

Notice of meeting and agenda

Planning Committee

2.00 pm Wednesday, 29th January, 2020

Dean of Guild Court Room - City Chambers

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

Contacts

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1. Order of Business

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

2. Declaration of interests

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

3. Deputations

- 3.1 If any

4. Minutes

- 4.1 Planning Committee of 2 October 2019 - submitted for approval as a correct record 7 - 10

5. Business Bulletin

- 5.1 Planning Committee Business Bulletin 11 - 28

6. Development Plan

- 6.1 Supplementary Guidance: City Centre Shopping and Leisure – Report by Paul Lawrence, Executive Director of Place 29 - 50

7. Planning Policy

- 7.1 Edinburgh Design Guidance - 2nd Post Approval Review – Report by the Executive Director of Place 51 - 350

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| 7.2 | Support for Build to Rent - referral from the Housing, Homelessness and Fair Work Committee | 351 - 360 |
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8. Planning Process

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| 8.1 | Changes to the Preapplication Advice Service - Update – Report by the Executive Director of Place | 361 - 364 |
| 8.2 | SES Plan Operating Budget 2020/21 – Report by the Executive Director of Place | 365 - 374 |

9. Planning Performance

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| 9.1 | Planning Improvement Plan - Progress Update – Report by the Executive Director of Place | 375 - 392 |
| 9.2 | Place Directorate - Internal Audit Action Update - referral from the Transport and Environment Committee | 393 - 418 |

10. Conservation

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| 10.1 | Craigmillar Park Conservation Area Character Appraisal Review – Report by the Executive Director of Place | 419 - 442 |
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11. Motions

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

Laurence Rockey

Head of Strategy and Communications

Committee Members

Councillors 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 2 October 2019

Present

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

1. Minutes

Decision

To approve the minute of the Planning Committee of the 7 August 2019 as a correct record.

2. Business Bulletin

The Business Bulletin of the 7 August 2019 was presented.

Decision

- 1) To agree that the Convener of the Planning Committee would write to Scottish Ministers on behalf of the Planning Committee to ask if they intended to ask the Council for further information regarding Supplementary Guidance, and to ask what the issues were that had led to a delay in approving the Guidance.
- 2) To agree that officers would inform members of the Planning Committee when the start date would be for one of the posts they had recruited to.
- 3) To agree that the Building Standards Performance table would be reinserted into the Business Bulletin, and the Business Bulletin would be re-published on the Council's website.
- 4) To agree that officers would liaise with Committee Services about whether Councilors Code of Conduct Training should be part of wider elected members training and whether it would be beneficial to provide refresher training.
- 5) To agree that that the report on West Edinburgh considered by the Policy and Sustainability Committee on 1 October 2019 would be circulated to members of the Planning Committee.
- 6) To agree that officers would have a discussion with elected members about providing further guidance on commenting and/or declaring interests in relation to reports that were considered by more than one Committee and that had a relationship with planning applications that would be considered by the Development Management Sub-Committee.
- 7) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

3. Regional Planning in South East Scotland – referral report from the SESplan Joint Committee

Details were provided of the SESplan Joint Committee on revised Edinburgh and South East Scotland City Region Deal (ESESCRD) arrangements for the provision of a Regional Growth Framework (RGF) and the role of spatial planning and the decision taken by the SESplan Joint Committee on the 3 September 2019.

Decision

- 1) To note the proposals for the Regional Growth Framework (RGF) to form part of the Edinburgh and South East City Region Deal arrangements and that included coordination between RGF, spatial planning and any Regional Spatial Strategy (RSS) that the City of Edinburgh Council might be part of under emerging provisions of the Planning (Scotland) Act 2019.
- 2) To note that the existing South East Scotland Strategic Planning Authority (SESplan) could provide for this coordinating function in the interim until an agreed RSS governance was extant, as approved by the SESplan Joint Committee.
- 3) To agree the SESplan recommendation in respect of City Region Deal and spatial planning.
- 4) To agree that the Convener of the Planning Committee would write to the Convener of the SESplan Joint Committee to affirm that a Draft Regional Spatial Concept should precede the associated workstreams which through an iterative process would contribute to the Regional Spatial Strategy.

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

4. Housing Land Audit Completions Programme 2019

An update was provided on the supply of housing land and the delivery of new homes based upon the findings of the 2019 Housing Land Audit and Completions Programme (HLACP) and assessed the adequacy of the land supply against the housing land requirement that was set by the Strategic Development Plan (SDP).

Decision

- 1) To note the findings of the report and Appendix 1, 'The Housing Land Audit and Completions Programme 2019'.
- 2) To refer the report to the SESplan Project Board for information.
- 3) To refer the report to the Scottish Government to assist in the ongoing development of planning practice in relation to housing delivery and measuring the availability of the land.
- 4) To refer the report to the Housing, Homelessness and Fair Work Committee for information.

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

5. Community Engagement in Planning – Update on Progress

Committee considered a report that provided an update on the progress made by the service in terms of expanding community engagement in the planning system. The report highlighted successes and lesson learnt.

Decision

- 1) To note the progress made since the last report considered by the Planning Committee of the 14 March 2018.
- 2) To note that a further progress report would be brought back to a future Planning Committee.

(References – Planning Committee, 14 March 2018 (item 1); report by the Executive Director of Place, submitted.)

6. Street Naming Procedures

Committee considered a report that responded to a motion by Councillor Cameron that was approved by Full Council on the 22 August 2019. The motion stated “Council calls for a report to Planning Committee on how street names are chosen and how local citizens can make suggestions for additions to the ‘bank’ of potential names. The report should cover any changes in policy required to ensure that, when a street is named after a person, a woman’s name is given priority.”

When addressing a street, Street Names were generally selected from the Street Name Bank by the Street Naming Officers and then approved by the relevant Ward and Community Councillors.

In response to the motion, section 2 of the Statutory Addressing Charter had been amended to ensure that when a street was being named after a person priority was given to the use of a woman’s name where possible.

Decision

- 1) To note the process outlined in the report for the inclusion of names in the Street Name Banks.
- 2) To approve the revised Statutory Addressing Charter.
- 3) To agree that the report discharged the remit set by Full Council of the 22 August 2019.

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

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Business Bulletin

Planning Committee

2.00pm, Wednesday 29 January 2020

Dean of Guild Court 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> |

Planning Reform Update

Following the Post-Bill work programme from Scottish Government Planning which was discussed at the Committee meeting in October 2019, there has been initial consultation on several themes with individual planning authorities and through COSLA and Heads of Planning Scotland.

The Scottish Government's priorities are the National Planning Framework (NPF), the review of permitted development rights and the review of planning performance and fees. Four working groups have been set up by the Scottish Government, each consisting of around 25 stakeholder groups' representatives, to assist with the development of national policy and guidance on the themes of development planning, development management, community engagement, and leadership, resources and skills.

Discussions are ongoing on the stages of engagement in the preparation of NPF4 for planning authorities and regional groupings. Preparation of associated transitional guidance for development plans is in progress.

The Scottish Government opened a Call for Ideas, seeking planning authorities' priorities for NPF4. Any comments within the scope of the NPF are invited by 31 March 2020. A proposed response to that Call for Ideas will be reported to Planning Committee's meeting in February.

The review of permitted development rights (PDR) is being considered alongside other development management changes by a Scottish Government working group. A consultation paper has been issued which sets out the Government's proposed programme for reviewing and extending PDR in a phased approach (see Appendix 1). For each development type there will be public consultation on the proposed changes. These proposals will be tracked and the implications assessed for managing development in Edinburgh. Where a response to Government is required, a report will be prepared for Planning Committee to consider.

A range of stakeholders have attended early engagement workshops on planning performance and fees issues and a

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<https://www.transformingplanning.scot/media/1149/programme-for-engagement-final-for-web-jan-2020.pdf>

<https://consult.gov.scot/local-government-and-communities/reviewing-and-extending-pdr/>

consultation paper was published in December 2019. The Scottish Government proposals have implications for Council budget preparation. A proposed response to that consultation will be reported to Planning Committee's meeting in February.

Supplementary Guidance on Developer Contributions and Infrastructure Delivery

On 17 January 2020, Scottish Ministers have directed the Council not to adopt and issue the Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'. The guidance was submitted to Government in September 2018.

The reasons for this are:

- 1 the inclusion of details of healthcare actions, contributions and contribution zones within the Supplementary Guidance 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 plan as matters which are to be dealt with in Supplementary Guidance;
- 2 it has not (on the evidence presented) been demonstrated that the contributions sought through the Supplementary Guidance, in particular levels of education and road transport contributions:
 - fairly and reasonably relate in scale and kind to the proposed development;
 - reflect the actual impacts of, and be proportionate to, the proposed development; and
- 3 as presented, the Supplementary Guidance 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.

The steps the Council is taking to address this direction will be reported to Planning Committee's meeting in February and the potential for preparing fresh supplementary guidance is being considered.

It is likely that non-statutory guidance will be prepared to set out the Council's requirements for healthcare contributions.

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While such guidance would not have the status of the development plan that supplementary guidance does, such guidance would be an important other material consideration when assessing planning applications and would allow the Council to secure healthcare contributions.

The Edinburgh City Plan policy Del 1 and the Action programme provide a firm basis to continue to secure developer contributions. In relation to education and transport contributions, reports on planning applications to the Development Management Sub-Committee will set out the requirements with the evidence for contributions on a case by case basis.

In relation to providing certainty that developer contributions will always be used for the purpose they were granted, the legal agreements for individual planning permissions will ensure this is the case.

Planning Appeals during Quarter 2 of 2019/20

In Quarter 2, there were 30 appeal decisions issued by the Department of Planning and Environmental Appeals (DPEA) on applications refused by the City of Edinburgh Council. Of these 21 were dismissed and 9 were allowed. There was one application which Committee refused contrary to officer recommendation. This appeal was allowed. Further details are provided in Appendix 2 to this Bulletin.

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Street Naming

At the meeting of the Planning Committee on 2 October 2019 officers were requested to investigate options in terms of making the street name bank more publicly accessible and would report back in the Business Bulletin.

In response to this request, the Planning Service has now made the Street Name Bank available to view by the general public on the [Street Naming webpage](#) with information on how the public can propose names for inclusion in the bank. Officers will update this information on a monthly basis to show names that have been used and any new suggestions that have been received

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Building Standards Performance

High performance levels have been sustained during Quarter 3 of 2019/20. 96% of applications received first reports within the target 20 working day timescale.

At the same time, there has been a slight improvement in the turn-around performance on the working day target for granting building warrants once satisfactory information has been received. 83% of these were granted within this timescale.

During this period, there remained a high number of building warrant applications being submitted, with 1,324 applications made compared with 1,293 for Quarter 2.

| | Quarter of: 2018/2019 | | | | 2019/2020 | | |
|--|-----------------------|-------|-------|-------|-----------|-------|-------|
| | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| No of applications received | 1,209 | 1,054 | 1,000 | 1,082 | 1,178 | 1,293 | 1,324 |
| No of first reports and warrants with no report | 1,263 | 1,501 | 1,123 | 1,038 | 1,188 | 1,163 | 1,134 |
| % on 20 day target | 68% | 72% | 91% | 98% | 97% | 94% | 96% |
| No of warrants granted | 1,098 | 1,202 | 1,349 | 1,125 | 1,101 | 1,074 | 1,109 |
| % on 10 day target | 60% | 62% | 60% | 73% | 79% | 82% | 83% |

It is forecast that high performance levels will be sustained in quarter four 2019/20. Further improvement in the percentage meeting the 10-day target for granted warrants remains a key priority.

Awards

The Planning Service has been awarded the Royal Town Planning Institute Learning Partner Award 2019.

The award recognises the benefits of our programme over the last two years to join up training and development activity for our staff, elected members and community groups.

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The Planning Service holds Royal Town Planning Institute (RTPI) Learning Partner status because it underlines the importance of supporting continuous development to deliver improved performance and consistent service.

APPENDIX 1

Scottish Government's Proposed Programme for Reviewing and Extending Permitted Development Rights (PDR)

Table 1: Development types and groupings for staged changes to PDR

| Development Type/Grouping | Rationale |
|---|---|
| Phase 1 – from Autumn 2019 | |
| Digital communications infrastructure | Will help deliver network improvements which underpin Scotland's digital economy as outlined in our recently published 5G Strategy – <i>Forging our Digital Future with 5G: A Strategy for Scotland</i> |
| Agricultural developments – including measures which could further support the delivery of affordable homes in rural areas (for example, the conversion of agricultural buildings to residential uses) | Will help support Scotland's rural and farming economy and potentially helps contribute to rural repopulation priority to be addressed in NPF4. |
| Micro-renewables (including a range of domestic and non-domestic renewable energy developments, such as solar panels, biomass, free-standing wind turbines and air source heat pumps) | Helps address the global climate emergency. (N.B. This grouping comprises a number of sub-categories and early consideration will be given to which should be prioritised within this strand of work. Consideration of all sub-categories may extend significantly beyond phase 1). |
| Peatland restoration | Helps address the global climate emergency. |
| Hill tracks (private ways) | Subject of significant public concern and meets a commitment made during the Planning (Scotland) Bill process. |
| Phase 2 – from Spring 2020 | |
| Electric vehicle charging infrastructure | Helps address the global climate emergency. |
| Developments relating to active travel | Help address the global climate emergency and positive human health impacts. |

| | |
|---|--|
| Phase 3 – from Autumn 2020 | |
| Town centre changes of use | Mixed findings in the Sustainability Appraisal report. Potential to support our work on town centre regeneration but further work required to develop the detailed specification for what development types could be given PDR, and to consider how Masterplan Consent Areas could be used as an alternative means for providing consent in particular town centres. |
| Householder developments | Mixed findings in the Sustainability Appraisal report but has scope for significant positive effects in relation to efficient operation of planning system. |
| Phase 4 – from Spring 2021 | |
| District heating and supporting infrastructure | Helps address the global climate emergency but specification and detail dependent on outcome of wider legislation on such systems. |
| Energy storage (non-domestic & domestic) | Detailed specification is dependent on emerging technologies. |
| Defibrillator cabinets | Positive human health effects but many already considered <i>de minimis</i> by some local authorities. |
| Phase 5 – from Autumn 2021 | |
| Habitat pond creation | Potential positive biodiversity effects but detailed specification linked to future agricultural support programme. |
| Allotments and community growing schemes | Potential significant long term positive effects in terms of social, population and human health. |
| Phase 6 – no specific timescale proposed | |
| Snow Sports | Low priority as no significant positive or negative effects identified. |

APPENDIX 2

Scottish Government Appeal Decisions (1 July 2019 – 30 September 2019)

In Quarter 2, there were 30 appeal decisions issued by the DPEA on applications refused by the City of Council. Of these 21 were dismissed and 9 were allowed. There was one application which Committee refused contrary to officer recommendation. This appeal was allowed.

| 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-230-2253 | Planning Permission Appeal | Granton Harbour, West Harbour | Appeal Dismissed | 31/07/19 | Delegated N/A | N/A |
| PPA-230-2207 | Planning Permission Appeal | 19 Turnhouse Road [site 100m NE of] | Appeal Allowed | 11/07/19 | Committee No | Yes Partial award |
| LBA-230-2170 | Listed Building Consent Appeal | 30 Danube Street | Appeal Dismissed | 11/07/19 | Delegated N/A | 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-230-2264 | Planning Permission Appeal | 7 Broughton Road | Appeal Dismissed | 05/08/19 | Committee No | N/A |
| PPA-230-2265 | Planning Permission Appeal | Granton Harbour (Plots 7B & 7C) | Appeal Allowed | 24/09/19 | Committee Yes | No N/A |
| PPA-230-2267 | Planning Permission Appeal | 18-20 King's Stables Road | Appeal Allowed | 18/09/19 | Delegated N/A | No N/A |
| ENA-230-2152 | Enforcement Notice Appeal | 5/6 Castle Wynd South | Appeal Dismissed | 30/08/19 | Delegated N/A | N/A |
| LBE-230-2044 | Listed Building Enforcement Notice Appeal | 40-42 George Street | Appeal Allowed | 04/09/19 | 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-230-2270 | Planning Permission Appeal | 11 Learmonth Terrace | Appeal Dismissed | 10/07/19 | Committee No | N/A |
| LBA-230-2175 | Listed Building Consent Appeal | 11 Learmonth Terrace | Appeal Dismissed | 10/07/19 | Committee No | N/A |
| PPA-230-2273 | Planning Permission Appeal | 24-26 Calton Road | Appeal Dismissed | 05/09/19 | Committee No | N/A |
| CAC-230-2003 | Conservation Area Consent Appeal | 24-26 Calton Road | Appeal Dismissed | 05/09/19 | Committee No | N/A |
| LBA-230-2176 | Listed Building Consent Appeal | GF 13 Clarendon Crescent | Appeal Allowed | 06/08/19 | Delegated N/A | No N/A |
| TWCA-230-2029 | Tree Works Consent Appeal | 7 Carnbee End | Appeal Dismissed | 19/07/19 | Delegated N/A | 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? |
|----------------|--------------------------------|--------------------------|------------------|----------------------|--|--|
| ENA-230-2155 | Enforcement Notice Appeal | 30 Corbiehill Place | Appeal Allowed | 25/07/19 | Delegated N/A | No N/A |
| ENA-230-2157 | Enforcement Notice Appeal | 3F2 22 Haymarket Terrace | Appeal Dismissed | 13/08/19 | Delegated N/A | N/A |
| ENA-230-2156 | Enforcement Notice Appeal | 3F2 22 Haymarket Terrace | Appeal Dismissed | 13/08/19 | Delegated N/A | N/A |
| LBA-230-2177 | Listed Building Consent Appeal | 8 Whitehill Street | Appeal Dismissed | 16/07/19 | Delegated N/A | N/A |
| LBA-230-2178 | Listed Building Consent Appeal | 76 Clermiston Road | Appeal Allowed | 08/08/19 | Delegated N/A | No N/A |
| PPA-230-2275 | Planning Permission Appeal | Granton Harbour West | Appeal Allowed | 24/09/19 | Committee No | 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? |
|----------------|--|---|------------------------|----------------------|--|--|
| | | | | | | |
| ADE-230-2016 | Advertisement Enforcement Notice Appeal | 1 Manor Place | Appeal Dismissed | 19/07/19 | Delegated N/A | N/A |
| CLUD-230-2009 | Certificate of Lawful Use & Development Appeal | 8 Baxter's Place | Appeal Dismissed | 06/08/19 | Delegated N/A | N/A |
| ENA-230-2158 | Enforcement Notice Appeal | Student residence at Fountainbridge, between Tollcross Primary School and former Bingo Hall | Appeal Dismissed | 10/09/19 | Delegated N/A | N/A |
| LBA-230-2180 | Listed Building Consent Appeal | 3F3 52 Broughton Street | Appeal Allowed in Part | 02/09/19 | 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? |
|-----------------------|--|-------------------------------|----------------------|-----------------------------|--|--|
| LBA-230-2181 | Listed Building Consent Appeal | 45 Portland Street | Appeal Dismissed | 26/08/19 | Delegated N/A | N/A |
| PPA-230-2276 | Planning Permission Appeal | 9-11 Corstorphine Road | Appeal Dismissed | 10/09/19 | Committee No | N/A |
| ENA-230-2159 | Enforcement Notice Appeal | 30 Grange Terrace | Appeal Dismissed | 09/09/19 | Delegated N/A | N/A |
| LBE-230-2045 | Listed Building Enforcement Notice Appeal | 1a Randolph Cliff | Appeal Dismissed | 04/09/19 | Delegated N/A | N/A |
| CLUD-230-2010 | Certificate of Lawful Use & Development Appeal | GF 33 Nothumberland Street | Appeal Dismissed | 26/09/19 | Delegated N/A | N/A |
| LBA-230-2183 | Listed Building Consent Appeal | 97-98 Princes Street | Appeal Dismissed | 25/09/19 | Delegated | 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? |
|-----------------------|------------------|---------------------|----------------------|-----------------------------|--|--|
| | | | | | N/A | |

Further information on the nine appeals that were allowed is set out below.

| Case | Proposal | Key Points from Reporters' Decision Notice |
|--|--|--|
| Listed Building Consent Appeal at Broughton Street | Internal alterations and double glazing | Considered many examples of the formation of doorways and arched between front and rear rooms in the New Town. New windows and shutters can be granted subject to conditions of details being submitted. |
| Listed Building Consent Appeal at Clermiston Road | Garage and swimming pool extensions. | Proposed building would be subservient. Existing extension in pastiche style. |
| Enforcement Notice Appeal at Corbiehill Place | Erection of timber fencing. | Extend period for compliance to allow screening hedge to grow. |
| Listed Building Consent Appeal at Clarendon Crescent | Internal alterations and external extension. | Prime statutory requirement is for the preservation of significant features of architectural or historic interest considered these unaffected proposal. Extension minor in scale and materials appropriate to listed building. |

| | | |
|--|--|--|
| Listed Building Enforcement Notice Appeal at George Street | Installation of timber framed windows. | Appeal decision quashed. Reporter's error, incorrect enforcement notice considered. New enforcement notice to be served. |
| Planning Permission Appeal at King's Stables Road | Erection of 12 residential flats. | Failure to determine. Note: Multiple consents applied for same site concurrently for different uses. |
| Planning Permission Appeal at Granton Harbour | Erection of buildings; formation of road access, parking and open space. | Complies with all relevant policies with only minor infringements of non-statutory guidance. Satisfied proposals would not be visible from majority of the northern parts of the city. |
| Planning Permission Appeal at Granton Harbour West | Erection of buildings; formation of road access, parking and open space. | Active frontage; disabled access; impact on skyline; daylighting. Balance achieved between amenity and lack of pedestrian, cycle or disability access. |
| Planning Permission Appeal at Turnhouse Road | Residential and ancillary commercial development. | Use of greenbelt can be controlled through planning obligation; further masterplanning can be dealt with by condition. |

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Planning Committee

2.00pm, Wednesday, 29 January 2020

Supplementary Guidance: City Centre Shopping and Leisure

| | |
|---------------------|--------------------------|
| Executive/routine | |
| Wards | All |
| Council Commitments | 2 and 11 |

1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 approves the finalised City Centre Shopping and Leisure Supplementary Guidance for submission to the Scottish Ministers; and
 - 1.1.2 subject to approval of recommendation 1.1.1, confirms that should Scottish Ministers direct no change or not respond within the statutory 28-day period, this guidance will be adopted on the date of the Ministers' decision or expiry of the time for their consideration.

Paul Lawrence

Executive Director of Place

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Supplementary Guidance: City Centre Shopping and Leisure

2. Executive Summary

- 2.1 The purpose of this report is to seek approval of the finalised City Centre Shopping and Leisure Supplementary Guidance for adoption. The current guidance was adopted in February 2017 and forms part of the Statutory Development Plan (SDP). Since the guidance was adopted there have been various changes in circumstances necessitating a review of the guidance. Revised guidance was prepared for consultation following a stakeholder workshop held on 29 May 2019. The guidance has been finalised following consideration of comments received during the consultation exercise.

3. Background

- 3.1 The Local Development Plan (LDP) was adopted in November 2016. Policy Ret 9 Alternative Use of Shop Units in Defined Centres requires Supplementary Guidance (SG) to be prepared for each town centre including the City Centre retail core. The guidance for each centre is tailored to suit its individual circumstances in order to guide changes of use within the defined frontages.
- 3.2 SG is prepared under Section 22 of the Town and Country Planning (Scotland) Act 1997. The adopted guidance forms part of the statutory development plan when considering planning applications for change of use in defined centres.
- 3.3 When the original guidance was finalised, a commitment was undertaken to regularly review the guidance to take account of changes of use over time.
- 3.4 The Planning (Scotland) Act 2019 was enacted in July 2019. It removes the power to prepare statutory SG to accompany LDP. The Act will not take effect for some time because secondary legislation, guidance and transitional arrangements all need to be put in place by the Scottish Government. Accordingly, this supplementary guidance is being reviewed under the existing legislation.

4. Main report

Review of guidance and consultation

- 4.1 The revised SG was approved for consultation by Planning Committee on [7 August 2019](#). Consultation took place from 9 August to 20 September 2019 with the document being published on the Council's consultation hub with associated awareness raising on social media and other appropriate formats/channels. In addition, all stakeholders that were involved in the May 2019 workshop were directly invited to comment on the revised guidance.
- 4.2 The SG was significantly revised to allow more flexibility when considering proposals for non-retail use within the city centre but without compromising the importance of retaining a strong retail function within the City Centre retail core. These changes took into account various changes in circumstance since the original guidance was adopted including; wider trends in retail shopping patterns, the [Edinburgh City Centre Transformation \(ECCT\) strategy](#), the new Edinburgh St. James Centre due to open in 2020 and the Retail and Leisure Commercial Needs Study which was commissioned to inform the City Plan 2030.
- 4.3 A total of 17 formal responses were received to the revised guidance. Responses were received from a mix of consultees including; consultants, investors, business operators, members of the public and interest groups. There were four responses in support of the changes, three objections, nine mixed responses, and one not applicable. The responses generated 62 comments in total. A summary of the comments received and a response to these is set out in Appendix 1.
- 4.4 There is broad support for the additional flexibility set out in the guidance, with support outnumbering objections. Some of the responders consider the revised guidance is not flexible enough and have requested that the guidance be altered to either remove the ratio being applied to street frontages or to apply a more flexible ratio. However, there are also responders suggesting the guidance has provided too much flexibility for non-shop uses.
- 4.5 There are a number of comments that relate to matters out with the scope of the SG including; the need to improve some of the facades on Princes Street, to ensure an active frontage on streets, to prevent a parade of tourist souvenir shops, to influence the choice of operators, etc.
- 4.6 NHS Lothian has made a number of comments with regard to poverty and inequality and the provision of alcohol within the city centre and have requested some alterations are made.
- 4.7 With regards to the Council's request for comments on free standing outdoor awnings and fixtures there are a mixture of responses. For example, one responder requests further analysis be made of the use of outdoor space, another states that awnings and sitting out areas will never provide the experience of warmer climates and a further response emphasises the importance of minimising street clutter for those with visual impairments. There is no clear overall response

in support. This matter could be considered further in the context of the next review of the Council's Guidance for Businesses.

- 4.8 In addition to the formal responses received, a list of relevant tweets has been collated from the responses to the Council's consultation tweet. Again, there has been support for the increased flexibility in the revised guidance. However, many of the tweets relate to matters out with the scope of the guidance, for example; influencing the choice of operator, reduce tax or business rates, preventing more tourist souvenir shops, etc. A summary of the tweets made can be found in Appendix 1.

Finalised Supplementary Guidance

- 4.9 The finalised guidance is attached at Appendix 2. There are a number of minor changes made to the guidance to take account of the comments received. These are highlighted in yellow. Under the "What is a non-shop use?" section a specific reference has been added to the definition of food and drink to state it does not include public houses or hot food take-aways to provide additional clarification. The defined frontages section of the SG has been altered to add the George Street frontages which is an omission. Finally, a number of minor changes have been made to ensure accuracy.
- 4.10 No changes are proposed to the policies set out in the SG. The policies are considered to provide a much more flexible approach to non-shop uses within the city centre. They provide a bold response to changing retail trends whilst continuing to support and maintain the retail function of the city centre consistent with the LDP and strategic planning policy.

5. Next Steps

- 5.1 Following approval, the finalised revised SG will be submitted to Ministers, together with evidence of how representations have been taken into account. Following a period of 28 days, unless directed otherwise, the SG can be formally adopted as part of the development plan. At this point planning applications will normally be expected to accord with it.

6. Financial impact

- 6.1 There are no direct financial impacts arising from the approval of this report. The cost of preparing the revised SG and delivering the consultation exercise was met from existing budgets.

7. Stakeholder/Community Impact

- 7.1 A stakeholder event was held on 29 May 2019 with invitations sent out to the retail industry, business representatives, developers, investors, community groups and

councillors. The programme for the project also involved a six-week consultation exercise from 9 August to 20 September 2019 the results of which informed the finalised guidance.

- 7.2 This project involves the revision of existing guidance and no impacts on equalities and human rights have been identified. As a result, it was not considered necessary to carry out a full Integrated Impact Assessment (IIA).
- 7.3 There are no direct sustainability impacts arising from this report. The SG is statutory guidance and when adopted forms part of the development plan. As such it augments the policy set out in the development plan which was subject to strategic environment assessment (SEA) during its preparation. In addition, the changes in environmental terms are insignificant. As a result, there is no requirement to subject the SG to a separate full SEA. A pre-screening notification report has been prepared and submitted to the SEA Gateway.

8. Background reading/external references

- 8.1 [Edinburgh Local Development Plan - November 2016.](#)
- 8.2 [Supplementary Guidance : City Centre Retail Core - February 2017,](#)
- 8.3 [Edinburgh Retail and Leisure Commercial Needs Study - April 2019](#)
[Planning Committee Report: City Centre Retail Core Supplementary Guidance – 7 August 2019](#)

9. Appendices

- 9.1 Appendix 1 – Summary of Comments and Tweets on Revised Supplementary Guidance.
- 9.2 Appendix 2 – Finalised City Centre Retail and Leisure Supplementary Guidance.

