fee payable however, authorities are required to process the application and therefore it is reasonable to consider whether a fee should be payable.

Is the introduction of a fee for applying for Listed Building Consent appropriate?

- Yes

How should that fee be set?

- Edinburgh has in excess of 30,000 listed building/structures, the highest of any Scottish authority. Listed building consent (LBC) applications equate for 20% of the Planning Service's total planning application case load. In order to progress towards full cost recovery of development management activities, a fee for LBC applications is necessary.
- In addition, listed building applications and conservation area consents require to be advertised in the press, a site notice must be placed on the site and, due to heritage issues, these applications can often be more contentious or complex requiring specialist

knowledge and additional time to determine them. All of these associated costs are currently borne by the authority due to there being no fee.

- In 2018/19 the full cost of handling listed building consents was £360,000 (costs inclusive of advertisement fee). Currently no neighbour notification is carried out for listed building applications. If neighbour notification was to be introduced for listed building applications, this would result in an additional cost of £50 per application.
- No indication of the fee proposed for a listed building consent is given in the consultation paper. For 2018/19, the overall cost of handling listed building consents, with the additional fee for neighbour notification added, would give an overall figure of £417,250. Dividing this cost by the 1145 listed building consents received in that period, would give an indicative fee of £364 per listed building application to ensure full cost recovery.

Hazardous Substances Consent

- No comment

Other types of Applications

| Type of Application | Current Fee | | Proposed Fee |
|---|---|---|--|
| Certificate of Lawful Use or Development (CLUD) | Section 150(1)(a) – use as one or more separate dwellinghouses. | £401 for each dwellinghouse subject to a maximum of £20,055 . | £600 for each dwellinghouse subject to a maximum of £150,000 |
| | Section 150(1)(a) or (b) – uses other than use as one or more separate dwellinghouses and any operations. | The same fee as would apply to a planning application for the same development. | |
| | Section 150(1)(c) Existing use | £202 | £300 |
| | Section 151(1) Proposed use | Half the fee applying to a planning application for the same development | |
| Advertisement | £202 | | £300 |
| Prior Notification/Approval | Telecomms – £300 All others – £78 | | Telecomms – £500 All Others – £100 |

| | | |
|------------------------|--|-----------|
| Alternative Schemes | Highest applicable fee for options and sum equal to half of the cumulative remaining options | No change |
| Section 42 application | £202 | £300 |

Are the proposed increases in fees for the categories above appropriate?

CLUDS

- Yes

Advertisement

- Yes

Prior Approval

- Yes

Should the fee for Alternative Schemes remain as it is?

- Yes

DISCRETIONARY CHARGING

The Planning (Scotland) Act 2019 contains provisions which can enable extension of the scope of services planning authorities can charge for in carrying out their functions. We do not intend to make it compulsory for authorities to charge for delivering these services but leave it up to their discretion.

Do you think we should set out the range of services which an authority is allowed to charge for?

- Yes

Please provide reasons for your answer

- The range of discretionary charges should be set out nationally to provide certainty and consistency and to provide authorities with the tool kit within which to choose how they fund their wider planning service.

Pre-application Discussions

We are aware that some authorities have started to charge for entering into pre-application discussions with applicants and we understand that more authorities are investigating the potential of introducing this.

The fees for each service are set out below for comparison.

| Local Authority | Major | Local – Non-householder | Householder |
|------------------------|---|---|--|
| Highland | 5% of planning application fee but a minimum fee of £3000 and maximum fee of £6250 | 35% of application fee – various max fees ranging from £750 up to £43,750 (exploratory drilling for oil and gas) | 35% of application fee – Max £2000 |
| Fife | £1200 | £500 | £55 |
| West Lothian | 50% of application fee up to £800 with additional £200 if meeting or site visit requested. | 50% of application fee up to £500 with additional £200 if meeting or site visit requested. | £50 with additional £50 for meeting or site visit. |
| Edinburgh | <p>Pre-position discussion – £1200.</p> <p>Standard service – £5,880</p> <p>Additional Services</p> <p>Further one hour meeting – £600</p> <p>Detailed advice on information required to accompany application – £600</p> | <p>Local Medium development</p> <p>Standard Service – £1020 with additional</p> <p>Additional Services</p> <p>£600 for a further one hour meeting with case officer.</p> <p>£240 for meeting with officer on site.</p> <p>Detailed advice on information required to accompany application – £600</p> | <p>Local – Small Development</p> <p>Standard Service – £240</p> <p>Additional Services</p> <p>£120 for one hour meeting with case officer.</p> |

How should the fee for pre-application discussions be set?

- See above table for CEC pricing structure.

Should the fees for pre-application discussions be subtracted from the full fee payable on submission of an application?

- No this would be contrary to the principle of full-cost recovery because the application fee does not include any proportion of cost attributed to pre-application advice.

Please provide reasons for your answer

- CEC has adopted the aim of full cost recovery for Planning services. The first stage in the use of discretionary charges was implemented in July 2019 in relation to the reformed pre-application advice service (PAAS). The annual costs to the Planning service of providing the PAAS are estimated at £231,000.

- In response to customer feedback on the quality of the PAAS, coupled with challenges with resourcing the service, CEC introduced charging on a cost recovery basis. These proposals were approved by the Planning Committee on 15 May 2019 and subsequently enacted on 1 July 2019.

Processing Agreements

Do you think that there should be an additional charge for entering into a processing agreement to reflect the additional resource required to draft and agree the timescales to be included?

- **No**
 - In 2019, only 30% of applicants for major applications agreed to signing a processing agreement.
 - Processing agreements are a discretionary, but useful tool for programming the processing of an application and confirming that both the Planning Service and the developer understand their roles in ensuring an application is handled timeously.
 - The consultation proposes to charge the developer for entering into a processing agreement to reflect the additional resource required to draft and agree timescales.
 - City of Edinburgh Council does not support this suggestion. Take up rates for Processing Agreements are already low and charging for them is likely to result in even more reluctance from developers. It is also considered that project management and programming of an application are an integral part of the process and should therefore not levy an additional charge.

Should we set the fee for that or an upper limit allowing authorities the flexibility to set their fee within clear parameters?

- **See above**

Non-material variations

Where a non-material variation is required should an authority be able to charge for each change which is made? Or per request?

- **No charge**
- **No**
- **Per Change**
- **No**
- **Per Request**
- **Yes, in 2019 Non Material Variations (NMV) accounted for 331 of our total applications. These NMVs range from a single change to multiple minor changes to a major application (i.e. St. James application where over 100 plans were submitted and required to be cross reference with the approved drawings). Some schemes attract multiple submissions too. This can be a time consuming and resource intensive process.**

Should regulations set the fee for that or an upper limit allowing authorities the flexibility to set their fee within clear parameters?

- The fees should be a percentage of the original application or a sliding scale dependent on the number of changes involved.

Monitoring Conditions

Should authorities be able to charge for carrying out the monitoring of conditions?

- Yes

Should a fee for monitoring be limited to certain types of monitoring requirements?

- Yes

What should this be limited to?

- Monitoring conditions could be significant in terms of the staffing resource required. Whilst conditions must meet the statutory tests there could be a backlash from developers who see this as a way of planning services making additional money by applying unnecessary conditions.
- Where a legal agreement currently exists, monitoring of conditions is carried out through the discharge of S.75 obligations.

Discharge of Conditions

Do you think there should be a fee payable for the discharge of conditions?

- Yes

Please provide reasons for your answer

- Charging for the discharge of conditions particularly associated with Noise Impact Assessments, contaminated Land Report or Archaeological work, where specialist input is provided would be helpful. However, the associated timescales could be difficult to achieve where we are relying on specialists outside the Planning Service. A flat rate fee per request could be a simple way of resourcing this service.

Planning Agreements

Do you think that Planning Authorities should be able charge for the drafting of planning agreements?

- Yes

Please give reasons for your answer If so how should this be calculated?

- City of Edinburgh Council already charges the legal fees on a cost recovery basis for the drawing up of a legal agreement.

Masterplan Consent Areas

The Planning (Scotland) Act 2019 introduces new powers for local authorities to designate

Masterplan Consent Areas (MCA). Development that is in line with the MCA scheme could be brought forward without the need for a planning application.

Should an authority be able to charge for development within a MCA (building, or changes or use) in order to recoup the costs involved in setting one up?

- Yes

Should we set the fee or an upper limit in the regulations? Please provide reasons for your answer

- The Planning Service currently prepares a small number of Place Briefs for significant or contentious sites, to help guide development. This is a resource intensive process involving substantial research and consultation. While the MCA methodology needs to be developed in much more detail, the Place Brief approach highlights some of the resource implications .
- Further clarification as to how this process would work in practice, and where the use of a MCA may be acceptable is required.
- Due to the historic nature of Edinburgh it is unlikely that MCA could be used widely in and around the central areas of the city, as the impact on listed buildings and the character and appearance of conservation areas needs to be carefully considered.

Enhanced Project Managed Applications

We are seeking views on the introduction of a new mechanism and fee category for applications which will be subject to an Enhanced Project Managed Service.

Should the ability to offer and charge for an enhanced project managed service be introduced?

- Yes

How should this process work?

Please provide reasons for your answer

What, if anything, should happen in the event of failure to meet timescales?

- It refers to a corporate approach to project management, whereby an authority and the developer would agree on a timescale and level of resource to determine an application, alongside other consents and licences that the authority is responsible for. This is compatible with the Edinburgh Planning Concordat.
- It will be important to clarify the local service option so that the expectations of the developer can be managed.
- No financial penalties should be incurred because project timescales should be mutually agreed and responsibilities for information exchanges clarified.

Self/Custom Build Registers

- No Comment

Charging for Appeals

The Planning Act includes new provisions which allow Scottish Ministers to charge for carrying out

their functions under the Planning Acts. One option is the potential for charging for appeals against planning application decisions.

We consider that there are 3 main options for setting the fee:

- A percentage of original application fee – maintaining a link between original application and appeal and also ensuring that the appeal fee increases in line with any application fee increases.
- Standard fee which is set by either the type/category of application or the hierarchy.
- Flat Rate Fee for all types of appeal.

Do you think that, in principle, fees should be charged for appeals to DPEA?

- **Yes**

Should we limit the circumstances in which a fee can be charged for lodging an appeal? In what circumstances do you think a fee should be paid for lodging an appeal?

- **The fee system should be applied to all appeals for simplicity reasons.**

Do you think that the fee should be refunded in the event of a successful appeal?

- **No**

If so, should this follow the same process as is currently set out for awarding costs? What categories of appeals should be considered for charging?

- **See below**

Do you think that a fee scale should be provided in relation to appeals to Local Review Bodies (LRB) and, if so, should the arrangements differ from appeals to DPEA?

- **In 2019 the Planning Service handled 66 appeals to the DPEA and 78 reviews to the LRB.**
- **The cost of handling and processing an appeal is not included in the current application fee. The cost of dealing with appeals to either the DPEA or the LRB is borne by the authority. The cost of handling different appeal types will vary considerably from small householder extensions at the LRB to complex cases such as Steads Place or the Royal High School where considerable costs are incurred in public inquiries.**
- **The Planning Service would welcome the introduction of fees for appeals, both at a Scottish Government and Local level, as this would bring the authority closer to full cost recovery.**
- **The Planning Service would not welcome the suggestion that fees are reimbursed should the appellant be successful. Regardless of whether the appeal is upheld or dismissed the same level of resource is required to handle and process that appeal. It would be counter-productive to reimburse fees.**

Reducing And Waiving Fees

Another new provision introduced in the Planning Act is the ability for authorities to waive or reduce a planning fee.

[Do you have any suggestions as to the circumstances in which they could use this power?](#)

- **Discretion should remain to reduce or waive fees in certain circumstances as locally defined.**

OTHER ISSUES

Retrospective Applications

We consider that authorities should be able to exercise some discretion in whether a surcharge is applied or not, taking account of whether the authority believe that the applicant has made a genuine mistake in carrying out development without first seeking permission to do so.

Should the surcharge be set at 100%?

- **Yes**

If not what level should it be set at?

Authorities will need to apply discretion when applying this surcharge. Should authorities need to clearly set out the reasons why the surcharge has been applied or not in each individual case?

- **No**

Please provide reasons for your answer

- **Whilst the increase in retrospective fees is welcome in terms of discouraging applicants from failing to apply, giving discretion as to when to not apply the charge could result in significant resource spent justifying our position or seeking evidence to prove something was done in ignorance. As with listed building legislation, there are some limited defences, such as that the works were urgently required in the interests of health and safety or for the preservation of the building, but it is not a defence to claim ignorance as to the requirement for planning permission. It would be far simple and more consistent to set a higher fee for retrospective applications and for there to be no discretion regarding the charging.**

Incentives

An amendment was lodged during the Planning Bill which sought to define that an applicant would be entitled to a refund if there had been an unreasonable delay in processing their application. The amendment defined an unreasonable delay as an application which has not been determined within 26 weeks or another agreed timescale.

Do you consider the use of rebates, discounts or other incentives, a useful tool in delivering a more efficient service? If so what would you consider to be an effective discount, rebate or other incentive?

- **No, do not agree.**
- **These incentives would not be welcomed as there are times when applications are submitted without all the necessary information required, despite our guidance clearly stating what is necessary.**
- **These incentives could only be considered if the requirements for validation were expanded to the discretion of the authority, as currently only relevant drawings and fees are required. Applications are therefore deficient in EIA;s; flood risk assessment, water management plans, archaeological survey and noise assessments, ventilation details, traffic impact assessments etc**
- **Without this information consultations and the opportunity for representations are delayed or need to be re neighbour notified.**

Given the success of ePlanning, the continuing increase in its use and the savings which are made to both an applicant and authority in submitting an application electronically, do you think it is appropriate to apply an increased fee for submitting a paper application due to the additional work involved?

- **Yes**

Please provide reasons for your answer

- **There are additional administrative costs in handling a paper application and an admin fee should be added.**

Advertising Fee

Some planning authorities have argued that there should be a single fee to absorb all other costs and charges including recovering the costs related to publishing planning applications in local newspapers.

Do you consider there should be a single fee?

- **Yes**

How do you think the cost of advertising should be recovered?

- **The cost should be included in the application fee and should cover all adverts i.e., Bad Neighbour, Significantly Contrary to the Development Plan, No immediate neighbours, and Listed Buildings and Conservation Areas. An EIA advert can accrue a significant fee due to the number of characters involved in the advert and the pricing structure of the newspaper. This cost should not be borne by the Planning Service.**

Environmental Impact Assessments (EIA)

Do you consider that submission of an EIA should warrant a supplementary fee in all cases?

- **Yes**

Please give reasons for your answer

If so what might an appropriate charge be?