Appendix 1

Summary of Comments on Revised Supplementary Guidance (SG)

Formal Responses

| Comment | Response |
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| <p>SG should help promote commitment to reduce poverty and inequality within the city and improve quality of life for all.</p> | <p>Noted. The role of the SG is to augment policy within the adopted Local Development Plan (LDP) with regard to the change of use of shops to non-shop uses. Its scope is limited to that defined by LDP Policy Ret 9. Once adopted it will form part of the development plan. The adopted Edinburgh Local Development Plan which acknowledges the importance of such issues in the context of the growth and development of Edinburgh is better placed to address them.</p> |
| <p>SG should help improve the health of residents and not promote overconsumption of alcohol in the city centre.</p> | <p>Noted. Although the planning system may have a role to play in influencing the quantity of outlets selling alcohol, the scope of the guidance is limited to that as defined by LDP policy Ret 9. Matters relating to the impact public houses and other relevant businesses on residential amenity are currently addressed in the Council's Guidance for Businesses which identifies areas of restraint. The need for new or extended planning policy on public health matters could be addressed in the next review of the Local Development Plan.</p> |
| <p>Licencing Board statement for policy states that the area covered by the SG is over provided, so should include a reference to it.</p> | <p>Noted. The issue of alcohol provision is an important issue. However, the issuing of alcohol licences is also a separate regulatory process to the planning system. That being the case it would be inappropriate to include a reference to it. In addition, licencing policy could change with the risk of the SG becoming out of date and creating confusion.</p> |
| <p>Add reference to change of use to class 3 does not include public houses as per original guidance.</p> | <p>Agreed. An additional reference will be added to provide clarification.</p> |
| <p>Add reference "New cafes and restaurants must not lead to an unacceptable impact on living conditions for nearby residents" as per original guidance.</p> | <p>Noted. The original reference was removed as matters relating to the impact of businesses on residential amenity are more appropriately dealt with under the Council's Guidance for</p> |

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| | Businesses which identifies area of restraint. |
| Allowing more pubs, cafes and restaurants on Princes Street will make it less family friendly and increase alcohol problems including accidents, litter etc. | Noted. However, changes to guidance do not support public houses. The proposed changes when implemented alongside the Edinburgh City Centre Transformation (ECCT) are considered to have an overall positive effect on the city centre. |
| Introduce tourist levy before extension of tourist facilities. | Noted. However, this matter is beyond the scope of the guidance as defined by LDP Policy Ret 9 or the planning system. |
| No pop-up stalls on Multrees Walk which will lead to noise disturbance affecting offices on upper floors. | Noted. However, guidance with regard to pop up stalls is beyond the scope of the guidance as set out by LDP Policy Ret 9. Consideration could be given to pop up stalls in the context of the next review of the Council's Guidance for Businesses. |
| Developments such as the new whisky centre have an effect on the city's dignity/gravitas and are not desirable. | Noted. However, one of the objectives of the LDP is to sustain and enhance the city centre as the regional focus for shopping, entertainment, leisure, and tourism related activities. The Council considers that this prestigious development will help to deliver this. |
| Make Princes Street more attractive to independent retailers, local retailers, and those with international reputation. | Noted. The ECCT and the SG will help to achieve this, however, the planning system cannot determine the choice or type of retail operator. |
| Consider retailers likely to inhabit new St James e.g. Westergate Centre, London. | Noted. The purpose of the review of the SG was to respond to changes in circumstance since the original guidance was adopted including the scheduled opening of the new St. James centre in 2020. |
| Need to improve shopping experience of Waverley Mall. | Noted. However, the mall is not within the Council's ownership and this is beyond the scope of the SG as set out in LDP Policy Ret 9. |
| Future of Princes Street and Edinburgh needs to be properly managed for the best interests of Edinburgh residents. Proposals are short sighted and do not do this. | Noted. The Council considers that the revised SG seeks to respond positively to changes in circumstance since the original guidance was adopted by promoting a more flexible approach to the change of use of shop units. The proposals are not considered short sighted. |
| Supportive of changes but will fail unless level of traffic on Princes Street is addressed. | Noted. The revised SG will be implemented alongside the ECCT |

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| | programme which are mutually supportive of each other. |
| Investigate barriers for shops on Princes Street making better use of outside space and encourage more use of street space. | Noted. However, guidance with regard to use of outside space is beyond the scope of the guidance as set out by LDP Policy Ret 9. Consideration could be given to the use of outdoor space in the context of the next review of the Guidance for Businesses. |
| Some facades on Princes Street may have to be improved. | Noted. However, the need to improve some facades is beyond the scope of the guidance as set out by LDP Policy Ret 9. |
| Continued use of a ratio for street frontages is too restrictive creating unintended results. | Noted. However, the Council considers it is important to support and maintain the retail function of the city centre as the regional shopping centre for the city region. The proposed changes add significant additional flexibility to allow non-shop uses balanced against the need to retain the centre's retail function. The Council will continue to regularly review the SG. |
| Option 1, reword Policy CC1 b to state, "The proposal is for an appropriate use which would complement the character of the city centre, would not be detrimental to its vitality and viability and would maintain or increase footfall", which is the wording in LDP Policy Ret 9, and remove reference to a ratio. | Noted. However, the Council considers it is important to support and maintain the retail function of the city centre as the regional shopping centre for the city region. The proposed changes add significant additional flexibility to allow non-shop uses balanced against the need to retain the centre's retail function. The Council will continue to regularly review the SG. |
| Option 2, reword Policy CC1 b to state, "As a result of permitting the change of use, no more than one third of the total number of units in the frontage of that block will be in non-shop use. Where the proposal does not comply with criterion b, the proposal's merits in terms of its contribution to the character, vitality and viability of the city centre should be taken into account." | Noted. However, the Council considers it is important to support and maintain the retail function of the city centre as the regional shopping centre for the city region. The proposed changes add significant additional flexibility to allow non-shop uses balanced against the need to retain the centre's retail function. The Council will continue to regularly review the SG. |
| Guidance should expand on its acknowledgement that there many use classes can contribute to viable and vibrant town centres, e.g. class 2 and class 4. | Noted. The guidance is supportive of the change of use of shop units to appropriate commercial uses, which could include class 2 or 4, on all streets within the city centre with the exception of Princes Street. Princes street is restricted to Class 3 and Class 11 only. The Council considers the proposed changes add significant additional |

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| | flexibility to the existing policy position. The revised SG has made a bold response to changes in circumstance and additional flexibility is considered unnecessary. |
| Whilst desirable a reduced retail frontage may be less viable than an extended frontage. | Noted. However, the Council considers it is important to support and maintain the retail function of the city centre as the regional shopping centre for the city region. The proposed changes add significant additional flexibility to allow non-shop uses balanced against the need to retain the centre's retail function. The Council will continue to regularly review the SG. |
| The policy focus should be based on a balanced view of the individual development proposals. | Noted. However, the Council considers it is important to support and maintain the retail function of the city centre as the regional shopping centre for the city region. A policy approach that focuses on individual proposals could put at risk the balance of uses in the city centre to the detriment of its vitality and viability. |
| Consideration of market demand and specific circumstances at the time of application would be welcomed. | Noted. Market demand and specific circumstances will be considered alongside the SG when determining planning applications. However, the Council considers that the proposed changes add significant additional flexibility to the existing policy position. The revised SG has made a bold response to changes in circumstance and additional flexibility is considered unnecessary. |
| Support inclusion of class 11 in addition to class 3. | Noted. |
| Policy CC1, amend third of units in non-shop use to 50%. | Noted. However, the Council considers it is important to support and maintain the retail function of the city centre as the regional shopping centre for the city region. The proposed changes add significant additional flexibility to allow non-shop uses balanced against the need to retain the centre's retail function. The Council will continue to regularly review the SG. |
| Policy CC3, amend to allow 50% of units in non-shop use. | Noted. The Council considers it is important to support and maintain the retail function of the city centre as the regional shopping centre for the city region. The proposed changes add significant additional flexibility to allow |

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| | non-shop uses balanced against the need to retain the centre's retail function. The Council will continue to regularly review the SG. |
| Retail and retail provision continues to change rapidly, e.g. multiple uses within one unit (whisky experience). Therefore, important that any change of use does not 'fix' the centre in a position that might not be appropriate in the future. | Noted. The Council will continue to regularly review the SG. |
| Further policies required to ensure an "active frontage" on the street. Historic push to larger floorplates/shopfronts may reverse, so architectural/urban design guidelines are needed to prevent the street frontage becoming a mish mash of sizes and corporate branding. | Noted. However, the scope of the guidance is limited to that set out by LDP Policy Ret 9. |
| Change of use of shops is inevitable particularly with new St James opening. Need to avoid a tourist shop strip along Princes Street and creating food and drink outlets needs to be done sensitively. At peak festival times there are a lot of food and drink outlets in Princes Street gardens and Waverley Mall. For permanent businesses to flourish temporary ones need to be curbed. Will enhance overall quality. | Noted. However, the planning system cannot control or determine the choice of retail operator. Also, certain temporary uses are permitted development and do not require planning permission and may be more appropriately controlled through the licencing system. |
| Awnings and sitting out areas will never provide the experience of warmer climate countries. Recent experiment in George street was a failure. | Noted. This is out with the scope of the guidance as set out by LDP Policy Ret 9. This matter could be considered in the context of the next review of the Council's Guidance for Businesses. |
| Discourage use of outdoor heaters on grounds of sustainability. | Noted. However, guidance with regard to use of outdoor heaters is beyond the scope of the guidance as set out by LDP Policy Ret 9. Consideration could be given to this in the context of the next review of the Guidance for Businesses. In addition, the Council's street design guidance seeks to ensure necessary street furniture is contained within a furniture zone maintaining a clear footway. |
| Minimise on street clutter for those with mobility or visual impairments. Preserve areas in New Town where people can sit out, e.g. Princes Street Gardens, St Andrews Square.). | Noted. This is out with the scope of the guidance as set out by LDP Policy Ret 9. This matter could be considered in the context of the next review of the Council's Guidance for Businesses. In addition, the Council's public spaces protocol provides the framework by |

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| | which the Council and its partners manage the use of public spaces in Edinburgh. |
| Retail area needs to be considered alongside surrounding leisure spaces. | Noted. The scope of the guidance is limited to that set out by LDP Policy Ret 9. However, the SG will be implemented alongside ECCT which has a key placemaking role in terms of the public realm. |
| Creation of sympathetic facades is an excellent idea, particularly incorporating features that match the historic setting, e.g. new whisky visitor centre. | Noted. |
| Important to consider whole building. Must redevelop: 80-83 Princes Street, and 101-103 Princes Street. Original facades were unnecessarily destroyed and need to restore in similar style to originals. Previous inferior development needs to be put right. | Noted. However, this is out with the scope of the guidance as set out by LDP Policy Ret 9. |
| Increasing number of restaurants in Princes Street does not do anything to assist existing businesses, who are currently dealing with reduced year on year footfall, and a large overall increase in the amount of food provision in the city centre. Reaching saturation point with food and beverage. | Noted. However, the Council considers the revised SG has made a bold response to changes in retail trends by adding significant additional flexibility to allow non-shop uses balanced against the need to retain the centre's retail function. This is considered important to ensure the continued health of the city centre overall, at a time when many 'high streets' in the country are in decline. |
| Many of the businesses taking new units are national or multinational chains that do not increase wealth in local area. | Noted. However, the scope of the planning system is limited. It cannot determine the type of operator only the type of use. |
| Mix of units should include more destination units than just ground floor retail, including specific brand stores, large scale dining establishments, hotels facing south with better entrances. | Noted. However, the scope of the planning system is limited. It cannot determine the type of operator only the type of use. |
| Old department stores like Jenners should be turned into treasure trove of local designer/maker units. | Noted. However, the scope of the planning system is limited. It cannot determine the type of operator only the type of use. |
| Stress the importance of each planning application proposal being considered on its own merits and in the context of the specific circumstances of the case. | Noted. It is important that each proposal is considered on its own merits and all material considerations will be taken into account. However, the Council considers the proposed changes add significant additional |

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| | flexibility to the existing policy position. The revised SG has made a bold response to changes in circumstance and additional flexibility is considered unnecessary. |
| Retail frontages on Princes Street could include listed property which may not present as a 'traditional' retail frontage and as such the practical application of the approach may compromise development proposals which could otherwise contribute positively to Princes Street. | Noted. Each proposal for a change of use will be considered on its own merits and all material considerations will be taken into account. The issue of the reuse of listed buildings is out with the scope of the guidance as set out by LDP Policy Ret 9. Matters relating to the reuse of listed buildings are addressed the Council's Listed Buildings and Conservation Areas Guidance. |
| The policy thrust should be to ensure vibrant and viable town centres. | Noted. The Council considers the SG does this. The revised guidance in the supporting text emphasises the benefits of allowing shops to change to other uses to "achieve a diverse, thriving and welcoming city, allowing complementary uses that support the main shopping function and encourage use into the evening". |
| The inference in criteria 'b' is that any frontage should retain some retail component. | Agreed. That is the intention of the revised policy. |
| Whilst a percentage response to criteria 'b' may be an alternative approach, the inclusion of such an approach is as arbitrary and inflexible as the protected frontage policy that is in place at present. | Noted. However, the Council considers the revised SG has made a bold response to changes in retail trends by adding significant additional flexibility to allow non-shop uses balanced against the need to retain the centre's retail function. |

Tweets

| Comment | Response |
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| Stop tourist souvenir shops opening everywhere, including Princes Street. | Noted. However, the scope of the planning system is limited. It cannot determine the type of operator only the type of use. |
| Support some restaurants and tea rooms on Princes Street. | Noted. The SG supports some additional cafes and restaurants on Princes Street. |
| Support changes, extend pavement area for tables and chairs and divert some buses to Queen Street. | Noted. ECCT proposals also include measures relating to footways and public transport. |
| High end shops should be on Princes Street not Mulltrees Walk. | Noted. However, the scope of the planning system is limited. It cannot |

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| | determine the type of operator only the type of use. |
| Needs to be bars, restaurants and coffee shops with outdoor seating on Princes Street but danger of views being obscured by nose to tail buses. | Noted. The revised SG does not support bars on Princes Street but it does support cafes and restaurants. The SG will be implemented alongside the proposals set out in ECCT, which includes measures relating to footways and public transport. |
| No more chain restaurants. | Noted. However, the scope of the planning system is limited. It cannot determine the type of operator only the type of use. |
| Princes Street has a brilliant view and with St James Centre opening next year should allow more bars and cafes on Princes Street. | Noted. The revised guidance does not support bars on Princes Street but it does support cafes and restaurants. |
| Failure of planning to have allowed the main shopping street to be downgraded due to over development of the St James Centre site, sucking the shops out of Princes Street. | Noted. However, the Council considers the new St James will have an overall positive effect on Edinburgh city centre. The revised SG has made a bold response to changes in circumstance, which is considered important to ensure the continued health of the city centre, at a time when many 'high streets' in the country are in decline. |
| Want independent business that can afford to operate and not be forced out of business because of sky-high business rates. | Noted. However, the scope of the planning system does not extend to setting business rates. |
| Give businesses as much tax/rates break as possible or it will become a retail ghost town. | Noted. However, the scope of the planning system does not extend to setting business rates. |
| As long as its proper shops i.e. cafes, hairdressers, barbers and services you cannot buy on the internet with reduced taxes/rates. | Noted. However, the scope of the planning system is limited. It cannot determine the type of operator only the type of use. |
| All new businesses should be vetted so that we get the right types of business, i.e. Scottish produce, independent clothing design shops etc. | Noted. However, the scope of the planning system is limited. It cannot determine the type of operator only the type of use. |
| This should be paused pending City Centre Transformation. Need to sort out the infrastructure and transport congestion on Princes Street first then look at what else can be done. | Noted. However, the Council considers there are benefits to implementing the SG alongside the measures set out in ECCT which will help to deliver the positive benefits of both. |
| Do not support change if it results in hot food takeaway and restaurant chains. | Noted. The proposed changes do not extend to supporting hot food takeaways. The scope of the planning system does not extend to selecting the operator of the business. |

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| Should do something to stop the city centre becoming an air B&B community. | Noted. However, this is out with the scope of the guidance as set out by LDP Policy Ret 9. |
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CITY CENTRE SHOPPING & LEISURE

JANUARY 2019

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Introduction

This revised Supplementary Guidance sets out the policy approach to proposed changes of use of shop units within the city centre retail core. The city centre retail core is defined and protected in the Edinburgh Local Development Plan (LDP). The city centre is the regional centre of the city region providing a broad range of functions including shopping, office, leisure, culture, tourism and government.

The LDP provides a framework for a tailored approach to assessing proposals for change of use applications within the city centre retail core and town centres. This revised Supplementary Guidance has been prepared in accordance with **Policy Ret 9: Alternative Use of Shop Units in Defined Centres** and applies to all shop units within the city centre retail core.

The Supplementary Guidance aims to deliver two LDP objectives set out in Section 6 (Shopping and Leisure) of the Plan:

- To sustain and enhance the city centre as the regional focus for shopping, entertainment, commercial leisure and tourism related activities and encourage appropriate development of the highest quality.
- To improve the appearance, quality and attractiveness of all centres.

This Supplementary Guidance forms part of the statutory development plan. Applications for change of use must be determined in accordance with the development plan unless material considerations indicate otherwise. To assist in interpreting the LDP, the Council issues non-statutory guidance. Guidance for Businesses also provides guidance on change of use. This is a material consideration in the determination of applications and should be considered alongside this statutory Supplementary Guidance.

Changes to the Planning System

The Planning (Scotland) Act 2019 was enacted in July 2019. It will not take effect for some time, because secondary legislation, guidance and transitional arrangements all need to be put in place by the Scottish Government. Accordingly, this supplementary guidance is being reviewed under the existing legislation. Further information on changes to the planning system is available on the Scottish Government webpage.

Vision for the City Centre

This Supplementary Guidance aligns with the **Edinburgh City Centre Transformation (ECCT) programme**, which outlines a programme for a vibrant and people-focused capital centre, which improves community, economic and cultural life. **This will play a key role in helping to deliver successful placemaking within Edinburgh.**

Within the **city centre retail core**, the CCT programme seeks to improve the experience of George Street, Princes Street, Rose Street and the perpendicular streets of Castle Street, Frederick Street and Hanover Street as places to spend time and shop. The proposals include:

- Wider pavements, quality surfacing and public seating;
- Pedestrian priority at crossings;
- Inclusive design and disabled parking provision;
- New cycle infrastructure
- Stronger links to Princes Street Gardens, St Andrew Square and Charlotte Square; and
- Improved public transport stops and journey times.

The retail core also forms part of a wider zone where people on foot, bike and public transport will have true priority over vehicles. Whilst access for residents and servicing will be maintained, reductions in on-street parking and carriageway space will see motor vehicles given access as 'guests'.



City Centre Retail Core

The city centre retail core extends from Shandwick Place in the West to the new Edinburgh St James in the East, Princes Street in the South to George Street in the north. The city centre lies within the New Town Conservation Area and the Old and New Towns of the Edinburgh World Heritage Site.

A mix of uses currently exists within the **city centre retail core** with shop units with direct access to the street (including multi-level units) comprising the largest proportion of units at 57%, cafes/restaurants the second largest at 18%, *sui generis* (non-class) uses comprise 9% and financial/professional services comprise 7%. There is a need to ensure a healthy balance of uses within the city centre in line with development plan policy to ensure its vitality, viability and maintain footfall, with a sufficient proportion of retail units to ensure that shopping continues to be a predominant use. However, there are also benefits in allowing shops to change to other uses to achieve a diverse, thriving and welcoming city, allowing complementary uses that support the main shopping function and encourage use into the evening.

Changing circumstances since the original guidance was adopted including the trend towards online retailing, the publication of a Retail and Leisure Commercial Needs Study commissioned by the Council, and the **ECCT** programme provided justification for revising the guidance to make it more flexible to support alternative uses of shop units particularly on Princes Street and the three perpendicular streets (Castle Street, Frederick Street, and Hanover Street).

What is a shop unit?

As defined in the Edinburgh Local Development Plan (2016), a shop unit is a premises accessed directly onto the street and designed primarily for shop use. In some locations the shop unit can be above street level or at basement level but still have direct access and be visible from the street. In some cases a shop unit may be multi-level, for example a department store.

Changing a shop unit to a non-shop use will always require planning permission.

What is a shop use?

A unit used for the sale of goods (not hot food) to visiting members of the public, for example, clothes shop, post office, sale of tickets, travel agency, cold food for consumption off the premises, hairdressing, funeral parlour, launderette or dry cleaners. This is further defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997. Scottish Government Circular 1/1998 contains guidance on use classes.

What is a non-shop use?

Any use falling outwith the definition of Class 1 shop use, for example:

- Service uses – lawyers, accountants, estate agents, health centres, tanning studios and pawn brokers.
- Food and drink – restaurant, café, snack bar (excluding public houses and hot food takeaways).
- Commercial/business use – general office, light industry or research and development, which can be carried out without detriment to the amenity of any residential area.
- Community use – social and cultural activities.
- Leisure use – cinema and gymnasium.
- Sui generis (non class) uses – betting shops, pay day loan shops, pubs and hot food takeaways.

Some other changes of use are permitted development, for example, a café (class 3) to a shop unit (class 1).

Change of Use Policies

Policies

CC 1 Princes Street frontages

Proposals for a change of use of shop units on defined frontages, **as shown on next page**, in Princes Street to non-shop uses will be permitted provided:

- a. The proposal is for a change of use to Class 3 (food and drink) or Class 11 (assembly and leisure); and
- b. As a result of permitting the change of use, no more than one third of the total number of units in the frontage of that block will be in non-shop use.

In the case of shop units that have multiple levels, the above criterion will apply to the ground floor level of the unit only.

CC 2 Castle Street, Frederick Street and Hanover Street frontages

Proposals for a change of use of shop units on defined frontages, **as shown on next page**, in Castle Street, Frederick Street and Hanover Street to a non-shop use will be permitted provided:

- a. As a result of permitting the change of use, no more than half the total number of units in the frontage of that block will be in non-shop use; and
- b. The proposal is for an appropriate commercial or community use which would complement the character of the City Centre Retail Core and would not be detrimental to its vitality or viability.

CC 3 City Centre Primary Frontages

Proposals for a change of use of shop units, **as shown on next page**, in the defined City Centre Primary frontages to a non-shop use will be permitted provided:

- a. As a result of permitting the change of use, no more than one third of the total number of in the frontage of that block will be in non-shop use; and
- b. The proposal is for an appropriate commercial or community use which would complement the character of the City Centre Retail Core and would not be detrimental to its vitality or viability.

CC 4 Elsewhere in the City Centre Retail Core

Proposals for a change of use of shop units, **as shown on next page**, elsewhere in the City Centre Retail Core to a non-shop use will be permitted provided;

- a. As a result of permitting the change of use no more than half of the total number of units on the same side of the named street as the proposal would be in non-shop use; and
- b. The proposal is for an appropriate commercial or community use which would complement the character of the City Centre Retail Core and would not be detrimental to its vitality or viability.

Defined Frontages

Princes Street Frontages

- 10-25 Princes Street, 30-46 Princes Street, 47-77 Princes Street, 78-98 Princes Street,
- 99-117 Princes Street, 188-134 Princes Street, 135-146 Princes Street

Castle Street, Frederick Street and Hanover Street frontages

- 4-20 Castle Street, 22-32a Castle Street, 5-19 Castle Street, 21-31 Castle Street
- 6a-18 Frederick Street, 20-36 Frederick Street, 3a-19 Frederick Street, 21-31 Frederick Street
- 2-24 Hanover Street, 28-56 Hanover Street, 3-31 Hanover Street, 35-51 Hanover Street

City Centre Primary Frontages

- 133a-167 Rose Street, 168-202 Rose Street, 77-131 Rose Street, 106a-160 Rose Street
- 37-73 Rose Street, 50-104 Rose Street, 2-40 Rose Street
- 6-19a South St. David's Street
- 1-15 Multrees Walk
- 16-27 Multrees Walk

George Street Frontages

- 30-70 George Street
- 72-104 George Street
- 33a-69 George Street
- 71-109 George Street

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Further information

online: www.edinburgh.gov.uk/supplementaryguidance

email: localdevelopmentplan@edinburgh.gov.uk

blog: www.planningedinburgh.com

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Planning Committee

2.00pm, Wednesday, 29 January 2020

Edinburgh Design Guidance – 2nd Post Approval Review

| | |
|---------------------|------------------------------------|
| Executive/routine | |
| Wards | All |
| Council Commitments | C10, C15, C18, C27 |

1. Recommendations

- 1.1 This report recommends that the Planning Committee:
 - 1.1.1 notes the feedback received about the Edinburgh Design Guidance since the 1st post-approval review in October 2018;
 - 1.1.2 approves the updates detailed in Appendices 1 and 2 which respond to the feedback received; and
 - 1.1.3 notes that consideration will be given to a more significant change to the Guidance in line with the emergence of City Plan 2030.

Paul Lawrence

Executive Director of Place

Contact: John Inman, Service Manager – Planning and Building Standards

E-mail: john.inman@edinburgh.gov.uk | Tel: 0131 469 3721

Edinburgh Design Guidance – 2nd Post Approval Review

2. Executive Summary

- 2.1 The purpose of this report is for the Committee to note feedback on the Edinburgh Design Guidance since its first review in October 2018, and to approve some updates to the Guidance in response to this feedback.

3. Background

- 3.1 Scottish Planning Policy (SPP) (2014) states that Planning's purpose is to create better places and that it should take every opportunity to create high quality places by taking a design-led approach.
- 3.2 The Edinburgh Local Development Plan (LDP) provides the basis for determining planning applications. Planning guidance documents such as the Edinburgh Design Guidance (the Guidance) interpret the policies set out in the LDP and explain how developments can comply with it. The Guidance is the Council's key document in setting out how new development can achieve high quality design and successful place-making.
- 3.3 A review of the LDP is currently underway and its replacement, City Plan 2030, is anticipated to be adopted in spring 2022. Any changes to LDP policies as part of its review will need to be reflected in associated planning guidance, once adopted. Likewise, revisions to guidance documents which relate to new matters not currently reflected in the adopted LDP can only be made as part of its review and following its adoption.
- 3.4 This report sets out the feedback and resulting changes from the second annual review of the approved Edinburgh Design Guidance.
- 3.5 As part of the approval of the first annual review on 3 October 2018, Planning Committee agreed that elected members and officers would have a separate discussion on potential amendments to the design guidance, this meeting was held as a workshop on 4 September 2019.

4. Main report

4.1 The purpose of the Guidance is to:

4.1.1 provide clarity for officers when interpreting the LDP policies;

4.1.2 aid members in the decision-making process;

4.1.3 help applicants improve the quality of their submissions; and

4.1.4 allow communities to better understand planning considerations.

The Guidance also provides an emphasis on key issues such as responding to climate change.

4.2 The Edinburgh Design Guidance was subject to a substantial review during 2016/17 and approved by Planning Committee in [October 2017](#). The impact of those changes was considered through a post-approval review in October 2018.

4.3 A second annual review of the guidance has now been carried out. Officers and members were asked to highlight any areas of the Guidance which would benefit from being updated. Changes which have been identified reflect new national or approved council guidance and seek to improve the quality of submissions. Changes have also been made to sections where there is a lack of clarity or there has been some difficulty in applying the Guidance.

4.4 In addition, the City of Edinburgh Council Short-Window Improvement Plan, approved on [25 October 2019](#), states that the Edinburgh Design Guidance would be reviewed to ensure sustainability is at the heart of the Council's stated expectations for the design of new developments.

4.5 Based on the issues raised the following key themes were discussed with members of the Planning Committee at a workshop on 4 September 2019:

4.5.1 Transport – shared spaces and parking;

4.5.2 Climate Change – Sustainable Urban Draining Systems (SuDS) and biodiversity;

4.5.3 Alternative housing/types of accommodation – adaptability;

4.5.4 Amenity space and density; and

4.5.5 Daylight/sunlight and single aspect housing.

Key changes

Transport

4.6 The need for people to be able to easily navigate through new development with a clear understanding of the role of different streets was raised by members. This was partly in response to concerns around shared spaces which was raised by local residents. Text has been added to the Guidance to promote ease of navigation in new development. The issue of shared space will be the subject of a detailed

factsheet to support the Edinburgh Street Design Guidance chapter, however Scottish Government are currently reviewing their guidance on this issue so work on this is awaiting the development of new national guidance.

- 4.7 The text relating to parking standards and cycle parking has been reviewed to simplify its use and highlight where flexibility may be appropriate.
- 4.8 A couple of issues regarding parking standards for leisure centres and car club spaces were highlighted by Planning Committee at the 2018 review and have been addressed as part of the 2019 review.
- 4.9 The potential to increase the requirement for electric charging points was raised. Off street charging, and the provision of passive infrastructure to support future electric vehicle charging point provision, is covered within the parking standards in section 2.4 of the Guidance. These existing requirements already anticipate an increase in the demand for electric vehicle charging points. The requirements set out in the Guidance will be kept under review to continue to encourage the uptake of electric vehicles. The Council is currently undertaking a project that will see electric vehicle charging hubs distributed across the city. Maintenance provision for the on-street infrastructure is also being looked at. This work will clarify exactly what kind of infrastructure the Council will require, particularly for on-street charging points.
- 4.10 The council's Short-Window Improvement Plan looked for street design and connectivity standards for active travel modes and the relationship of new development to public transport improvements in order to support a shift towards 'car-free' urban spaces to be considered as part of the review. The guidance, in particular the Street Design Guidance chapter, already promotes active travel. Changes have been made to this chapter to clarify the street design process and to improve cross-referencing between the document and the more technical detailed design factsheets, making it easier to apply. A map has been included in the guidance to show the areas of the city which are most accessible to public transport and relates this to the potential for higher density development (see paragraph 4.20).

Climate Change

- 4.11 Issues around climate change have come to the fore and there is a need to give them greater prominence throughout the guidance. Text has been added into various sections to highlight where design can help to mitigate the impacts of climate change.
- 4.12 Revising the guidance on the water environment to take into account updated national guidance on SuDs was highlighted in the council's Short-Window Improvement Plan. New guidance is currently being developed on SuDS. This will not be ready until March 2020 so there are only minor changes to the chapter on water environment. One key change which has been included is that underground SuDS are generally no longer considered to be acceptable solutions as they can leave a legacy of hidden structures that have the potential to fail.

- 4.13 The Short-Window Improvement Plan also looked for the guidance to strengthen requirements on the use of coastal erosion and flood risk data. Text has been added into 'Appendix A: Information required for a submission with a planning application' of the guidance to cover this.
- 4.14 The importance of enhancing biodiversity and the role of street trees were raised as key issues. Text has been added to promote the principle of biodiversity net gain in new development. More guidance has also been provided to improve the quality of new open spaces, and structural landscaping and to protect existing green infrastructure assets. All references to green networks in the guidance have been changed to green/blue network to reflect an increased emphasis on blue infrastructure as part of these networks.
- 4.15 Scottish Natural Heritage has been working on planning and biodiversity guidance with West Lothian Council. Section 3.4 of the Guidance has been refreshed to bring it in line with the approach advocated by Scottish Natural Heritage.
- 4.16 The principle of including a green infrastructure target such as a tree canopy percentage was discussed at the members workshop. If desired this would initially need to be established through City Plan 2030 policies. Text has been added to promote the use of 'Building with Nature' accreditation standards in the interim.
- 4.17 There is concern over the quality of woodland and shelter belts which are being provided as part of new development. More guidance has been added to help address this issue.

Alternative housing/types of accommodation

- 4.18 Different housing models are now being seen more frequently in planning applications and it is important to ensure that the quality of the environment in alternative types of residential development is of an acceptable standard. Guidance has been added covering several different housing types, including student housing.
- 4.19 Members raised concerns regarding the adaptability of new development, in particular, the potential for student housing to be converted to mainstream housing should the market change. Text has been added to highlight this issue - to promote the potential for future adaptation and ensure that any future conversions from student housing to mainstream housing will provide the associated necessary amenities.
- 4.20 Planning Committee on [27 February 2019](#) requested that text on housing for people with disabilities be added into the guidance. Text on key design principles to consider has been added along with links to other guidance documents including guidance on designing for people with dementia.

Amenity space and density

- 4.21 Density is a key issue in the development of a compact, sustainable and accessible city; but this needs to be balanced against townscape character and provision of

open space. Some additional text has been added on backland development in section 2.3. This issue should be looked at in more detail for the next review of the guidance if City Plan 2030 requires higher densities. In the interim a standard methodology for calculating densities has been reintroduced into the Guidance so a consistent approach is taken towards calculating density.

- 4.22 At the member's workshop it was requested that text be added to the start of the Guidance to highlight the importance of green spaces for health and wellbeing. There was also a desire to stress that new greenspaces should be usable areas of ground not just left-over space. Text has been added to the Guidance to cover these issues.

Daylight/sunlight and single aspect housing

- 4.23 The guidance on daylight and sunlight calculations was in need of simplification and amendment so that it is consistent with the Building Research Establishment (BRE) guidance on sunlight and daylight (which sets out standard methods of calculating daylight in new development and the impact on existing development). The chapter on daylight, and sunlight has been rewritten as a response. Text around which rooms are considered as living spaces has been clarified in line with the BRE guidance.
- 4.24 The importance of enough daylight in single aspect dwellings was raised at the members workshop. It was considered there should be a presumption in favour of dual aspect dwellings; but additional guidance has been included to improve the internal amenity of single aspect housing for instances where it is considered acceptable.

Other issues

- 4.25 A number of other issues were raised by officers and have been addressed by changes to the Guidance as follows:
- 4.26 Some small changes have been made to the structure of the document. A new chapter on waste management has been created by taking out the text from the housing mix chapter as this Guidance applies to more than just housing developments. Two additional appendices have been added to the guidance as set out in Appendix 2; Appendix B (of the guidance) includes a list of the street design guidance factsheets to integrate these more closely with the guidance and Appendix C sets out the appraisals of landmark views which support the protected views assessments.
- 4.27 Detail of other associated guidance documents have been updated including references to the Heat Opportunities Mapping Supplementary Guidance.
- 4.28 The guidance on key views and tall buildings has been reviewed and clarified to make this section easier to use.
- 4.29 Additional guidance was felt to be needed on visual assessment processes to promote the use of appropriately qualified professionals and improve the quality of submissions. The use of multi-disciplinary teams to develop masterplans is also

promoted to help improve the quality of larger scale developments, clusters of development and urban edge developments. Additional guidance has also been included regarding assessments and planning processes and procedure relating to development in historic environments and which impact on the World Heritage sites

- 4.30 More guidance has been added to encourage sensitive design which responds to its setting, in particular roofscapes, the positioning of buildings on site and the use of materials and their impact on long distance views.
- 4.31 Text has been added to promote more attractive barriers against noise as part of landscape proposals.
- 4.32 Existing approved planning guidance on Art in Public Spaces has been incorporated into the design guidance as a new chapter (1.9). Text has been added to the guidance on temporary installations, world heritage site locations and memorials.
- 4.33 Some changes have been made to Appendix A of the guidance: Information required for submission with a planning application to encourage better quality of information to be submitted as part of planning applications.
- 4.34 Throughout the document there has been a refresh of some of the images to use more up-to-date examples or alternative images.

5. Next Steps

- 5.1 Following approval of these updates to the Edinburgh Design Guidance the document will be revised and published on the Council website. It will be a material consideration in the determination of planning applications.

6. Financial impact

- 6.1 The Guidance involves no additional financial commitment, with the costs of publishing the updated Guidance being met from existing budgets.

7. Stakeholder/Community Impact

- 7.1 The proposals in this report will:
 - 7.1.1 reinforce LDP requirements to meet the current carbon reduction standards in line with the Scottish Building Standards 2017;
 - 7.1.2 help achieve a sustainable Edinburgh because whilst the 2nd post-approval review changes will not directly promote social justice, several of the requirements in the Guidance do;

- 7.1.3 help achieve a sustainable Edinburgh because whilst the 2nd post-approval review changes will not directly promote a healthy and resilient economy, several of the requirements in the Guidance do;
 - 7.1.4 have a positive impact on environmental stewardship because the updated Guidance will be published in electronic-only format, reducing the use of paper; and
 - 7.1.5 will contribute positively to sustainability including with regard to the protection of the historic and water environment as a result of a number of the updates proposed to the Guidance.
- 7.2 A full Equality and Rights Impact Assessment (ERIA) was completed for the Design Guidance Review report discussed at Planning Committee on [12 October 2017](#). This demonstrated that due regard was given to Equalities and Human Rights with various positive impacts and no negative impacts being identified. The subsequent changes to the guidance will not alter the impacts on Equalities of Human Rights therefore the ERIA has not been updated.
- 7.3 Widespread public and stakeholder consultation and engagement was undertaken as part of the review of the Guidance during 2016/17. Feedback on the content and usability of the Guidance since the first review in October 2018 has been gained primarily through internal officer and elected member discussions, along with some industry feedback.
- 7.4 There is no need for additional consultation in relation to this report, which is primarily to provide clarification on existing policies, set out feedback and propose minor updates in response to this feedback.

8. Background reading/external references

- 8.1 [Edinburgh Design Guidance – Post Approval Review](#) report to Planning Committee 3 October 2018
- 8.2 [Edinburgh Design Guidance](#) amended October 2018
- 8.3 [Edinburgh Local Development Plan](#) (2016)
- 8.4 [Minute of Planning Committee](#) 27 February 2019 (item 7)
- 8.5 [City of Edinburgh Council Short-Window Improvement Plan](#) report to Policy and Sustainability Committee 25 Oct 2019
- 8.6 [Skyline Report: The Protection of Key Views](#) report to Planning Committee 28 February 2008




9. Appendices



- 9.1 Appendix 1 - Table of updates to the Edinburgh Design Guidance.
- 9.2 Appendix 2 - Edinburgh Design Guidance document as revised with track changes.

Note: Some minor typographical errors have been amended in the guidance document – these have not been listed below. Images used throughout the document have been reviewed and replaced where a more up-to-date image or example is available. Full details of the changes made to the document can be seen in Appendix 2.

| Chapter, Section | Reason for Update | Proposed Text Changes <i>(new text in blue, bold and italics)</i> | Proposed Image Changes |
|--|--|---|------------------------|
| <p>Various sections</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 60</p> | <p>It is considered that the challenge of climate change and the actions needed to respond to this challenge should be made more prominent in the guidance. Additional text has been added throughout the guidance to reflect this.</p> <p>Text has also been added to highlight the importance of greenspaces to the health and wellbeing of Edinburgh’s residents.</p> <p>Throughout the document references to green networks have been changed to green/<i>blue</i> networks</p> | <p>Introduction Greater emphasis has now been placed on creating places that support the development of a compact, sustainable city <i>and respond to the challenges of climate change</i>. Support for active travel and public transport is reflected in revised parking controls in new developments. Landscape, biodiversity and green infrastructure are given greater prominence to reflect the wider contribution they make to placemaking, <i>quality of life, health and wellbeing, and towards mitigating the impacts of climate change</i>.</p> <p>The Challenge <i>Innovative placemaking and design solutions will be required to ensure resilience to the predicted impacts of climate change. These impacts include an increase in extreme weather events such as overheating, extreme rainfall, increased average temperatures which will be similar to Paris by 2080 which will increase the Urban Heat Island effect. Permeable, vegetated surfaces to absorb rainwater, shading and cooling from vegetation will be essential parts of the solution to create liveable, resilient places and buildings. Living roofs, trees, landscaping and above ground SUDS are all essential green infrastructure components to be incorporated into resilient placemaking.</i></p> <p>Section 1.5: Density Higher densities also help maintain the vitality and viability of local services and facilities such as schools and local shops, and encourage the effective provision of public transport. <i>They can also make the provision of district heat networks more viable - helping to achieve targets to decarbonise heat.</i></p> <p>Section 2.3 Position of buildings on site Position buildings carefully with a full understanding of the topography and environmental constraints of adjacent spaces and the site, <i>taking into account orientation and exposure</i>.</p> | |

| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
|---|--|--|--|
| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 6</p> | | <p><i>The orientation of buildings should inform internal layouts to maximise the benefits of solar gain and daylight and reduce energy demand. Building design should also consider measures to mitigate impact of summer overheating. Exposure and the need to provide shelter should also influence the layout of buildings.</i></p> <p>Section 2.6 Minimise Energy Use <i>Scottish Ministers have set ambitious climate change targets around cutting greenhouse gas emissions. More energy efficient buildings and decarbonising the heat supply are key to helping achieve these targets.</i></p> <p>Energy Reduction in New Buildings All new developments will be expected to meet <i>comply with</i> the carbon dioxide emissions reduction targets set out within Section 6 – Energy and Section 7 – Sustainability of the current Scottish Building Regulations through a combination of energy efficiency <i>measures such as high levels of insulation, air tightness, energy efficient appliances,</i> and <i>the use of</i> low or zero carbon technology.</p> | |
| <p>Edinburgh Design Guidance</p> | <p>The information in this section needs to be updated and additional signposting provided to other planning guidance which is available.</p> <p>The guidance on the relationship to other planning guidance has been consolidated into one section.</p> | <p>How is it structured? There are chapters on Context, placemaking and design; Designing places - buildings; Designing places – landscape, biodiversity and the water environment; <i>and Designing Streets: Edinburgh Street Design Guidance.</i></p> <p>How does it relate to other guidance? This document is part of a suite of non-statutory planning guidance <i>which interpret the policies set out in the Local Development Plan. It is important that, where applicable, these are read in conjunction with one another. For example, when designing a new building in a conservation area, reference should be made to this guidance and the Guidance on Listed Buildings and Conservation Areas.</i></p> <p><i>Other planning guidance is available including - Student Housing; Communications infrastructure; and Outdoor Advertising and Sponsorship. Edinburgh also has a number of site/area specific planning guidance, including Development and Place Briefs.</i></p> | <p>Update the images of the planning guidance covers: Guidance for Householders; Guidance for Businesses; Listed Buildings and Conservation Areas; Affordable Housing; Guidance for Development in the Countryside and Green Belt; and Developer</p> |

| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
|---|--|--|--|
| | | | Contributions and Infrastructure Delivery. |
| Policy Context Page 52 | <p>Policy context to be updated.</p> <p>The text on planning guidance to be deleted as this is covered in the Edinburgh Design guidance section.</p> | <p>A Review of the Planning System <i>The new Planning (Scotland) Act 2019, an new emerging</i> National Transport Strategy, <i>policies and programmes relating to Climate Change adaptation</i>, and Cleaner Air for Scotland – the Scottish Governments policy document on Air Quality, <i>and the introduction of the Place Principle</i> all reflect a changing policy context. A more co-ordinated approach with outcomes that deliver better places is a common theme.</p> <p>Relationship to other guidance This Design Guidance is one of a number of user-focused pieces of guidance which interpret the policies set out in the Local Development Plan. It is important that, where applicable, these are read in conjunction with one another. For example, when designing a new building in a conservation area, reference should be made to this guidance and the Guidance on Listed Buildings and Conservation Areas. Edinburgh also has a number of site/area specific planning guidance, including Development Briefs</p> | |
| Edinburgh | <p>Update illustrative photographs as a refresh.</p> | <p>Image annotations: View to the Pentland Hills from Edinburgh Castle <i>Arthurs Seat</i></p> <p>Tightly packed buildings in the Old Town—Cowgate viewed from South Bridge <i>View towards the castle from Lawnmarket</i></p> <p><i>Royal Circus in the</i> A-New Town Street: Northumberland Street</p> <p>An Old Town Improvement Street: Cockburn Street <i>Modern Edinburgh colony houses – Leith Fort</i></p> |    |

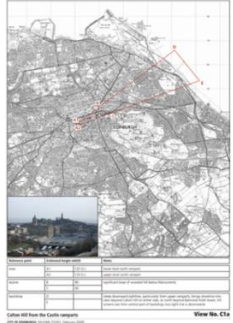
| Chapter, Section | Reason for Update | Proposed Text Changes <i>(new text in blue, bold and italics)</i> | Proposed Image Changes |
|---|--|---|---|
| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 3</p> | | <p>Tenements in Marchmont <i>Bruntsfield</i>—Warrender Park Terrace <i>Gillespie Crescent</i></p> <p>Suburban housing <i>in south east Edinburgh</i> with view to Edinburgh Castle—Greenbank Crescent</p> |  |
| <p>The Challenge</p> | <p>Update illustrative photograph as a refresh.</p> | |  |
| <p>Chapter 1: ‘Context, Placemaking and Design’</p> | <p>Legibility is a key issue in the design of new developments. More information is to be provided through the guidance document to promote legibility and ease of navigation.</p> | <p>Section 1.6 Incorporate existing views: <i>Incorporating views into new development helps to create distinctive places which are connected to the areas around them.</i> This is particularly important in public areas such as streets, squares and open space <i>and make it easier for people to navigate through these spaces.</i></p> <p>Section 1.7 Incorporate natural and landscape features: Existing landscape features can contribute strongly to the quality of new development <i>making them distinctive and providing landmarks which aid navigation.</i> The layout of proposals should integrate <i>these features</i> into the design. The Council will take particular interest in the retention of historic features and existing habitat.</p> | |

| Chapter, Section | Reason for Update | Proposed Text Changes <i>(new text in blue, bold and italics)</i> | Proposed Image Changes | | | | | | |
|---|---|--|--|--|------------------|---|----------------|---|--|
| <p>Chapter 1: 'Context, Placemaking and Design' Section 1.1: 'Appraising the site and context'</p> <p style="text-align: center;">Page 64</p> | <p>To improve the quality of site appraisal processes the guidance has been updated (in particular to clarify the process relating to the historic environment) and more emphasis has been placed on the need for a multi-disciplinary team to be involved from the earliest stages of a development.</p> <p>A reference to Extended Phase One Habitat Survey and Ecological Assessment has been changed to Preliminary ecological assessment.</p> <p>A reference to be included to 'Building with Nature' accreditation.</p> | <p>For a proposal to respond positively to its context, it is essential that it is designed with a good understanding of its site and the surrounding area and the wider city. This will help the development of a sound and sustainable concept around which the design is structured. The council expects a multi-disciplinary team consisting of architect/urban designers, landscape architects, flood engineers, historic experts to be involved in developing and bringing forward a masterplan. <i>The Council expects the masterplan layout to be designed by a multi-disciplinary team including architects, urban designers, landscape architect, flood engineers, historic environment professionals as appropriate. For continuity the multi-disciplinary team should be involved from inception of the project to completion.</i> Schemes with a poor understanding of context, <i>urban form and sustainability</i> will be refused. <i>The design team should be aiming to provide a landscape design of the highest standard. The council would encourage proposals which meet the 'Building with Nature 'Excellent' 'standard.</i></p> <table border="1" data-bbox="589 691 1848 922"> <thead> <tr> <th colspan="2" data-bbox="589 691 1848 730">Information required in a site survey and appraisal</th> </tr> </thead> <tbody> <tr> <td data-bbox="589 730 958 831">Landscape</td> <td data-bbox="958 730 1848 831">Geology, topography, landform, existing vegetation, including Trees (section 3.5), use of landscape by people, historical /archaeological assets, description of local landscape character and key landscape characteristics of site and context and analysis of the above.</td> </tr> <tr> <td data-bbox="589 831 958 922">Ecology</td> <td data-bbox="958 831 1848 922">Extended Phase One Habitat Survey and Ecological Assessment <i>Preliminary Ecological Assessment</i>, to identify habitats and protected species within the site and opportunities for linkage with adjacent habitats. See 3.4 Biodiversity on page 95.</td> </tr> </tbody> </table> <p>...</p> <p>Historic environment</p> <p>The historic environment includes ancient monuments, archaeological sites and landscape, historic buildings, townscapes, parks, gardens, designed landscapes and other features <i>historic buildings, townscapes, parks, gardens and designed landscapes, landscape, the layout of fields and roads, the remains of a wide range of past human activities, ancient monuments, archaeological sites and landscapes and many other features. It comprises both statutory and non-statutory designations and a range of non-designated historic assets and areas of historic interest.</i></p> <p><i>Scottish Government's policies on alteration or change in the historic environment are set out in Scottish Planning Policy (SPP).</i></p> <p><i>The Historic Environment Policy for Scotland (HEPS) sets out how to approach decisions in the planning system affecting the historic environment. The 'Managing Change in the Historic Environment' guidance series provides best practice advice in assessing development proposals against the HEPS. The Interim</i></p> | Information required in a site survey and appraisal | | Landscape | Geology, topography, landform, existing vegetation, including Trees (section 3.5), use of landscape by people, historical /archaeological assets, description of local landscape character and key landscape characteristics of site and context and analysis of the above. | Ecology | Extended Phase One Habitat Survey and Ecological Assessment <i>Preliminary Ecological Assessment</i> , to identify habitats and protected species within the site and opportunities for linkage with adjacent habitats. See 3.4 Biodiversity on page 95. | |
| Information required in a site survey and appraisal | | | | | | | | | |
| Landscape | Geology, topography, landform, existing vegetation, including Trees (section 3.5), use of landscape by people, historical /archaeological assets, description of local landscape character and key landscape characteristics of site and context and analysis of the above. | | | | | | | | |
| Ecology | Extended Phase One Habitat Survey and Ecological Assessment <i>Preliminary Ecological Assessment</i> , to identify habitats and protected species within the site and opportunities for linkage with adjacent habitats. See 3.4 Biodiversity on page 95. | | | | | | | | |




| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
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| Page 65 | | <p><i>Guidance on the Principles of Listed Building Consent and the Interim Guidance on Conservation Areas provides detailed guidance on the application of HEPS to applications impacting listed buildings and Conservation Areas setting out the principles that are recommend are followed in the Scottish planning system.</i></p> <p>Sites within the <i>There are</i> two World Heritage Sites (WHS) <i>in the city</i>: The Old and New Towns of Edinburgh and the Forth Bridge. <i>These</i> require particular consideration. Historic Environment Scotland’s Managing Change in the Historic Environment: World Heritage provides advice. There are management systems in place for <i>both World Heritage Sites to ensure that their ‘Outstanding Universal Value’ (OUV) is protected.</i> the Old and New Towns of Edinburgh and the Forth Bridge WHS.</p> <p>Proposals should explain the impact on the Outstanding Universal Values of the WHS. If an Environmental Impact Assessment is required, impacts should be set out in there.</p> <p>It is also important to understand the setting of historic assets. Historic Environment Scotland’s (HES) Managing Change in the Historic Environment Guidance provides advice on a range of subjects. Their guidance on New Design in Historic Setting explains the process of design that can help deliver exciting contemporary interventions that energise and enhance our historic areas.</p> <p><i>Where change may affect the OUV of the Old and New Towns of Edinburgh or the Forth Bridge WHS, consideration of cultural [and/or natural] heritage attributes should be central to planning any proposal. These should be presented early on in any general assessment (such as an Environmental Impact Assessment – EIA). Decision makers should carefully consider the weight given to heritage conservation needs. A key consideration is the threat or risk to World Heritage Site status and this should be clearly addressed in any EIA or Heritage Impact Assessment (HIA) report.</i></p> <p><i>Where a statutory environmental impact assessment is required, cultural heritage sections must take account of the ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage properties where the EIA relates to a World Heritage Site. A Heritage Impact Assessment (HIA) undertaken as part of an EIA in these circumstances is not additional to normal EIA requirements, but uses a different methodology which clearly focuses on OUV and attributes that convey that OUV. The requirements should be made clear at the planning or scoping stage and should take account of.</i></p> <p>...</p> <p>Historic Environment Scotland’s national Inventory of Gardens and Designed Landscapes in Scotland describes landscapes of national importance. Proposals should assess the impact the development will have on the Gardens and their setting. Proposals that potentially will affect local and regionally important landscapes also require assessment. <i>Refer to guidance for the assessment of setting by Historic Environment Scotland (HES) Managing Change in the Historic Environment: Setting and The Garden</i></p> | |


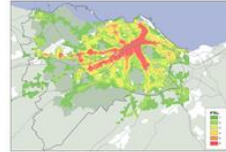
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| Page 66 | | <p>History Society Planning Conservation Advice Note 11 Development in the Setting of Historic Designed Landscape.</p> <p>...</p> <p>Historic Environment</p> <ul style="list-style-type: none"> Development should retain trees (<i>and especially mature trees</i>) which contribute to the character of the streetscape, <i>backdrop and setting</i>. <p>...</p> <p>Visual Assessment</p> <p>The Landscape Institute’s ‘Guidelines for Landscape and Visual Impact Assessment’ sets out the recognised approach. It should be read in conjunction with the Landscape Institute Advice Note 01/11—Photography and Photomontage in Landscape and Visual Assessment and Visual Representation of Wind Farms (Scottish Natural Heritage 2014). <i>Latest guidance should also referred to including - Landscape Institute Technical Guidance Note 02/17 Visual Representation of Development Proposals (March 2017) and Landscape Institute Technical Guidance Note 2/19 Residential Visual Amenity Assessment (March 2019)</i>. The visual assessment <i>should be undertaken by a chartered landscape architect. An assessment of</i> should assess city, and local views as well as <i>and</i> protected views <i>will be required</i>. Views within any cultural heritage assessments or assessments of setting should <i>be undertaken by the landscape architect in liaison with a suitably qualified historic environment professional. The assessment of these views should</i> be to the same standard as the visual assessment. They are likely to be the same views.</p> <p>Technical checklist</p> <p>Map the site’s visual envelope or prepare a computer generated Zone of Theoretical Visibility (ZTV). <i>Prepare a landscape and visual baseline report</i></p> <p>Identify viewpoints representing different <i>landscape and</i> visual receptors, from a range of distances and orientations from the proposed development. <i>There should be representative, illustrative and specific viewpoints</i>. Any relevant protected views should be included.</p> <p>Confirm <i>the number of</i> viewpoints <i>and their</i> location <i>on a location plan and agree</i> with <i>the</i> planning authority</p> <p>Identify night time views, if required.</p> <p>Prepare baseline site photography using equivalent of a 50mm focal length, usually set at 1.8m level (<i>Photography to comply with Landscape Institute Advice Note 01/11</i>). <i>All views should be verified.</i></p> <p>It may be helpful to subsequently confirm site photography with planning authority <i>The methodology for assessing landscape effects and visual effects should be agreed with the Planning Authority in advance. So how the susceptibility, value and sensitivity of the receptors; size, scale, duration, reversibility and magnitude of effects are</i></p> | |


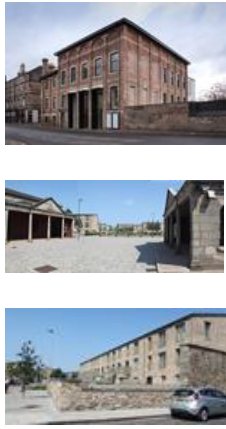
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| | | <p><i>to be judged needs to be clear from the outset.</i></p> <p>Present the proposals alongside baseline photography, by means of an accurately constructed 3d CAD model. <i>The position, massing and height of all principle built elements (and any mitigation) should be clearly indicated using wirelines, wireframes and fully rendered photomontages with accompanying annotation. Including ‘wire line’ views and rendered photomontages.</i></p> <p>‘Before’ and ‘after’ views should enable direct comparison in the field, and should, therefore, be printed at the appropriate perspective, resolution and size with details recorded on the title block.</p> <p><i>The assessment should consider a reasonable scenario of maximum effects (worse case situation) from the selected viewpoints. This should include winter views without leaf cover. Night time views also to be considered. Two time frames should be included – immediately after completion of the development and approximately 15years later.</i></p> <p>Provide a written appraisal assessing the <i>landscape and</i> visual effects of the proposal and where relevant. <i>A final statement of likely significant landscape effects and visual effects should be provided. It is expected that any mitigation identified is included within the finalised masterplan and is implemented.</i></p> | |
| <p>Chapter 1: ‘Context, Planning and Design’ Section 1.2: <i>‘City Skyline, Tall buildings and Protected Views’</i></p> | <p>The guidance on protected views needs to be clarified and the need to consider the impact of tall buildings on a local townscape context is to be emphasised.</p> <p>A new appendix (C) is to be added to the guidance which includes the information about the key views to be protected.</p> | <p>1.2 City skyline, tall buildings and protected views</p> <p>Conserve the city’s skyline, by protecting views to landmark buildings and topographical features. Protect the setting of the Forth Bridge by protecting the characteristics of the key views.</p> <p><i>Identify, analyse and retain other important views in relation to new development.</i></p> <p>The way buildings have used the topography of the city also defines what is special about Edinburgh; with the distinctive and contrasting patterns of the Old and New Town recognised through the World Heritage Site status. In order to protect this aspect of Edinburgh’s character, the city’s most striking visual features and views to them from a number of public vantage points are <i>have been</i> identified. The landmark features which are to be protected include:</p> <ul style="list-style-type: none"> • The Castle, Castle Rock and Tolbooth St John’s Spire. • Calton Hill. • The Old Town spine. • Arthur’s Seat and the Craggs. • The New Town. • Coastal backdrop and Firth of Forth. • Open Hills. • The Forth Bridges. • St Mary’s Cathedral Spires. • Fettes College. | |



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| Page 68 | | <ul style="list-style-type: none"> • Craigmillar Castle. <i>Detailed guidance on protecting views of these landmark features is in Appendix C.</i> <p>One mechanism for protecting the views has evolved from a study of views and skylines undertaken for the Council. Essential to implementing the guidance is an understanding of the concept of ‘sky space’. Sky space is the space around the city’s landmark features that will protect their integrity. Once the sky space is ‘pierced’ by a development, it has started to impact on a protected view. Although there is a general presumption against breaking the sky space, if a development can demonstrate that it adds to the city’s skyline in a positive way and enhances the character of the city, it will be supported subject to it meeting other relevant policy considerations. It should also be noted that a development can have an adverse effect on the skyline, not by breaking the sky space, but through being too large in its built form or by failing to recognise the importance of rooftop detailing and modulation. Technical guidance is provided on the following page.</p> <p>Forth Bridge <i>World Heritage Site</i></p> <p>...</p> <p><i>More information on the key viewpoints within the City of Edinburgh area is in ‘The Forth Bridge World Heritage Site: Key Viewpoints’ document.</i></p> <p>Tall buildings <i>Edinburgh's skyline is composed of tall slender, elegant objects which when viewed against the topography, give the city its unique character and identity. Any proposed tall structure will have to emulate these attributes in terms of slenderness, proportions and elegance. This is to ensure that they could be viewed as complementary to the existing situation.</i> <i>Proposals for higher buildings will need to take into account the scale of surrounding buildings as well as their potential impact on protected views. More guidance on height and form is provided in section 2.1.</i></p> <p>Technical guidance New image annotation: <i>View information sheet</i> <i>Each key view is referenced and has an associated information sheet which sets out the parameters of the view cone.</i></p> <p>Key views that are to be protected are set out on the following pages, <i>click on the links to view the information sheet</i>. These The key views are to be kept under review.</p> | <p>A new image is to be added showing a view information sheet</p>  |






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| Page 69 | | <p><i>Tall Buildings</i></p> <p>The design of any high building will be of exceptional quality and it must demonstrate an understanding of its context and impact. This should be presented in a townscape and visual impact assessment. The application should be accompanied by:</p> <ul style="list-style-type: none"> • <i>Level information (AOD ground levels and proposed heights)</i>Sight and height levels; • An analysis of the context including a strategic justification for the proposed location; • Environmental modelling that addresses pedestrian wind safety issues related to; <ul style="list-style-type: none"> - Wind force (relative velocities related to a base line study of surrounding area). - Wind safety (turbulence, suction, lift). - Thermal comfort (Wind chill). - Noise level. - Air quality. - Streetscape aesthetics (impact of any mitigating measures). • Photomontages showing the impact of the proposal on key views. • A helium balloon test may be required, where the true height of the building is described by a series of markers attached to a cable suspended by a balloon filled with helium, so that a true understanding of the impact on the surrounding area can be gained. • A statement demonstrating that there is an understanding of the impact of the development and showing how the development enhances its context. | |
| Chapter 1: ‘Context, Placemaking and Design’ Section 1.4: Coordinated Development | To introduce a reference to place briefs and masterplanning informed by heritage/landscape appraisal (targeting volume residential design quality in particular). Promote the use of multi-disciplinary teams in developing masterplans. | A comprehensive approach to development is important, if well designed and cohesive networks of streets and spaces (including the green network (section 3.2) are to be created. This is particularly important on sites which could be large enough to become neighbourhoods in their own right. <i>Where appropriate the Council will develop Place Briefs in consultation with local communities which will set out key principles to inform the preparation of a masterplan.</i> <i>Where a master plan is prepared it must demonstrate a sound understanding of key issues and opportunities based on an analysis of the wider site context, its setting and its history. In sensitive settings, including urban edge development, this analysis must include a heritage and/or landscape appraisal that examines potential capacity for development on the site and identifies measures to avoid negative impact. The masterplan should support the creation or expansion of integrated, mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy access to facilities, services and good public transport connections. It must provide a robust development framework for efficient land use, connectivity, urban design, landscape/open space design, built form, infrastructure and service provision.</i> | |