- **EIA applications contain significant and complex levels of information that require specialist input from a range of consultees. Processing this information is resource intensive and it is considered that an additional fee should be paid for applications with associated EIAs.**

Hybrid Applications

We have been aware of some circumstances where an applicant has submitted an application for planning permission in principle which provides additional detail that would normally be considered through an application for Approval of Matters specified in Conditions. This has been unofficially referred to as a hybrid application.

Do you think that applications for planning permission in principle should continue to be charged at half the standard fee?

- **Yes**

Should there be a different fee for 'hybrid applications' as described here?

- **Yes**

Please give reasons for your answer

- **A hybrid application contains information relevant to a full planning application and**

needs to be assessed in that context. It is recommended that hybrid applications are charged at the full fee.

Charging for SG services

Should the Scottish Government introduce a service charge for submitting an application through eDevelopment (ePlanning and eBuilding Standards)?

- **This could involve top-slicing the planning application fees to support the national service. The principle needs further investigation to identify if there would be mutual efficiencies for national and local planning services.**

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Planning Committee

2.00pm, Wednesday, 26 February 2020

Legal Review of Council Planning Processes

**Executive/routine
Wards
Council Commitments**

1. Recommendations

- 1.1 It is recommended that Planning Committee:
 - 1.1.1 Notes the progress that has been made on the requested Independent Review and the anticipated timescales for its completion; and
 - 1.1.2 Approves that the completed review be reported to the soonest possible Committee meeting following receipt by the Council's Head of Legal and Risk of the report by the independent solicitor, being no later than the Committee on 5 August 2020.

Stephen S. Moir

Executive Director of Resources

Contact: Nick Smith, Head of Legal and Risk

Legal and Risk Division, Resources Directorate

E-mail: nick.smith@edinburgh.gov.uk | Tel: 0131 529 4377

Legal Review of Council Planning Processes

2. Executive Summary

- 2.1 This report seeks approval for a further period, until no later than 5 August 2020, to complete the independent Review and report on the findings and recommendations. To properly complete the requested review, and to also take this opportunity to review Councils broader practices in planning assessing applications, an independent solicitor who has the necessary planning expertise has been appointed.
- 2.2 The independent solicitor is in the process of examining cases from the last few years, the Council's internal processes and interviewing a comprehensive range of relevant officers. The independent solicitor is currently due to report his findings to the Head of Legal and Risk by 31 March 2020.
- 2.3 The detailed report on the review required by the Council motion of 24 October 2019 will be informed by these findings and will be presented to the Committee by the Head of Legal and Risk, if possible, on 13 May 2020, but failing that on 5 August 2020.

3. Background

- 3.1 The Council, in accordance with officer recommendation, refused West Craigs Planning Application 16/04738/PPP for up to 1400 houses on 20 April 2017. The decision was appealed to the DPEA (appeal number PPA-230-2207). After substantial written and hearing procedure the DPEA granted the appeal on 26 September 2019. In addition, the DPEA, on 3 October 2019, unusually awarded almost full expenses against the Council for the entire appeal.
- 3.2 At the Meeting of full Council on 24 October 2019 Councillor Mowat made the motion that:
"Council:
Notes with concern the decision against the Council in the Claim for an Award of Expenses in the Appeal PPA-230-2207 which found that: -
 - "the council has acted in an unreasonable manner resulting in liability for expenses,
 - although the committee report is correct it does not fairly or accurately reflect the terms of the application,
 - it was unreasonable for the council not to advise members of the purpose for which the greenbelt land was included and in short this was a case that should have never come to appeal"

Considers this an extremely serious finding against the Council and calls for a report detailing planning appeals for major sites which have been allowed; and for an independent review of these decisions to determine whether the Council's approach to determining these sites aligns with national and local policy."

- 3.3 At the Council meeting Councillor Mowat clarified that:
 - 3.3.1 the independent review could mean an internal review conducted by a different department (and directorate) from Planning;
 - 3.3.2 the results of the independent review should be reported to the planning committee in 2 cycles time;
- 3.4 The Council Motion was passed unamended.
- 3.5 The Legal and Risk Division of the Resources Directorate was requested, as a division independent from Planning, to report back to Planning Committee on the Independent Review.
- 3.6 This meeting of 26 February 2020 is the Planning Committee occurring 2 cycles after the Council meeting of 24 October 2019.

4. Main report

Scope of Review

- 4.1 Councillors understood in requesting the independent review that it was critical not to undermine developer and public confidence in individual decisions already taken by the planning authority, particularly where planning permission has already been granted. The independent review will accordingly use a sample of cases for major sites as a basis for its overall findings and recommendations for how the planning authority handle and determine applications in the future. To ensure this the findings of any independent review in relation to any single specific major cases will remain confidential.
- 4.2 The Head of Legal and Risk considered the qualifications required to effectively carry out the independent review requested. It was considered that an expert in planning and the legal issues pertaining to planning was required. In addition, it was considered critical that the expert was not someone engaged in providing legal advice to the Council's Planning Service, nor someone that has acted for developers in any of the recent major site applications. To meet this remit, it was considered appropriate to appoint an independent solicitor, who is a planning law partner in private practice, to carry out an independent review and report back to the Council's Head of Legal and Risk.
- 4.3 There will be an financial impact for appointing an independent solicitor. To ensure best value, the Executive Director of Place was consulted about the scope of this appointment and it was agreed that it would be useful for the scope of the review to be widened:
 - 4.3.1 to encompass the broad range of planning applications handled by the Planning Service; and

- 4.3.2 to consider how the identification and processing of high-risk applications can be improved;
- 4.4 This broader appointment scope is considered to represent Best value, as it:
 - 4.4.1 should enable the Council to improve its identification of high-risk applications, so that limited resources can be better focussed to effectively manage any associated risks;
 - 4.4.2 reduces the risk that issues with the Planning Authority's current approach to applications sitting just outside the ambit of the review identified in the motion are not identified and addressed;
 - 4.4.3 enables the Independent Solicitor's Review Report to be used to inform whether any broader improvements and reforms are necessary across the wide range of planning applications handled by the Planning Service.

Progress

- 4.5 An Edinburgh based planning law Partner was given detailed instructions on 28 November 2019. They have been given a deadline of 31 March 2020 to report back to the Head of Legal and Risk with their findings and recommendations. Such a period was considered necessary to give them enough time to gather and consider all the relevant information, conduct all necessary interviews and prepare the detailed report.
- 4.6 An initial meeting took place between the appointed solicitor and senior representatives of Legal, Place and Planning on 16 December 2019 to answer initial questions.
- 4.7 Since 16 December 2019, the Council's Chief Planning Officer and Senior Planning Solicitor have endeavoured to clarify any questions the appointed solicitor has and to provide him with all additional materials he requests in a timeous fashion.
- 4.8 During the course of the last month the appointed solicitor has carried out interviews with officers that he considers relevant to concluding his review. This has encompassed a wide range of personnel including planning officers, senior planning officers, Planning Team Managers, Committee Report Editing Managers, the Chief Planning Officer and Council Solicitors.
- 4.9 The Appointed solicitor remains on schedule to conclude his review and report to the Council's Head of Legal and Risk by 31 March 2020.

5. Next Steps

- 5.1 On receipt of the independent appointed solicitor's report, the Council's Head of Legal and Risk will consider its findings and recommendations and then report them to Committee.

- 5.2 The Council's Head of Legal and Risk will endeavour to compile and submit a detailed Report to address Councillor Mowat's approved Council Motion to the next Planning Committee meeting following receipt of the independent appointed solicitor's report but in any event no later than 5 August 2020.

6. Financial impact

- 6.1 There will be a financial impact in appointing an independent solicitor to carry out this comprehensive review. However, this is considered to be a necessary expense to ensure that a truly independent and comprehensive review is carried out by someone with the correct skills and experience.
- 6.2 The review should enable the Council to improve its identification of high-risk applications, so that limited Council resources can be better focussed to effectively manage risk.
- 6.3 Improving processes as a result of this review has the potential to reduce the prospect of successful appeals and related claims of expenses for Council Planning Decisions.

7. Stakeholder/Community Impact

- 7.1 If improvements can be made to processes as a result of this review, there is the potential to improve public confidence in future individual Planning decisions. For public confidence to be improved, it will be important to consult with relevant stakeholders and the community on any proposed changes prior to finalising and implementing them. The detailed report will contain recommendations on how any such consultation can best be carried out.

8. Background reading/external references

- 8.1 [West Craigs Planning Application Report \(Application number 16/04738/PPP\) dated 19 April 2017](#)
- 8.2 [DPEA Intentions Notice \(appeal number PPA-230-2207\) dated 30 April 2018](#)
- 8.3 [DPEA Decision Notice \(appeal number PPA-230-2207\) dated 26 September 2019](#)
- 8.4 [DPEA \(appeal number PPA-230-2207\) Award of Expenses Against the Council dated October 2019](#)
- 8.5 [Council Minute 24 October 2019](#), Item 18 – Claim for an Award of Expenses in the Appeal PPA-230-2207 - Motion by Councillor Mowat

9. Appendices

- 9.1 None.

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Planning Committee

2.00pm, Wednesday, 26 February 2020

Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal Review

| | |
|--------------------------------|---|
| Executive/routine Wards | Executive 10 – Morningside, 11 – City Centre, 15 – Southside/Newington |
| Council Commitments | <u>15</u> |

1. Recommendations

- 1.1 It is recommended that Committee approves the revised Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, City Plan Programme Director

E-mail: ian.mcfarlane@edinburgh.gov.uk | Tel: 0131 529 2419

Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal Review

2. Executive Summary

- 2.1 On [22 August 2018](#), Planning Committee approved an updated programme of review of the existing conservation area character appraisals. This report presents the revised Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal (CACA) which updates the content and brings it in line with other more recent CACAs.
- 2.2 The revised appraisal has been the subject of consultation with Historic Environment Scotland, Marchmont and Sciennes Community Council and the Southside Community Council.
- 2.3 No changes to the Conservation Area boundary are proposed.

3. Background

- 3.1 It is a statutory requirement in terms of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 for local authorities to periodically review conservation area boundaries and consider whether new conservation area designations are appropriate.
- 3.2 On [22 August 2018](#), Planning Committee approved an updated programme of review of the existing CACAs. This was based on the age of the character appraisal, with the earliest being given priority and development pressure, based on the number of applications submitted for planning permission and the extent of recent housing development.
- 3.3 The resulting priority conservation areas were: South Side, Marchmont, Meadows and Bruntsfield, Colinton, Merchiston and Greenhill, West End, Coltbridge and Wester Coates, Craigmillar Park and Morningside. Trinity Conservation Area was added to the priority list due to local community requests for a review of the boundary of the area. Planning Committee approved the revised South Side CACA and boundary amendment on [27 February 2019](#). The revised Trinity CACA was approved by the Committee on [7 August 2019](#) and the revised Craigmillar Park CACA will be considered by the Committee on the 29 January 2020.

4. Main report

- 4.1 The Marchmont Conservation Area was originally designated on 9 January 1987. The boundary was amended on 29 March 1996 to include the Meadows, Bruntsfield Links and immediately surrounding streets. Article 4 Directions were approved in 1996.
- 4.2 CACAs 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.
- 4.3 The revised character appraisal (Appendix 1) updates and refines the text of the original appraisal for its final publication as a digital document which will include images, photographs and interactive maps. The main change is to the format of the appraisal - structure, the overall organisation and macro-scale features of the area, from key elements, the smaller-scale features of the area. The Historical Development section has been augmented with additional detail. There have been no significant amendments to the structure and key element sections, other than the organisation of the analysis into the three separate sections corresponding to the three sub-areas with distinctly different characteristics. Updates to the area's larger institutional buildings where recent development proposals have been built-out or recently consented have been provided. A substantial number of format changes have been made and it is not possible to clearly highlight changes.
- 4.4 The Conservation Area is primarily focused on the Meadows and Bruntsfield Links with its boundary drawn around many of the buildings that surround and define these open spaces. Consideration was given to extending the northern boundary of the Conservation Area to include areas of tenement housing in Tollcross and the former industrial areas of Fountainbridge. However, the historical origins and architectural quality of these areas wouldn't necessarily comfortably relate to the special character and appearance of the Marchmont, Meadows and Bruntsfield Conservation Area. It would therefore, not be applicable to include these areas within an expanded boundary of the Conservation Area.
- 4.5 To reflect the active role of the Appraisal in guiding decisions, a management section has been introduced which summarises the controls and policies which apply in the area and identifies a series of pressures and sensitivities, with recommendations made to address each type. Opportunities for enhancement are also identified with a particular focus on the public realm and through large scale redevelopment opportunities within the Conservation Area.
- 4.5 The draft revised Marchmont, Meadows and Bruntsfield CACA was the subject of a consultation with Historic Environment Scotland, Marchmont and Sciennes Community Council and the Southside Community Council. They reviewed an initial draft of the appraisal and submitted comments which have been incorporated in the final version of the appraisal.

- 4.6 The draft revised Marchmont, Meadows Conservation Area Character Appraisal was also the subject of a public consultation from 4 November to 16 December 2019. An on-line questionnaire was set up on the consultation hub to capture views on the draft appraisal and to encourage comments about how well it defines the special characteristics of the Conservation Area.
- 4.7 The consultation generated 13 responses via the online survey. Appendix 2 lists the comments received. The majority of respondents agreed with the contents of the draft revised appraisal.

5. Next Steps

- 5.1 Once approved, the revised Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal will be published on the Council website.

6. Financial impact

- 6.1 There are no immediate financial implications for the Council arising from this report.
- 6.2 The new format for the character appraisals is intended to be viewed online. The Council would not stock a traditional, printed version. However, individual copies could be made available 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.

7. Stakeholder/Community Impact

- 7.1 The draft revised Marchmont, Meadows and Bruntsfield CACA was the subject of a consultation with Historic Environment Scotland, Marchmont and Sciennes Community Council and the Southside Community Council. The aim of conservation area status is to preserve and enhance the quality of the area. This has the potential to improve quality of life and supports sustainable communities.

8. Background reading/external references

- 8.1 [Report to Planning Committee of 22 August 2018, Review of Conservation Area Character Appraisals.](#)
- 8.2 The current [Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal](#)

9. Appendices

- 9.1 Appendix 1 - Revised Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal.
- 9.2 Appendix 2 - Analysis of Survey Results
- 9.3 Appendix 3 - Map of Marchmont, Meadows and Bruntsfield Conservation Area.

Appendix 1: CONSERVATION AREA CHARACTER APPRAISAL

Revised February 2020

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1 Executive Summary

1.1 Location and boundaries

1.1.1 The Marchmont, Meadows and Bruntsfield Conservation Area is situated some 1.5 kilometres to the south of the city centre.