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| | <p>Policy Des 9: Urban Edge Development to be included in the LDP policy list.</p> <p>Update photos where appropriate.</p> | <p>...</p> <p><i>A comprehensive approach to development</i> It is also important with smaller developments, where there is a possibility that neighbouring sites will be developed in the future. Applicants may be asked to demonstrate sketch layouts of how neighbouring sites could be developed. This will help ensure that the future development of neighbouring sites is not compromised.</p> <p>It is expected that proposals, <i>including masterplans</i>, will comply with the principles in this guidance and be prepared by a multidisciplinary team of consultants including architects, urban designers, landscape architects, and flood engineers and <i>historic environment professionals</i>.</p> <p>...</p> <p>A series of masterplans and frameworks were created to guide the development of the former industrial land and gas works site at Granton (pictured above). This allowed infrastructure—roads, cycle routes, avenues, parks and squares—to be put in place at the start of the project. All the new buildings that followed have fitted into this structure. This means it is likely that the aim of the masterplans to create a high quality new district for the city are more likely to be met.</p> <p>In addition, this development contains a mix of uses. These include housing, a new college, supermarket, and business space. Mixing uses within new development sites helps them to become more interesting, vibrant and sustainable places. This is because people will use them throughout the day and night. A greater mix of uses also helps to create more sustainable transport options.</p> <p><i>The City of Edinburgh Council masterplan for Caltongate published in 2006 is reaching the last stages of development with new office space, hotels, restaurants, and public spaces all having been built and new housing currently under construction.</i></p> <p><i>The masterplan set principles for heights, roofscape, views and vistas to respond to the sensitive built heritage of Edinburgh’s Old Town and included detailed guidance on new public spaces to be created. The resulting development is a modern response which sits successfully within the historically important setting with new streets and public spaces which knit well into the traditional pattern of vennels and squares.</i></p> <p><i>New cycle routes</i></p> <p>A new cycle route at West Granton Road helps connect this development into the wider area. It is designed so that in the future, new development can overlook it. This is important to help make the route safe.</p> <p>This new housing at Saltire Street in the masterplanned area has a view to the sea.</p> <p>The office at Waterfront Avenue has a square in front and the space for a future public transport hub.</p> | <p> Brandfield Street image replaced</p> <p> Granton masterplan example replaced with Caltongate</p> <p></p> |



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| | | <p><i>New public realm and link between Canongate and Calton Road (the building on the right is still under construction).</i></p> | |
| <p>Chapter 1: ‘Context, Placemaking and Design’ Section 1.5: ‘Density’</p> <p style="text-align: center;">Page 71</p> | <p>A standard methodology for calculating density was removed from later versions of the design guidance, this information has been put back into the guidance at the request of officers.</p> | <p>Technical Guidance <i>Public transport accessibility levels map</i> <i>The public transport accessibility level (PTAL) is measured by taking account of the distance from any point to the nearest public transport stop, and service frequency at that stop. The higher the score, the greater the level of accessibility. The map above should be considered when identifying opportunities for higher density development. It can be found on the Council’s Local Development Plan Interactive proposals map by clicking accessibility in the other information section of the legend.</i></p> <p><i>Density measurements</i> <i>In order to ensure a consistent approach across the city, built density will be measured as follows: The density of dwellings per hectare is calculated by dividing the number of dwellings on site by the Development Site + Roads Area.</i></p> <p><i>Development Site + Roads Area (Ha) – is measured to middle of roads or other routes bounding the site.</i> <i>Development Site Area (Ha) – the site boundary or where applicable measured to heel of pavement. Some parts of the site may not be considered to be developable based on LDP policy. These areas should be excluded from the development site area. Any areas to be excluded should be listed.</i></p> <p><i>Calculating the density of Mixed Use Developments.</i> <i>Discretion will be used when calculating the density of mixed use developments, in some cases the area of other uses may be considered insignificant (for instance 2 small commercial units as part of 700 house development).</i> <i>For more complex mixed use proposals density should be expressed as gross floor area per hectare (GFA/Ha). Land which is clearly identified for other uses as part of the development (for instance land allocated for a new school) should be excluded from the calculation.</i></p> <p><i>Gross Floor Area (GFA) (m²)—is measured to the exterior surface of external walls and includes all internal features e.g. stairs.</i></p> <p><i>Other useful calculations:</i> <i>Gross Building Footprint Area (Footprint) (m²) — the Gross Floor Area of the ground floor.</i> <i>Net Floor Area (m²) - the internal area of a building measured to the interior surface of external walls including internal walls and partitions but excluding communal features such as stairs.</i> <i>These measurements will allow a number of simple calculations to be made which will allow comparisons to be drawn with other developments within the city.</i></p> | <p>Wauchope Terrace photo replaced</p>  <p>Public transport accessibility levels map image.</p>  |





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| <p>Chapter 1: ‘Context, Placemaking and Design’ Section 1.7: ‘Incorporate natural and landscape features’</p> | <p>More guidance is needed on shelter belts/green corridors to improve the quality and value of those provided as part of new development.</p> | <p>Where suitable landscape features do not exist it may be necessary to create a substantial woodland edge <i>to provide shelter and landscape structure</i>. These should provide <i>allow</i> the necessary space for native woodland habitat to achieve maturity and accommodate multi-user paths and links to the wider countryside. <i>So they should be designed as a shelterbelt/ green corridor and allow for habitat connectivity through the site and to the wider area. They therefore require to be of an adequate width (at least 30-50m wide). Ideally they should be implemented in advance of any development to allow for early establishment so they can provide visual containment, shelter, active travel and biodiversity enhancement as soon as practicable.</i></p> <p>Image annotation: Integrating trees—Glasgow Road <i>Malta Terrace</i> Trees from the former Gogarburn Hospital site were <i>Existing trees have been</i> carefully integrated into the <i>this housing</i> development</p> |  |
| <p>Chapter 1: ‘Context, Placemaking and Design’ Section 1.8: ‘Incorporate existing buildings and built features’</p> | <p>Illustrative photographs updated as a refresh.</p> | <p>Image annotation: Reusing an existing building—East Market Street <i>Edinburgh Printmakers Gallery</i> The shell of this building was transformed into a gallery.</p> <p><i>Incorporating existing features and boundary walls – Leith Fort</i> <i>Existing lodge buildings and perimeter walls preserve the heritage of the area and give character to a new housing development.</i></p> |  |
| <p>Chapter 1: ‘Context, Placemaking and Design’ <i>Section 1.9</i> <i>Incorporate</i></p> | <p>Current approved council guidance on public art has been brought into the Edinburgh Design Guidance document</p> | <p><i>New public art works should match the quality of existing works and make a positive contribution to the environment.</i> <i>The location, scale and in some cases the materials of proposed new art works are the main issue for the Planning Authority. The content of art works is not subject to Planning control.</i> <i>Public art works which have fixed foundations or are fixed to buildings will require planning permission and/or listed building consent.</i></p> | |

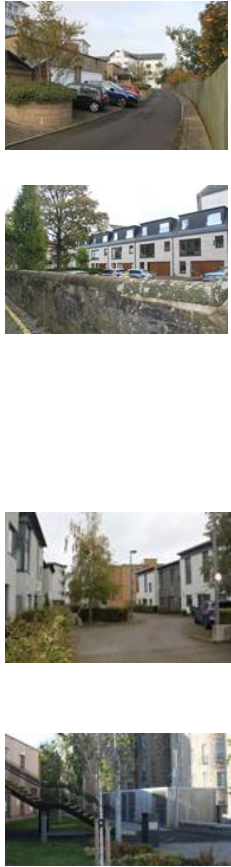
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| <p><i>art in public spaces</i></p> | <p>and updated, including some additional guidance on World Heritage Sites.</p> | <p><i>A permit under Section 56 of the Roads (Scotland) Act 1984 may be required for construction of art works on any public road, footway or footpath. A road safety audit may also be required. Early consultation on proposals is recommended.</i></p> <p><i>Local Development Plan policies</i></p> <ul style="list-style-type: none"> <i>Des 8 - Public Realm and Landscape Design</i> <p><i>Public art involves the placing of art and craft works in areas which are in public use within the environment. It can include building and landscaping related works of art, fixed or free-standing, permanent or temporary. It aims to integrate artists' skills and creativity into the environment. Public art can enrich the appearance of an area, make a positive contribution to its cultural and community identity and act as a catalyst for wider improvement. It can encourage sustainable cultural and economic activity through the employment of artists, and reach a public who may never have any other first-hand contact with the arts.</i></p> <p><i>Image annotation:</i> <i>Graham Fagan's neon light drawings 'A drama in time' provide interest and illumination under the railway bridge along Calton Road.</i></p> <p><i>An appreciation of existing public art works is an essential basis for consideration of new proposals. Edinburgh has a long history of using monuments and civic statuary to mark important events and special people. They tell us about the history of the city - like a museum collection, but on display in the parks and streets.</i></p> <p><i>Public art works can be divided into one or more of four categories:</i></p> <ul style="list-style-type: none"> <i>Symbolic: Normally representing civic, national or military events or prominent individuals in the form of bronze or stone statuary groups, and commemorative monuments and memorials.</i> <p><i>Image annotations:</i> <i>Mortonhall baby ashes memorial - Princes Street Gardens</i></p> <p><i>Memorial to Wojtek the soldier bear – Princes Street Gardens</i></p> |   |


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| | | <ul style="list-style-type: none"> <i>Informative: Works providing a public reference to specific sites, in order to provide Informative interpretation of its relevance or importance. Decorative wall plaques or facades mounted sculptures are the normal form for these.</i> <p>Image annotations: <i>Plaque at the entrance to Advocates Close</i></p> <p><i>Entrance to Old Fishmarket Close</i></p> <ul style="list-style-type: none"> <i>Functional: Elements in the urban environment serving a functional requirement which have functional artistic qualities by their design, materials and craftsmanship.</i> <p>Image annotations: <i>Statue of Greyfriars Bobby drinking fountain for people and dogs</i></p> <p><i>Bicycle stands outside the Scottish parliament</i></p> <ul style="list-style-type: none"> <i>Aesthetic: Non-functional elements which are intended directly to enhance the urban aesthetic environment.</i> <p>Image annotations: <i>Literary panel at middle Meadow Walk</i></p> <p><i>Giraffes outside the OMNI Picardy Place</i></p> <p><i>Mural by Shona Hardie – Candlemaker Row</i></p> <p><i>Technical Guidance</i> <i>Location</i> <i>The established architectural character and art work tradition of an area are essential considerations for the introduction of art works. Proposals will be considered in terms of scale, form and road safety. In some cases materials will also be considered. Projects should be site specific and carefully integrated with the building structure and the context of the surrounding environment. Proposals should illustrate a</i></p> |      |

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| Page 75 | | <p><i>comprehensive understanding of site considerations and the physical, social, historical, topographical and architectural context.</i></p> <p><i>New art works should not affect the character and appearance of existing monuments or their setting in terms their scale, form or content.</i></p> <p><i>World Heritage Site Locations</i> <i>There is a particular demand for new public art in the Edinburgh Old and New Towns World Heritage Site. The aims in World Heritage Site locations are that public art should result in landmark structures of the highest quality and make a positive contribution to the outstanding universal value of the Site.</i></p> <p><i>Quality</i> <i>Projects should involve the highest aesthetic standards, structural and surface durability, innovation and originality within the traditions of the area. Design and materials should give permanence to the artwork with little or no maintenance required.</i></p> <p><i>Council Approval</i> <i>The approval of the owners of the land on which the art work is proposed will be required. On most street locations the owner will be the Council.</i> <i>The Council will assist in identifying suitable location for proposed public art. In considering granting approval, as owners of the land, the contents of this guideline will be used to assess proposals.</i> <i>The content of public art is not subject to Planning control, however, in the World Heritage Site it is a requirement that they should celebrate events or persons of generally accepted national importance. A period of five years should have elapsed from the death of anyone proposed for commemoration by a statue.</i> <i>The Council will normally agree to accept the work into public ownership, if a future maintenance provision is agreed. Maintenance costs should be calculated at about 15% of overall costs and endowments for maintenance are accepted. Design and materials used should demonstrate minimum maintenance requirements, and resistance to theft and vandalism.</i></p> <p><i>Community Approval</i> <i>The participation of the local community should be encouraged at all stages of the project. Projects will be more appropriate if they have some social relevance or significance to the local community.</i></p> <p><i>New Development</i></p> |    |

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| Page 76 | | <p><i>New developments, either architectural or landscape, can provide opportunities for inclusion of contemporary public art works. Art works should be seen as an integral pt of the project, with experienced artists involved from the outset, in conception and design.</i></p> <p><i>Temporary Installations</i> <i>Temporary moveable installations have no fixed foundations (although they may be tied down as a safety measure), and are displayed for a limited period not exceeding 6 months.</i> <i>Temporary installations will not normally require Planning Permission. They should be designed to be appropriately durable for the period of their display, equal to the quality of permanent art works and present no road safety risk.</i> <i>Interventions on existing public art works are not encouraged. Where considered appropriate, they will be limited in time scale and should not result in any possibility of damage to the existing art work.</i></p> <p><i>Temporary Annotations:</i> <i>Light installation – Teviot Place</i></p> |  |
| Chapter 2: ‘Designing places – buildings’ Section 2.1: ‘Height and form’ | The importance of considering roofscapes as part of the design of new development should be mentioned in this section. | <p><i>Roofscape</i> <i>The topography of Edinburgh means that the roofs of buildings are often viewed from above. The articulation of the roofscape therefore needs to be carefully considered. Plant infrastructure, particularly at rooftop level, should be integrated into the roof design and where rooftop plant is provided, edge protection railings should be avoided.</i></p> <p>Image annotation:</p> |  |


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| | <p>The impact of large, horizontal and light colours blocks on the cityscape is to be highlighted with new images.</p> | <p><i>New hotel Market Street</i> <i>The roof of this hotel has been articulated to reflect the form of the roofscape behind it.</i></p> <p><i>Impact on distant city views – development should not detract from Edinburgh’s beautiful skyline</i> <i>Avoid tall, large, square/ rectangular buildings with flat horizontal rooflines as these are very conspicuous. Instead building height and mass should respect the city’s townscape. Roof articulation helps to break up built mass and is encouraged. Building materials and colours also need to be chosen with care. White colours and reflective materials are very noticeable in distant views whereas muted colours blend into the landscape much better (also refer to Section 2.7).</i></p> |  |
| <p>Chapter 2: ‘Designing places – buildings’ Section 2.3: ‘Position of Houses on site’ 2.598, 77</p> | <p>It was considered that an example illustrating the rebuilding of a more degraded urban area should be included and the importance of topographical surveys to be highlighted.</p> <p>Additional clarification on back-land development was requested due to current pressures.</p> <p>Illustrative photographs updated as a refresh.</p> | <p><i>Undertake topographical surveys to identify existing natural and built heritage elements that could be retained and to consider existing and proposed levels at an early stage.</i></p> <p><i>Back-land development may be acceptable where it would not disrupt the spatial character of the area and the amenity of future residents, and residents of adjacent properties, is acceptable. Proposals will be considered on a case by case basis and will take into account the cumulative impact of proposals in an area (including the cumulative impact on surface water drainage and biodiversity, including trees).</i> Where back-land development would disrupt the spatial character of an area, it must be avoided.</p> <p>Image annotation <i>Rebuilding the urban fabric - Hopetoun Village:</i> <i>New development (shown in red) has enhanced the urban fabric of this formerly industrial area, taking cues from the tenements, terraces and perimeter block form of the surrounding area and creating a range of new places and spaces.</i></p> <p>Infill development in a tenement area The proposed building completes a block of development. This will allow active frontages to be placed onto streets and allow private space for the development in the courtyard that is formed between the buildings.</p> | <p>Photos of Brighthouse Park Gait and Dublin Street North have been replaced to better illustrate the point being made.</p>    |



| Chapter, Section | Reason for Update | Proposed Text Changes <i>(new text in blue, bold and italics)</i> | Proposed Image Changes |
|---|---|--|--|
| <p>Chapter 2: 'Designing places – buildings' Section 2.4 design, integration and quantity of parking</p> <p style="text-align: center;">Page 78</p> | <p>Reference to a parking factsheet to be produced has been added.</p> <p>The text on undercroft parking has been revised slightly.</p> <p>Text on incorporating cycle parking for flatted dwellings has been added to reduce the impact on surrounding amenity space.</p> <p>Officers considered that there needs to be some clarification around the application of parking standards to simplify their use and highlight when deviations may be appropriate. The parking standards plan is to be updated.</p> <p>Illustrative photographs updated as a refresh</p> | <p>Car parking in new developments</p> <p>...</p> <p>In all new developments, car parking should be designed to have a minimal visual impact on the site and surrounding area. Large expanses of uninterrupted car parking, particularly located to the front of new developments, will not be acceptable as they have an adverse visual impact and encourage non-essential car trips. <i>More detailed guidance on parking design will be provided in a Street Design Guide Factsheet (G9) which is due to be completed during 2020.</i></p> <p>Image annotations: <i>Lane with garaging and parking spaces to the rear of Brighthouse Park Cross</i></p> <p>Existing stone wall retained with parking area behind results in minimal visual impact of parked cars at Grange Loan <i>Malta Terrace</i></p> <p>Use of underground, undercroft and rooftop parking</p> <p>Underground and undercroft parking should be implemented for larger developments <i>(ie supermarkets and large residential sites)</i> where access ramps can be accommodated or topography permits its use. This type of parking arrangement allows buildings to be located forward on the plot creating a more active street environment and maximising space for amenity to the rear.</p> <p>Open space and landscaping</p> <p>Image annotation: <i>Woolmet Place</i> - Inclusion of robust landscape with trees and hedges helps to reduce the potentially negative visual impact of the car parking area</p> <p>Parking spaces for bicycles</p> <p>Where it is not possible to provide suitable visitor parking within the curtilage of a development or in a suitable location in the vicinity agreed by the Council, the Council at their discretion may instead accept additional long-stay provision, or as a last resort, contributions to provide cycle parking in an appropriate location in the vicinity of the site. <i>For flatted developments, cycle parking should ideally be integral to the buildings to avoid visual clutter in the public realm and encroachment of green open space.</i></p> <p>Image annotation:</p> |  |


| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
|------------------|-------------------|---|--|
| Page 79 | | <p>Long stay cycle parking, image c/o Paul Downie, Falco Buccleuch Place Lane Student Housing</p> <p>Parking Standards Parking Standards (the Standards) are <i>used as guidance</i> a tool <i>for influencing</i> managing the levels of parking associated with new developments. To encourage a shift from the private car to more sustainable modes of travel, the Standards help by setting maximum limits for general car parking to restrict excessive provision, while setting minimum levels for accessible car parking, cycle parking, motorcycle parking and electric vehicles. <i>Any deviation from the parking standards will require reasoned justification and may be permitted in the following instances:</i></p> <ul style="list-style-type: none"> • <i>Minimum parking provision is physically impossible but the development is desirable for other reasons; OR</i> • <i>Deviation from required minimum parking provision is deemed essential for reasons of streetscape, public realm and/or active frontages; OR</i> • <i>The development can justify the deviation and alternate provision and manage travel in a manner consistent with other Council policies;</i> <p><i>With regards to cycle parking, where a relevant standard is not available, the Scottish Government's Cycling Vision of 10% of all trips by cycling will be the starting point.</i> <i>The parking standards will be applied on a case by case basis for applications involving changes of use, conversions and listed buildings, where other guidance and policies will be utilised to ensure that the proposals meet the Council's aims and objectives in terms of transport.</i></p> <p>The zones and parking requirements in the Standards are aligned to public transport accessibility levels, Controlled Parking Zones, and strategic development zones. The Standards for zones with good public transport accessibility will require comparatively less car parking than for zones which are less accessible by public transport (see page 60). The Standards also align with Planning Use Classes, and are shown for different classes of development on page 61.</p> <p><i>Lower car parking will be encouraged for development sites within the existing and proposed Controlled Parking Zone where residential parking permits will be issued in accordance with the Transport and Environment Committee decision of 4 June 2013. See http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7</i></p> <p>In all developments the level of parking proposed should be lower than, or equal to the maximum limits set by the Standards. Lower provision will be justifiable in highly accessible and dense locations such as the city centre, or where detailed parking overspill mitigation measures have been proposed. In less accessible locations, low levels of parking provision may be considered where carriageway widths are sufficiently wide</p> | <p>Parking standards plan updated:</p>  |

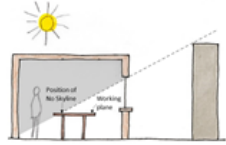
| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
|------------------|---|--|------------------------|
| Page 80 | <p>A number of amendments to the parking standards have been made to simplify areas which have been difficult to apply (such as where an application has multiple uses). Amendments have sought to push car parking provision to lower levels to help address transport related issues such as air quality, congestion and safety. Car club provision has been amended to reflect the Developer Contribution SG and</p> | <p>to safely accommodate on-street parking (the forthcoming Technical Manual factsheet ‘Carriageway Widths’ provides street width details), and where it has been determined by parking surveys that there are no existing or potential parking pressures on surrounding streets.</p> <p><i>Depending on circumstances</i>, applications for new developments must include reasoned justification for the parking provision proposed. To enable this, <i>appropriate</i> comprehensive transport information is required for all developments – this should detail the impacts of the development in terms of anticipated parking levels and all forms of access to the site. Transport information provided <i>should</i> must therefore include:</p> <ul style="list-style-type: none"> • type and scale of development (proposed use, planning use class, number of units/rooms, gross floor area); • a detailed accommodation schedule, particularly for residential developments, listing numbers of each size of unit; • identification of existing transport infrastructure in and around the site; • details of proposed access to and through the site for pedestrians and cyclists, as well as links to footways, cycle paths, shared use and core paths around the site; • details of proposed access to public transport facilities and services; • comprehensive parking information detailing proposed parking provision (number and layout/design of spaces, including accessible spaces, electric vehicle charging points, motorcycle and cycle parking); • parking surveys to understand the potential impact of overspill parking in surrounding streets. The surveys should identify parking space capacity and utilisation on streets surrounding the development and should ideally be 24 hour surveys over a one week period; and • mitigation measures where low parking provision is proposed – this should include measures which reduce the impact of parking in surrounding streets, including provision of car club vehicles and travel packs detailing the accessibility of public transport and walking and cycling infrastructure. <p>...</p> <p>Technical Guidance</p> <p><i>The Parking Standards zones reflect the area’s accessibility to public transport.</i> Public transport accessibility levels are measured by taking account of the distance from any point to the nearest public transport stop and the service frequency at that stop. The higher the score, the greater the level of accessibility. The parking zones map should be used to inform the provision to be applied at a specific development, in a given area of the city. The map can also help when considering opportunities for higher density developments.</p> | |


| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 81</p> | <p>provision for electric car charging points has been updated.</p> | <p>In calculating requirements, the Standards generally relate to gross floor areas unless otherwise stated (i.e spaces per habitable rooms in the case of residential developments). When the measurement relates to staff numbers, this should be taken as a full time equivalent member of staff.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th>Development by parking use class</th> <th colspan="3">Car park MAXIMUM per parking zone</th> <th>Cycle minimum</th> <th colspan="2">Motorcycle minimum</th> </tr> <tr> <th></th> <th>Zone 1</th> <th>Zone 2</th> <th>Zone 3</th> <th>Employees</th> <th>Customers</th> <th>Employees</th> <th>Customers</th> </tr> </thead> <tbody> <tr> <td>Class 1 Shops</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Retail Warehouse (public use)</td> <td>1 per 500m²</td> <td>1 per 50m²</td> <td>1 per 30m²</td> <td>1 per 500m²</td> <td>1 per 1000m²</td> <td>1 per 4000m²</td> <td>1 per 2000m²</td> </tr> <tr> <td>Retail Warehouse (trade only)</td> <td>1 per 3000m²</td> <td>1 per 360m²</td> <td>1 per 180m²</td> <td>1 per 1000m²</td> <td>1 per 2000m²</td> <td>1 per 8000m²</td> <td>1 per 4000m²</td> </tr> <tr> <td>Shops < 500m²</td> <td>1 per 100m²</td> <td>1 per 50m²</td> <td>1 per 25m²</td> <td rowspan="3">1 per 250m²</td> <td rowspan="3">1 per 500m²</td> <td rowspan="3">1 per 2000m²</td> <td rowspan="3">1 per 1000m²</td> </tr> <tr> <td>Shops 500m² to 2000m²</td> <td>1 per 150-170m²</td> <td>1 per 70-90m²</td> <td>1 per 40-20m²</td> </tr> <tr> <td>Shops > 2000m²</td> <td>1 per 150-170m²</td> <td>1 per 70-90m²</td> <td>1 per 40-20m²</td> </tr> <tr> <td>Class 2: Financial/Professional Services</td> <td>1 per 100m²</td> <td>1 per 50m²</td> <td>1 per 25m²</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Accessible parking - 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For dwellings with a driveway/garage, passive provision should be made so that a charge point can be added in the future i.e. a 7 kw socket.</td> </tr> <tr> <td>Car Club</td> <td colspan="7">3-7 Units = 1 vehicle, 8-15 units = 2 vehicles, 16-50 = 3 vehicles, 50+ units will be individually assessed.</td> </tr> </tbody> </table> | Development by parking use class | Car park MAXIMUM per parking zone | | | Cycle minimum | Motorcycle minimum | | | Zone 1 | Zone 2 | Zone 3 | Employees | Customers | Employees | Customers | Class 1 Shops | | | | | | | | Retail Warehouse (public use) | 1 per 500m ² | 1 per 50m ² | 1 per 30m ² | 1 per 500m ² | 1 per 1000m ² | 1 per 4000m ² | 1 per 2000m ² | Retail Warehouse (trade only) | 1 per 3000m ² | 1 per 360m ² | 1 per 180m ² | 1 per 1000m ² | 1 per 2000m ² | 1 per 8000m ² | 1 per 4000m ² | Shops < 500m ² | 1 per 100m ² | 1 per 50m ² | 1 per 25m ² | 1 per 250m ² | 1 per 500m ² | 1 per 2000m ² | 1 per 1000m ² | Shops 500m² to 2000m² | 1 per 150-170m² | 1 per 70-90m² | 1 per 40-20m² | Shops > 2000m ² | 1 per 150-170m ² | 1 per 70-90m ² | 1 per 40-20m ² | Class 2: Financial/Professional Services | 1 per 100m ² | 1 per 50m ² | 1 per 25m ² | | | | | Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | Class 3 Food/Drink (incl. pubs & takeaways: sui generis) | 1 per 20m ² | 1 per 14m ² | 1 per 11m ² | 1 per 75m ² | 1 per 20 car spaces | | Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | Class 4: Business | 1 per 300-500m ² | 1 per 385-63m ² | 1 per 210-35m ² | 1 per 150m ² | 1 per 1000m ² | 1 per 1-2000m ² | 1 per 4-8000m ² | Class 5: General Industry | 1 per 300-1000m ² | 1 per 385-125m ² | 1 per 210-70m ² | 1 per 150-300m ² | 1 per 1000-2000m ² | 1 per 2000m ² | 1 per 8000m ² | Class 6: Storage/Distribution | 1 per 3000m ² | 1 per 385m ² | 1 per 210m ² | 1 per 150-900m ² | 1 per 1000-1600m ² | 1 per 2000-6000m ² | 1 per 8000-16000m ² | Accessible parking - minimum provision | One space plus 6% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | Class 7 Hotels | 1 per 5 bedrooms | 1 per 2 bedrooms | 1 per bedroom | 1 per 10 bedrooms | 1+1 per 20 car spaces | | Coach parking | 1 coach space per 50 rooms <i>Coach parking will be assessed on a site by site basis</i> | | | | | | | Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | Class 8 Residential Institutions: residential homes | 1 per 10 beds | 1 per 5 beds | 1 per 4 beds | 1 per 15 beds | 1 per 25 beds | | Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 12% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | Class 9 Housing (including flats: sui generis) | Zone 1 and 2 | Zone 3 | | Cycle | Motorcycle | | Studio/ 1 room* | 1 per unit** | 1 per unit | | 1 per unit | 1 per 25 units | | 2 rooms* | 1.5 per unit | 3 rooms* | 4 or more rooms* | 1.2 per unit | Accessible parking - minimum provision | From a threshold of 10+ dwellings (where parking is communal): 8% of total capacity | | | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. 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| | | Zone 1 | Zone 2 | Zone 3 | Employees | Customers | Employees | Customers | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Class 1 Shops | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Retail Warehouse (public use) | 1 per 500m ² | 1 per 50m ² | 1 per 30m ² | 1 per 500m ² | 1 per 1000m ² | 1 per 4000m ² | 1 per 2000m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Retail Warehouse (trade only) | 1 per 3000m ² | 1 per 360m ² | 1 per 180m ² | 1 per 1000m ² | 1 per 2000m ² | 1 per 8000m ² | 1 per 4000m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Shops < 500m ² | 1 per 100m ² | 1 per 50m ² | 1 per 25m ² | 1 per 250m ² | 1 per 500m ² | 1 per 2000m ² | 1 per 1000m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Shops 500m² to 2000m² | 1 per 150-170m² | 1 per 70-90m² | 1 per 40-20m² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Shops > 2000m ² | 1 per 150-170m ² | 1 per 70-90m ² | 1 per 40-20m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 2: Financial/Professional Services | 1 per 100m ² | 1 per 50m ² | 1 per 25m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 3 Food/Drink (incl. pubs & takeaways: sui generis) | 1 per 20m ² | 1 per 14m ² | 1 per 11m ² | 1 per 75m ² | 1 per 20 car spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 4: Business | 1 per 300-500m ² | 1 per 385-63m ² | 1 per 210-35m ² | 1 per 150m ² | 1 per 1000m ² | 1 per 1-2000m ² | 1 per 4-8000m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 5: General Industry | 1 per 300-1000m ² | 1 per 385-125m ² | 1 per 210-70m ² | 1 per 150-300m ² | 1 per 1000-2000m ² | 1 per 2000m ² | 1 per 8000m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 6: Storage/Distribution | 1 per 3000m ² | 1 per 385m ² | 1 per 210m ² | 1 per 150-900m ² | 1 per 1000-1600m ² | 1 per 2000-6000m ² | 1 per 8000-16000m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space plus 6% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 7 Hotels | 1 per 5 bedrooms | 1 per 2 bedrooms | 1 per bedroom | 1 per 10 bedrooms | 1+1 per 20 car spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coach parking | 1 coach space per 50 rooms <i>Coach parking will be assessed on a site by site basis</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 8 Residential Institutions: residential homes | 1 per 10 beds | 1 per 5 beds | 1 per 4 beds | 1 per 15 beds | 1 per 25 beds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 12% of total capacity <i>when 5 or more car parking spaces are provided</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 9 Housing (including flats: sui generis) | Zone 1 and 2 | Zone 3 | | Cycle | Motorcycle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Studio/ 1 room* | 1 per unit** | 1 per unit | | 1 per unit | 1 per 25 units | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 rooms* | | | | 1.5 per unit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 rooms* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 or more rooms* | | | | | | | 1.2 per unit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | From a threshold of 10+ dwellings (where parking is communal): 8% of total capacity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. For dwellings with a driveway/garage, passive provision should be made so that a charge point can be added in the future i.e. a 7 kw socket. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Car Club | 3-7 Units = 1 vehicle, 8-15 units = 2 vehicles, 16-50 = 3 vehicles, 50+ units will be individually assessed. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <p>* habitable rooms only – excludes kitchens and bathrooms ** Garages counted as car parking at Applicants discretion</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|---|-----------------------------------|---|---|---------------|--------------------|---|-------------------------------------|-----------------------------------|-----------------|--|---|--|-------------------------|------------------------|------------------------|---|--|-----------------------|-------------------------|------------------------|------------------------|------------------------|------------------------------------|--|--|--|--|--|--|---------------------------------------|--|--|--|--|--|--|----------------|----------------|---------------|----------------|-----------------------|--|--|--|--|--|--|----------------|------------------------|------------------------|-----------------------|------------------------|------------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|--------------|-----|------------|------------|---|-----------------------|---|------------------------|------------------------|------------------------|------------------------|-----------------------|--|--|--|--|--|--|---------------------------------------|--|--|--|--|--|--|------------------------|------------------------|------------------------|---------------|---|--|------------------------|------------------------|------------------------|---|--------------|--------------|--------------|--|--|---|----------------|---------------|-----------------|--|--|------------------------------------|---------------|--------------|--------------|-------------|---------------|--|--|--|--|--|--|--|
| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 85</p> | | <p>Development by parking use class</p> <table border="1" data-bbox="584 225 2114 467"> <thead> <tr> <th></th> <th colspan="3">Car park MAXIMUM per parking zone</th> <th>Cycle minimum</th> <th>Motorcycle minimum</th> </tr> </thead> <tbody> <tr> <td>Class 10 Non-Residential Institutions Schools/nurseries</td> <td>1 per 150 pupils 15 staff</td> <td>1 per 30 pupils 3 staff</td> <td>1 per 20 pupils</td> <td>1 per 9 pupils 2(+1 per 7 staff + 1 per 10 pupils)</td> <td>1 per 5 car parking spaces + (1 per 250 pupils) 1+ (1 per 25 staff)</td> </tr> <tr> <td>Libraries (<i>m² Public Floor Area</i>)</td> <td>1 per 150m²</td> <td>1 per 68m²</td> <td>1 per 50m²</td> <td>2 per 100m² 1 per 100m² (+1 per 7 staff)</td> <td>1 per 5 car parking spaces 1 (+1 per 25 staff)</td> </tr> <tr> <td>Church/community hall</td> <td>1 per 120m²</td> <td>1 per 50m²</td> <td>1 per 40m²</td> <td>1 per 67m²</td> <td>1 per 10 car parking spaces</td> </tr> <tr> <td>Accessible parking - 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Student Flats</td> <td>1 per 20 beds</td> <td>1 per 6 beds</td> <td>1 per 5 beds</td> <td>1 per 1 bed</td> <td>1 per 25 beds</td> </tr> <tr> <td>Accessible parking - minimum provision</td> <td colspan="5">One space for each employee who is a disabled motorist plus 6% of total capacity</td> </tr> </tbody> </table> | | Car park MAXIMUM per parking zone | | | Cycle minimum | Motorcycle minimum | Class 10 Non-Residential Institutions Schools/nurseries | 1 per 150 pupils 15 staff | 1 per 30 pupils 3 staff | 1 per 20 pupils | 1 per 9 pupils 2(+1 per 7 staff + 1 per 10 pupils) | 1 per 5 car parking spaces + (1 per 250 pupils) 1+ (1 per 25 staff) | Libraries (<i>m² Public Floor Area</i>) | 1 per 150m ² | 1 per 68m ² | 1 per 50m ² | 2 per 100m² 1 per 100m ² (+1 per 7 staff) | 1 per 5 car parking spaces 1 (+1 per 25 staff) | Church/community hall | 1 per 120m ² | 1 per 50m ² | 1 per 40m ² | 1 per 67m ² | 1 per 10 car parking spaces | Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | 1 per 24 seats | 1 per 10 seats | 1 per 6 seats | 1 per 50 seats | 1+1 per 20 car spaces | Class 11 Assembly & Leisure Cinemas/theatres | | | | | | Stadium | 1 per 300 seats | 1 per 150 seats | 1 per 30 seats | 1 per 200 seats | 1+1 per 20 car spaces | Leisure Centre/Gym | 1 per 240m² | 1 per 100m² | 1 per 60m² | 1 per 20m² | 1+1 per 10 car spaces | Golf Courses | N/A | 2 per hole | 2 per hole | 2 | 1+1 per 20 car spaces | Swimming (<i>m² pool area</i>) | 1 per 60m ² | 1 per 25m ² | 1 per 15m ² | 1 per 10m ² | 1+1 per 20 car spaces | Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | | Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | Sui Generis - Motor Trade: display area | 1 per 80m ² | 1 per 56m ² | 1 per 50m ² | 1 per 7 staff | 1+1 per 20 car spaces 1 (+1 per 25 staff) | Sui Generis - Motor Trade: spares | 1 per 40m ² | 1 per 28m ² | 1 per 25m ² | Sui Generis - Motor Trade: Service/repairs | 1 per 2 bays | 1 per 2 bays | 1 per 2 bays | | | Sui Generis - Motor Trade: staff | 1 per 15 staff | 1 per 4 staff | 1 per 1.5 staff | | | Sui Generis - Student Flats | 1 per 20 beds | 1 per 6 beds | 1 per 5 beds | 1 per 1 bed | 1 per 25 beds | Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 6% of total capacity | | | | | |
| | | Car park MAXIMUM per parking zone | | | Cycle minimum | Motorcycle minimum | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Class 10 Non-Residential Institutions Schools/nurseries | 1 per 150 pupils 15 staff | 1 per 30 pupils 3 staff | 1 per 20 pupils | 1 per 9 pupils 2(+1 per 7 staff + 1 per 10 pupils) | 1 per 5 car parking spaces + (1 per 250 pupils) 1+ (1 per 25 staff) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Libraries (<i>m² Public Floor Area</i>) | 1 per 150m ² | 1 per 68m ² | 1 per 50m ² | 2 per 100m² 1 per 100m ² (+1 per 7 staff) | 1 per 5 car parking spaces 1 (+1 per 25 staff) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Church/community hall | 1 per 120m ² | 1 per 50m ² | 1 per 40m ² | 1 per 67m ² | 1 per 10 car parking spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 per 24 seats | 1 per 10 seats | 1 per 6 seats | 1 per 50 seats | 1+1 per 20 car spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class 11 Assembly & Leisure Cinemas/theatres | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stadium | 1 per 300 seats | 1 per 150 seats | 1 per 30 seats | 1 per 200 seats | 1+1 per 20 car spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leisure Centre/Gym | 1 per 240m² | 1 per 100m² | 1 per 60m² | 1 per 20m² | 1+1 per 10 car spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Golf Courses | N/A | 2 per hole | 2 per hole | 2 | 1+1 per 20 car spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Swimming (<i>m² pool area</i>) | 1 per 60m ² | 1 per 25m ² | 1 per 15m ² | 1 per 10m ² | 1+1 per 20 car spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sui Generis - Motor Trade: display area | 1 per 80m ² | 1 per 56m ² | 1 per 50m ² | 1 per 7 staff | 1+1 per 20 car spaces 1 (+1 per 25 staff) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sui Generis - Motor Trade: spares | 1 per 40m ² | 1 per 28m ² | 1 per 25m ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sui Generis - Motor Trade: Service/repairs | 1 per 2 bays | 1 per 2 bays | 1 per 2 bays | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sui Generis - Motor Trade: staff | 1 per 15 staff | 1 per 4 staff | 1 per 1.5 staff | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sui Generis - Student Flats | 1 per 20 beds | 1 per 6 beds | 1 per 5 beds | 1 per 1 bed | 1 per 25 beds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 6% of total capacity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapter 2: ‘Designing places – buildings’ Section 2.5: ‘Environment al Protection’ | Text to be added to the noise section to promote alternative, more attractive solutions to acoustic barriers. | Noise <i>...Masterplan layouts should be designed to allow enough external space to accommodate landscape buffers (with mounding and planting) from any source of noise (e.g., busy roads, factories, etc). Such solutions are preferable to the use of acoustic barriers which are visually unsightly. Green acoustic barriers may be more attractive but they have a high maintenance burden. Landscape mounding and planting is much better as it also contributes to visual amenity and biodiversity enhancement.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapter 2: ‘Designing places – buildings’ Section 2.6: ‘Minimise Energy Use’ | The text on the Heat Opportunities Mapping Supplementary Guidance is to be updated to reflect its adopted status | A new Heat Opportunities Mapping Supplementary Guidance for Edinburgh will be has been adopted produced and Supplementary Guidance will be prepared regarding heat mapping by City of Edinburgh Council . The Guidance will consider the potential to establish district heating and/or cooling networks and associated opportunities for heat storage and energy centres. It will also and looks at how implementation of such initiatives could best be supported. Image annotation: Minimising energy use through careful design—Fala Pl Garvald Street |  Housing image replaced | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



| Chapter, Section | Reason for Update | Proposed Text Changes <i>(new text in blue, bold and italics)</i> | Proposed Image Changes |
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| <p>Chapter 2: ‘Designing places – buildings’ Section 2.7: ‘Materials and detailing’</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 83</p> | <p>Text to be added to improve visual character of urban edge development</p> <p>Additional guidance on the impact of material choices on distant city views is to be highlighted and images to illustrate included.</p> <p>Illustrative photographs updated as a refresh</p> | <p><i>Development at the urban edge should make use of materials, colours and textures that integrate well with the adjacent settlements and contribute to the overall unity of the landscape setting. Materials that detract from the visual character of the greenbelt boundary will not be supported.</i></p> <p>Image annotations: <i>Green roof with wildflower planting – Waverley Court</i> <i>The planting on this green roof has been designed to enhance biodiversity</i></p> <p><i>Materials and colours in distant city views</i> <i>As mentioned in Section 2.1, building height, building mass, roof treatment, materials and colour can all impact on city views and Edinburgh’s skyline.</i></p> <p><i>The flats in the middle foreground are taller and larger than neighbouring buildings. Due to the flat horizontal lines and the colour of the buildings (cream and turquoise) they do not blend into the townscape.</i></p> <p><i>View of the city from the Pentlands. The suburban development in the foreground is small scale consisting of traditional building materials with earthy colours which do not detract from the landscape.</i></p> |  |
| <p>Chapter 2: ‘Designing places – buildings’ Section 2.10: ‘Daylight, sunlight, privacy and outlook’</p> | <p>The benefits of good levels of daylight for quality of life and energy efficiency is emphasised.</p> <p>The text describing the daylight assessment processes needs to be clarified and inconsistencies with the BRE guidance addressed.</p> | <p><i>Providing good levels of natural light and sunlight in buildings and spaces is beneficial to the health and quality of life of the residents and users of the buildings as well as helping to save energy through reducing lighting and heating demands. For this reason all proposals for housing (including student housing, HMO’s and residential care) must meet the daylight requirements for living spaces (living rooms, kitchens and bedrooms).</i></p> <p>...</p> <p>Protecting daylight to existing buildings <i>Daylight is a requirement for living rooms, kitchens (where these are not internalised) and bedrooms, and for non-domestic buildings where daylight would be a reasonable expectation such as schools, hospitals, hotels and hostels, small workshops and some offices.</i> <i>When there is concern about potential levels of daylight, the Council will refer to the BRE Guide, Site Layout Planning for Daylight and Sunlight – A Guide to good practice. This shows how to measure daylight and sunlight. A copy is available to view at the Council’s Planning Helpdesk.</i></p> | <p>The images of the 25 degree and 45 degree method need to be revised as they are inaccurate or lacking annotations.</p>  |



| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
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| | <p>Which rooms are considered as living spaces has been clarified.</p> <p>Text has been added regarding light to basement flats, gardens and open spaces.</p> | <p><i>New buildings should be spaced out so that reasonable levels of daylight to existing buildings are maintained. The layout of buildings in an area will be used by the Council to assess whether the proposed spacing is reasonable. When there is concern about potential levels of daylight, the Council will refer to the BRE Guide, Site Layout Planning for Daylight and Sunlight – A Guide to good practice. This shows how to measure daylight and sunlight.</i></p> <p><i>The amount of daylight inside new buildings will be influenced by a number of factors such as the height and number of windows, the presence of obstructions, the depth of the building and the reflectance of surfaces nearby. If the space in a layout is restricted the level of daylighting can be increased in a number of ways including increasing window sizes. Raising the height of the window head can be particularly effective especially for basement windows.</i></p> <p>It is important to understand the difference between the levels of daylight before and after the proposed development is in place. Applicants should provide assessment information showing the amount of daylight in an existing building before and after the proposed development is in place in order to demonstrate that there would not be an unacceptable impact on daylight to existing buildings.</p> <p>The amount of daylight reaching an external wall is measured by the Vertical Sky Component (VSC). The Council requires this to be more than 27% or 0.8 of its former. If this is not the case, changes to the building design, including a reduction in building height may be required. 27% VSC is achieved where new development does not rise above a 25° line drawn in section from the horizontal at the mid-point of the existing window to be tested. <i>This is the 25° method.</i></p> <p><i>The vertical sky method can be measured using more complex methods that are set out in the BRE guide.</i></p> <p>...</p> <p><i>If the townscape surrounding a development site a proposed development would</i> not meet these requirements, <i>particularly in the more sensitive and densely planned parts of Edinburgh</i>, the Council may require <i>more detailed</i> information on the likely amount of daylight in affected rooms in existing buildings. This will be assessed using the Average Daylight Factor (ADF) methodology. It is expected <i>that applicants will use</i> the following criteria will be used for calculations:</p> <p>...</p> <p>Providing daylight to new buildings</p> <p>Another measure of daylight is known as the position of the “no sky line” <i>(the point beyond which the sky cannot be seen on a working plane*)</i>. The BRE guide explains this in detail. If drawings can be provided that show that direct skylight will penetrate at least half way into rooms within new development at the height</p> |  |




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| | | <p>of the working plane* (0.85m above floor) and where windows make up more than 25% of the external wall area, this will ensure that adequate daylight is provided to new development. Providing adequate daylight to new development does not guarantee that adequate daylight will be maintained to existing development. This could be the case in instances where the existing building is lower.</p> <p>New image annotation: <i>No sky line method</i> <i>The no sky line divides areas of the working plane* which can and cannot receive direct skylight. The extent of skylight in a room can be increased by raising the height of the window head.</i> <i>*the working plane will be different for different types of rooms – in housing it is assumed to be 0.85m high and 0.7m high in offices.</i></p> <p>The new development to the right of the image is positioned so that the sky can be seen within the front half of the room on the ground floor. This has been achieved by providing the ground level with a higher floor to ceiling height than the floors above.</p> <p><i>Sunlight to new gardens and open spaces</i> <i>Sunlight is an important feature of gardens and open spaces. Applicants should assess the availability of sunlight for all open spaces which could be created or affected by new development, this includes:</i></p> <ul style="list-style-type: none"> <i>• gardens (usually the main back garden);</i> <i>• parks and playing fields;</i> <i>• children’s playgrounds;</i> <i>• outdoor swimming pools and paddling pools;</i> <i>• sitting out areas such as those between non-domestic buildings and public squares;</i> <i>• focal points for views such as a group of monuments or fountains</i> <p><i>Each of these spaces will have different sunlight requirements however half the area of gardens or amenity spaces should be capable of receiving potential sunlight for more than two hours during the spring equinox. This will be assessed using hour by hour shadow plans for each hour of 21 March.</i></p> <p>Sunlight to existing gardens and spaces New buildings should be laid out so that reasonable levels of sunlight are maintained to existing gardens and spaces. Whether sunlight to neighbouring gardens will be affected can be tested by checking whether a building new development rises above a 45° line drawn in section from the site boundary. If a development rises</p> | <p>A new image of the no skyline method has been added.</p>  |

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| | | <p>above this line, the amount of sunlight of falling in the neighbouring garden might be affected. To take account of orientation, draw the 45° line should be drawn at the following distances heights above the ground level along the different boundaries around the site:</p> <p>...</p> <p>Sunlight to new gardens and spaces Half the area of new garden spaces should be capable of receiving potential sunlight during the spring equinox for more than three hours. This will be assessed using hour by hour shadow plans for each hour of 21 March.</p> | | | | | | | |
| <p>Chapter 2: ‘Designing places – buildings’ Section 2.11 Housing Mix and size, and supporting features</p> | <p>It was identified that it would be useful to include some information about different housing types</p> | <table border="1" data-bbox="584 576 1449 1129"> <thead> <tr> <th data-bbox="584 576 920 616">Housing type</th> <th data-bbox="920 576 1449 616">Examples:</th> </tr> </thead> <tbody> <tr> <td data-bbox="584 616 920 868"><i>Flats – self-contained premises within a building which is divided horizontally – some may have an entrance taken directly from the street</i></td> <td data-bbox="920 616 1449 868"> <i>4 in a block</i> <i>Tenement</i> <i>Studio apartments</i> <i>Maisonettes</i> <i>Colonies</i> <i>Garden flats</i> </td> </tr> <tr> <td data-bbox="584 868 920 1129"><i>Houses – self-contained dwelling with an entrance taken from the street</i></td> <td data-bbox="920 868 1449 1129"> <i>Detached</i> <i>Semi-detached</i> <i>Terraced</i> <i>Town house</i> <i>Cottage</i> <i>Bungalow</i> <i>Mansion</i> </td> </tr> </tbody> </table> <p>Edinburgh Local Development Plan Policy Hou 2 seeks to provide housing that will meet a range of housing needs including people with special needs and older people. A mix of unit sizes and housing types will have a positive impact on ensuring the delivery of varied and sustainable communities. This mix should respond to the differing needs of residents, immediate site conditions and citywide objectives. As a general principle an inclusive approach to design should be taken to ensure that buildings are accessible to as wide a range of people as possible. Solutions to make houses accessible should be integral to a design rather than an afterthought added in order to meet duties under building standards or other legislation.</p> | Housing type | Examples: | <i>Flats – self-contained premises within a building which is divided horizontally – some may have an entrance taken directly from the street</i> | <i>4 in a block</i> <i>Tenement</i> <i>Studio apartments</i> <i>Maisonettes</i> <i>Colonies</i> <i>Garden flats</i> | <i>Houses – self-contained dwelling with an entrance taken from the street</i> | <i>Detached</i> <i>Semi-detached</i> <i>Terraced</i> <i>Town house</i> <i>Cottage</i> <i>Bungalow</i> <i>Mansion</i> | <p>Photo of Gracemount housing replaced and relabelled as Soutra Road</p>  |
| Housing type | Examples: | | | | | | | | |
| <i>Flats – self-contained premises within a building which is divided horizontally – some may have an entrance taken directly from the street</i> | <i>4 in a block</i> <i>Tenement</i> <i>Studio apartments</i> <i>Maisonettes</i> <i>Colonies</i> <i>Garden flats</i> | | | | | | | | |
| <i>Houses – self-contained dwelling with an entrance taken from the street</i> | <i>Detached</i> <i>Semi-detached</i> <i>Terraced</i> <i>Town house</i> <i>Cottage</i> <i>Bungalow</i> <i>Mansion</i> | | | | | | | | |

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| | <p>Concerns have been raised regarding the quality of life of residents in student accommodation and adaptability of these buildings – text has been added to address these issues.</p> <p>Planning Committee 27th Feb 2019 requested that a section on housing for people with disabilities was added to the design guidance</p> | <p>Technical Guidance</p> <p><i>Student housing</i> <i>Student accommodation should comprise a mix of type of accommodation, including cluster units, to meet varying needs of students.</i> <i>Student accommodation is a primary place of residence and therefore it is critical that design is of a high quality with adequate amenity to contribute to healthy and sustainable lifestyles and quality of life. The provision of daylight, sunlight, privacy and outlook is of particular importance (see section 2.9). Where development cannot reasonably accord with the minimum standards required, development will not be supported.</i> <i>More guidance is provided in the City of Edinburgh Council’s Student Housing guidance (Feb 2016). The long term adaptability of new student housing should also be taken into account- considering how easily the buildings could be converted into mainstream housing with satisfactory levels of amenity should the demand for student housing decline.</i></p> <p><i>Designing housing for older people and those with disabilities</i> <i>Lifetime Homes is a concept developed by housing specialists to ensure that homes are accessible and inclusive. The Living Homes standard sets out 16 design criteria which allow houses to accommodate change in people’s requirements throughout their lives. The design principles include:</i></p> <ul style="list-style-type: none"> • <i>The approach to all entrances should preferably be level or gently sloping;</i> • <i>All entrances should be illuminated and have level access over the threshold;</i> • <i>Enable convenient movement in hallways and through doorways</i> • <i>Provide an accessible bathroom that has ease of access to its facilities from the outset and potential for simple adaptation to provide for different needs in the future</i> • <i>Enable people to have a reasonable line of sight from a seated position in the living room and to use at least one window for ventilation in each room</i> <p><i>More detailed design information and guidance can be found in:</i> <i>Building standards technical handbook: domestic.</i> <i>Best Practice Guidance for wheelchair accessible housing - Greater London Authority 2007</i></p> | |


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| Page 88 | Additional guidance on single aspect dwellings was requested | <p><i>Improving the design of houses to assist people with dementia - this guidance sets out some key principles that can help people with dementia to manage within their own homes.</i></p> <p>Image annotation: <i>Student Housing - St Leonards Street</i></p> <p>Improving internal amenity In order to ensure a good standard of overall amenity for new development, <i>there is a presumption towards dwellings with two (dual) or more aspects should be maximised.</i> Dwellings with a dual aspect have windows which face out from two separate elevations. The provision of more than one aspect can result in multiple benefits for internal amenity. These benefits include opportunities for better daylight and sunlight, and in providing greater flexibility as to the use of spaces, such as positioning bedrooms towards a quieter aspect if the development is on a busy road.</p> <p>Where single aspect dwellings are incorporated <i>proposed</i>, it is important <i>the applicant should demonstrate that they meet the requirements for daylight, sunlight and privacy for each living space and provide good levels of ventilation</i> and internal amenity space.</p> <p>Single aspect dwellings should not make up more than 50% of the overall dwelling numbers <i>and developments should avoid single aspect dwellings that are north facing, exposed to noise sources, or contain three or more bedrooms.</i></p> |  |
| Chapter 2: ‘Designing places – buildings’ Section 2.13 Community Safety | Illustrative photographs updated as a refresh. | Active frontages and housing— Forbes Road <i>Marchmont Tenement</i> Traditional tenements (above) have main doors directly into ground floor flats which maximises activity on the street and help ensure front gardens are used. |  |


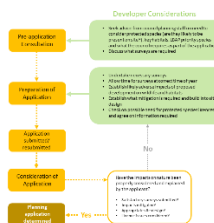
| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
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| <p>Chapter 2: ‘Designing places – buildings’ Section 2.14 Waste Management</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 89</p> | <p>The guidance on waste applies to development other than housing. The technical guidance on waste management is to be removed from this section and put into a new section with some explanatory text added - Section 14: Waste Management</p> | <div data-bbox="584 213 1619 916" style="border: 1px solid #ccc; padding: 10px;"> <p style="background-color: #0070c0; color: white; padding: 5px; text-align: center;">Technical guidance</p> <p>The integration of ancillary facilities is important for small developments—such as those common in villa areas—as well as in larger developments. In addition to cycle parking (covered in Section 2.4), integration of facilities such as plant, including electricity substations and bins, needs to be considered from the outset of the design process.</p> <p>Process for agreement with Waste and Cleansing Service</p> <p>As part of the planning process, designers / developers must engage with the Council’s Waste and Cleansing Service to agree a waste management strategy for the development, and ensure that their requirements can be satisfactorily incorporated within the design. This must happen as early as possible.</p> <p>The officer in the <i>Waste and Cleansing Service</i> will talk you through their requirements (i.e. vehicle tracking drawings for refuse vehicles and the location and sizes of waste storage spaces) and the Instructions to Architects document. Once agreement has been made, Waste Services will issue a letter of agreement detailing this and any further requirements.</p> <p>Key points for consideration:</p> <p>Your waste management strategy must ensure that:</p> <ul style="list-style-type: none"> • Surface waste collection and storage infrastructure should be minimised on all new developments. The delivery of underground waste storage systems with surface collection chutes are the Council’s primary option for meeting this aim. Applications should clearly demonstrate that this option has been explored with the Council’s Waste and Cleansing Service at the outset of the design process and it should only be discounted if there are constraints which cannot reasonably be overcome, such as the presence of important underground archaeology or specific operational constraints. • Bins are safely accessible and the collection system is operationally viable, taking into account swept path analysis, walking and pulling distances, slopes, vehicle sizes, access to bin stores, interactions with pedestrians, etc; • The waste management strategy is compliant with the Council’s policies and the requirement of Scottish legislation so that provision is made for the full range of recycling services and that these are fully integrated into the collection system (e.g. that each bin store has sufficient space to accommodate the full range of bins); • If an underground waste storage system cannot be accommodated, a decision is made regarding the use of above ground individual or communal bins, the initial supply for these and their ongoing maintenance. If above ground storage is the only feasible option it should be done so within a suitable housing/building; and • That arrangements are in place to allow for the ongoing maintenance and repair of waste storage areas, above ground waste collection chutes, bin housings etc. <p>Sizes and bin types:</p> <p>If it is not possible to deliver an underground waste storage system, the waste and Cleansing Service will advise you whether individual or communal bins should be used. A range of bin types may be employed from kerbside collection boxes for glass and some other materials right up to 3200 litre communal bins. The Waste and Cleansing Service will advise on the capacities required to provide for each waste stream, the detailed design requirements for bin stores etc.</p> <p>The specific materials which are currently collected from households, and in compliance with Scottish legislation are:</p> <ul style="list-style-type: none"> • Residual (landfill waste); • Food; • Glass; • Mixed recycling; (including paper and card, cans and foil and mixed plastics) • Garden waste (kerbside collection areas only); and • Small electricals, batteries and textiles (collected in the glass collection box in kerbside collection areas only). <p>In addition to ensuring that there is sufficient space for all collection streams, and that containers are stored off-street, considerations should also be given to arrangements for the management of bulky waste—for example where householders should present bins on collection day.</p>  <p><i>Underground bins for residual waste allow large volumes to be held with minimal impact on the street scene. It is important that the Council’s Waste and Cleansing Service are involved early, as their requirements may impact on the design.</i></p> </div> <p>Page which has been moved from section 2.11 to section 2.14 with a few small updates. Image annotation: <i>Leith Fort - These carefully designed bin stores are discrete but easily accessible.</i></p> |  |
| <p>Chapter 3: ‘Designing places – landscape Biodiversity and the water environment’</p> | <p>Greater emphasis has been placed on the need for landscape architects to be involved from the earliest stages of a development.</p> | <p>This chapter sets out the Council’s expectations for landscape proposals as part of new development and how biodiversity should be maintained and enhanced. In order to achieve good design, landscape architects should be engaged early in the design process <i>so to be able to influence and inform a masterplan layout.</i> ‡ <i>This chapter</i> also sets out the Council’s expectation with reference to the water environment.</p> | |