1.1.2 The Conservation Area is focused on the Meadows and Bruntsfield Links. The boundaries include many of the buildings that surround and define these open spaces. These include the former Royal Infirmary of Edinburgh and Victorian tenemental housing fronting the Meadows at Lonsdale, Leven and Glengyle Terraces. To the south, the regular tenemental streets of Marchmont are bounded by the villa conservation areas of Grange and Merchiston & Greenhill.

1.2 Dates of designation / amendments

1.2.1 The Marchmont Conservation Area was originally designated on 9 January 1987. The boundary was amended on 29 March 1996 to include the Meadows, Bruntsfield Links and immediately surrounding streets. Article 4 Directions were approved in 1996.

1.2.2 The Conservation Area was amended on the 28 September 2007 to include an area west of Bruntsfield Place, extending to Gilmore Place. The name of the conservation area was amended to the Marchmont, Meadows and Bruntsfield Conservation Area.

1.3 Statement of significance

1.3.1 The Conservation Area is primarily focused on the Meadows and Bruntsfield Links – the largest recreational open space in the City, with the boundary including many of the buildings that surround and define these open spaces. These include the areas of high-quality tenement housing developed between 1860 and 1900 in Marchmont and Bruntsfield. These tenements were built predominantly in the Baronial style, following guidelines set down in the feu charter. In the second phase, after 1900, the Baronial style is less prevalent and elevations became plainer.

2 Conservation area character appraisals

2.1 Purpose of character appraisals

- 2.1.1 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 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.
- 2.1.2 “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.
- 2.1.3 Physical change in Conservation Areas does not necessarily need to replicate its surroundings. The challenge is to ensure that all new development respects, enhances and has a positive impact on the area. Physical and land use change in Conservation Areas should always be founded on a detailed understanding of the historic and urban design context.”

From PAN 71, Conservation Area Management:

www.scotland.gov.uk/Publications/2004/12/20450/49052

2.2 **How to use this document**

- 2.2.1 The analysis of the Marchmont, Meadows and Bruntsfield Conservation Area’s character and appearance focuses on the features which make the area special and distinctive. These are considered in terms of:
- Historical origins and development;
 - Structure, which describes and draws conclusions regarding the overall organisation and macro-scale features of the area;
 - Key elements, which examines the smaller-scale features and details which fit within the structure; and
 - Management: The management section outlines the policy and legislation relevant to decision-making in the Conservation Area. Issues specific to the area are discussed in more detail and recommendations or opportunities identified.
- 2.2.2 The varying character areas of Marchmont, Meadows and Bruntsfield Links and Bruntsfield within the Conservation Area each warrant analysis separately and independently from one another. The Character Appraisal will therefore address each of these three areas’ historical origins and development; structure and key elements independently, but, with reference to their transition between each other including their immediate contexts outwith the Conservation Area. A

summarising statement of essential character for each of the character areas will conclude each section before setting out the management position relevant to decision making within the Conservation Area as a whole.

- 2.2.3 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 a new building, alteration or addition is based on an informed interpretation of context. This context should be considered in conjunction with the relevant policies and guidance from Historic Environment Scotland and the City of Edinburgh Council.

3 Sub-area 1: Marchmont

3.1 Historical origins and development

- 3.1.1 Marchmont was developed by Sir George Warrender, the mid-19th Century owner of Bruntsfield House and the surrounding estate, as a middle class tenement suburb from the 1870s. The first feuing plan was drawn up by the architect David Bryce in 1869. The proposed layout involved the construction mainly of terraced villas, with large detached villas on Marchmont Crescent. The terraced houses on Alvanley Terrace were the only properties built in accordance with the Bryce plan, which was superseded in 1876 by a feuing plan prepared by A Watherston & Son. This plan was more comprehensive and all the proposed buildings were four or five storey tenements.
- 3.1.2 Development commenced on the basis of the Watherston plan in 1876 and was completed by around 1914. The work prior to 1900 conformed strictly to the feu charters which required the use of the Scottish Baronial style. Warrender Park Road and the streets to the north, Marchmont Crescent and Marchmont Road were built during this period. After 1900, Spottiswoode Road and Street, Arden Street and Lauderdale Street were built in a more standardised style.
- 3.1.3 Westerhall and New Cambeltown were former communities, immediately to the east of the Warrender estate. Westerhall was bounded by Roseneath Terrace, Street and Place and Argyle Place, separated from the Warrender estate by a stone boundary wall, the line of which divides the north section of Marchmont Crescent and Roseneath Place. It was redeveloped at the end of the 19th century.
- 3.1.4 In the early 19th century, the area to the east of Sylvan Place consisted of four large houses. The area was redeveloped from the mid-19th century with the Royal Edinburgh Hospital for Sick Children (1895), Sciennes School (1890) and Livingstone Place and Gladstone Terrace (1865-69).

3.2 Key buildings: Marchmont

The Royal Hospital for Sick Children

- 3.2.1 The original RHSC hospital building was built at the end of the 19th Century on land occupied by the former Trades Maiden Hospital at Rillbank Villa and its former estate that occupied a large plot at the southern end of the Meadows. The Royal Hospital for Sick Children site today incorporates the current extent of the hospital and reflects the hospital's expansion since its opening on this site in 1895, and its incremental occupation of other properties and available land within the former Rillbank Villa plot. Today the site contains groups of listed and historic buildings, including those associated with the original hospital designed by George Washington Browne and earlier Victorian terraces built on the land formerly occupied by Rillbank Villa and not combined to form a distinct urban block with the hospital.
- 3.2.2 The main hospital building is Category 'B' listed. It has a pavilion arrangement and was built between 1892 - 1895 to designs by George Washington Browne. To the north-east is a Category A-listed mortuary building also designed by George Washington Browne that is contemporary with the main hospital building and contains the first of only three complete interior mural schemes in Scotland by the Arts and Crafts artist Phoebe Traquair. The Category 'C' listed 11-21 Millerfield Place is one of four 1860s terraces of Victoria villas that have been acquired by the hospital to the north of the main hospital building. The hospital is due to relocate to Little France and the site will be redeveloped into a mixed-use development comprising residential, student accommodation with communal space and public realm enhancements.

James Gillespie's School

- 3.2.3 James Gillespie's High School was founded in Bruntsfield Place in 1803 as a result of the legacy of James Gillespie, an Edinburgh tobacco and snuff merchant, and was administered by the Merchant Company of Edinburgh. In 1870, the school moved into a larger building on the south side of what is now Gillespie Crescent. In 1908, the Edinburgh School Board took responsibility for the school from the Merchant Company of the Edinburgh Education Board
- 3.2.4 In 1914, the school moved into the original Boroughmuir School building on Bruntsfield Links, which was previously used by Boroughmuir High School as an annexe.
- 3.2.5 In 1935, Edinburgh Corporation acquired Bruntsfield House and its grounds from the Warrender family, with the construction of the school on Lauderdale Street completed in 1966. The school became a secondary school for 800 girls. The project added three teaching blocks, a separate library, a swimming pool, and a gymnasium to the original Bruntsfield House building.

- 3.2.6 In 1973, the school became a co-educational comprehensive school, taking in boys and girls and, in 1978, the ownership of the school was taken over by Edinburgh District Council. In 1989, the school moved to one site on the completion of an extensive building and modernisation program. In 2007, improvements were made to the school buildings after a state inspection found significant deficiencies in several of the 1966 structures. Following a campaign and consultation with parents, students, staff, and the wider community, a new school was built on the existing site with completion reached in August 2016.

Sciennes Primary School

- 3.2.7 Sciennes Primary School, opened on 1 March 1892, and was exceptionally well equipped for its time, with a gym and a swimming pool built into the basement, and drawing, science, and cookery classrooms on the top floor. Pupils ranged between five and fourteen years old. As is usual for the period, girls and boys were rigorously kept apart, girls entering from the west, and boys, from the east. The playground was also divided by a wall, with each half containing two play shelters (only that to the south remains). The infants were accommodated on the ground floor and juveniles on the floors above. The higher proportion of window to wall, particular to the south, demonstrates the School Board's concern with the health benefits of light and ventilation. Sciennes Evening School for Adults began simultaneously with the day school. Its emphasis on practical commercial, and technical skills proved to be extremely popular.

3.3 **Vignette: Marchmont**

Ian Rankin's Detective Inspector Rebus

- 3.3.1 Arden Street in Marchmont is home to the author Ian Rankin's fictional Detective Inspector John Rebus. The author himself lives in the nearby Quatermile development, although he did reside at 17 Arden Street at one point. Rankin was a 24-year-old post-graduate student at Edinburgh University when he conceived his iconic hero. The author, now the UK's biggest-selling crime writer, said:
- 3.3.2 *"Detective John Rebus was born on the evening of March 19, 1985, in the ground floor apartment I shared with two other students in Arden Street, Edinburgh, Scotland. The idea came to me as I sat by the fire in my student digs. My bedsit would have been the original living room of the flat. It was spacious with high ceilings and freezing. There was a single bed and a desk and chair by the large bay window. Rebus's flat is opposite the building I was living in when I wrote Knots and Crosses, the first Inspector Rebus novel."*

3.4 **Structure: spatial character**

- 3.4.1 The spatial structure of the area is overwhelmingly characterised by a rectilinear grid structure with longer blocks arranged along a north–south axis to allow for views over the Meadows towards Castle Rock, the Old Town and the Firth of Forth. There are also interesting variations to the grid structure, formed by crescents and larger institutional and educational buildings that punctuate the ridged structure. Marchmont is a high-density area of tenements and terraces. These grid layouts, defined by perimeter blocks, were designed with a concern both for buildings and the public realm and the relationship between built form, streets and open spaces. This is clearly evident in the Victorian tenemental properties on an east-west axis flanking the urban parkland of the Meadows and Bruntsfield Links on its southern, eastern and western sides.
- 3.4.2 The principal features of the urban fabric are the Victorian tenemental perimeter blocks interspersed with occasional Georgian terraces along the south side of the Meadows and Georgian villas part lining Bruntsfield Place as it approaches Tollcross. Tenemental front gardens are a key feature; most are well tended and hedged with a variety of species and styles. A few larger front garden trees contribute to this softening effect of greenery between public and private space.
- 3.4.3 Communal back greens to tenements comprise an essential component of the spatial character of the area. The communal back greens; often tightly enclosed on all sides by adjoining tenements and largely unadorned with additional ancillary buildings/structures or rear extensions to ground floor level flats retain their green and tranquil green space and character setting to the rear of tenements. Maintaining these areas as open green spaces for the communal benefit of residents not only preserves the special character and appearance of the area, but, provides a much valued level of amenity for residents away from the hustle and bustle experienced from the streets.
- 3.4.4 Institutional buildings set within more generous plots and set back from regular layout of tenements blocks are scattered throughout the area, a number have been converted or are in the process of being converted for residential – mixed use.

3.5 **Structure: Townscape character**

- 3.5.1 The general height of the Victorian tenemental buildings is four storeys, rising to five storeys on Bruntsfield Links. Georgian buildings vary from three storeys to three and half, with basements. All buildings are constructed from stone and have slated roofs. Most tenements have small front gardens to the street. The exceptions to the latter are where parades of shops occur, with their shop fronts coming down hard on the heel of the pavement.
- 3.5.2 Many streets are setted and are tree lined, giving the effect of the Meadows penetrating into the streets to the south. The perimeter blocks in the area bounded

by Warrender Park Road, Whitehouse Loan, Warrender Park Terrace and Marchmont Crescent exhibit the exuberance of Scottish Baronial architecture. The perimeter blocks to the east and south are generally stripped of Baronial detail and have plain facades to the street. Despite this change in detailing, the area reads as a unified whole.

3.6 Key elements: architectural character (predominant)

- 3.6.1 The architectural character of Marchmont is typified by well proportioned tenements planned in long blocks that take advantage of the gently sloping site. They are principally in the distinctive Scottish Baronial style, and the pre 1900 tenements in Marchmont represent perhaps the most dramatic use of this architectural style. The success of the Marchmont development is in the diversity of detailing contained within a carefully controlled form. Many of the tenements are Statutorily Listed for their historic and architectural quality.
- 3.6.2 Many eminent architects were involved in the development of Marchmont, and the Baronial style was well suited to accommodate different designs in the incremental development of street blocks. Street compositions give the impression of unity due to the discipline of height and materials.
- 3.6.3 Baronial details – pediments, string courses, crowstepped gables, corbelling, carved panels - are used extensively to produce diversity and individuality. Particular emphasis is placed on the design of corner blocks. This is exemplified by the tenement building at the corner of Marchmont Crescent and Marchmont Road which, with its ornate gable and twin corbelled turrets topped by a lion and shield, is a landmark on a naturally commanding location overlooking the Meadows.
- 3.6.4 The area to the east of Marchmont Crescent is more diverse, with Argyle Place and Sylvan Place forming an attractive town house development of 1825. Thirlestane Lane also has a quite different character from the tenement development. It is an elegant mews lane with a narrow pavement and cobbled street. It was built to house the coaches and coachmen for the large houses of the Grange.

3.7 Key elements: architectural character (prominent individual buildings)

- 3.7.1 Bruntsfield House, which is incorporated in James Gillespie's School, is one of the oldest mansions in the city. It dates from the late 16th century with later additions and alterations. A number of features associated with Scottish Baronial architecture - steeply pitched crowstepped gables, carved ornaments, stair towers, and pedimented and finialled dormerheads - are incorporated in its design. The house and James Gillespie's School are surrounded by a high coped rubble boundary wall which is a significant feature at the west end of Warrender Park Road.