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| <p>Chapter 3: ‘Designing places – landscape Biodiversity and the water environment’ Section 3.1 Green infrastructure and Green Networks</p> | <p>Promote early provision of structural planting.</p> | <p>Ideally a network of multifunctional greenspaces should run through the urban area, urban fringe and wider countryside, creating a high quality landscape and townscape. This should support new access and recreational opportunities, incorporating flood management, enhanced biodiversity and habitat linkages connectivity. Multi functional green spaces can promote healthier life styles through increased walking and cycling opportunities and creating spaces for food growing and restorative outdoor activity.</p> <p>Image annotation: Large public open space—Braidburn Valley Park Figgate Park This public park is a major component of the green network.</p> <p>...</p> <p>These provisions can vary in width depending on the development scenario but for some major developments spatial parameters of 30-50m may be necessary to accommodate a full range of green infrastructure functions. Any such woodland and tree belt planting would benefit from being established early so they can provide visual screening and shelter as soon as possible.</p> |  |
| <p>Chapter 3: ‘Designing places – landscape Biodiversity and the water environment’ Section 3.2 Publicly accessible open space</p> | <p>Need to promote new greenspaces provided as part of new development as usable spaces not just left over space.</p> <p>Illustrative photographs updated as a refresh.</p> | <p>Ensure homes are within walking distance of good quality and well designed open space. Provide new publicly accessible and useable open space in non-residential development. Ensure that open space is attractive and functional.</p> <p>The Council’s Open Space Strategy sets standards to ensure that all communities have access to quality greenspaces, which cater for a variety of needs and ages. Greenspaces provided as part of new development must be usable space suitable for a range of functions.</p> <p>Image annotation: New play area at Burnbrae Drive meets ‘good’ play value.</p> |  <p>Trunk Close image replaced</p>  |
| <p>Chapter 3: ‘Designing places – landscape Biodiversity and the</p> | <p>Ensure that the size and nature of private garden provision is acceptable and encourage the provision of private</p> | <p>Private communal grounds should be well proportioned, well orientated and secluded from vehicles. Narrow peripheral spaces, subject to overshadowing will not be acceptable. Residents should not normally have to cross streets and car parking to access private communal greenspaces. The provision of private communal gardens for HMO’s is encouraged.</p> <p>The length of private gardens</p> | |

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| water environment' Section 3.3 Private open space | communal gardens for HMO's. | <p>Gardens should be designed to allow <i>them to be used for a range of activities and for</i> houses to be adapted and extended over time. This means that gardens longer than 9m are encouraged. <i>This also ensures that neighbouring amenity can be protected.</i> Excessive changes in level should not be taken up across private back gardens. Where housing is set out across sloping ground, useable terraced space should be provided. <i>High retaining walls should be avoided.</i></p> <p>Gardens in the centre of the picture are longer than 9m allowing the houses to be extended.</p> <p>Additional space is also required in gardens where there is insufficient natural sunlight. North facing gardens should be longer to compensate for this <i>(see Section 2.10).</i> <i>Private garden grounds need to be of an adequate width and shape to be attractive and useable for residents.</i></p> | |
| Chapter 3: 'Designing places – landscape Biodiversity and the water environment' Section 3.4 Biodiversity | <p>This chapter has been rewritten to follow a template of biodiversity developed by Scottish Natural Heritage and West Lothian Council.</p> <p>Stronger messages to be included around achieving biodiversity net gain.</p> <p>Policy Env 12: Trees to be included in the LDP policy list.</p> | <p><i>The Council has a broad approach to conserving nature considering ecosystems and natural processes, as well as conserving designated or protected sites and species. There is a recognition of the importance of green/blue networks, wetlands, woodlands and areas of open space to maintain biodiversity and allow ecosystems and natural processes to provide multifunctional services such as flood control, pollution control and community wellbeing.</i></p> <p><i>This chapter provides the guidance for decisions on developments that can affect wildlife and sets out key information about designated sites.</i></p> <p><i>There are several designated sites within Edinburgh that carry statutory protection at the European, National (UK and Scottish) and Local levels.</i></p> <p><i>International sites</i> <i>Internationally designated sites in Edinburgh, have protection under European law and are commonly known as European sites. They comprise of Special Protection Areas (SPA) – designated for their birds under the EC Wild Birds Directive (2009/147/EC).</i></p> <p><i>National Sites</i> <i>Nationally designated sites include Sites of Special Scientific Interest (SSSIs) which are notified for their special interest of their habitats, flora, fauna, geology or geomorphology.</i></p> <p><i>Local sites</i> <i>Non-statutory designations including, Local Nature Conservation sites, which are either Local Biodiversity Sites or Local Geodiversity Sites are protected through the implementation of specific planning policies.</i></p> | |

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| Page 92 | | <p><i>Protected species in Edinburgh</i></p> <p><i>Most bird species and a wide range of animals and plants have general protection from deliberate damage or harm under the law. In addition, some species, such as otters, bats and great crested newts have special protection from disturbance and harm under European legislation. These are known as European protected species (EPS).</i></p> <p><i>A number of species, such as water vole and badger are protected under domestic legislation. Species with special protection are as follows:</i></p> <ul style="list-style-type: none"> <i>• European Protected Species (protected under Schedule 2 (animals) and 4 (plants) of the Habitats Regulations 1994 (as amended)</i> <i>• Birds, animals and plants listed on Schedules 1, 5 and 8 (respectively) of the Wildlife and Countryside Act 1981 (as amended)</i> <i>• Badgers (protected by the Badgers Act 1992 (as amended))</i> <p><i>The presence on or near a site of a species with special protection is a critical consideration when preparing development proposals and in the consideration of decisions on planning applications. Their presence rarely imposes an absolute block on development, however mitigation measures will often be necessary and this can affect the design, layout and timing of the works.</i></p> <p><i>A licence from SNH will be needed for works which would constitute an offence involving species with special protection, this includes works which do not need a planning application.</i></p> <p><i>It is important that adequate survey work is carried out in good time to understand the site and determine the presence or absence of species with special protection. Expert ecological advice should be sought at an early stage to determine the likely presence of protected species and the likely impact of any proposed development.</i></p> <p><i>Site appraisal and ecological survey</i></p> <p><i>Initial site appraisal</i></p> <p><i>It is important to understand the significance of the ecology of a development site and the surrounding area. The extent to which ecological surveys and appraisals are required will depend on the scale, nature and location of the proposal. An initial site appraisal may be all that is needed but, depending on the findings, further surveys may be required for particular species or in relation to a particular habitat.</i></p> <p><i>The site appraisal should:</i></p> <ul style="list-style-type: none"> <i>• highlight any designated sites on or near to the site;</i> <i>• identify potentially important habitats (e.g. mature trees, woodland, hedgerows, ponds or watercourses);</i> | |

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| Page 93 | | <ul style="list-style-type: none"> • <i>identify if protected species are likely to be in or near the site;</i> • <i>give an indication of the ecological data required for progressing a planning application; and</i> • <i>recommend if more detailed surveys will be necessary.</i> <p><i>Where an important species or habitat has been identified on site, planning applications must be supported by an appropriate level of information, see; CIEEM Guidance on Preliminary Ecological Appraisal</i></p> <p><i>Applicants need to provide the following information to support their planning application:</i></p> <ul style="list-style-type: none"> • <i>information on specific habitats, plants, animals and geology on and around the site, including its sensitivity, significance and value.</i> • <i>assessment of the potential impact of the development on these features.</i> • <i>details of proposed mitigation measures to avoid or minimise any adverse impacts.</i> • <i>details of how any unavoidable damage or disturbance caused by the development will be compensated.</i> • <i>identification of any licensing requirements and information demonstrating that a species licence is likely to be granted (referencing the relevant licence tests).</i> <p><i>Good practice also indicates that, for most significant developments, an Ecological Impact Assessment (EclA) should be required. If necessary the EclA should adopt the methodology of CIEEM. Other surveys which may be required, such as geology, geomorphology and soils, should also be undertaken by a suitably qualified and experienced person.</i></p> <p><i>Protected species – the importance of providing the necessary information</i></p> <p><i>It is important to consider the constraints and opportunities that wildlife and habitats may have on a development proposal at an early stage. Helpful information including species records and habitat maps may be obtained from a number of sources including:</i></p> <p><i>The Wildlife Information Centre</i></p> <p><i>Site surveys and assessments should be undertaken by a suitably qualified and experienced ecologist. A list of qualified ecologists can be found in the Chartered Institute of Ecological and Environmental Management (CIEEM) Professional Directory.</i></p> <p><i>https://cieem.net/i-need/finding-a-consultant/</i></p> <p><i>Good design and mitigation</i></p> |  |

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| Page 94 | | <p><i>Opportunities for enhancing wildlife and habitats must be considered as an integral part of the development design. Biodiversity benefits can often be combined with other site requirements. For instance, Sustainable Urban Drainage System ponds can provide a habitat for wildlife as well as contributing to attractive open space.</i></p> <p><i>More information on incorporating green infrastructure is available in:</i> <i>Scottish Government Green Infrastructure Design and Placemaking</i> <i>SNH Pollinators Planning and Construction Guidance</i> <i>Edinburgh Biodiversity Action Plan 2019-2021</i></p> <p>The Mitigation Hierarchy <i>The mitigation hierarchy should be applied when considering how to manage the risks of adverse impacts on wildlife and habitats. Depending on what type of mitigation is proposed, it may be that there are certain times of the year when mitigation activities are inappropriate.</i></p> <p>Enhancements <i>Most developments could incorporate of a range of measures to enhance wildlife and habitats. These measures can be discussed at the pre- application stage and are expected to be included as part of planning application submissions and subsequently implemented as part of the development.</i></p> <p>Management <i>On sites where wildlife features are retained, or new habitats and features are to be created, appropriate ongoing management must be put in place. This is likely to be part of the planning conditions placed on an application and subject to enforcement if necessary. In these cases, a management plan would be expected to be produced and submitted as part of the planning application. It should identify specific actions required for good management and include details of the phasing of the works.</i></p> <p>Assessment of planning applications <i>Key considerations in the development management process with regard to wildlife and habitat are summarised below.</i></p> <p>The planning process and ecological considerations</p> <p>Technical guidance</p> <p>Habitats Regulations Appraisal (HRA)</p> |   |

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| Page 95 | | <p><i>Under the Habitats Regulations, decision makers (known as competent authorities in the legislation) can only agree to development proposals which are unconnected with the nature conservation management of the site after having confirmed that they will not affect the integrity of the Natura site. The process of coming to this judgement is commonly referred to as Habitats Regulations Appraisal (HRA). It should be established early on if future development proposals could impact on a European site. Proposals do not need to be within a European site to affect its conservation interests. Consideration must be given to any plan or project that has the potential to affect a European site, no matter how far away the site is from the proposed development. For instance birds that are part of the qualifying interest of a designated site may feed in areas several kilometres away. Therefore development may affect a European site some distance away.</i></p> <p><i>If a European site could be affected the applicant will need to provide sufficient information to allow the council to determine whether there will be a ‘Likely Significant Effect’ (LSE)* on the qualifying interests of the European site. If there will be a ‘Likely Significant Effect’, the applicant will need to provide the council with information to enable it to carry out an appropriate assessment.</i></p> <p><i>*Likely Significant Effect is any effect that may reasonably be predicted as a consequence of a plan or project that may affect the conservation objectives of the features for which the European site was designated but excluding trivial or inconsequential effects. The word ‘likely’ should not be interpreted as ‘more probable than not’ but rather as a description of the existence of a risk of a significant effect.</i></p> <p><i>Development will only be consented if it can be ascertained that it would not adversely affect the integrity of the site. The competent authority must ensure the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended are met before undertaking or permitting any project. More information on HRA can be found on the SNH Habitats Regulations Appraisal (HRA) SNH HRA Firth Forth Guide for Developers and Regulators</i></p> <p><i>Environmental Impact Assessment (EIA)</i></p> <p><i>Environmental Impact Assessment (EIA) is a statutory process which identifies the environmental effects (both negative and positive) of certain development proposals. EIA only applies to those developments that are likely to have a significant environmental effect by virtue of factors such as its nature, scale or location. These are identified under Schedule 1 and Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. If in doubt about whether your development qualifies for EIA, contact the planning authority for a screening opinion.</i></p> | |



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| Page 96 | | <p><i>More information on EIA can be found in Planning Advice Note 13 (PAN 13) – Environmental Impact Assessment and on the SNH and CIEEM website. ECIA-Guidelines 2018 Terrestrial Freshwater Coastal and Marine</i></p> <p><i>European Protected Species (EPS) and Licensing Requirements</i></p> <p><i>If potential impacts on protected species that cannot be avoided through mitigation are identified, a licence may be required before works can proceed Licences will only be granted if strict tests are met. SNH is responsible for the administration of most protected species licences in Scotland (except most marine species where Marine Scotland is the licensing authority). For some species in specific circumstances licences can be issued which allow disturbance for the purpose of development or for the purpose of survey and research.</i></p> <p><i>The three strict legal tests which must all be passed before a licence can be granted:</i></p> <ul style="list-style-type: none"> <i>• Test 1: that there is a licensable purpose.</i> <i>• Test 2: that there is no satisfactory alternative; and</i> <i>• Test 3: that the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range (the qualified ecologist should be able to provide advice on this or alternatively seek advice from SNH).</i> <p><i>More information on the three tests for a species licence is available in:</i> <i>SNH Planning and Development Protected Animals</i> <i>Bat Conservation Trust Publication Bat Surveys Guidelines</i></p> <p><i>Timing of Ecological Surveys</i></p> <p><i>Ecological surveys often need to be carried out at certain times of year so they are important to consider at an early stage of development processes or they can hold up progress.</i></p> <p>ECOLOGY SURVEY CALENDER</p> | |

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| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Badgers | | | | | | | | | | | | |
| Bats—hibernation roosts | | | | | | | | | | | | |
| Bats—summer roosts | | | | | | | | | | | | |
| Bats—foraging / commuting | | | | | | | | | | | | |
| Birds—breeding | | | | | | | | | | | | |
| Birds—over winter | | | | | | | | | | | | |
| Great Crested Newts | | | | | | | | | | | | |
| Invertebrates | | | | | | | | | | | | |
| Otters | | | | | | | | | | | | |
| Water Voles | | | | | | | | | | | | |
| Habitats / Vegetation | | | | | | | | | | | | |


Survey times:

-  Optimal
-  Sub Optimal

Species surveys are weather dependent, so it may be necessary to delay a survey or to carry out more than one survey if the weather is not suitable. All constraints must be clearly reflected in the survey. Surveys for certain species and habitats may be required over more than one season, and possibly covering periods measured in years, for example developments potentially affecting European sites or bird flight patterns in relation to wind farm sites. If surveys have been carried out a significant amount of time before an application is made, the council may require further surveys before the application can be determined or the development is started. Preconstruction surveys may need to be done once consent is granted for mobile species whose distribution may change over time.

Invasive Non-Native Species


The Wildlife and Natural Environment (Scotland) Act 2011 has introduced measures to deal with invasive non-native species. If a survey shows these or other invasive non-native species are present on a site, developers must remove them and ensure that they do not spread from the site. The most likely way in


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| Page 98 | | <p><i>which invasive non-native species may be introduced to a development site is through soil contaminated with seed or root material.</i></p> <p><i>If large volumes of soil are moved or introduced to a site, the planning authority will require a soil sustainability management plan. If a development is responsible for the introduction of an invasive non-native species, either within or out-with the site, the developer will have to remove the species and dispose of material appropriately.</i></p> <p><i>Japanese knotweed, giant hogweed and Himalayan balsam are regarded as controlled waste. Developers should seek advice on the disposal of these plants by referring to the Scottish Environment Protection Agency (SEPA) website, see www.sepa.org.uk and www.netregs.gov.uk</i></p> <p><i>The Scottish Government has produced a Non Native Species Code of Practice that will help those developing land that contains these plants to understand their legal responsibilities.</i></p> <p><i>Statutory requirements</i></p> <p><i>The Council must ensure statutory requirements relating to biodiversity are being fulfilled. The framework for statutory sites and species protection is provided by:</i></p> <ul style="list-style-type: none"> <i>• Conservation (Natural Habitats &c.) Regulations 1994, as amended (“The Habitats Regulations”);</i> <i>• The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017;</i> <i>• Wildlife and Natural Environment (Scotland) Act 2011;</i> <i>• Nature Conservation (Scotland) Act 2004;</i> <i>• The Protection of Wild Mammals (Scotland) Act 2002;</i> <i>• Protection of Badgers Act 1992; and</i> <i>• Wildlife and Countryside Act 1981 (as amended).</i> | |
| Chapter 3: ‘Designing places – landscape Biodiversity and the water environment’ | Place greater emphasis on the importance of good practice around tree protection on development sites and the benefits of retaining mature trees. | <p>Survey, assess and identify trees to be retained. <i>Mature trees in a good condition have a high value and should be retained where possible.</i></p> <p>...</p> <p>Image annotation: <i>It is of key importance to conserve and maintain existing trees, especially where they are old and large. The larger the tree and tree canopy the greater the environmental and landscape benefit.</i></p> |  |

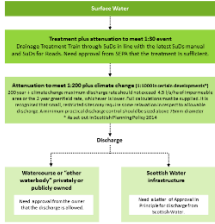

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| <p>Section 3.5 Trees</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 99</p> | | <p>Where trees are damaged and then decline or where inappropriate design leads to conflict, these positive benefits are lost. Successfully marrying trees and new development requires a process of survey, analysis and design which is set out in the British Standard (BS) 5837:2012 <i>Trees in relation to design, demolition and construction</i>. This provides a balanced approach on deciding when trees should be retained, how design considerations will be affected by existing trees and appropriate protection for trees during development.</p> <p>...</p> <p>Technical guidance</p> <p>Once the layout is finalised, a Tree Protection Plan should be submitted showing trees for retention and removal, and the precise location of protective barriers and ground protection forming the Construction Exclusion Zone. <i>Protective barrier</i> fencing should be to the standard shown in Figure 2 of BS 5837:2012.</p> <p>Summary of process</p> <ol style="list-style-type: none"> 1. Carry out a tree survey and categorisation to identify trees worthy of retention. 2. Prepare a Tree Constraints Plan showing physical and spatial requirements for retaining those trees. This includes a Root Protection Area for each tree and an indication of the ultimate spread of canopy. <i>Include any proposed tree work to retained trees (e.g. crown reduction, pruning etc.).</i> 3. Use Tree Constraints Plan to design an initial site layout and identify areas for new planting. 4. Achieve finalised site layout. 5. Prepare a Tree Protection Plan, <i>plot the Root Protection Area of retained trees, including the location of protective barrier fencing with specification, ground protection</i> including fence specification and provision of on site supervision, showing the Construction Exclusion Zone. 6. Submit with Planning Application. 7. Planning approval with tree protection conditions relating to the approved Tree Protection Plan. 8. Prior to start of construction, erect tree protection fencing and other identified measures to form a Construction Exclusion Zone. 9. Ensure site supervision to maintain tree protection fencing and measures until removal agreed. | |
| <p>Chapter 3: 'Designing places – landscape Biodiversity and the</p> | <p>Additional guidance included to improve the quality of landscape planting.</p> | <p>An attractive and functional landscape scheme should use trees, shrubs, <i>boundaries hedgerows</i>, herbaceous perennials, ground cover and hard landscaping imaginatively to provide an appropriate setting for buildings. It can assimilate and integrate new development into the locality.</p> <p>...</p> | |

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| water environment' Section 3.6 Planting | Details which relate to hard landscaping have been removed from this section and are covered in chapter 3.7. | <p>Edinburgh’s heritage of round crowned deciduous trees should be respected in planting schemes; <i>in particular, mature trees of high value should be retained wherever possible.</i> and tThe creation of wooded ridges should be included in proposals wherever practicable.</p> <p>...</p> <p>The correct species should be selected for the intended location, taking into account ultimate height and spread, the character of the local area and its environmental and climatic conditions. The <i>proposed landscape framework should be achievable and so siting of buildings, proximity of underground PU services, street lighting columns and drainage all need to be considered as well as road signs, parking and CCTV as appropriate.</i> siting of buildings, underground services, street lighting and drainage should reflect the intended landscape framework. Other factors such as road signs, parking and CCTV may need to be considered.</p> <p>...</p> <p>Tree pits and trenches should be sized to reflect the nutritional and water requirements of a fully grown tree. Drainage, <i>aeration</i> and irrigation should also be installed to aid establishment, in particular where impermeable surfaces may limit natural rainwater percolation.</p> <table border="1" data-bbox="589 831 1865 1385"> <thead> <tr> <th></th> <th>Size at planting</th> <th>Density / spacing</th> <th>Other requirements</th> </tr> </thead> <tbody> <tr> <td>Woodland</td> <td>60-80 cm height.</td> <td>1m spacing.</td> <td>Include 30% feathered trees of min height 180cm where immediate visual effect required. <i>Min 300mm depth of topsoil. Tree shelters may be required depending on site conditions (e.g. wind exposure, rabbits, etc).</i></td> </tr> <tr> <td>Trees - green spaces</td> <td>Extra heavy standard, 14-16 cm girth minimum. The Council may require larger dependent on location.</td> <td></td> <td>2m clear stem or multi-stem. Provide <i>a dimensioned</i> tree pit/trench detail with means of support <i>topsoil & soil ameliorant specification, details of drainage, staking and accessories.</i></td> </tr> <tr> <td>Trees - paved spaces</td> <td>Semi mature, 30-35 cm girth.</td> <td></td> <td>2m clear stem, underground guyed. Provide <i>a dimensioned</i> tree pit/ trench detail to demonstrate adequate soil volume and load bearing support for surrounding paving. <i>Also include topsoil & soil ameliorant specification and drainage & accessory details.</i></td> </tr> <tr> <td>Fruit trees</td> <td>Light standard, 6-8cm girth.</td> <td></td> <td>Spacing and means of support to correspond with intended shape.</td> </tr> </tbody> </table> | | Size at planting | Density / spacing | Other requirements | Woodland | 60-80 cm height. | 1m spacing. | Include 30% feathered trees of min height 180cm where immediate visual effect required. <i>Min 300mm depth of topsoil. Tree shelters may be required depending on site conditions (e.g. wind exposure, rabbits, etc).</i> | Trees - green spaces | Extra heavy standard, 14-16 cm girth minimum. The Council may require larger dependent on location. | | 2m clear stem or multi-stem. Provide <i>a dimensioned</i> tree pit/trench detail with means of support <i>topsoil & soil ameliorant specification, details of drainage, staking and accessories.</i> | Trees - paved spaces | Semi mature, 30-35 cm girth. | | 2m clear stem, underground guyed. Provide <i>a dimensioned</i> tree pit/ trench detail to demonstrate adequate soil volume and load bearing support for surrounding paving. <i>Also include topsoil & soil ameliorant specification and drainage & accessory details.</i> | Fruit trees | Light standard, 6-8cm girth. | | Spacing and means of support to correspond with intended shape. | |
| | Size at planting | Density / spacing | Other requirements | | | | | | | | | | | | | | | | | | | | |
| Woodland | 60-80 cm height. | 1m spacing. | Include 30% feathered trees of min height 180cm where immediate visual effect required. <i>Min 300mm depth of topsoil. Tree shelters may be required depending on site conditions (e.g. wind exposure, rabbits, etc).</i> | | | | | | | | | | | | | | | | | | | | |
| Trees - green spaces | Extra heavy standard, 14-16 cm girth minimum. The Council may require larger dependent on location. | | 2m clear stem or multi-stem. Provide <i>a dimensioned</i> tree pit/trench detail with means of support <i>topsoil & soil ameliorant specification, details of drainage, staking and accessories.</i> | | | | | | | | | | | | | | | | | | | | |
| Trees - paved spaces | Semi mature, 30-35 cm girth. | | 2m clear stem, underground guyed. Provide <i>a dimensioned</i> tree pit/ trench detail to demonstrate adequate soil volume and load bearing support for surrounding paving. <i>Also include topsoil & soil ameliorant specification and drainage & accessory details.</i> | | | | | | | | | | | | | | | | | | | | |
| Fruit trees | Light standard, 6-8cm girth. | | Spacing and means of support to correspond with intended shape. | | | | | | | | | | | | | | | | | | | | |

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| | | Hedges | 60-80 cm height. | 250mm spacing in two offset rows 300mm apart. | Protected by post and wire fencing <i>or similar</i> . Min 400mm depth topsoil. | |
| | | Shrubs/fruit bushes | Dependent on species. | 500-600mm apart. | Min 3L pot grown unless bare root/root balled Min 300 mm depth site topsoil. Planted in groups of 3-5 of same species. | |
| | | Herbaceous perennials/ ground cover | Dependent on species. | 300 - 450mm apart. | Planted in groups of at least 7 of same species. | |
| | | Amenity Grassland | Specify turf or seed mix g/m2. | | Min 200 mm site topsoil spread over graded and free draining subsoil. | |
| | | Meadow Grassland | Specify meadow seed mix g/m2 by type, including dry/wet meadow, pictorial, woodland and percentage of each species. Additional plug plants to be specified by species and nr/m2. | | Use of graded and site subsoil free from compaction. | |
| | | Bulbs | Specify by species, grade nr/m2 <i>and diameter</i> . | | | |
| | | Green roofs/ vertical green walls | Specify whether intensive or extensive in design. | | Ensure sufficient structural capacity and depth of growing medium. Specify proprietary matting/wall systems including species mix and plug plants. | |
| | | <p>Full planning applications</p> <p>Full Applications require all planting and hard-landscape proposals to be specified as follows:</p> <ul style="list-style-type: none"> • Full botanical name of all plant stock <i>or relevant British Standards (BS 3936-1; BS 5236; BS4043)</i>; • Minimum size of plant stock at planting as per the National Plant Specification; • Expected height and spread of trees. • Planting density, total numbers and/or planting locations; • <i>Grass and wildflora seed mixes and specification</i>; • Tree pit details, including topsoil & soil ameliorant specification, drainage, means of support, and protection and accessories; and | | | | |

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| Page 102 | | <ul style="list-style-type: none"> • Details of surfacing materials, including grass mixes and paving; • Details of junctions between surfacing; • Details of walls and fencing, including boundary treatments; • Details of new play areas and equipment; • Site furniture including bin and cycle stores; and • Details of all functioning landscape elements of Sustainable Urban Drainage. <p>Management and maintenance</p> <p>Details of the intended arrangements and proposed long-term maintenance and management operations for all landscape proposals should be submitted to demonstrate that a high standard of landscaping can be achieved, appropriate to the location of the site. This includes proposals for the adoption or otherwise of landscape features within streets. <i>For planted areas, details of weed control, cultivations, adjusting tree stakes & ties, firming up, watering, pruning, fertiliser applications, mulching, litter clearance and plant replacements of any plant failures should be provided. For grassed areas, details of mowing regimes, weed control, watering, stone removal, fertiliser and rectifying failures should be provided.</i></p> <p>...</p> <p>Use of a well composted mulch after planting and watering can aid establishment, retain soil moisture and suppress weed growth. <i>The use of fertilisers and soil ameliorants also aid establishment and on exposed windy sites the use of windbreaks and/ or tree shelters is recommended.</i></p> | |
| Chapter 3: ‘Designing places – landscape Biodiversity and the water environment’ Section 3.7 Hard Landscaping | Additional guidance included to improve the quality of hard landscape provision and address issues with levels. | <p>Streets in new development should be designed in accordance with the <i>chapter 4: Edinburgh Street Design</i> guidance and Designing Streets. <i>In particular new streets should be wide enough to contain cycleways & footpaths and green verges that are capable of accommodating street trees.</i></p> <p>...</p> <p>Narrow planters should be very cautiously used as boundary elements as they generally fail over the long term. Timber fencing should not be used in the public realm unless bespoke and beautifully detailed. Proposed levels should be carefully designed to tie in with existing site levels, including on adjacent sites. <i>Therefore topographical surveys should be extended beyond the immediate site boundary to ensure this is possible.</i></p> <p>...</p> <p>Image annotation: Fountainbridge – Port Hamilton A square has been formed between the new and old buildings. This simple space provides an attractive new route through the development</p> |  |

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| Page 103 | | <p><i>Sibbald Walk</i> <i>A new square has been formed as part of the redevelopment of this part of the old town and provides an attractive and well used route through the area.</i></p> <p>Full planning applications and applications for approval of matters specified by conditions should <i>specify the hard landscape with plans and details to include:</i> fully specify all paving materials, in terms of type, finish, unit size, proposed pattern/ bond and method of laying and jointing.</p> <ul style="list-style-type: none"> • <i>Location of all hard surfacing materials, (i.e., roads, footpaths and paving) including their product specification (e.g., type, finish, unit size, proposed pattern/ bond and method of laying and jointing).</i> Attention should be paid to how changes in level are addressed, detailing of drainage and the correct specification of sub-base and materials where spaces will be subject to vehicular traffic. To avoid awkward cutting and jointing of units around existing and proposed features, appropriately sized or special paving units should be used and carefully coordinated with the layout of street furniture. • <i>Details of junctions between surfacing (e.g., kerbs & edge restraints);</i> • <i>Details of boundary treatments (e.g., walls and fencing) including their location and product specification. Visualisations also to be provided.</i> • <i>Details of new play areas including equipment and safety surfacing;</i> • <i>Street furniture including product specification for any seating, bin & cycle stores, signage, interpretation panels, etc;</i> • <i>Public art & sculpture – visualisations and construction details required.</i> | |
| <p>Chapter 3: ‘Designing places – landscape Biodiversity and the water environment’ Section 3.8 Water Environment</p> | <p>Reference to be included to ‘Building for Nature’ accreditation.</p> <p>Underground SUDs solutions are no longer supported because of legacy issues.</p> <p>The concept of beauty is promoted.</p> | <p>Survey and analyse the existing and historic water environment on development sites.</p> <p>Design developments, including the floor level of buildings, to ensure that properties are not at risk of surface water flooding.</p> <p>Provide above ground surface water attenuation on development sites to reduce flooding, due to the development, on surrounding areas. <i>Underground storage solutions should be avoided.</i></p> <p>...</p> <p>In greenfield sites SuDS and flood attenuation methods should be designed by early discussions with water engineers and landscape architects within the design team. <i>The team should be aiming for a ‘Building with Nature’ - Excellent standard.</i> Above ground solutions should be provided on constrained brownfield sites.</p> <p>Underground solutions <i>are not be acceptable as they</i> might be considered acceptable, however, these leave a legacy of hidden structures that have the potential to fail and should only be used in exceptional circumstances.</p> |  |

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| | The flow chart setting out the requirements for discharge points has been simplified. | <p>Images annotation: SuDS retention basin <i>and swales</i>, Firrhill Neuk, Oxcgangs <i>Kirkliston</i> Permanent pond <i>and swales</i> with wetland planting including Flag Irises adjacent to Oxcgangs Neighbourhood Centre. The pond has become the focus for community life, is overlooked by surrounding streets and has its own Friends Group and wildlife information panel. <i>at new development in Kirkliston form an attractive part of the landscape setting of the development and enhance biodiversity in the area.</i></p> <p>...</p> <p>Sustainable Urban Drainage Systems should also be designed by engineers and landscape architects. The designers should propose a system that:</p> <ul style="list-style-type: none"> is attractive and visually interesting <i>beautiful</i>; | <p>Replacement of discharge points flow chart</p>  |
| <p>Chapter 4: ‘Designing Streets: Edinburgh Street Design Guidance’</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 104</p> | The title of the section has been changed slightly and text referring to the EDG as a separate document has been deleted. | <p>Section 4.1 Introduction <i>to the Edinburgh Street Design Guidance</i></p> <p>Section 4.3: Street Pattern/Structure The Edinburgh Context What makes Edinburgh special is detailed in the Edinburgh <i>section of this guidance</i> Design Guidance and includes areas outside the urban area such as the coastal settlements and rural towns and villages section of this guidance</p> | |
| <p>Chapter 4: ‘Designing Streets: Edinburgh Street Design Guidance’ Section 4.1 Introduction <i>to the Edinburgh Street Design Guidance</i></p> | The flow chart in the How do I use the guidance section needs to be revised to make the processes for new and existing streets and clearer | <p>A Detailed Design Manual, containing detailed and technical information factsheets to implement the Guidance, will be is available online in early 2018.</p> <p>The manual is intended to be a ‘live’ document and will be updated to reflect best practice, policy and legislative change. <i>Appendix B is an index for topics covered by the Detailed Design Manual factsheets.</i></p> |  <p><i>Active ground floor uses provide an interesting and animated streetscene – William Street</i></p> |

| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
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| | | <p>How do I use the guidance?</p> | |

| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | Proposed Image Changes |
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| Page 106 | | | |
| Chapter 4: 'Designing Streets: Edinburgh Street Design Guidance' | Links to the relevant detail design factsheets have been added under key heading | <p>Streets as places</p> <p>This guidance is intended to bring about a shift in the emphasis of street design across the city from a movement dominated approach, to one which starts by considering streets as places, in so doing reinforcing and improving the quality of Edinburgh's streets. Designers should have a clear understanding of the function of a particular street and propose improvements that will reflect the role of the street, whether it is primarily a retail (high) street, a low density residential street, a place for social and cultural activity, a busy bus or general traffic route.</p> | |

| Chapter, Section | Reason for Update | Proposed Text Changes <i>(new text in blue, bold and italics)</i> | Proposed Image Changes |
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| <p>Section 4.2 'Guiding Principles'</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 107</p> | | <p>They will use design to influence road user behaviour, helping reduce vehicle speeds and thus improving safety, particularly for pedestrians and cyclists.</p> <p><i>See factsheet:</i></p> <ul style="list-style-type: none"> <i>P1. Street as a Place</i> <i>P2. Promoting Pedestrian Movement and Activity</i> <i>G6. Speed Reduction and Traffic Management</i> <i>C1. Designing for Cycling</i> <p>Road Geometry</p> <ul style="list-style-type: none"> • Using narrower vehicle lanes, consistent with promoting slower traffic speeds which give more space to pedestrians and cyclists, whilst keeping enough width for buses to operate efficiently where appropriate. <p><i>See Factsheet:</i></p> <ul style="list-style-type: none"> <i>P2. Promoting Pedestrian Movement and Activity</i> <i>C1. Designing for Cycling</i> <i>G2. Carriageway Widths (under production)</i> <p>Road Crossings for pedestrians and cyclists</p> <ul style="list-style-type: none"> • Providing new crossings on desire lines wherever possible, including where this brings the crossing very close to a side road junction. <p><i>See Factsheet:</i></p> <ul style="list-style-type: none"> <i>G4. Crossings</i> <i>G5. Crossings at or Near Junctions</i> <i>P2. Promoting Pedestrian Movement and Activity</i> <i>C1. Designing for Cycling</i> <p>Cycling and cycleways</p> <ul style="list-style-type: none"> • Increasing the priority given to cyclists in street design. • Introducing guidance covering segregated on- street cycleways, including dealing effectively with junctions and bus stops <p><i>See Factsheet:</i></p> <ul style="list-style-type: none"> <i>C1. Designing for Cycling</i> <i>C2. Cycle Lanes</i> <i>C3. Segregated Cycle Tracks - Soft Segregation (under production)</i> | |

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| Page 108 | | <p style="text-align: center;"><i>C4. Segregated Cycle Tracks - Hard Segregation</i></p> <p>Junctions</p> <ul style="list-style-type: none"> • 'Tight' corner radii will be encouraged, slowing down turning vehicles and making side roads easier to cross. • Wider use of raised road junctions without specific vehicle priority to help reduce vehicle speeds and to give pedestrians more priority. • Introduction of 'continuous pavement' side road crossings in streets busy with pedestrians, giving greater priority to people travelling on foot. • Pedestrian phases and advanced cycle stop lines at all signalled junctions. <p><i>See Factsheet:</i></p> <ul style="list-style-type: none"> <i>G4. Crossings</i> <i>G5. Crossings at or Near Junctions</i> <i>G6. Speed Reduction and Traffic Management</i> <i>G7. Priority Junctions</i> <i>G8. Junctions (under production)</i> <i>M4. Tactile Paving</i> <i>P2. Promoting Pedestrian Movement and Activity</i> <i>P8. Pedestrian Streets (under production)</i> <i>F3. Signage</i> <p>Footways</p> <ul style="list-style-type: none"> • Altering the design of driveway crossings of pavements ("crossovers") to prioritise a level surface for walking and wheelchairs above a gradual gradient for cars. Ensuring crossfalls on all footways are comfortable for people with reduced mobility. • Using the guardrail assessment protocol adopted in 2012 as a basis for considering this design feature, with a presumption against new railings and in favour of removing existing. • Providing tactile paving and (where carriageways are not raised) dropped kerbs at all controlled and uncontrolled crossing points, including those at junctions, and prevention of parking at these crossing points. • Wider footways in places which are busy with pedestrians, and clear walking zones along them. <p><i>See Factsheet:</i></p> <ul style="list-style-type: none"> <i>P3. Footways</i> <i>P4. Vehicle Crossovers on Footways</i> | |

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| Page 109 | | <p><i>P5. Pedestrian Guardrail</i> <i>M4. Tactile Paving</i></p> <p>De-cluttering</p> <ul style="list-style-type: none"> • Minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions. • Generally not reinstating the centrelines on the 20mph network, other than on strategic routes. (A trial conducted in London between 2013 and 2014 concluded that there was a statistically significant reduction in vehicle speeds. There will be immediate and longer term maintenance cost savings as a result of not reinstating the centrelines). <p><i>See Factsheet:</i></p> <p><i>F3. Signage</i> <i>G3. Omitting Centrelines</i> <i>G6. Speed Reduction and Traffic Management</i> <i>P7. Minimising Street Clutter</i></p> <p>Flood management and Sustainable Urban Drainage systems (SuDs)</p> <ul style="list-style-type: none"> • Promoting and clarifying the requirements for this new approach to drainage which seeks to ‘design out’ flood risk through attenuation as well as providing water quality treatment both in terms of new streets and retrofitting in existing streets. • Ensure the systems maximise the potential for improvements to landscape and biodiversity e.g. the use of ‘rain gardens’ with trees and soft landscaping. <p><i>See Factsheet:</i></p> <p><i>W1. Sustainable Urban Drainage Systems (SuDS) (under production)</i> <i>W2. Drainage (under production)</i> <i>F5. Street Trees (under production)</i></p> <p>Street trees and soft landscaping</p> <ul style="list-style-type: none"> • Introducing street trees and soft landscaping to conserve and enhance townscape character; to use as traffic calming measure and to encourage walking and cycling. <p><i>See Factsheet:</i></p> <p><i>P2. Promoting Pedestrian Movement and Activity</i> <i>C1. Designing for Cycling</i></p> | |

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| | | <p style="text-align: center;"><i>F5. Street Trees (under production)</i> <i>G6. Speed Reduction and Traffic Management</i></p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Chapter 4: ‘Designing Streets: Edinburgh Street Design Guidance’ Section 4.4 Edinburgh Street Design Framework</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 110</p> | <p>The Edinburgh Street Design Framework table has been revised to make it easier to use.</p> | <p>Edinburgh Street Framework</p> <p style="text-align: center;">Type of Place</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" rowspan="2">Street Priority</th> <th colspan="7">Type of Place</th> </tr> <tr> <th>Rural roads / No frontage</th> <th>Industrial Employment</th> <th>Low Density Residential</th> <th>Med Density Residential</th> <th>High Density Residential</th> <th>Service Sector Employment</th> <th>Retail / High Streets</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Significance of Movement</td> <td>Strategic</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Secondary</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Local</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td rowspan="3">Other streets and paths</td> <td>Footpath/cycleways</td> <td colspan="7" style="text-align: center;">(shared by pedestrians and cyclists)</td> </tr> <tr> <td>Footpaths</td> <td colspan="7" style="text-align: center;">(pedestrians only)</td> </tr> <tr> <td>Special streets and places</td> <td colspan="7" style="text-align: center;">Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs</td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" rowspan="2"></th> <th colspan="7">Type of Place</th> </tr> <tr> <th>Rural Roads/no frontage</th> <th>Industrial employment</th> <th>Low density Residential</th> <th>Med density Residential</th> <th>High density residential</th> <th>Service sector employment</th> <th>Retail/ High Streets</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Significance of movement</td> <td>Strategic</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Secondary</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Local</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td rowspan="3">Other streets and paths</td> <td>Footpath/Cycleways</td> <td colspan="7" style="text-align: center;">(shared by pedestrians and cyclists)</td> </tr> <tr> <td>Footpaths</td> <td colspan="7" style="text-align: center;">(pedestrians only)</td> </tr> <tr> <td>Special Streets and Places</td> <td colspan="7" style="text-align: center;">Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs</td> </tr> </tbody> </table> | Street Priority | | Type of Place | | | | | | | Rural roads / No frontage | Industrial Employment | Low Density Residential | Med Density Residential | High Density Residential | Service Sector Employment | Retail / High Streets | Significance of Movement | Strategic | | | | | | | | Secondary | | | | | | | | Local | | | | | | | | Other streets and paths | Footpath/cycleways | (shared by pedestrians and cyclists) | | | | | | | Footpaths | (pedestrians only) | | | | | | | Special streets and places | Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs | | | | | | | | | Type of Place | | | | | | | Rural Roads/no frontage | Industrial employment | Low density Residential | Med density Residential | High density residential | Service sector employment | Retail/ High Streets | Significance of movement | Strategic | | | | | | | | Secondary | | | | | | | | Local | | | | | | | | Other streets and paths | Footpath/Cycleways | (shared by pedestrians and cyclists) | | | | | | | Footpaths | (pedestrians only) | | | | | | | Special Streets and Places | Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs | | | | | | | |
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| | | Rural roads / No frontage | Industrial Employment | Low Density Residential | Med Density Residential | High Density Residential | Service Sector Employment | Retail / High Streets | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Significance of Movement | Strategic | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Secondary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Local | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other streets and paths | Footpath/cycleways | (shared by pedestrians and cyclists) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Footpaths | (pedestrians only) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | Type of Place | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Rural Roads/no frontage | Industrial employment | Low density Residential | Med density Residential | High density residential | Service sector employment | Retail/ High Streets | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Significance of movement | Strategic | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Secondary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Local | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other streets and paths | Footpath/Cycleways | (shared by pedestrians and cyclists) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>Chapter 4: ‘Designing Streets: Edinburgh Street Design Guidance’</p> | <p>Text to be added regarding how the levels of intervention apply to new streets</p> | <p>For example, designers should make ‘basic’ design changes as part of a small scale renewals project, but ‘standard’ changes as part of a larger carriageway or footway renewal scheme.</p> <p><i>New streets should always be designed to innovative or standard design principles.</i></p> <p>“Innovative” Design Principles / Requirements include concepts that may be new or experimental (at least in the UK context), or suitable only in special circumstances.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Section 4.5 Levels of Design Intervention | | <p>Any corridor or area based public realm, transport or economic development projects by the Council or third parties will fulfil both the basic and standard design principles and should consider innovative design principles.</p> <p><i>Any new development should start by considering innovative principles with an understanding that certain elements won't be applicable in all scenarios.</i></p> | | | | | | | | | |
| Chapter 4: 'Designing Streets: Edinburgh Street Design Guidance' Section 4.6 Design Principles | Cross reference to the Listed Buildings and Conservation Area guidance added | <p>Design Principles: World Heritage site, Conservation Areas, Listed buildings, Natural Heritage and biodiversity designations</p> <p><i>See section 1.1 and City of Edinburgh Council's Guidance on Listed Buildings and Conservation Areas for further information</i></p> | | | | | | | | | |
| Chapter 4: 'Designing Streets: Edinburgh Street Design Guidance' Section 4.6 Design Principles | The design principles checklists need to be amended – two of the principles listed as innovative are to be deleted as they are too prescriptive and one is to be moved. | <p>For all design principles checklists in section 4.6 the following innovative street layout principles are to be deleted:</p> <p>Clear width of carriageway: Strategic and secondary streets: min 6m (6.5m for bus routes); Local streets min 4.5m.</p> <p>Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.</p> <p>The following innovative street layout principle is to be moved to the standard section:</p> <p>Design speed for secondary and local streets is 20mph, including bus routes.</p> | | | | | | | | | |
| Appendix A: Information required for submission with a planning application | Some of this information has been revised to encourage the submission of better quality information to support planning applications. | <p>The following information is provided as a guide to the type of technical information that may be required for submission with a planning application.</p> <p>The list is non exhaustive and additional information may be sought. In order to ensure planning applications can be progressed within agreed timescales, applicants should agree with <i>the</i> planning <i>authority</i> the information to be submitted in advance of making a planning application.</p> <p>Site and Context Appraisals</p> <table border="1" data-bbox="577 1406 1872 1439"> <thead> <tr> <th data-bbox="577 1406 779 1439">Description</th> <th data-bbox="779 1406 1234 1439">What should it contain / do?</th> <th data-bbox="1234 1406 1400 1439">Scale</th> <th data-bbox="1400 1406 1872 1439">What it is required for?</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | Description | What should it contain / do? | Scale | What it is required for? | | | | | |
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|------------------|-------------------|---|---|--|---|------------------------|
| | | Historic/ Archaeological Surveys <i>and Heritage Statements/ Conservation Plans</i> | Initial survey & appraisals of archaeology and the historic environment relevant to the site context. | N/A | For developments where there may be sensitivities with regard to archaeology and the historic environment <i>and where the setting of historic assets and places needs to be defined.</i> | |
| | | Landscape/ Townscape & Visual Appraisals | See chapters <i>1.1</i> , <i>1.2</i> <i>and 2.1</i> of this Guidance. | N/A | Appraisals are required for all applications. | |
| | | Flood Risk Assessment | Refer to flooding guidance set out on the Council's website. See Chapter <i>3.7 8</i> of this Guidance. <i>The most up to date flood risk and (where relevant) coastal erosion data should be used.</i> | N/A | Applications for development on land with a flood risk. | |
| | | Surface Water Management Plan | Refer to flooding guidance set out on the Council's website. See Chapter <i>3.7 8</i> of this Guidance. | N/A | For all applications. | |
| | | Tree <i>survey protection information</i> | A <i>tree</i> survey in accordance with BS 5837:2012 <i>with accompanying plan indicating exact tree positions and canopy extent.</i> | 1:200 preferred. 1:500 may be appropriate on larger sites where 1:200 would not fit onto A1 paper. | For sites where there are trees with a stem of more than 75mm in diameter at 1.5m above ground level on or within 12m of the site. | |
| | | Tree <i>survey protection information</i> | A tree constraints plan in accordance with BS 5837:2012. | 1:200 preferred. 1:500 may be appropriate on larger | For sites where there are trees with a stem of more than 75mm in diameter at 1.5m above ground level on or within 12m of the site. | |

| Chapter, Section | Reason for Update | Proposed Text Changes <i>(new text in blue, bold and italics)</i> | | | | Proposed Image Changes | |
|--|---|---|---|--|--|------------------------|--|
| Page 113 | | | | sites where 1:200 would not fit onto A1 paper. | | | |
| | | Information required | | | | | |
| | | Description | What should it contain / do? | Scale | What it is required for? | | |
| | | Location Plan | This must identify the land to which the proposal relates and its situation in relation to the locality - in particular in relation to neighbouring land (land which has a common boundary or within 20 metres of the boundary of the land for which development is proposed). <i>If public realm improvements are required in the immediate vicinity of a development, the boundary line should include these areas.</i> | 1:1250 (1:2500) | Location Plan | | |
| | | Topographical survey (existing & proposed) | Existing & proposed spot heights across the site and adjacent to the site. | 1:500 or 1:200 (a scale bar should be shown). | For all planning applications (with exception of changes of use) where levels need to be considered in detail. | | |
| <i>Landscape layout plan/ masterplan</i> | <i>Plan to indicate the composite landscape proposals superimposed onto the above topographical survey plan. Existing retained features to be illustrated. Proposed levels to be indicated in contour and spot level format. A disturbed earthline should be shown so the extent of any earthworks is clear, An accompanying descriptive key is required.</i> | <i>1:500 or 1:200 (a scale bar should be shown).</i> | <i>For all planning applications where there are external works and landscape proposals.</i> | | | | |

| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | | | | Proposed Image Changes |
|------------------|-------------------|---|--|--|---|------------------------|
| | | Soft landscape <i>Planting</i> plan | Plan that show the details of all proposed planting complete with accompanying planting schedule. This should include levels against Ordnance Survey datum. As well as the planted size, the eventual tree canopy spread should be shown on drawings. <i>See chapter 3.6 of this Guidance.</i> | 1:200 preferred. 1:500 may be appropriate on larger sites where 1:200 would not fit onto A1 paper. | For all applications where soft landscape is proposed. For applications with limited soft landscape this can be combined with a hard landscape plan. | |
| | | Hard landscape plan | Plan that shows the proposed hard landscape materials including surface finishes, street furniture, boundary treatments <i>with product specification.</i> This should include levels against Ordnance Survey datum. <i>See chapter 3.7 of this Guidance.</i> | | For all applications where hard landscape is proposed. For applications with limited hard landscape this can be combined with a soft landscape plan. | |
| | | <i>Tree removal plan</i> | <i>Plan showing any trees with a stem of more than 75mm in diameter at 1.5m above ground level which will be removed as part of proposals.</i> | | <i>For all applications where existing trees are to be removed.</i> | |
| | | Tree protection plan | Plan showing trees to be protected including <i>root protection areas, protective barriers and any other</i> tree protection measures - see chapter 3.5 of this Guidance. | | For all applications where existing trees require protection. | |
| | | <i>Maintenance & Management Plans/ schedules</i> | <i>A plan or schedule to detail maintenance of the proposed soft landscape and external works during the first year. Also to provide details for long-term management (which should include any retained trees/ woodland/ landscape on the site) and any factoring arrangements. See chapter 3.6 of this Guidance.</i> | N/A | <i>For all applications where soft landscape is proposed and where there are existing areas of trees/ woodland that require management</i> | |
| | | <i>Swept Path Analysis for Refuse Vehicle</i> | <i>A Swept Path Analysis for a refuse vehicle moving through the Development, highlighting the location of the bin stores.</i> | 1:500 | <i>To ensure that the refuse vehicle can move through the development without overrunning footways, verges. To ensure that there is a direct route from</i> | |

| Chapter, Section | Reason for Update | Proposed Text Changes (<i>new text in blue, bold and italics</i>) | | | | Proposed Image Changes |
|---|---|--|---|---------------------|--|------------------------|
| | | | <p><i>Cross Sections including carriageway layout</i></p> | <p><i>1:100</i></p> | <p><i>the bin store to the back of the refuse vehicle.</i></p> <p><i>This to make sure that all levels are suitable.</i></p> | |
| <p><i>Appendix B: Edinburgh Street Design Guidance</i> <i>Detailed Design Manual: introduction and index</i> Page 119</p> | <p>A new appendix (B) has been added to bring the existing Edinburgh Street Design Guidance Detailed Design Manual: introduction and index into the document – to make this information more prominent and easier to access</p> | <p>All references to this information forming part C of the Edinburgh Street Design Guidance have been removed.</p> | | | | |
| <p><i>Appendix C: Protected views - Detailed guidance on the landmark features</i></p> | <p>Detailed guidance on why views of landmark features are considered important is not currently easy to access, it has been included as a new appendix (C)</p> | <p>See full changes document for text to be incorporated. The text is taken directly from guidance set out in the ‘Skyline Report: The Protection of Key Views’ report to Planning Committee 28th February 2008.</p> | | | | |

Appendix 2

Edinburgh Design Guidance Document with track changes

January 2020

Notes:

Not all the images in the Edinburgh Design Guidance document are included here – the images included in this document are new images to be used or images to be replaced (the smaller image is the one which is to be replaced).

Where there are no changes proposed to a section, the relevant extract of from the 2018 Edinburgh Design Guidance has been included in this document for completion.

Foreword

Edinburgh Design Guidance - building our future

Edinburgh is internationally renowned for its stunning architecture, beautiful green spaces, World Heritage Site status, art and literature.

Topography and landscape have massively influenced built form in the city. There is the medieval walled Old Town on a slope and the plateaued Neo-Classical New Town. This is in addition to the city's rolling tenemented and terraced stone suburbs of the 19th and 20th Centuries that were carefully planned by ambitious city councils.

Pioneering Town Planner Patrick Geddes placed importance on spirit of place, landform and locality (genius loci), influencing 20th Century city architect Ebenezer MacRae's work both in the Old Town and in the later suburban housing estates. These have further reinforced the unique qualities of the city we have today, a city with two world heritage sites that consistently ranks as one of the best places in the UK to live, work and study.

Respecting and building on this legacy is important for our economic and social well-being as the city's current strength owes much to its inspiring past foresight and today we can build tomorrow's heritage. Building well must become a reality that we can pass on to our children and theirs.

We all need to grasp this challenge. In the context of an expanding city, this is something we should be addressing. The Edinburgh Design Guidance will play its part. To achieve this we must all work to the same ambition. Councillors, planning officers and developers must all have the same aims for the city. We should be creating developments that we are proud of, and not just adding another suburban extension to the last one. We need to create new and sustainable city suburbs and employment areas that are places which reflect and build upon the city's rich architectural and design qualities. They need to be places in their own right being both well connected and of an appropriate density to help support walking, cycling and public transport to help maintain the compact character of Edinburgh.

As society changes, the city too is entering a new era of change and development. There is an opportunity for us all to play a part in creating an urban legacy for future generations. This guidance supplements and reinforces the Edinburgh Local Development Plan and is a tool to be used by everyone to work together for good city building and in striving to achieve an inspirational city which meets 21st Century needs.

I would like to thank all those who have been part of this latest update.



Councillor Neil Gardiner
Convener of Planning

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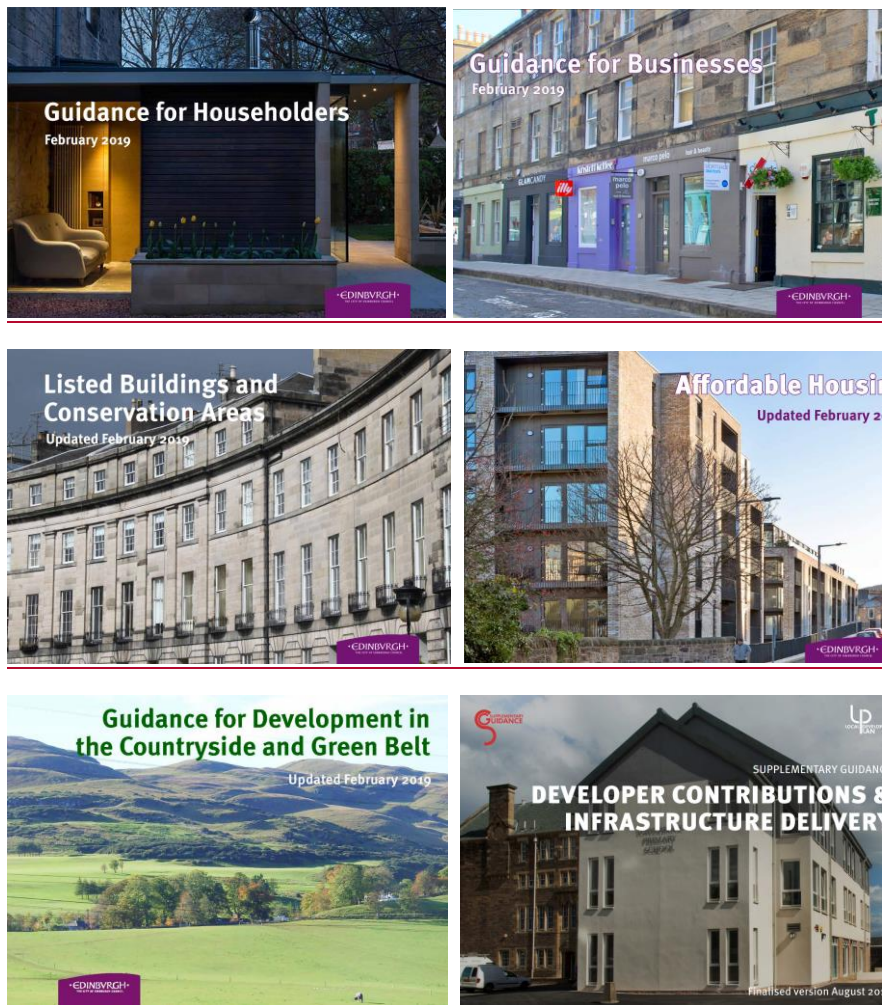
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Edinburgh Design Guidance

How does it relate to other guidance?

This document is part of a suite of non-statutory planning guidance which interpret the policies set out in the Local Development Plan. It is important that, where applicable, these are read in conjunction with one another. For example, when designing a new building in a conservation area, reference should be made to this guidance and the Guidance on Listed Buildings and Conservation Areas:



Other planning guidance is available including - Student Housing; Communications infrastructure; and Outdoor Advertising and Sponsorship.

Edinburgh also has a number of site/area specific planning guidance, including Development Briefs.

Further information

If you require any further information or clarification, please visit our website at http://www.edinburgh.gov.uk/info/20013/planning_and_building or contact the Planning Helpdesk on 0131 529 3550.

How is it structured?

There are chapters on Context, placemaking and design; Designing places - buildings; ~~and~~ Designing places – landscape, biodiversity and the water environment; [and Designing Streets: Edinburgh Street Design Guidance](#).

The introduction to each chapter sets out over-arching aims and expectations for new development.

Each subject area has its own section.

Main design principles introduce each section.

Explanatory text is included, where relevant to provide more detail.

Technical guidance is contained in the grey pages.

Local plan policy references are included.

The navigation panel allows online users to interact with the document.

Introduction

This updated guidance sets out the Council's expectations for the design of new development in Edinburgh.

Greater emphasis has now been placed on creating places that support the development of a compact, sustainable city and respond to the challenges of climate change. Support for active travel and public transport is reflected in revised parking controls in new developments. Landscape, biodiversity and green infrastructure are given greater prominence to reflect the ~~wider~~ contribution they make to placemaking, and quality of life, health and wellbeing, and towards mitigating the impacts of climate change. Air quality, which is fundamental to public health and quality of life, is addressed through various mechanisms, including the requirement to make provision for electric charging points to support the use of vehicles that emit lower levels of emissions.

The Council wants new development to create great places for people to live, work and enjoy. In order to do this, we need to achieve the highest quality of design that integrates successfully with the existing city.

Many recent developments have achieved this aim and some are used as examples in the guidance. These developments establish a standard for the design quality of new development. Where appropriate, the guidance includes examples from outwith Edinburgh.

This guidance is intended for all new developments and ~~and~~ includes a revision to the parking standards alongside the inclusion of the Edinburgh Street Design Guidance, which was previously a separate document. This will allow a holistic, place-based approach to design and development. The examples given show principles and concepts that apply to a range of different developments and examples of good street design.

The guidance should be used as a point of reference, as a basis for the planning and design of new development proposals and will be a material consideration in assessing planning applications. It aims to:

- provide guidance on how to comply with the policies in local plans;
- support good placemaking by bringing together guidance for streets, spaces and buildings;
- explain the key ideas which need to be considered during the design process;
- give examples of good quality design; and
- set out the requirements for design and access statements.

Each section provides guidance on specific topics that should be used as appropriate. It is important that it is read in conjunction with statutory development plans and other planning guidance depending on the type and location of development.

The Council's design-related policies can be broadly divided into themes relating to context, built form, landscape and biodiversity. This is reflected in the structure of the guidance. Where appropriate, technical guidance is included along with links to associated guidance and information.

Policy context

Scottish Government policy

~~A Review of the Planning System~~The new Planning (Scotland) Act 2019, ~~an new emerging~~ -National Transport Strategy, policies and programmes relating to Climate Change adaptation, ~~and~~ Cleaner Air for Scotland – the Scottish Governments policy document on Air Quality, ~~and the introduction of the Place Principle~~ all reflect a changing policy context. A more co-ordinated approach with outcomes that deliver better places is a common theme.

Creating Places and Designing Streets are the two planning policy documents for Scotland that relate to design. They set out government aspirations for design and the role of the planning system in delivering these. They are material planning considerations.

Creating Places sets out the six qualities of successful places as:

- distinctive;
- safe and pleasant;
- easy to move around;
- welcoming;
- adaptable; and
- resource efficient.

These guiding principles underpin the approach to delivering good places.

The Society of Chief Officers for Transportation in Scotland's (SCOTS) National Roads Development Guide provides technical guidance to support the design aspects of Designing Streets, by focusing on how to achieve Roads Construction Consent (RCC) for all new or improved roads for a local authority to adopt.

The Development Plan

The SESplan Strategic Development Plan and the Edinburgh Local Development Plan make up the Development Plan for Edinburgh. This guidance interprets and applies the policies set out in the Local Development Plan and provides more detailed advice.