- 3.7.2 The redevelopment of the James Gillespie's School involved the demolition of the informal arrangement of various campus buildings of different height and designs and the incorporation of five new buildings arranged to relate and enhance the setting of the centrally positioned Category 'A' listed Bruntsfield House in views through the site from the north. The new teaching buildings conform to the perimeter block arrangement typical of the Conservation Area and, whilst the design of the new buildings is wholly contemporary, the uniform height and massing reflects and preserves the character of the area.
- 3.7.3 The former Usher Institute of Public Health occupies a prominent location on the south west quadrant of the junction of Spottiswoode Street and Warrender Park Road. It dates from 1899-1902, is in a distinctive Renaissance palazzo style with Beaux Arts detailing, and is now converted to residential use.
- 3.7.4 The Royal Hospital for Sick Children was designed by George Washington Bowne and dates from 1892, with the addition, in 1903, of the Outpatients Department front Sylvan Place. The main building is in a Jacobean style in red sandstone. A front courtyard to Sciennes Road is formed by gabled wings with octagonal corner towers. The two storey, rectangular-plan Outpatients' Department is in an Edwardian Renaissance style.
- 3.7.5 The imminent relocation of the hospital to Little France and the sites redevelopment into a mixed-use development comprising residential, student accommodation with communal space and public enhancements received planning permission and listed building consent in February 2019. The redevelopment program will involve the partial demolition of existing buildings along Sylvan Place, erection of new buildings and the change of use and conversion of the principal Browne hospital building and previously converted Victorian terraced townhouses along Rillbank Terrace and Millerfield Place into residential. Should the proposed redevelopment of the site under this consent not come to fruition or undergoes variation, the sensitivity of the sites buildings and their important context be appropriately acknowledged and sympathetically considered in any new development proposals coming forward.
- 3.7.6 Immediately to the east of the Royal Hospital for Sick Children lies Sciennes Primary School. Designed by Robert Wilson in the Jacobean style, it comprises a two storey building with an attic and basement, arranged on a symmetrical H-plan. The principal south elevation has polished ashlar with bands of squared and snecked sandstone. The high proportion of window to wall, particularly on the south elevation demonstrates the School Boards concern with the health effects of light and ventilation.
- 3.7.7 Warrender Baths by Robert Paterson and son on Thirlestane Road dates from 1886 and comprises a rectangular-plan swimming baths in eclectic Jacobean style with variety of straight and crowstepped gabled and finialled bays, prominent round arched windows and stone balustrade above its eaves.
- 3.7.8 The former James Gillespie's Boys School at the junction of Marchmont Crescent and Marchmont Road dates from 1882, and is in a Gothic style with decorated windows. The building was used as a school up until 1973, except during the war years when it was requisitioned by the War Office. More recently it was used by

Napier University to house its creative art department, and the interior adapted to accommodate photographic studios and a gallery, In 2008, the building was converted into fifteen contemporary residential apartments that further remodeled the internal space into open plan double height apartments with mezzanines set back from the external and windows allowing the windows and proportions of the high rooms and spaces to still be read from public view.

3.8 Activity and uses

- 3.8.1 Marchmont is principally residential with shops, cafes and restaurants and other commercial activities occupying ground floor units of tenement properties. It contains a full range of social, commercial, education and community facilities. The area performs an important shopping and service role for people working and living in the area.
- 3.8.2 An incredibly popular area for a wide range of people including families, older residents and students, Marchmont is situated across the Meadows from the University of Edinburgh, and is also within walking distance of Edinburgh Napier University, and the key office locations in the city centre and west end. Its close proximity to the city centre, as well as the large green spaces on its doorstep and numerous shops, bars and cafes, makes Marchmont a popular place to live.
- 3.8.3 By its full completion, the Quartermile development at the former Royal Infirmary will comprise more than 650 new residential units, some 30,000 square metres of office space, retail outlets, restaurants, cafes and a hotel. The conversion of the Royal Hospital Sick Children will contribute a further 126 residential units and also, 323 student flats to the area.
- 3.8.4 The two education establishments make an important contribution to the overall character of the area. They generate activity during school hours and act as a centre for community activities in the evening.

3.9 Marchmont: Essential characteristics – summary statements

3.9.1 Spatial character:

- 3.9.1.1 comprising a high-density area of tenements and terraces, the spatial structure of the area is overwhelmingly characterised by a rectilinear grid structure with longer blocks arranged along a north–south axis to allow for views over the Meadows towards Castle Rock and the Old Town
- 3.9.1.2 grid layouts are defined by perimeter blocks and designed with a concern both for buildings and the public realm and the relationship between built form, streets and open spaces and evident in the Victorian tenemental properties on an east-west

axis flanking the urban parkland of the Meadows and Bruntsfield Links on its southern, eastern and western sides.

3.9.1.3 tenemental front and communal back greens comprise an essential component of the spatial structure of the area – providing both a softening effect on the transition between public and private space and tranquil green open amenity space much valued by residents.

3.9.1.4 institutional buildings set within more generous plots and set back from regular layout of tenements blocks are scattered throughout the area, a number have been converted or are in the process of being converted for residential led mixed use schemes

3.9.2 Townscape character:

3.9.2.1 strong uniformity in building heights, form and materials between the Victorian tenemental and earlier Georgian Terraced properties within the area. Predominantly comprising of tenements and terraces of townhouses constructed with natural blonde sandstone and Scots slated roofs with refreshing instances and variations where warmer red sandstone has been utilised

3.9.2.2 strong rhythmic pattern of bays, fenestration and front gardens throughout the area. The exceptions are around principal junctions and streets, where small parades of shops are positioned; many of which retain their original Victorian shop facades; coming down hard on the heel of the footway; and directly addressing the street

3.9.2.3 many streets are setted and are tree lined, giving the effect of the Meadows penetrating into the streets to the south

3.9.2.4 perimeter blocks in the area bounded by Warrender Park Road, Whitehouse Loan, Warrender Park Terrace and Marchmont Crescent exhibit the exuberance of Scottish Baronial architecture. However, the perimeter blocks to the east and south are generally stripped of Baronial detail and have plain facades to the street

3.9.2.5 despite the variations in detailing, the strong arrangement; rhythm; form; and heights of vast number of tenemental properties, the area's townscape character reads as a strong unified whole

3.9.3 Architectural character:

3.9.3.1 architectural character is typified by well-proportioned tenements planned in long

blocks and principally achieved in the distinctive Scottish Baronial style *encompassing* renaissance elements preserving many of the features found on the 16th and 17th century Scottish medieval castles and tower houses

- 3.9.3.2 baronial details, such as pediments, string courses, crowstepped gables, corbelling, carved panels - are used extensively to reflect this style and produce diversity and individuality in the different designs utilised in the area's incremental development
- 3.9.3.3 particular emphasis is placed on the design of perimeter and corner blocks, where elaborate architectural features such ornate gabling, corbelled turrets and intricate decorative features such as lions and shields are used to further emphasis landmark buildings in naturally commanding locations within the townscape
- 3.9.3.4 street compositions however, give the impression of unity due to the discipline of form, height and materials. The exclusive use of natural Scottish slated roofs and timber framed sash and case windows comprising large-span plate glass positioned in a one over one astragal arrangement, comprise crucial unifying elements that knit together the areas architectural diversity in elevational treatment
- 3.9.3.5 more pronounced diversity provided by the handsome Georgian terraces of Argyle Place and Sylvan Place forming an attractive town house development of 1825. Further parallel terracing of later Victorian townhouses with examples of Italian Renaissance detailing; full canted bay windows and an open aspect onto the meadows are located further west behind the Royal Hospital for Sick Children
- 3.9.3.6 Thirlestane Lane provides additional architectural variation in the form of an elegant and relatively unaltered group of mews buildings that unusually, were built in separation from the large Grange residences they were intended to serve. Originally built with stalls, coach-houses and harness rooms at street level, with domestic quarters and hayloft above, they are all now converted to dwellings

4 Sub-area 2: Meadows & Bruntsfield Links

4.1 Historical origins and development

Meadows

- 4.1.1 The Meadows occupy the site of the former South or Borogh Loch. In the 16th century, the loch provided Edinburgh's main water supply until it was acquired by the "Fellowship and Society of Brewers." Several breweries were established beside the small group of houses at the east end of the Meadows in the district still known as Boroughloch. The brewers drew heavily on the Loch and, by the time the Society was dissolved in 1619, the loch had been significantly reduced.

- 4.1.2 In 1657, the Town Council decided to drain the Loch, and in 1658 John Straiton, a merchant burgess, was given lease of the loch. Straiton's ultimately unsuccessful efforts to improve the half-drained loch's surrounding amenities led to it being renamed Straiton's Park.
- 4.1.3 In 1722, Thomas Hope of Rankeillor, leased the loch and, at his own expense, attempted to convert the marshland into an ornamental park. One improvement effected by Hope was the formation of Middle Meadow Walk. Edinburgh Town Council began the reconstruction of the Meadows in 1804. However, after many delays, it was not until the mid 19th century that the public had access to the Meadows. In 1858-59, the southern drive was constructed and named after Sir John Melville, who was then Lord Provost.
- 4.1.4 As the city grew, early concerns about potential development in the meadows resulted in the Edinburgh Improvement Act of 1827. This stipulated that "it should not be competent for the Lord Provost, Magistrates and Council, or any other person, without the sanction of Parliament obtained for the express purpose, at any time thereafter to erect buildings of any kind upon any part of the grounds called the Meadows or Bruntsfield Links so far as the same belong in property to the Lord Provost, Magistrates and Council". Further later acts reinforced this firm statement.

Bruntsfield Links

- 4.1.5 Bruntsfield Links lies immediately to the south west of the Meadows, occupying an area of 36.2 acres (14.6 hectares) bounded by the south side of Melville Drive and extending beyond Whitehouse Loan to Bruntsfield Place, Terrace and Crescent.
- 4.1.6 Bruntsfield Links forms the last remaining fragment of the Burgh (Borough) Muir, which once stretched from the Borough Loch (South Loch) to Blackford Hill. There are records from 1599 of stone quarries on the site of the Links. However, golf has long been the main activity associated with Bruntsfield. There are claims that it was Scotland's first golf course. In the 18th century, two clubs, the Royal Burgess Golfing Society and the Honourable Company of Edinburgh Golfers, were established at Bruntsfield. The two short hole golf courses on the Links have been established for almost 500 years and form a crucial element of the special character and appearance attributed to this part of the Conservation Area.

4.2 **The Edinburgh International Exhibition**

- 4.2.1 Thirty thousand people thronged the Meadows on May 6, 1886 when Prince Albert Victor opened the International Exhibition of Industry, Science and Art. The Exhibition building was an imposing structure comprising a Grand Hall, fronting the main entrance at Brougham Place, with a range of double courts extending eastwards and arranged on either side of a central corridor. The Grand Hall had a

120-feet high central dome decorated with signs of the Zodiac, an impressive collection of statues around the entrance, a Grand Organ and orchestra platform and could hold 10,000 people. By the opening day, 12,000 season tickets, at a guinea each had been sold.

- 4.2.2 Over 20,000 exhibits illustrated the 'material progress of the age' and there were 1,725 works of art in the fine art galleries. The list of items displayed included 'educational appliances; Italian furniture and marble; violins from Prague; Turkish embroidery; illustrations of mining, pottery, sugar-refining, sea industries, paper-making, printing; and railway, tram-way and other vehicular appliances'. The Women's Industries display ranged through Belgian glove making, Fair Isle, Shetland and Icelandic knitting, Irish linen and artificial fly production.
- 4.2.3 The grounds were laid out with walks, rockery, fountain and bandstand. The principal open-air attractions were the electric railway which ran between the main Brougham Place entrance and Middle Meadow Walk; the working man's model dwelling-house, which included the most modern appliances for sanitation and convenience; and the refreshment rooms, both temperance and otherwise. The Exhibition buildings and grounds were lit by 3,200 electric lamps in the largest illumination scheme ever attempted in Scotland.
- 4.2.4 One of the most popular features of the Exhibition was the 'most novel and picturesque'; Old Edinburgh Street consisting of various buildings which existed in Edinburgh during the 17th-century. The Street was entered through a replica of the Netherbow Port, and the buildings were arranged to form a street typical of Old Edinburgh with a short High Street, market place, mercat cross, two closes and a copy of the Old Tolbooth. Architectural styles were apparently reproduced with 'great fidelity and the imitation of old stonework was particularly marvellous'. The ground floors were laid out as forty-four shops and workshops in which attendants dressed in 17th-century costumes sold souvenirs of the Exhibition.
- 4.2.5 Queen Victoria visited in August, 1886. It was originally intended to retain the Grand Hall and the model dwelling-houses, after the exhibition closed on October 30, but an act of Parliament forbids all permanent buildings within the Meadows, and they were demolished.
- 4.2.6 Surviving relics include the Masons' Memorial Pillars and Prince Albert Victor Sundial, both at the west end of the Meadows; the Brass Founders' Pillar, now in Nicolson Square Gardens; the six Doulton tile panels depicting great inventors, displayed in the Circle Bar at the Café Royal, West Register Street; and the whale jawbone arch on Melville Drive.

4.3 **Key features / buildings in Meadows and Bruntsfield Links**

The Prince Albert Victor Sundial

- 4.3.1 The sundial at the west end of the Meadows in Edinburgh was designed by Sir James Gowans and erected to commemorate the opening of the International Exhibition by Prince Albert Victor. The sundial is inscribed with masons' marks and appropriate lines, such as:

"I mark but the hours of sunshine."

"Time and tide wait for no man."

"Light is the shadow of God."

"Time is the chrysalis of eternity."

"As a servant earnestly desireth the shadow."

"Time, as he passes us, has a dove's wing, Unsoiled and swift, and of a silken sound."

"Man's days are as a shadow that passeth away."

"Well-arranged time is the surest sign of a well-arranged mind."

The Memorial Masons' Pillars

- 4.3.2 The two Memorial Masons' Pillars which flank each side of the west end of Melville Drive in Edinburgh were erected as a permanent monument to the International Exhibition of 1886. They were designed by Sir James Gowans and constructed by the Master Builders and Operative Masons of Edinburgh and Leith as a gift to the City of Edinburgh.
- 4.3.3 The Pillars are octagonal in plan with a moulded base. The centre band and capping stones are decorated with shields displaying the Imperial, Scottish, English and Irish Arms; the coats of arms of nineteen Scottish Burghs; and the crest of The Edinburgh Masons.
- 4.3.4 The Pillars are 26 feet high and are topped by seven feet high unicorns. The stones in the shaft consist of eighteen courses of stone from seventeen different quarries in popular use at the time. The name of the quarry from which the stone originated is inscribed on each course. The Pillars also exhibit examples of different types of stone finishes. Examples of masons' marks are also shown on the shafts. Gowans intended the Pillars to act as a durability test of the different stones used and a record of quarry history.

The Jawbone Arch

- 4.3.5 The arch at the Melville Drive entrance to Jawbone Walk in the Meadows is formed from the jawbone of a whale and was part of the stand of the Shetland and Fair Isle Knitters exhibition at the International Exhibition of 1886 and they were gifted to the city. The jawbones form an important gateway to the Meadows but, despite ongoing plans to restore and reintroduce them, the jawbones and railings are remain missing. Their absence, therefore detracts from the historical interest of this important gateway route into the Meadows.

The Nelson Pillars

- 4.3.6 Printing was historically one of Edinburgh's main industries and in the 1950s the publishing industry employed between 5,000 and 7,000 people in the city. Thomas Nelson's Parkside Works was one of the biggest. Thomas Nelson opened a second-hand bookshop in Edinburgh's Old Town in 1798 from which he started to

publish inexpensive reprints of classic books. This proved profitable and his sons, William and Thomas, entered the business in the 1830s. In 1845, they established a printing-house at Hope Park.

- 4.3.7 In 1878, Nelson's works at Hope Park burnt down in a spectacular fire and they were allowed to erect temporary accommodation for the business in the Meadows. The company moved into new premises at their Parkside Works on Dalkeith Road in 1880. In 1881, they donated these pillars at the east end of the Meadows in 'commemoration of the kindness and sympathy shown to them by the magistrates at the time of the great fire in 1878.

4.3.8 *The Meadows and Bruntsfield Links Walks*

- 4.3.8.1 Boys Brigade Walk was set out in 1954 as part of the centenary celebrations honouring the birth of the Boys Brigade founder Sir William A Smith in 1854. There was a ceremony when 75 trees were planted by Boys Brigade members.

- 4.3.8.2 Middle Meadow Walk was the first of the Meadow walks, set out by Sir Thomas Hope when the parkland was created out of a boggy loch. A contemporary letter praises it as standing comparison to London: '*Mr Hope has beautified the meadow wonderfully and made it another St Jame's Park.*'

- 4.3.8.3 Coronation Walk commemorates the coronation of George VI in 1937.

- 4.3.8.4 Jawbone Walk is called after the iconic arch at the Melville Drive end of the path. The whalebones date back to the 1886 Exhibition where the Zetland and Fair Islands knitters showcased their work by draping it on the jawbones which formed their stand.

- 4.3.8.5 Towns Woman's Guild Walk was named in 1973, in response to the Guild's gift of the trees that line it.

- 4.3.8.6 General Maczek Walk on Bruntsfield Links was formally named in April 2019 to mark the contribution he and Polish armed services gave in World War two.

- 4.3.8.7 Muriel Spark Walk on Bruntsfield Links was formally named in June 2018 to commemorate the 100th anniversary of her birth.

4.3.9 *Meadows pavilions*

- 4.3.9.1 Constructed in first half of the 20th century, the three pavilions comprise a small grouping of hipped roof single storey buildings finished in horizontally banded timber painted green with distinctive machine made red roof tiles and external porches. The pavilions are arranged in flattened 'C' shape and orientated towards the west, the middle of which, has been converted from changing facilities into a popular seasonal café.

4.3.10 *Edinburgh Royal Infirmary*

- 4.3.10.1 The foundation stone of the Infirmary was laid by the Prince of Wales in 1870, and it was opened in November 1879. Designed by David Bryce, it shows the influence of the continental pavilion-plan hospitals advocated by Florence Nightingale. It was acknowledged as 'the largest hospital in the United Kingdom, and probably the best planned.' The hospital use has been discontinued, and the site continues to be redeveloped for a mix of uses.

4.4 **Vignette: Bruntsfield Links**

Former Boroughmuir School (Bruntsfield Links)

- 4.4.1 Built as Boroughmuir School, one of the new Higher Grade (Science) schools, it became James Gillespie's in 1913 when the new Boroughmuir School, was opened. After the new Gillespie's was opened it reverted back to become the Boroughmuir Junior School. The building is now used as halls of residence for the University of Edinburgh.
- 4.4.2 The acclaimed author, Muriel Spark attended the former school building when it accommodated the girls school for James Gillespie's. Born in Edinburgh as Muriel Camberg, Spark lived on Bruntsfield Place and attended the then James Gillespie's School for Girls, where one of her teachers, Christina Kay, was to provide the inspiration for her best-known novel, 'The prime of Miss Jean Brodie' where the elitist Brodie grooms her girls to take the places in life which she has ordained they will fill. The group is selected and specially tutored by her as being in her view 'la crème de la crème'. The irony and, to some extent, tragedy of the novel stems from the fundamental misjudgments Brodie has made not only about the characters of the girls but of her own.
- 4.4.3 With reference to former school building on the Bruntsfield Links, Spark wrote of it as: '*an Edwardian building, and, for those days, modern inside, with large classrooms, and big windows, that looked out over the leafy trees, the skies, and swooping gulls of Bruntsfield Links.*'

4.5 **Structure: spatial character**

- 4.5.1 The spatial structure of the Meadows and Bruntsfield Links is overwhelmingly characterised by the open parkland. This urban parkland is flanked to the north by the former Royal Infirmary. The Links and Meadows jointly form the largest area of recreational open space in the city, amounting to 36 hectares in total, traversed by a web of tree lined walks. The Links are divided from the Meadows by Melville Drive, an important east-west transport route.
- 4.5.2 The principal features of the urban fabric are the pavilions of the former Victorian Royal Infirmary that dominates the northern boundary of the Meadows. Bruntsfield Links and Tollcross are dominated by Pilkington's Barclay Viewforth⁶ Church in what has been described as a Transylvanian gothic style, with a spire which forms a distinctive feature of the city's skyline. The wide expanse of recreational open ground offers panoramic views across the city to the north and east, from the Castle across the Old Town's roofscape to Salisbury Crags and Arthur's Seat.
- 4.5.3 The Meadows is flanked to the north by the Old Town Conservation Area, with the Royal Infirmary giving way to the 17th century Heriot's School, which is flanked by a Georgian perimeter block on Lauriston Place. The eastern boundary is shared with the South Side Conservation Area, where the standard scale of the perimeter blocks of Marchmont give way to a more irregular urban pattern.

4.6 **Key elements: Architectural character of structures and buildings**

4.6.1 A number of key artefacts remain from the time of International Exhibition in 1886:

- The pillars at the west end of Melville Drive consist of eighteen courses of stone from different quarries as a durability test.
- The octagonal sundial at the west end of the Meadows was erected to commemorate the opening of the exhibition by Prince Albert Victor and was named after him.
- The whale jawbone arch is positioned at the Melville Drive entrance to Jawbone Walk is currently undergoing restoration. Close to the Jawbone is a small fountain dedicated to Helen Acquiroff, the blind Edinburgh musician and singer.

The two tall ornamental pillars at the eastern entrance to Melville Drive were gifted by Nelsons the Publishers in appreciation of being given temporary accommodation on the Meadows after their premises were destroyed by fire in 1876.

4.6.2 The redevelopment of the former Edinburgh Royal Infirmary Site involved the demolition of all unlisted buildings and accretions to listed buildings. In addition, the Florence Nightingale Nurses Home, the Simpson's Memorial Pavilion, the Queen Mary Nursing Home and the George Watson's wing of the Surgical Hospital have been demolished. The demolition of the unlisted accretions to the original building has significantly improved the spatial integrity of the site.

- 4.6.3 The masterplan for the former Infirmary site was developed to maximise pedestrian permeability to re-integrate the site with the city. The site is laid out in a series of grids, which divides the zones and uses, creating a residential zone in the south, with the majority of the commercial uses in the north. A north-south orientation of buildings is repeated throughout, linking in with the listed buildings retained.
- 4.6.4 As well as the north-south opening up of the site, with pedestrian routes opened directly on to the Meadows, east-west access is also created, with a major pedestrian space to the rear of the hotel. This leads to a focus within the site on the main pedestrian spaces in the centre of the site. In terms of design, the new build elements are uncompromisingly modern in their treatment. Infill towers introduce spires across the site, reflecting the fact that the existing buildings are heavily spired with strong verticality to the site.

4.7 **Natural Heritage**

- 4.7.1 The Meadows, with an area of 24.5 hectares and Bruntsfield Links, 15.1 hectares form one large green space. The Meadows became the popular space it is today for sport, celebration, meeting friends or taking a stroll. The Meadows was designated a Millennium Park in 2000.
- 4.7.2 The Meadows and the Bruntsfield Links have distinct topographies. The Meadows, a former shallow loch that was gradually drained over the last two hundred years, is flat with heavy soil. The Links, lightly quarried for sandstone over two hundred years ago, forms a north-sloping and undulating, mostly well-drained area, with thin soil-cover and very small rock outcrops at the south-western extremity on Bruntsfield Place. Roughly 90% of the area is grass, with the other 10% wooded along Melville Drive, Whitehouse Loan, most paths, and around much of the edge. All the paths are straight; they are traced from the original 19th Century plans, and by the desire-lines of people crossing the area.

Trees and vegetation

- 4.7.3 In the Meadows and Bruntsfield Links as a whole, there are 1731 trees; consisting of 28% elm, 25% sycamore, 12% cherry, 10% maple, 6% ash, 6% lime, 4% whitebeam, 3% hawthorn, and smaller numbers of other species. A phased tree planting programme designed to ensure existing gaps are filled and produce a balance of age and species over a five to ten year period is promoted.
- 4.7.4 Around another 200,000 natural bulbs have been planted by both council staff and volunteers over the years
- 4.7.5 There is now a lot more community input within the park which ranges from a community garden at the Cricket Pavilion, the former police box at the end of

Middle Meadow Walk, a community vegetable flower and fruit garden next to the tennis courts with further fruit trees and bushes next to the Magnet play area .

- 4.7.6 Several wildflower meadows have also been created by Friends of the Meadows and other community groups at Lonsdale Terrace and just off Leamington Walk. These projects have been carried out not just for welcoming colour but also to improve the biodiversity value of the Meadows and to try and increase the butterfly and bee population within inner city sites. School children have also been encouraged to be involved and several of the local schools actively take part in many of these projects.

4.8 Use and activity

- 4.8.1 The park provides an essential greenspace in the heart of the city with a design that lends itself to a great range of activities. The layout of the park provides healthy and safe routes into the city along tree-lined paths for residents of the south side of the city. The design provides large open spaces which can accommodate a range of activities including sport, play, leisure activities, and other events. There are a number of stakeholders who are associated with the park and provide a good cross section of public and commercial use. These are as follows:

- Local community
- Community groups
- Community Councils (Tollcross, Southside, Marchmont and Sciennes, Merchiston)
- Friends of the Meadows and Bruntsfield Links (FOMBL)
- Schools (Primary Schools: Sciennes, James Gillespies, Bruntsfield, Tollcross; High Schools: James Gillespies, Boroughmuir, St. Thomas Aquins)
- Sports Clubs
- Quartermile Development (commercial)
- Edinburgh University
- Local shops and businesses
- Edinburgh Leisure
- Commercial fitness instructors and programmes
- The seasonal café at the Cricket Pavilion
- The use of the Meadows for festival 'big tent' events in recent years, and for fairground rides around twice annually

- 4.8.2 Members of the public use the park in many ways, but it is generally used for leisure: walks, jogging, cycling, dog walking, commuter walking/cycling routes, and picnicking. The park is a fantastic attraction all year round, but most of all on warm, sunny days. A great number of people flock to its grassy expanses to enjoy the warm sun in the open.

- 4.8.3 A number of organised sports are enjoyed within the park: these include cricket, short-hole golf, croquet, bowls, tennis, and football. The local schools use these good quality facilities as part of the school curriculum. The park also lends itself to a very high number of informal sporting activities, including those enjoyed by the local university students and other sports groups; it not unusual to see football, rugby, shinty, cricket and volleyball matches being played, with jackets as goalposts! In addition, it is often used as an area for flying frisbees, kites and quidditch!
- 4.8.4 One of the greatest attractions in the park is the children's play areas, in particular the fairly recently built Magnet play area at the east end of the park where the equipment caters for children of ages ranging from 3 to 16 years. The Meadows and Bruntsfield Links offer three play areas: The Magnet, a smaller area on the west of the park on the links side, and a child friendly area just off Middle Meadow walk which is grass covered and mainly caters for very young visitors with its smaller pieces of apparatus.
- 4.8.5 Several organised events are held in the park for community, charity and commercial use. These events can at times eliminate open use of the green space, however steps have been taken within the Edinburgh's Parks Manifesto to take cognisance of this and as a result events in the park has been reduced to four major events per year.
- 4.8.6 The cultural, aesthetic and recreational value of the park for the citizens of Edinburgh is immense. Almost every citizen will probably use or visit it at some time in their life. The Meadows and Bruntsfield Links are specially valued by those living in the adjacent Community Councils areas of Southside, Tollcross, Marchmont and Sciennes, and Merchiston. The original entrance to the park was along Middle Meadow Walk, and although it is not enclosed, it has several boundaries, and a number of local roads which bound the park and give it an enclosed feel.
- 4.8.7 The Meadows and Bruntsfield Links are classified within the Edinburgh Public Parks and Gardens Strategy as "Premier Parks" with a Parks Quality Standard (PQS) rating of 76% Grade B in the 2018 report. It is the largest park in the strategy. Premier Parks are defined in the Edinburgh Public Parks and Gardens Strategy, 2006 as, "high quality parks, offering a wide range of facilities aimed at international and national visitors as well as local and city-wide users. These will often be areas with significant resources of cultural or natural heritage and may themselves be of historical importance. Design quality should be optimal and unique to each park. Standards of maintenance should be very high thus dictating the need for designated site based maintenance teams. The overall impression should be able to bear comparison with the best regarded parks anywhere in the world".
- 4.8.8 In December 2000, The Meadows was designated a Millennium Park. The move by the City of Edinburgh Council followed an approach from the National Playing Fields Association (Scottish Branch), now known as Fields in Trust (FIT), which will ensure that the park will be protected in perpetuity as community open space. The Council will maintain them in good condition and report to FIT the level of use by the general public. A commemorative plaque is situated on a presentation stone at the Middle Meadow Walk to mark the new designation for the Meadows.

4.8.9 The designation of areas as large and important as the Meadows means they will be protected in perpetuity. There are too few places left where people can just enjoy open space, fresh air and leisure, and this is what makes the Meadows so vital. The need to protect the 58.4 acres of The Meadows, originally the site of the Borough or South Loch, was recognised more than 170 years ago with the Edinburgh Improvement Act of 1827 and by subsequent acts. The designation of Millennium Park status enhances that protection.

4.9 **Meadows and Bruntsfield Links: Essential characteristics – summary statements**

4.9.1 **Spatial character:**

4.9.1.1 overwhelmingly characterised by the open parkland, the Meadows and Bruntsfield Links are traversed by a web of scenic tree lined walks jointly form the largest area of recreational open space in the city, amounting to some 36 hectares in total

4.9.1.2 wide expanse of recreational open ground offers exceptional panoramic views across the city to the north and east, from the Castle across the Old Town's roofscape to Salisbury Crags and Arthur's Seat

4.9.1.3 principal features of the urban fabric include the pavilions of the former Victorian Royal Infirmary dominating the northern boundary and the Transylvanian gothic style Barclay Viewforth Church by Pilkington commanding a distinctive presence over Bruntsfield Links with its spire also forming a distinguishing feature in the cities skyline

4.9.1.4 the demolitions and redevelopment of the former Edinburgh Royal Infirmary has significantly improved the spatial integrity of the site.to maximise pedestrian permeability to re-integrate the site with the city. Laid out in a series of grids, which separates the zones and uses, creating a residential zone in the south, with the majority of the commercial uses in the north. A north-south orientation of buildings is repeated throughout, linking in with the listed buildings retained.

4.9.1.5 as well as the north-south opening up of the site, with pedestrian routes opened directly on to the Meadows, east-west access is also created, with a major pedestrian space to the rear of the hotel. This leads to a focus within the site on the main pedestrian spaces in the centre of the site.

4.9.2 Architectural character

- 4.9.2.1 surviving relics of the of International Exhibition include the Masons' Memorial Pillars and Prince Albert Victor Sundial, both at the west end of the Meadows. Further decorative elements in and around the Meadows includes the two tall ornamental pillars marking the eastern entrance to Meadows along Melville Drive
- 4.9.2.2 the demolitions, redevelopment and design utilised within the former Edinburgh Royal Infirmary site incorporates new build elements that are uncompromisingly modern in their treatment. Infill towers introduce spires across the site, reflecting the fact that the existing buildings are heavily spired with strong verticality to the site
- 4.9.2.3 the former Boroughmuir School on Bruntsfield Links was designed in the Free Renaissance style comprising three storey's and attic set within a steeply pitched roof. Constructed from bull-face orange sandstone with decorative features and dressings in cream sandstone, the building sits within a commanding position within the rolling landscape setting of the Links.

4.10 Natural heritage:

- 4.10.1 comprising of approximately 40 Hectares, the Meadows and Bruntsfield Links combine to create the largest recreational open space in the City and provide the primary focus for the surrounding townscape and Conservation Area as a whole
- 4.10.2 the Meadows and the Bruntsfield Links have distinct topographies. The Meadows formerly a shallow loch is flat with heavy soil and Bruntsfield Links, formally quarried is north-sloping and undulating, mostly well-drained, with thin soil-cover and small rocky outcrops
- 4.10.3 roughly 90% of the area is grass, with the other 10% wooded along Melville Drive, Whitehouse Loan, most paths, and around much of the edge. All the paths are straight; they are traced from the original 19th Century plans.
- 4.10.4 with approximately 1,750 trees of various varieties; individual beds for flower, fruit and vegetable gardens; and several wildflower meadows including widespread bulb planting around its perimeter. The area has a rich diversity of natural heritage that provides colour, interest and improves the biodiversity value of the Meadows and Bruntsifeld Links

- 4.10.5 the park provides an essential greenspace in the heart of the city with a design that lends itself to a great range of activities. As well as providing safe and attractive routes into the city centre from the south, its large open spaces can accommodate a range of activities including sport, play, leisure activities, and other events

5 Sub-area 3: Bruntsfield

5.1 Historical origins and development

- 5.1.1 The name Bruntsfield traces back to the 'lands of Boroumore' recorded in the late 14th century as having been held by the 'late Richard Broune', King's sergeant or agent. Still earlier, a William Brune del Borumore is recorded in about 1332; but even then the estate must have been in existence for two centuries or more, as it was surrounded by the Borough Muir but was never part of it, and the inference is that it must have been created at or before the time when the Muir was granted to the burgh in 1120.
- 5.1.2 The estate name Brounisfeld is first recorded in 1452, but must date from before the time that the estate passed from the Broune family to the Lauders of Hatton in the late 14th century. The second part of the name, feld, is early Scots meaning open country.
- 5.1.3 Although the name originally belonged to the land east of Whitehouse Loan, it spread to the neighbouring part of the Burgh Muir, when the name was applied to the Links and by 1810 this had led to the naming of a section of the main road as Bruntsfield Place. The new neighbourhood of Bruntsfield was soon consolidated by the construction of Bruntsfield Terrace (1858), Crescent (1871) and Gardens (1887).
- 5.1.4 Late Georgian and early Victorian maps show villas spreading along Bruntsfield Place and spreading outwards into Leamington Terrace and Viewforth. The classical Georgian detached villas at Bruntsfield Place are the only remnants of this phase of development. Other villa properties were demolished to make way for the construction of later Victorian tenements.
- 5.1.5 Viewforth began as a villa, mentioned in 1780 and shown on Kirkwood's plan of 1817. It was located immediately west of the entry to Westhall Gardens and was demolished in 1911, when the ground was cleared for the building of Boroughmuir School. Westhall Gardens was formed in 1881 in part of the gardens of Viewforth House.

5.2 Key buildings in Bruntsfield

Boroughmuir High School (Viewforth)

- 5.2.1 The former Boroughmuir High School building was constructed between 1911-1914 to a design by architect JA Carfrae. It occupies a position set back from the surrounding tenements to the east side of Viewforth. The building has a symmetrically designed rectangular double quadrangle-plan with giant ionic columns and incorporates both Renaissance and Byzantine influences. Following the schools recent move to a new site to the northern end of Viewforth beyond the Union Canal, planning permission and listed building consent for the redevelopment of the building into residential flats was granted. The redevelopment also involved the erection of a new build element in the former front playground to the north of the site.

5.3 Vignette: Bruntsfield

Alexander McCall Smiths' Isabel Dalhousie

- 5.3.1 Bruntsfield is home to the character Isabel Dalhousie in The Sunday Philosophy Club series of books by Alexander McCall Smith which includes The Right Attitude to Rain and The Careful Use of Compliment. Isabel is a philosopher turned detective, who lives a "lady of leisure" lifestyle in a Bruntsfield townhouse. She frequents the quaint shops of the district, often visiting her niece who works in the local delicatessen.

5.4 Structure: spatial character

- 5.4.1 The land form slopes to the north in an even gradient. There is a rectilinear grid structure to most of the streets with interesting variations, formed by cul-de-sacs and a square, within the structure. It is a high density area of tenements and terraces, with a tight urban structure. Bruntsfield Place, the main arterial route, with its associated tenements and villas frames the southern side of the area.
- 5.4.2 There are significant views to the north, encapsulated in the naming of the street - Viewforth. Other views north are restricted either by the street layout or by buildings. To the south-east, Bruntsfield Links provides a sweeping vista across to Marchmont and down towards Melville Drive, with the Bruntsfield Hotel and the Barclay Viewforth Church forming landmark features.
- 5.4.3 The main vistas are across the Links and up and down Bruntsfield Place, with the view down to Tollcross framing the Castle. The view down Viewforth also provides a fine aspect, albeit restricted. There are several smaller scale views of importance

- down Gillespie Crescent, down Bruntsfield Avenue, and onto the crossroads and churches at Holy Corner.

5.5 Structure: townscape character

- 5.5.1 The sweep of five storey tenements along upper Bruntsfield Place dominates the area, forming an edge and framing the route to the south. They continue down into the adjacent streets of Bruntsfield Gardens, Forbes Road, Bruntsfield Terrace and Merchiston Place. Their individual variety provides character and a classic view, with the Barclay Viewforth Church to the right and the Castle in the centre background.
- 5.5.2 Bruntsfield Gardens derives significant character and interest from its enclosed end and an art deco block of flats. The culs-de-sac of Hartington Place and Hartington Gardens exhibit a calm settled air with their rhythmic pattern of bay windows, front gardens, and steps as the gradient rises slightly along the terraces. Front garden parking has resulted in some disruption to the pattern of front boundary enclosures. Other terraced housing in the area builds on this solid, urban character, and forms links between the tenements.
- 5.5.3 The tenements in the north part of the area have more of a rectilinear framework. Montpelier Park displays coherence, in terms of virtually full tenemental design on both sides of the street, however, even with this, there are differences in colour. Bruntsfield Avenue has a similar coherence, with tenements on both sides framing the compact, yet large Victorian Primary school. The other tenements radiate out from the main arterial roads of Bruntsfield Place and Gilmore Place.
- 5.5.4 The tenements at Viewforth Square are surrounded by housing of a lower scale, and the adjacent Boroughmuir School. The curve of Gillespie Crescent draws the eye round into the landscaping of the adjacent Viewpoint Housing Association site. Westhall Gardens, Admiral Terrace and Leamington Terrace contain three storey flats which blend in well with the mix of taller tenements and terraced housing.

5.6 Key elements: architectural character (predominant)

- 5.6.1 The architectural character of the area is dominated by Victorian tenements. The tenements vary in scale, from three to five storey, each having an integrity of purpose and definition. The five storey tenements are concentrated along or near the main roads. The stylishness and exuberance of the tenements varies from the corbelled wall-head chimneys of Viewforth/Viewforth Square and George Washington Browne's blocks on Bruntsfield Place, to the plainer but still coherent three storey blocks.

- 5.6.2 There is a more eclectic mix of houses in the northern part of the area - in Gilmore Place and Viewforth Terrace. However, these are mainly all high quality stone buildings of significant character.
- 5.6.3 Virtually all of the area is Victorian. The main exceptions being the Georgian Villas on Bruntsfield Place; the 1930's Art Deco flats in Bruntsfield Gardens; the Children's Centre on Viewforth Terrace and the Viewpoint Housing Association flats in Gillespie Crescent - both post-war new-build. The substantial tenement blocks at the top of Bruntsfield Place have been described as echoing the grand mansion flats of London. Hippolyte Jean Blanc designed the blocks at 155-192 (built 1882) and George Washington Browne developed the style further for those at 131-151 (built 1887). The blocks at 198-206 Bruntsfield Place/1 & 3 Montpelier Park are in the style of George Washington Browne. There are also tenement blocks in the area by Edward Calvert, Dunn & Findlay and James Miller.
- 5.6.4 The terraced housing, whilst often not having special individuality, compensate for this with rhythm and solidity - their patina creating a permanence and sobriety which belies the small variety within the built form. The classic Victorian bay windows repeating up a street add a human scale.
- 5.6.5 The Georgian villas between 46 and 65 Bruntsfield Place are a link with the older roots of this area. The Bruntsfield Hotel provides an interesting anchor/change point where the Georgian Villas meet the tenements on Bruntsfield Place. Glengyle Lodge, at 65 Bruntsfield Place, is an early Victorian detached house built around 1860 by W M MacGregor. Viewforth Square was designed by Edward Calvert in 1891-5, and with its corbel-topped bays and ladder-like chimneys, is very similar to the Bruntsfield Avenue tenements.
- 5.6.6 The tenements at 2-24 Viewforth were designed by R M Cameron in 1885. R M Cameron also designed the tenements in Bruntsfield Avenue which face down to Bruntsfield Primary School and continue round to Bruntsfield Place. 6-28 Montpelier Park has spired bays and was designed by Dunn & Findlay in 1893.
- 5.6.7 The Art Deco apartment block in Bruntsfield Gardens/Forbes Road built between 1936 - 39 fits well within the tenement housing. It is designed purposefully round the 'L' shaped site and makes a fitting statement to match the adjacent tenements.
- 5.6.8 The low-rise flatted development by Viewpoint Housing Association on the Gillespie Hospital/Royal Blind Asylum workshop site provides a modern theme to this locality, and includes high quality landscaping.
- 5.6.9 The consistent use of grey sandstone, slate roofs, timber sash windows, substantial front doors, and stone boundary walls unifies the varied built forms. The low stone walling to the front of buildings is an important feature of the area, particularly where enhanced by traditional railings and gates which add rhythm and character.

5.7 Key elements: architectural character (prominent individual buildings)

Ecclesiastical buildings

- 5.7.1 The Barclay Viewforth Church is an important landmark, and one of the most visually exciting churches of the city. It is built on a slight incline with its rear elevation open to Bruntsfield Links. Its three stage 250-foot-high tower dominates the landscape from the Meadows and towers above the road to Bruntsfield, each side showing off new aspects of its intricate design. The detailing with its use of foliage and varied natural forms was inspired by the ideas of John Ruskin.
- 5.7.2 The Bruntsfield Evangelical Church (formerly the United Presbyterian Church) by J Russell Walker in 1882-3, on the corner of Leamington Terrace and Westhall Gardens is described as a 'tough, early French Gothic' style.
- 5.7.3 The former Episcopal Church on the corner of Montpelier and Montpelier Park provides another firm anchor to the neighbourhood, with its towering spire.

Institutional buildings

- 5.7.4 The two key educational buildings each have a setting that reinforces their presence:
- 5.7.5 Bruntsfield Primary School was opened in 1893 and designed by the School Board Architects - Robert Wilson and his successor John A Carfrae. It stands almost hidden within the townscape, but is a hive of activity on schooldays. Its location, now confirmed with road restrictions, is a safe space, tucked away from the bustle of Bruntsfield Place and the other busy through-routes.
- 5.7.6 The former Boroughmuir High School on Viewforth nestles to the gradient of the site, with the classic structure well framed by the playground. It is a compact tight structure, with elegant decorative flourishes. With the recent opening (June 2018) of the new Boroughmuir High School on the former site of the Scottish and Newcastle Brewery in Fountainbridge, the former school building received planning and listed building consent for its redevelopment into 104 residential apartments – 17 of which, will be accommodated within a new building to be constructed within the former front playground to the north of the site.
- 5.7.7 A further institutional building, the post-war Early Years Centre in Viewforth Terrace is one of only a few post-war intrusions within the area. It is archetypal with its flat roof, acres of external slabbing and large horizontal defining elements.

5.8 Activity and uses

- 5.8.1 The area is principally residential with shops, cafes, restaurants or other commercial activities occupying ground floor units of tenement properties on the principal roads. Bruntsfield Place forms part of the important Bruntsfield / Morningside town centre with an extensive range of retail facilities. The commercial units along Gilmore Place are more marginal. In the stretch along Gilmore Place between Viewforth and Viewforth Terrace, several of the commercial units have been converted to flats.
- 5.8.2 The two education establishments make an important contribution to the overall character of the area. They generate activity during school hours and act as a centre for community activities in the evening.
- 5.8.3 There are a few examples of other uses such as Bed & Breakfast, Hostel, Nursing Home, Private Nursery within the main residential framework. These generally retain the original domestic setting of the buildings and are not intrusive at their current scale. There is also a small garage on Viewforth Terrace, which has been a long-standing occupant of the site within the area.
- 5.8.4 The conversion of former Boroughmuir High school in Viewforth, including the wider redevelopment of its site will contribute a further 104 residential units to this dense residential area.

5.9 Bruntsfield: Essential characteristics – summary statements

5.9.1 Spatial character

- 5.9.1.1 high density area of tenements and terraces, with a tight urban structure set on land form sloping to the north in an even gradient
- 5.9.1.2 the area comprises a rectilinear grid structure to most of the streets with interesting variations, formed by cul-de-sacs and a square with Bruntsfield Place, the main arterial route, with its associated grand tenements and villas framing the southern side of the area
- 5.9.1.3 small tenemental front and communal back greens comprise an essential component of the spatial structure of the area – providing both a softening effect on the transition between public and private space and tranquil green open amenity space much valued by residents
- 5.9.1.4 Institutional buildings set within more generous plots and set back from regular layout of tenements blocks are scattered throughout the area, a number have been converted or are in the process of being converted for residential led mixed use schemes
- 5.9.1.5 there are significant views to the north and south-east, such as at Viewforth

towards the Firth of Forth and where Bruntsfield Links provides a sweeping vista across to Marchmont and down towards Melville Drive, with the Bruntsfield Hotel and the Barclay Viewforth Church forming landmark features

- 5.9.1.6 the main vistas are across the Links and up and down Bruntsfield Place, with the view down to Tollcross framing the Castle. There are several smaller scale views of importance - down Gillespie Crescent, down Bruntsfield Avenue, and onto the crossroads and churches at Holy Corner

5.9.2 **Townscape character:**

- 5.9.2.1 the sweep of five storey tenements along upper Bruntsfield Place dominates the area, forming an edge and framing the route to the south. They continue down into the adjacent streets of Bruntsfield Gardens, Forbes Road, Bruntsfield Terrace and Merchiston Place. Their individual variety provides character and a classic view, with the Barclay Viewforth Church to the right and the Castle in the centre background

- 5.9.2.2 Bruntsfield Gardens derives significant character and interest from its enclosed end and an art deco block of flats. The culs-de-sac of Hartington Place and Hartington Gardens exhibit a calm settled air with their rhythmic pattern of bay windows, front gardens, and steps as the gradient rises slightly along the terraces. Front garden parking has resulted in some disruption to the pattern of front boundary enclosures. Other terraced housing in the area builds on this solid, urban character, and forms links between the tenements

- 5.9.2.3 the tenements in the north part of the area have more of a rectilinear framework. Montpelier Park displays coherence, in terms of virtually full tenemental design on both sides of the street, however, even with this, there are differences in colour. Bruntsfield Avenue has a similar coherence, with tenements on both sides framing the compact, yet large Victorian Primary school. The other tenements radiate out from the main arterial roads of Bruntsfield Place and Gilmore Place

- 5.9.2.4 the tenements at Viewforth Square are surrounded by housing of a lower scale, and the adjacent Boroughmuir School. The curve of Gillespie Crescent draws the eye round into the landscaping of the adjacent Viewpoint Housing Association site. Westhall Gardens, Admiral Terrace and Leamington Terrace contain three storey flats which blend in well with the mix of taller tenements and terraced housing.

5.10 **Architectural Character:**

- 5.10.1 architectural character of the area is largely dominated by Victorian tenements of vary scales with the taller five storey tenements situated along or near to the areas main roads. The stylishness and exuberance of the tenements varies from the

corbelled wall-head chimneys of Viewforth/Viewforth Square and the large 'mansion flat' blocks on Bruntsfield Place, to plainer but still coherent three storey blocks

5.10.2 particular emphasis is placed on the design of perimeter and corner blocks within the Bruntsfield Place where elaborate architectural features such as ornate gabling, corbelled turrets and intricate decorative features are used to further emphasise landmark buildings in naturally commanding locations within the townscape

5.10.3 terraced housing, whilst often not having special individuality, compensate for this with rhythm and solidity - their patina creating a permanence and sobriety which belies the small variety within the built form. The classic Victorian bay windows repeating up a street add a human scale

5.10.4 street compositions, give the impression of unity due to the discipline of form, height and materials. The exclusive use of natural Scottish slated roofs and timber framed sash and case windows comprising large-span plate glass positioned in a one over one astragal arrangement, comprise crucial unifying elements that knit together the areas architectural diversity in elevational treatment

5.10.5 further variation in the mix of houses found in the northern part of the area – such as the high quality stone buildings located in Gilmore Place and Viewforth Terrace helping to provide further diversity of architectural character to the area

5.10.6 Georgian villas between on Bruntsfield Place provide a link with the older roots of this area with the Bruntsfield Hotel providing an interesting anchor/change point where the Georgian Villas meet the tenements on Bruntsfield Place

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6 Management: legislation, policies and guidance

6.1 Conservation areas and listed buildings

6.1.1 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 dwelling houses and flatted dwellings, are removed; and
- Works to trees are controlled (see Trees for more detail).

6.1.2 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 assessing applications for development within Conservation Areas.

6.1.3 Alterations to windows are also controlled in Conservation Areas in terms of the Council's guidelines.

6.1.4 A significant number of buildings within the 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.

6.2 **Historic Environment Scotland Policy Statement & Guidance**

6.2.1 The [Historic Environment Policy for Scotland](#) (HEPS) sets out how to approach decisions in the planning system affecting the historic environment. While it is not a statutory requirement, HEPS is a material consideration and should be taken into account in the planning system whenever a decision will affect the historic environment.

6.2.2 The '[Managing Change in the Historic Environment](#)' guidance series provides best practice advice in assessing development proposals against the HEPS. are the primary guidance documents planning officers should be referring to when considering applications for listed building consent and planning permission against the HEPS in meeting the statutory test set out in Section 14 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 which states:

"In considering whether to grant consent, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For the purposes of this issue, preserve, in relation to the building, means preserve it either in its existing state or

subject only to such alterations or extensions as can be carried out without serious detriment to its character”

6.2.3 The following Historic Environment Scotland Managing guidance relevant to development within the Marchmont Meadows & Bruntsfield Conservation Area comprise:

- ‘Managing Change in the Historic Environment: Use and Adaptation of Listed Buildings’
- ‘Managing Change in the Historic Environment: Demolition of Listed Buildings’
- ‘Managing Change in the Historic Environment: Setting’
- ‘Managing Change in the Historic Environment: Extensions’
- ‘Managing Change in the Historic Environment: Windows: Doorways’
- ‘Managing Change in the Historic Environment: External Walls’
- ‘Managing Change in the Historic Environment: External Features’
- ‘Managing Change in the Historic Environment: Boundaries’
- ‘Managing Change in the Historic Environment: Accessibility’
- ‘Managing Change in the Historic Environment: Asset Management’

6.2.4 There are also relevant documents providing interim detailed guidance on the application of HEPS to applications effecting listed buildings and conservation areas - setting out the principles that Historic Environment Scotland recommend are followed in the Scottish planning system. These should be read alongside HEPS and the Managing Change guidance series:

- [Interim Guidance on the Principles of Listed Building Consent](#)
- [Interim Guidance on Conservation Areas](#) (Designation and Conservation Area Consent)

6.3 **City of Edinburgh Councils’ Local Development Plan & Planning Guidance**

6.3.1 The purpose of the policies relating to conservation areas within the Edinburgh Local Development Plan (LDP) is to protect and, where possible, enhance the character and appearance of Edinburgh’s many conservation areas. By controlling the demolition of buildings and ensuring new development is of appropriate design and quality, their aim is to protect the City’s heritage for future generations.

- 6.3.2 Policy Env '*Conservation Areas – Demolition of Buildings*' of the LDP stresses that applications for demolition will be permitted only where this does not erode the character and appearance of the conservation area. The general presumption will be in favour of retaining buildings that make a positive contribution to the conservation area, particularly where it can be demonstrated that the building is able to support a new viable use, or might be capable of such in the future. Conservation Area Consent may be subject to conditions or a legal agreement to link demolition works to the provision of the proposed replacement building or, in exceptional circumstances, to require temporary landscaping.
- 6.3.3 Design statements are required for new developments in a conservation area. This statement should include reference to the Marchmont, Meadows and Bruntsfield conservation Area Character Appraisal and show how these have informed the proposed design.
- 6.3.4 More detailed, subject-specific guidance is also set out in Planning Guidance documents. Those particularly relevant to the Marchmont Meadows and Bruntsfield Conservation Area are:
- 'Guidance for Householders'
 - 'Guidance for Businesses'
 - 'Listed Buildings and Conservation Areas'
 - 'Developer contributions and affordable housing'
 - 'Edinburgh Design Guidance'
 - 'Communications Infrastructure'

6.4 **Article 4 Direction Orders**

- 6.4.1 In addition to the policies and guidance from HES and the City of Edinburgh Council, a number of statutory tools are available to assist development management within the Conservation Area.
- 6.4.2 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 dwelling houses 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.

6.4.3 Under Article 4 of the GPDO, the planning authority can seek the approval of the Scottish Ministers for Directions that restrict development rights further. The Directions effectively control the proliferation of relatively minor developments in Conservation Areas which can cumulatively lead to the erosion of character and appearance. The Marchmont, Meadows and Bruntsfield Conservation Area has Article 4 Directions covering the following classes of development:

- 7 The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure;
- 38 water undertakings;
- 39 development by gas suppliers; and
- 40 development by electricity undertakers.

6.5 **Trees**

6.5.1 Public and private mature trees contribute to the character of the Conservation Area. Larger trees are also complementary to the scale of the areas wide streets, large open spaces and pedestrian/cycle routes surrounding and transecting them.

6.5.2 Trees within Conservation Areas are covered by the Town and Country Planning (Scotland) Act 1997 as amended by the Planning (Scotland) 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).

6.5.3 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 arboriculture reasons will not imply that the space created by their removal can be used for development.

6.5.4 "*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.

7 Assessing Development within the Marchmont, Meadows and Bruntsfield Conservation Area

7.1 Context statement

- 7.1.1 The richness of Marchmont, Meadows and Bruntsfield's built heritage is considerable. It is the complexity and diversity which make it attractive, yet make these qualities hard to define. Nevertheless, particular emphasis is attached to its contribution as a vast group of finely detailed stone tenements defined by their continuity in form and arrangement but, differentiated in their detailing and decoration.
- 7.1.2 Larger institutional buildings punctuate this continuity of block plan and form, but generally adhere to the planned arrangement and orientation of buildings within the area – allowing a greater level of appreciation of their architectural interest within their more generous settings.
- 7.1.3 The Conservation Area also has a fragility and human scale which often does not sit easily with the demands of present day development requirements. These are the qualities and conflicts that must be resolved if the character of the Conservation Area is to be sensitively interpreted and enhanced.

7.2 General Criteria

- 7.2.1 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 neighbours having regard to the adjoining architectural styles. The use of materials generally matching those which are historically dominant in the area is important, as is the need for the development not to have a visually disruptive impact on the existing townscape. It should also, as far as possible, fit into the "grain" of the Conservation Area, for example, by respecting historic layout, street patterns or existing land form. It is also important where new uses are proposed that these respect the unique character and general ambience of the Conservation Area, for example certain developments may adversely affect the character of a Conservation Area through noise, nuisance and general disturbance. Proposals outside the boundaries of the Conservation Area should not erode the character and appearance of Marchmont, Meadows or Bruntsfield.

7.3 New Buildings

- 7.3.1 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. 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.
- 7.3.2 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.

7.4 Alterations and Extensions

- 7.4.1 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 affecting the roof or within the curtilage of a tenement property, as these may be particularly detrimental to the uniformity of character and appearance within the Conservation Area.

7.5 Definition of ‘Character’ and ‘Appearance’

- 7.5.1 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.

- 7.5.2 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.

7.6 **Development pressures within the Conservation Area**

Attic conversions

- 7.6.1 There has been pressure to increase the size of top floor tenement flats by extending their accommodation into the roof space above. The unsympathetic addition of rooflights to facilitate conversions has the potential to negatively impact on key aspects of the roofscape, and key views – essential components of the special character and appearance of the Conservation Area. Particular sensitivity must be taken in considering their impact on public views, including those from the Meadows to Warrender Park Terrace. Development proposals to install rooflights require careful consideration, taking full cognisance of context, views, size, positioning and design. Where considered acceptable, rooflights should comprise appropriately sized timber ‘conservation style’ design and relate positively to the fenestration pattern below.

Basement conversions

- 7.6.2 There has also been pressure to increase the habitable accommodation available to ground floor tenement flats through partial excavation of front and/or rear garden areas to create basement wells to allow for the installation of windows for light penetration. This too, can significantly erode the quality of the buildings form and detailing where the consistent form and detailing of traditional tenements within tight garden plots comprises part of the essential townscape and architectural character of the conservation area.

Tenement front and rear gardens

- 7.6.3 Tenement front gardens and their communal back greens are key features that comprise an essential component of the special character and appearance of the Conservation Area. Most front gardens are well tended and hedged with a variety of species and styles and contribute to this softening effect of greenery between public and private space. The communal back greens are largely unadorned to retain their open and tranquil green space and character setting to the rear of tenements. There has been pressure in places within the Conservation Area to develop extensions or ancillary garden structures/buildings that can erode the quality of the tenement buildings; the street scene; and the open nature of the green garden space. Maintaining these areas as open green spaces for the communal benefit of residents not only preserves the special character and appearance of the

area, but also, provides a much-valued level of amenity for residents away from the hustle and bustle experienced from the streets.

Commercial frontages

- 7.6.4 There are examples within the Conservation Area of shop fronts that have been altered or replaced with poor quality results. If it is considered that an old shop front is not of sufficient quality to merit complete retention, but retains architectural features such as pilasters, stallrisers and a frieze, retention is strictly advised. This assists in visually linking the new work with the old building. Uncomplementary additions such as large deep fascia boards and other claddings concealing original features should be removed and original features reinstated.

The restoration or reinstatement of traditional shop fronts must be considered as the first option in cases where they would complement the architectural form or relate to the upper floors of the building. This should normally be based on sound historical precedent in terms of archival evidence or surviving features

Window replacement

- 7.6.5 There has been pressure to install double glazing within the Conservation Area. While the need to improve sustainability and reduce heat loss via the installation of double glazing is recognised, there are examples of inappropriate window replacements as a result of their design, detailing or the materials utilised. In this regard, the use of standard modern uPVC framed double glazed windows is inappropriate as they have eroded the special character and appearance of the Conservation Area in places. It is therefore crucial that any replacement windows are timber sash and case windows positioned in one over one astragal arrangement in order to compliment the strong rhythmic pattern of bays and fenestration that window design comprises a key component of within the Conservation Area.

- 7.6.6 For listed buildings within the Conservation Area, it should be noted that improvements in energy efficiency of existing windows can be achieved by draught-proofing, internal secondary glazing, and use of shutters and lined curtains. Some types of double-glazing can be incorporated within existing window joinery and may be acceptable where no historic glass remains. Where a window is of limited interest or beyond repair, its replacement should be permitted. New double-glazed windows may be acceptable, if they can closely match the original window design, detail and materials.

Infill or replacement development

- 7.6.7 Development opportunities for infill or replacement may arise within the area, and will be considered in terms of the relevant guidance. Historic Environment Scotlands' 'Managing Change Guidance series and the Councils 'Edinburgh Design Guidance' and 'Guidance for Householders and Listed Buildings and Conservation Areas' explain the approach advocated by the Council to design in historic contexts.

7.7 Opportunities for enhancement

- 7.7.1 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.

Streetscape

- 7.7.2 Careful consideration needs to be given to streetscape which is an essential part of the overall appreciation of the Conservation Areas rich townscape heritage. Repair and renewal work to historic setted street surfaces should be carefully detailed and carried out to the highest standards using quality natural materials.
- 7.7.3 The streetscape character within the Conservation Area streets has suffered from the installation of additional structures associated with refuse collection, bike storage and signage. Careful consideration should be given to resisting further insertions and reducing their scope within the Conservation Area. The consistent traditional quality of the public realm within the Conservation Areas cannot be understated and careful consideration must be taken to ensuring its traditional quality and consistent arrangement is maintained and enhanced.
- 7.7.4 While it is recognised that the installation of communal refuse and recycling bins are clearly vital, their location and position within the public realm requires careful consideration as well as effective maintenance if they are not to detract from the traditional quality and consistent arrangement of the historic public realm. The installation of further facilities, such as cycle storage, reinforces the requirement for careful consideration and effective maintenance of the public realm within the Conservation Area.

Large scale redevelopment

- 7.7.5 For larger scale redevelopment schemes, a place brief to guide development should be prepared collaboratively by various Council services and involve

extensive engagement with the local community and other stakeholders to help inform proposals at the application stage.

7.7.6 The format of the brief is based on the six qualities of successful places set out in the Scottish Government document 'Creating Places':

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

7.7.7 For each of these six qualities, the brief should include design and placemaking principles for the site. Future planning applications will be expected to address these principles to ensure that development helps to create a good place. Once approved, the brief will have the status of non-statutory planning guidance and will be a material consideration in the determination of relevant planning applications. The brief and the consultation report can also be used by other Council services and Locality partners to inform decisions on investment priorities and other actions.

7.7.8 The preparation of place briefs for larger development schemes within the Conservation Area will help to ensure that redevelopment proposals support the delivery of high quality places that enhance the special character and appearance of the Conservation Area.

7.8 **High buildings**

7.8.1 Notwithstanding the area's ecclesiastical and institutional buildings, the Conservation Area has generally consistent heights and is particularly susceptible to buildings that break the prevailing roof and eaves height and impinge on the many important views. It is also important to protect the character of the Conservation Area from the potentially damaging impact of high buildings on the periphery out-with the Conservation Area.

7.9 **Short term commercial letting**

7.9.1 The use of housing stock within the Conservation Area for short-term letting has grown significantly and has the potential to impact on the special character of the Conservation Area. That character does not derive only from the quality of

buildings or public realm; intangible features, such as how the area is used, contribute to its unique local character. Although Marchmont and Bruntsfield have traditionally been popular locations for students who attend the University of Edinburgh and Napier University, the practice of letting out entire properties on a short-term basis has increasingly proved financially attractive for investors with property assets within the area. This has the potential to cumulatively impact on the special characteristics of the Conservation Area in ways that more traditional, longer-term rentals have not. Adverse impacts include overcrowding, for example associated with renting out flats with three bedrooms to seven or more people. The growth of regular 'party flats' is another undesirable trend.

7.9.2 Analysis published in April 2019 by the Scottish Parliament Information Centre (SPICe) has shown that there were over 350 entire homes registered within the areas of Marchmont East & Sciennes, Marchmont West, and Bruntsfield on the Airbnb website. Within the Conservation Area as a whole, the number of Airbnb properties has continued to grow each year from 2009. The Airbnb report suggests that 39% of the 350 entire properties registered for let in 2017 operated in excess of 90 days, which would indicate they are no longer being used on a residential basis.

7.9.3 The use of the housing stock within the Conservation Area for short-term letting has the potential to adversely impact on available housing supply. It could also erode the sense of community and regular short-term lets are generally not considered suitable for tenemental properties where noise and antisocial behavior created by guests would have a more pronounced impact on the amenity of neighbouring residential users. Care should therefore be taken in assessing applications for planning permission for a change of use from residential to a short-term let, given the potential cumulative adverse impact unregulated short-stay lets could have on the special character of the Conservation Area.

7.10 **Repair, Maintenance and Alterations**

7.10.1 The character of the Conservation Area is maintained through regular maintenance of the built fabric in appropriate quality materials. Owners of buildings are encouraged to repair and maintain their properties without loss or damage to their character or integrity. Repairs should be considered as the preferred option, with replacement only where it would enhance the character or appearance of the Conservation Area.

Appendix 2

Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal: Analysis of Consultation Results

The consultation ran from 04 November to 16 December 2019. Thirteen respondents completed the evaluation of the draft appraisal by answering three questions. Historic Environment Scotland (HES), Marchmont and Sciennes Community Council (M&SCC) and the Southside Community Council (SCC) submitted their responses to the consultation individually by way of a formal written response. These responses are included within the analysis.

Q1 Do you have any comments on the content of the character appraisal?

General comments

Thirteen respondents left comments relating to content of the character appraisal via the online consultation survey. General comments on the content were generally positive with one respondent 'strongly opposing it' but with no reasons detailed why. Detailed points related to amount and focus of the content covering the redevelopment of former Edinburgh Royal Infirmary site, Royal Hospital for Sick Children, natural ecology, public realm and the Jawbone Arch covered below.

Within the three written consultation responses received from Historic Environment Scotland, Marchmont and Sciennes Community Council and the Southside Community Council, comments relating to the structure, focus and clarity of the information presented formed a comment theme. More specific comments and suggested amendments relating to the redevelopment of the former Edinburgh Royal Infirmary Hospital site and other individual sections within the Character Appraisal were also detailed.

Specific comments

Note: responses are in italics within brackets after the comments

Structure

HES suggested that the Structure of the Appraisal could be rethought to make it more helpful for users, defining more clearly what makes the Conservation Area special.

It was also considered that the text doesn't flow very well, jumps around between three distinct areas and there is too much repetition of text. It was suggested that the 'statement of spatial, townscape and architectural character be presented together for each of the three distinct areas.

(The appraisal has been amended to take these comments into account – reorganising the structure of the analysis in the Appraisal into the three areas of distinctly different character and reworking the content of the essential characteristics and re- grouping them to conclude the analysis of each of the three character areas).

(note: the format of the appraisal has been altered providing clear contents and the numbering of headings, subheadings and paragraphs to help signpost the document to aid the readers navigation around the Appraisal. The format of the final digital document which will include images, photographs and interactive maps will further supplement the readers understanding of the analysis provided.)

Content - general

HES suggested that there is an over emphasis on information provided on the historical origins and development of the area to distract the reader from the focus on the positive attributes of the current character and appearance of the Conservation Area which the Appraisal is intended to protect.

(The content covering the historical origins and development within the Conservation Area provides essential background to the Appraisal and is considered useful in allowing the reader to understand and appreciate the historical interest applicable to the area. This includes built and natural characteristics as well as use and activity (tangible and intangible features). It also encourages community interest in the local history of the area.)

HES also suggested that too much attention and information has been given to institutional buildings and that the focus should be on the more ordinary and common features within the Conservation Area.

(The appraisal has been amended to take these comments into account – providing further analysis on the essential characteristics of the domestic tenemental and townhouse stock including the public realm and open space that provides important context to the built form within the conservation area.)

Content - individual issues

Edinburgh Royal Infirmary –

The SCC comments principally concerned the content relating to the Quatermile development. The Community Council found the content too brief and uncritical in its analysis of what is the largest and arguably most intrusive development within the Conservation Area.

(Whilst it is acknowledged that the Quatermile development comprises the largest redevelopment scheme within the area since the Conservation Area was last appraised in 2006 and that there are contrasting opinions on its impact on retained buildings and the wider context, the analysis contained within the Appraisal is intended to focus on the essential features which make the area special and distinctive – namely tenements and open spaces. It is however, appreciated that the former Edinburgh Royal Infirmary does contribute to character and appearance within the area in terms of its architectural interest and how it relates to the Meadows – issues covered within the analysis. Specific issues such as setting and views are also covered within other sections where deemed more appropriately located.)

(note: The ‘Management Section’ has been amended to provide further guidance for larger scale redevelopment schemes including the requirement to collaboratively prepare and extensively engage with the local community and stakeholders in the production of a ‘place brief’ to help inform proposals at the planning application stage.)

Jawbone Arch -

Comments from the public and the M&SCC relating to the absence of the Jawbone Arch from its site.

(The appraisal has been amended to take these comments into account)

Excessive height of trees in front tenement gardens –

Public comments relating the adverse impacts of trees within front tenement gardens on the amenity of neighbouring residents above ground floor level.

(All trees are statutorily protected by virtue of being located within the boundary of a conservation area. This requires that prior notice is given to the council before tree work is carried out, but, the Council has no powers relating to the control of trees grown on private land affecting an adjacent private property.)

Q2 Do you think there are any character elements we have not included?

Boundary extension to the northern section of the Conservation Area –

HES sought the re-examination of the Conservation Area's boundaries through the review of the Character Appraisal – placing particular emphasis on the evaluation of its northern boundary.

(The Conservation Area is primarily focused on the Meadows and Bruntsfield Links with its boundary drawn around many of the buildings that surround and define these open spaces. The inclusion of areas to the north would comprise areas of tenement housing in Tollcross and the former industrial areas of Fountainbridge. The historical origins and architectural quality of these areas wouldn't necessarily comfortably relate to the special character and appearance of the Marchmont, Meadows and Bruntsfield Conservation Area. It would therefore, not be applicable to include these areas within an expanded boundary of the Conservation Area.)

Replacement windows –

Public comments relating to the control of window replacement within the Conservation Area.

(The appraisal has been amended to take these comments into account and now includes dedicated guidance on 'replacement windows' within the management section.)

Front and rear tenement gardens –

Public comments relating to coverage of front and rear tenement gardens that contribute to the special character and appearance on the Conservation Area

(The appraisal has been amended to take these comments into account - now including dedicated guidance on 'Tenement front and rear gardens' within the management section.)

Reference to fictional characters –

Public comments relating to the references to fictional characters

(The appraisal has been amended to take these comments into account by separating them off from the main analysis and presenting them as vignettes.)

Q3 Do you think the management section of the character appraisal helps to preserve or enhance the special character or appearance of the area in respect of assessing development proposals?

General comments –

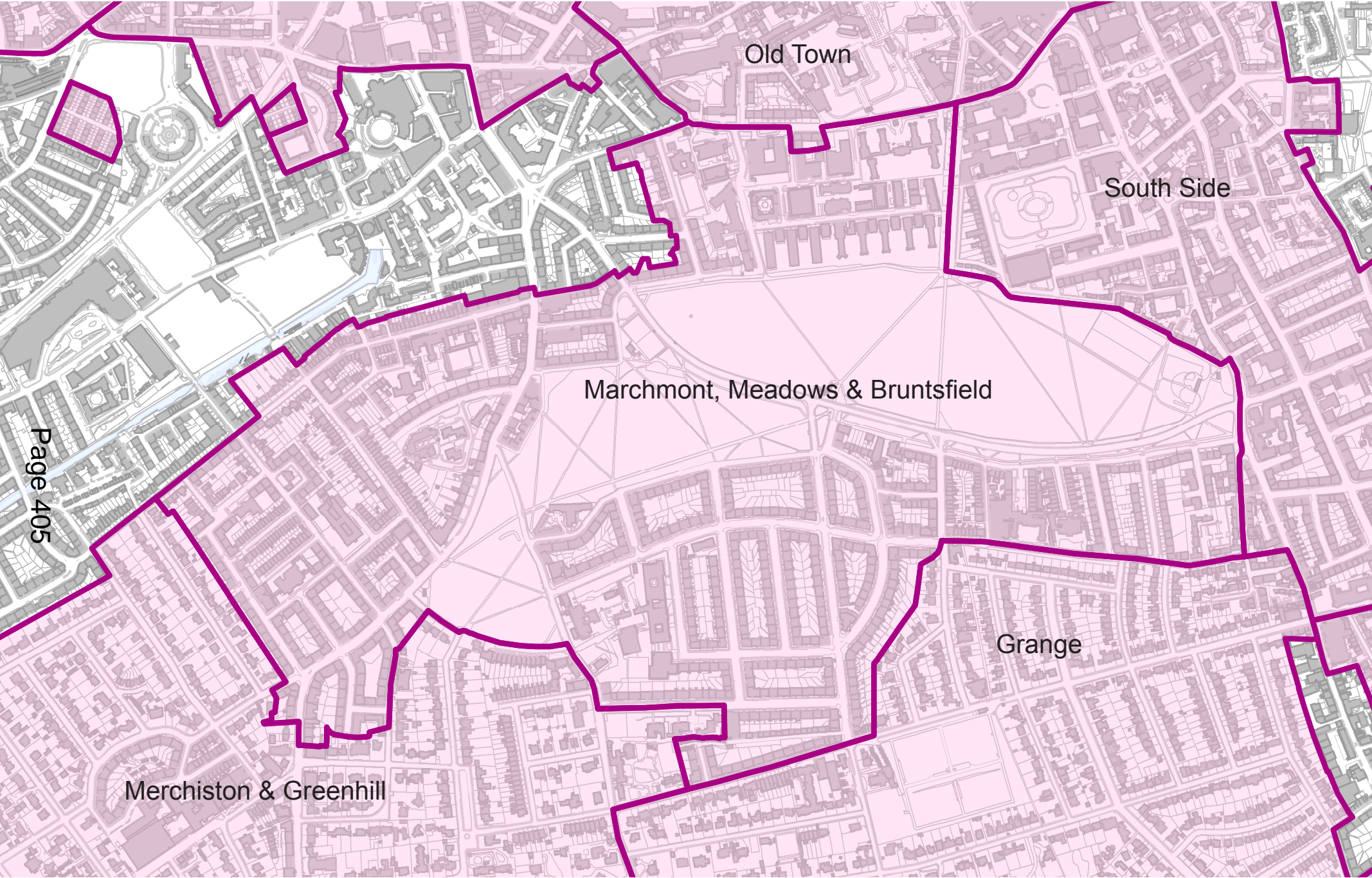
HES commented on the unspecific nature of the guidance provided within management section for the Marchmont, Meadows and Bruntsfield Conservation Area.

(The appraisal has been amended to take these comments into account – providing further guidance on the essential characteristics of the areas domestic tenemental and townhouse stock with further emphasis placed on the particular development pressures being faced within the Conservation Area.)

Short-term letting –

HES comments relating to the lack of policy direction on lettings within the Conservation Area set within the Appraisal and the suggestion that a city-wide approach to the setting policy and guidance would be more befitting to address the issue.

(While it is acknowledged that the issue of short-term letting requires policy direction, the Appraisal is a piece of 'non-statutory' policy guidance where its analysis is only acknowledging the issue and its potential to adversely affect the special characteristics of use and activity within the area. The appraisal is intended to support the policy direction considered nationally by the Scottish Government in the new Planning (Scotland) Act 2019 through the secondary regulations on 'Short-term Let Control Zones' timetabled for the fourth quarter 2020. Furthermore, the City of Edinburgh Councils new City Plan 2030 has also considered the introduction of policy covering loss of residential within its Choices for City Plan report considered and agreed upon at the January meeting of the Planning Committee.



Old Town

South Side

Marchmont, Meadows & Bruntsfield

Grange

Merchiston & Greenhill

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