The Local Development Plan, which was adopted in November 2016, provides the main basis for determining planning applications.

~~Relationship to other guidance~~

~~This Design Guidance is one of a number of user-focused pieces of guidance which interpret the policies set out in the Local Development Plan. It is important that, where applicable, these are read in conjunction with one another. For example, when designing a new building in a conservation area, reference should be made to this guidance and the Guidance on Listed Buildings and Conservation Areas.~~

~~Edinburgh also has a number of site/area specific planning guidance, including Development Briefs.~~

Edinburgh

Edinburgh is a unique and beautiful city - recognised by the UNESCO inscription of its two world heritage sites: the Old and New Towns of Edinburgh and the Forth Bridge. Its distinct geography and rich and varied heritage of buildings and urban design combine to create a unique cityscape. Edinburgh is a city of startling contrast – between its landscape and buildings and in its streets and spaces.

Landscape is vitally important. Containment is provided by the Firth of Forth to the North and the Pentland Hills to the South, but it is the hills within Edinburgh that create some of the most striking aspects of its setting. Castle Hill, Arthur's Seat, Calton Hill and others create a three dimensional city. Not only do they dominate views throughout the city, but they also create vistas, allowing the city to be seen and understood from a series of different vantage points.

The topography of hills, ridges and valleys have enabled the development of a series of distinct areas that juxtapose with one another. Nowhere is this interplay between landscape and buildings clearer than in the city centre. Both the Old and New Town are designed around their landforms. In the Old Town, the Royal Mile slopes gently down the Old Town ridge; buildings are tightly packed together off closes that run down to the Waverley and Cowgate valleys. The New Town's more undulating landscape is reflected in its spacious and geometrically ordered streets.

Throughout history, the city has evolved in response to changing needs and growth. In the 18th and 19th centuries, bridges and streets were thrust into the medieval pattern of the Old Town to create links with the wider city and improve the environment by providing more air and light. Edinburgh has also embraced change to meet current needs.

Subsequent expansion of the city have has created distinctive neighbourhoods with their own sense of place but which also contribute to the character of the city as a whole. Areas like the Grange, Marchmont and Bruntsfield, Inverleith, Leith, Gorgie and Dalry, have different building forms, but with their consistent heights, sandstone walls, slate roofs, vertical windows and architectural motifs they feel very much part of Edinburgh.

Although the later post war suburban areas of the city are less distinct, their simple layouts knit well into the wider city. Where streets align with the city's landmark features, their sense of belonging to Edinburgh is amplified.

Confident modern developments sit alongside some of the oldest buildings in the city. Ironically, this process of change means many parts of the Old Town are younger than large swathes of the New Town.

Edinburgh contains the greatest concentration of built heritage ~~assests~~[assets](#) in Scotland, with nearly 5,000 listed items comprising over 30,000 separate buildings. These range in scale from the Forth Rail Bridge to the statue of Greyfriars Bobby, and in age from the 12th century to the late 20th century. The city accounts for about one-third of all the 'A' listed buildings in Scotland and has a much higher proportion of 'A' listed buildings than the national average.

Edinburgh has a total of 49 conservation areas covering 25% of the urban area with a resident population of over 100,000. Each conservation area has its own unique character and appearance. The variation in character illustrates the history of Edinburgh. They range from the internationally

famous New Town, which is the largest conservation area in Scotland, to small villages which have been absorbed as the city expanded.

The public realm of Edinburgh offers a wealth of streets, squares and spaces, gardens and pedestrian spaces, which act as gathering places for people and settings for the historic buildings making an important contribution to the architectural character of the area. It can be seen as the glue that binds places together.

This combination of natural and built heritage should be maintained and enhanced. The principles presented here are informed by qualities that make Edinburgh special. They seek to achieve new development that draws on and interprets the past; with an emphasis on creativity and innovation rather than prescription.

Image annotations and changes:



View to the Pentland Hills from ~~Edinburgh Castle~~ Arthur's Seat



Tightly packed buildings in the Old Town—~~Cowgate viewed from South Bridge~~ View towards the castle from Lawnmarket



[Royal Circus in theA New Town Street: Northumberland Street](#)



[An Old Town Improvement Street: Cockburn Street](#) [Modern Edinburgh colony houses – Leith Fort](#)



Tenements in [Marchmont](#)[Bruntsfield](#)—[Warrender Park Terrace](#)—[Gillespie Crescent](#)



Suburban housing [in south east Edinburgh](#) with view to Edinburgh Castle—Greenbank Crescent

The Challenge

The quality of our environment undoubtedly contributes towards Edinburgh’s success as an international city to which people and businesses are attracted. For this to remain the case, it is vitally important that we continue to respect the existing built fabric. In doing so, Edinburgh should not become a museum piece. Instead, the city must continue to embrace change so that it can adapt to its evolving needs. However, this sets up a possible tension—between preservation and change. As many of the examples used in this guidance demonstrate, design led solutions can resolve a range of competing needs.

Where surrounding development is fragmented or of poor quality the aim is to establish a new context that better reflects the inherent character of Edinburgh. The Council encourages model forms of development that generate coherence and distinctiveness. Both the historic environment and the many modern developments shown in this guidance provide context of quality that should be reflected in these situations.

[Innovative placemaking and design solutions will be required to ensure resilience to the predicted impacts of climate change. These impacts include an increase in extreme weather events such as overheating, extreme rainfall, increased average temperatures which will be similar to Paris by 2080 which will increase the Urban Heat Island effect. Permeable, vegetated surfaces to absorb rainwater, shading and cooling from vegetation will be essential parts of the solution to create liveable, resilient places and buildings. Living roofs, trees, landscaping and above ground SuDS are all essential green infrastructure components to be incorporated into resilient placemaking.](#)

Integrating blue and green infrastructure into new and existing developments can reduce the risk of flooding and act as a buffer against noise and air emissions from vehicles, whilst providing open spaces for walking, cycling and nature.

A design process that challenges conventional ways of doing things will be key to creating successful places, particularly for new and emerging suburban areas.

Air quality has become a particular challenge in cities across the world. Considered use of design and placemaking can minimise the impacts of pollution while, at the same time, promoting spaces for walking, cycling and nature.

If the aims of this guidance are met, forthcoming developments will be more successful in the longer term - meeting the needs of all who use and experience the city.





Promoting good design

It is important to achieve the highest quality of design possible. This means committing to good quality at every stage of the design process.

Well designed developments can actively enhance the environment; manage exposure to air, noise and light pollution and reduce overall emissions. In contrast, other new developments may increase the emission of pollutants that are harmful to human health and impact on the quality of life.

Pre-application advice

The Council encourages and promotes engagement on design issues through pre-application advice. Providing advice prior to the formal submission of a planning application can ensure that the quality of development is improved and certainty in the outcome can be increased for the applicant.

This process provides an opportunity to consider the development in principle and to influence its design, so that potential problems are resolved or reduced. This will avoid the need for expensive and time-consuming retrospective re-design.

Design review

The Council supports the process of design review. Depending on the size, complexity and sensitivity of the site, proposals may be referred to either **Architecture + Design Scotland** (the Scottish Government's advisory body on urban design matters) or the Edinburgh Urban Design Panel. This should be done at the pre-application stage.

Architectural quality and competitions

The Council's policies and guidance aim to raise the urban design quality within the city. For particularly important or sensitive sites or for some nationally important uses, architectural competitions may be the best way of ensuring the highest architectural quality.

Community and place

Good design needs to take account of community needs and community aspirations. The Review of the Planning System and the Community Empowerment Act require that the community become more involved in helping to deliver better places. Use of tools like **The Place Standard** show how local needs can be incorporated into development briefs and other planning processes.



View from Meadows of new housing

1. Context, placemaking and design

This chapter sets out the Council's expectations for how new development should relate to its context; a key theme throughout this document. High quality design supports the creation of good places and has a positive impact on health and wellbeing. The highest standards of design can be achieved through the factors set out in the Scottish Government's Creating Places and Designing Streets policies, to create new vibrant places which are distinctive, safe and pleasant, easy to move around, welcoming, adaptable and sustainable.

The key aims for new development are:

- demonstrate an understanding of the unique characteristics of the city and the context within which it is located;
- demonstrate an understanding of the historical development of the site;
- reinforce its surroundings by conserving and enhancing the character and appearance of the landscape and townscape; including protecting the city's skyline and locally important views;
- ensure that adjacent development sites are not compromised and that there is a comprehensive approach to layout;
- provide appropriate densities depending on their existing characteristics;
- incorporate and use features worthy of retention, including natural features, buildings and views; and
- demonstrate a good understanding of the existing water environment on site and provide a creative response to manage future surface water.

1.1 Appraising the site and context

Survey the site and immediate context and analyse the character of the wider landscape and townscape surrounding a development site.

Survey the existing scope of visibility and the amenity value of these views within the city and surrounding landscape.

Evaluate changes to character and views that will result from development and use the findings to inform design review and finalised proposals.

Survey and analyse the historic environment and use findings to inform design proposals.

Local Development Plan policies

- Des 1 - Design Quality and Context
- Des 3 - Development Design
- Des 4 - Development Design
- Des 11 - Tall Buildings
- Env 1 - World Heritage Site
- Env 6 - Conservation Areas
- Env 7 - Historic Gardens and Designed Landscapes
- Env 11 - Special Landscape Areas
- Env 17 - Pentland Hills Regional Park

For a proposal to respond positively to its context, it is essential that it is designed with a good understanding of its site and the surrounding area and the wider city. This will help the development of a sound and sustainable concept around which the design is structured. ~~The council expects a multi-disciplinary team consisting of architect/urban designers, landscape architects, flood engineers, historic experts to be involved in developing and bringing forward a masterplan~~ The Council expects the masterplan layout to be designed by a multi-disciplinary team including architects, urban designers, landscape architect, flood engineers, and historic environment professionals as appropriate. For continuity the multi-disciplinary team should be involved from inception of the project to completion. Schemes with a poor understanding of context, urban form and sustainability will be refused. The design team should be aiming to provide a landscape design of the highest standard. The council would encourage proposals which meet the 'Building with Nature 'Excellent' 'standard.

Contextual evaluation should consider the impact of the proposal in terms of its physical structure: mass, density, materials, height, as well as its function and uses. Consideration should be given to whether it has a positive impact on the local community and whether that impact is local or area-wide.

Information required in a site survey and appraisal

Landscape

Geology, topography, landform, existing vegetation, including Trees (section 3.5), use of landscape by people, historical /archaeological assets, description of local landscape character and key landscape characteristics of site and context and analysis of the above.

| | |
|--------------------------------------|--|
| Ecology | Extended Phase One Habitat Survey and Ecological Assessment <u>Preliminary Ecological Assessment</u> , to identify habitats and protected species within the site and opportunities for linkage with adjacent habitats. See 3.4 Biodiversity on page 95 . |
| Hydrology, drainage, services | Locations of services and utilities (above and below ground). Water features and flood extents (including culverted river courses). See 3.8 Water environment on page 106 . |
| Townscape | Listed buildings and their setting, focal points, landmarks, architectural style, feu pattern & building line, conservation area appraisals. |
| Streets / Movement | How the site relates to the wider network of streets, footways and cycle routes and how these streets and routes are used. Consideration at different scales: structural, layout and detail. |
| Views Survey | Visual Assessment (see following pages) The extent to which the site is visible, whether the site is in a protected view or other important local or city view. Whether there are views to landmark features or other important features from site. |
| Microclimate /Air Quality | Sunpaths for winter & summer, prevailing wind in terms of shelter of urban blocks and tree planting, aspect and micro-climate in relation to solar gain & planting proposals. Existing air quality issues. |
| Planning / other designations | Is the site in the World Heritage Site? The airport exclusion zone? A site of importance for nature conservation? The extent to which it meets requirements of Council's Open Space Strategy etc. |

Much of the city's built up area is defined by a traditional townscape character that creates a high quality, sustainable and vibrant urban environment. Consideration should be given to the way new buildings are inserted into the framework of the existing townscape; respecting its scale and producing architecture of the highest quality.

Architectural form and building heights must, therefore, be appropriate to location and function. The objective is to preserve and enhance the existing townscape character, and pursue the highest architectural and urban design quality, incorporating social; environmental and economic needs.

New development should be sensitive to historic character, reflect and interpret the particular quality of its surroundings, and respond to and reinforce locally distinctive patterns of development, townscape, landscape, scale, materials and quality.

New development should strengthen the context of existing conservation areas, respecting the topography, physical features, views and vistas.

There is no simple prescription for good architecture beyond the precepts of 'commodity, firmness and delight'. Good new buildings in historic settings should not merely be fashionable, but should stand the test of time. Conformity to restrictive formulae or the dressing of modern structures in traditional forms may fail to produce quality architecture. The aim is to encourage development which reflects and creatively interprets the past. Consistency and continuity is important, and new buildings should not draw attention to themselves disproportionately.

Historic environment

The historic environment includes ~~ancient monuments, archaeological sites and landscape, historic buildings, townscapes, parks, gardens, designed landscapes and other features~~ historic buildings, townscapes, parks, gardens and designed landscapes, landscape, the layout of fields and roads, the remains of a wide range of past human activities, ancient monuments, archaeological sites and landscapes and many other features. It comprises both statutory and non-statutory designations and a range of non-designated historic assets and areas of historic interest.

Scottish Government's policies on alteration or change in the historic environment are set out in Scottish Planning Policy (SPP).

The Historic Environment Policy for Scotland (HEPS) sets out how to approach decisions in the planning system affecting the historic environment. The 'Managing Change in the Historic Environment' guidance series provides best practice advice in assessing development proposals against the HEPS. The Interim Guidance on the Principles of Listed Building Consent and the Interim Guidance on Conservation Areas provides detailed guidance on the application of HEPS to applications impacting listed buildings and Conservation Areas setting out the principles that are recommend are followed in the Scottish planning system.

Sites within the There are two World Heritage Sites (WHS) in the city; The Old and New Towns of Edinburgh and the Forth Bridge. These require particular consideration. Historic Environment Scotland's Managing Change in the Historic Environment: World Heritage provides advice. There are management systems in place for both World Heritage Sites to ensure that their 'Outstanding Universal Value' (OUV) is protected. the Old and New Towns of Edinburgh and the Forth Bridge WHS.

Proposals should explain the impact on the Outstanding Universal Values of the WHS. If an Environmental Impact Assessment is required, impacts should be set out in there.

It is also important to understand the setting of historic assets. Historic Environment Scotland's (HES) Managing Change in the Historic Environment Guidance provides advice on a range of subjects.

Their guidance on New Design in Historic Setting explains the process of design that can help deliver exciting contemporary interventions that energise and enhance our historic areas.

Where change may affect the OUV of the Old and New Towns of Edinburgh or the Forth Bridge WHS, consideration of cultural [and/or natural] heritage attributes should be central to planning any proposal. These should be presented early on in any general assessment (such as an Environmental Impact Assessment – EIA). Decision makers should carefully consider the weight given to heritage conservation needs. A key consideration is the threat or risk to World Heritage Site status and this should be clearly addressed in any EIA or Heritage Impact Assessment (HIA) report.

Where a statutory environmental impact assessment is required, cultural heritage sections must take account of the ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage properties where the EIA relates to a World Heritage Site. A Heritage Impact Assessment (HIA) undertaken as part of an EIA in these circumstances is not additional to normal EIA requirements, but uses a different methodology which clearly focuses on OUV and attributes that convey that OUV. The requirements should be made clear at the planning or scoping stage and should take account of.

Conservation Area Character Appraisals explain the special architectural and historic interest for each of the City's conservation areas. Edinburgh also has a heritage of listed buildings. If these fall within or adjacent to proposed development their significance and setting should be surveyed and appraised.

Where a site is of known or suspected archaeological significance a programme of archaeological works will need to be agreed with the Council. As the archaeology may influence the extent of development, this should be done at the site appraisal stage. On some sites, excavations may be required.

Historic Environment Scotland's national Inventory of Gardens and Designed Landscapes in Scotland describes landscapes of national importance. Proposals should assess the impact the development will have on the Gardens and their setting. Proposals that potentially will affect local and regionally important landscapes also require assessment. [Refer to guidance for the assessment of setting by](#)

[Historic Environment Scotland \(HES\) *Managing Change in the Historic Environment: Setting and The Garden History Society Planning Conservation Advice Note 11 Development in the Setting of Historic Designed Landscape.*](#)

Landscape character

Characterisation is a way to describe and understand the distinct patterns of elements which combine to create a 'sense of place', including geology, landform, soils, vegetation, land use, urban form, architectural style and experiential qualities.

A landscape character assessment can assist in defining objectives to protect, manage or restructure the landscape.

Edinburgh's unique and diverse landscape contributes to the city's identity and international renown. The landscape context is described in the [Lothians Landscape Character Assessment](#) and in more detail in the [Edinburgh Landscape Character Assessment](#). Special Landscape Areas have been identified as being of particular quality and their Statements of Importance also provide relevant information.

These should be referred to as part of a sites landscape appraisal, helping to ensure that developments interact with their surroundings and aspire to shape high quality future landscapes.

The urban edge for example should be designed to conserve and enhance the special character of the city. See page 18 for technical information and requirements.

Visual assessment

Visual assessment is a method to help understand the changes to views that would be experienced by people in the short, medium and long term should the development go ahead.

It is an essential tool to explore design options and assess the visibility of new proposals and how they will be viewed in relation to existing built and natural features.

In some instances the use of tethered balloons or scaffolding structures will be required to allow people to understand the visual impact.

Findings should be presented in Environmental Impact Assessments, Design Statements or Landscape and Visual Appraisals and follow the approaches set out by the document 'Guidelines for Landscape and Visual Assessment' (most recent edition).

This process should identify all the views within the landscape or townscape from a range of distances and orientations from the proposed development and take into account how this will be viewed from particular vantage points. These include hill tops, paths and greenspaces, visual corridors along streets and roads, bridges and residential neighbourhoods. See page 22 - 25 for technical information and requirements.

Technical guidance

Site appraisal

These drawings and images illustrate some of the ways a site can be ~~be~~ appraised—in this case the gap site next to the City Art Centre. Information like this helps build up an understanding of a site—it does not prescribe the way it should be developed.

Historic Environment

Development should relate to the historic context in terms of the following principles:

- New developments should be sensitive to historic character and attain high standards in design, construction and materials.
- New buildings should be designed for a long life and soundly constructed of durable materials chosen to suit their context. They should be capable of alteration and adaptation in response to changing needs in the future.
- Historic settlement patterns, plot boundaries, pedestrian routes and enclosures should be respected, as should the form, texture, grain and general character of the site as a whole.
- Most of Edinburgh’s conservation areas have a predominantly consistent design, or one which is layered and made up of diverse components, yet with an overall integrity. The consistent use of a limited range of materials for roof coverings, walls, ground surfaces, and for other elements and details, can be vital to the integrity of an area.
- New developments which impact on either of the two World Heritage Sites (WHS) should be assessed against their impacts on their Outstanding Universal Value.
- New buildings should be designed with due regard to their site and surroundings using materials that will weather and age well and settle into their place in the townscape.
- Development should remain within the range of heights of historic neighbouring properties.
- Facades should respond to the rhythm, scale and proportion of neighbouring properties.
- Development should respect the established building line.
- The density and architectural style of new development should respect the scale, form and grain of the historic context.
- Roof forms and materials should reflect the tradition of the locality.
- The use of materials should respect and strengthen local traditions, reflecting the naturally predominant material.
- Traditional means of enclosure should be provided, erecting either a wall sympathetic to the local context or railings of an appropriate design.
- Development should retain significant gaps or open spaces which contribute to the street scene or provide the setting for buildings of architectural or historic importance.
- Development should retain [trees \(and especially mature trees\)](#) which contribute [to](#) the character of the streetscape, [backdrop and setting](#).
- In exceptional circumstances, where there is a gap in a formal scheme, for example, it may be appropriate to rebuild or build to a pre-existing or reconstructed design.

In assessing whether or not unlisted buildings make a positive contribution to the special architectural or historic interest of a conservation area, the following questions will be considered:

- Does the age, style, materials or any other characteristics of the building reflect those of a substantial number of other buildings in the conservation area?

- Does it relate in age, style, materials or any other historically significant way to adjacent historic buildings and contribute positively to their setting?
- Does it reflect the development of the conservation area?
- Does it have significant historic associations with the established features such as the road layout or traditional plot sizes?
- Does it have landmark quality?
- Does it reflect the traditional functional character of the area?
- Does it have significant historic associations with local people or past events?

Landscape Character

Technical checklist

Determine the relevant study area in relation to the proposed development. Agree with planning authority.

Describe and categorise the surrounding landscape and townscape based on the predominant topography, land use, eras of settlement and patterns of form, scale and enclosure. Refer to existing sources of information as necessary.

Identify sensitive receptors within the study area, such as designated sites, listed buildings and scheduled sites, existing trees and woodland and describe key characteristics of site.

Provide a succinct written appraisal assessing the landscape/townscape impact of the proposal. Describe and evaluate change to character by considering how aspects of the proposal relate to its surroundings and whether change will weaken or enhance existing character. Where relevant incorporate design mitigation measures.

Additionally, designed landscapes will require a [full Historic Landscape Assessment](#).

[Lothians Landscape Character Assessment \(1998\)](#). [Edinburgh Landscape Character Assessment \(2010\)](#)

Historic Scotland – Conservation Plans – A Guide to the Preparation of Conservation Plans (2000)

Image annotation:

A range of ~~documents~~[documents](#) and techniques can be used when preparing landscape character assessments

Visual Assessment

The Landscape Institute’s ‘Guidelines for Landscape and Visual Impact Assessment’ sets out the recognised approach. It should be read in conjunction with the Landscape Institute Advice Note 01/11—Photography and Photomontage in Landscape and Visual Assessment and Visual Representation of Wind Farms (Scottish Natural Heritage 2014). [Latest guidance should also referred to including Landscape Institute Technical Guidance Note 02/17 Visual Representation of Development Proposals \(March 2017\) and Landscape Institute Technical Guidance Note 2/19 Residential Visual Amenity Assessment \(March 2019\).](#)— The visual assessment [should be undertaken by a chartered landscape architect. An assessment of ~~should assess~~ city, and local views as well as and protected views will be required.](#) Views within any cultural heritage assessments or assessments of setting should be [undertaken by the landscape architect in liaison with a suitably](#)

[qualified historic environment professional. The assessment of these views should be](#) to the same standard as the visual assessment. ~~They are likely to be the same views.~~

The requirements set out in the technical checklist should be confirmed and agreed at an early stage.

Technical checklist

Map the site's visual envelope or prepare a computer generated Zone of Theoretical Visibility (ZTV).

[Prepare a landscape and visual baseline report](#)

Identify viewpoints representing different [landscape and](#) visual receptors, from a range of distances and orientations from the proposed development. [There should be representative, illustrative and specific viewpoints.](#) Any relevant protected views ~~may should~~ be included.

Confirm [the number of](#) viewpoints and their location [on a location plan and agree](#) with [the](#) planning authority.-

~~Identify night time views, if required.~~

Prepare baseline site photography using equivalent of a 50mm focal length, usually set at 1.8m level ([Photography to comply with Landscape Institute Advice Note 01/11](#)). ~~All views should be verified.~~

~~It may be helpful to subsequently confirm site photography with planning authority~~

[The methodology for assessing landscape effects and visual effects should be agreed with the Planning Authority in advance. So how the susceptibility, value and sensitivity of the receptors; size, scale, duration, reversibility and magnitude of effects are to be judged needs to be clear from the outset.](#)

Present the proposals alongside baseline photography, by means of an accurately constructed 3d CAD model. [The position, massing and height of all principle built elements \(and any mitigation\) should be clearly indicated using photo wires, photomontages and fully rendered verifiable photomontages with accompanying annotation. Any mitigation proposals should also be shown.](#)

'Before' and 'after' views should enable direct comparison in the field, and should, therefore, be printed at the appropriate perspective, resolution and size with details recorded on the title block.

[The assessment should consider a reasonable scenario of maximum effects \(worse case situation\) from the selected viewpoints. This should include winter views without leaf cover. Night time views also to be considered.](#)

[Two time frames should be included – immediately after completion of the development and approximately 15 years later.](#)

Provide a written appraisal assessing the [landscape and](#) visual effects of the proposal, ~~and where relevant.~~ [A final statement of likely significant landscape effects and visual effects should be provided. It is expected that any mitigation identified is included within the finalised masterplan and is implemented.](#)

Image annotations:

Protecting new views

The view from Edinburgh Park Station towards Arthur's Seat & the Castle (right) has similar qualities to the view towards the Castle from Carrick Knowe railway footbridge. It should be protected.

Protecting an incidental view

Although the glimpsed view to Edinburgh Castle from the West Port is not a key view, care should be taken to protect it.

Limiting the height of buildings to maintain a view

Limiting the height of buildings to maintain a view

The height of buildings in the Bio-Quarter has been limited to maintain views towards the Edmonstone ridge. This helps to reinforce the landscape setting of the city by providing visual containment contributing to the sense that Edinburgh is a compact city.

Zone of theoretical visibility

Use of computer generated mapping to determine a site's zone of theoretical visibility i.e. the area across which a proposed development may have an effect on visual amenity, can inform the selection of viewpoints for visual assessment.

1.2 [City skyline, tall buildings and Pprotected views](#)

Conserve the city's skyline, by protecting views to landmark buildings and topographical features.

Protect the setting of the Forth Bridge by protecting the characteristics of the key views.

[Identify, analyse and retain other important views in relation to new development.](#)

Local Development Plan policies

- [Des 4 - Development Design](#)
- [Des 11 - Tall Buildings](#)
- [Env 1 - World Heritage Sites](#)

The topography of Edinburgh has shaped the way the city has evolved. The setting of the city, between the open hills and the Firth of Forth, and the impact of volcanic hills and ridges which define the built form, create a very strong sense of place. This establishes views to and from many key features around the city and allows the city to be defined by its topography rather than the height of its buildings.

The way buildings have used the topography of the city also defines what is special about Edinburgh; with the distinctive and contrasting patterns of the Old and New Town recognised through the World Heritage Site status. In order to protect this aspect of Edinburgh's character, the city's most striking visual features and views to them from a number of public vantage points [are-have been](#) identified. The landmark features which are to be protected include:

- The Castle, Castle Rock and Tolbooth St John's Spire.
- Calton Hill.
- The Old Town spine.
- Arthur's Seat and the Crags.
- The New Town.
- Coastal backdrop and Firth of Forth.
- Open Hills.
- The Forth Bridges.
- St Mary's Cathedral Spires.
- Fettes College.
- Craigmillar Castle.

[Detailed guidance on protecting views of these landmark features is in Appendix C.](#)

One mechanism for protecting the views has evolved from a study of views and skylines undertaken for the Council. Essential to implementing the guidance is an understanding of the concept of 'sky space'. Sky space is the space around the city's landmark features that will protect their integrity. Once the sky space is 'pierced' by a development, it has started to impact on a protected view. Although there is a general presumption against breaking the sky space, if a development can demonstrate that it adds to the city's skyline in a positive way and enhances the character of the city, it will be supported subject to it meeting other relevant policy considerations. It should also be noted that a development can have an adverse effect on the skyline, not by breaking the sky space, but through being too large in its built form or by failing to recognise the importance of rooftop detailing and modulation. Technical guidance is provided on the following page.

Forth Bridge [World Heritage Site](#)

The Forth Bridge and its setting are also recognised as creating a very strong sense of place. The Bridge was inscribed as a World Heritage Site in July 2015, reflecting the innovation in engineering, construction and materials used to create the iconic structure, which remains in its original use. The scale and power of the Forth Bridge creates a visually dominant landmark and a number of designations around the bridge ensure that it is protected at an appropriate level.

To help further safeguard its setting, a viewshed analysis identified a total of 10 key views; four of which lie within the City of Edinburgh. The protection of these key views and their characteristics will be a key planning consideration. [More information on the key viewpoints within the City of Edinburgh area is in 'The Forth Bridge World Heritage Site: Key Viewpoints' document.](#)

In general, development in the North West and particularly in and around Queensferry and Port Edgar must take into account any possible impacts on the Forth Bridge.

The four views of the Forth Bridge from within the City of Edinburgh boundary are:

- 4 Mons Hill;
- 5 Dalmeny Water Tower;
- 6 Bankhead, Dalmeny; and
- 7 Contact and Education Centre.

Click on the map arrows to reveal further details of the viewpoint.

Other important views

It is important that other views to landmark features and important views to landscape and built features, including statues and monuments, in and around the city are also protected.

New views can be incorporated within new development.

The following pages set out the Council's expectations for incorporating existing views.

[Tall buildings](#)

[Edinburgh's skyline is composed of tall slender, elegant objects which when viewed against the topography, give the city its unique character and identity. Any proposed tall structure will have to emulate these attributes in terms of slenderness, proportions and elegance. This is to ensure that they could be viewed as complementary to the existing situation.](#)

[Proposals for higher buildings will need to take into account the scale of surrounding buildings as well as their potential impact on protected views. More guidance on height and form is provided in section 2.1.](#)

Image annotation:

Protected skyline view of Calton Hill from west escarpment of Long Row, Whinny Hill (view no. E05)

Technical Guidance

Assessing the impact on key views

The bottom of the sky space can be measured and is calculated from Ordnance Datum, so once the height of any proposed development is known, it will be possible to assess its impact on any feature in the city by the extent to which it pierces the bottom of the sky space.

Each feature listed has different sky space around it depending on the nature of the feature. The amount of sky space around a feature will be sufficient, not just to protect a view of the feature, but to protect its context or setting. In some cases, the sky space can be accurately defined, whilst in others, it will be more of a matter of judgement. Views to the landmark features from any key view are in the form of view cones. The diagram to the right illustrates how view cones take account of topography and how proposals in different parts of the view cone might impact on a particular view.

Impacts on key views will vary depending on the nature of what needs to be protected in the key view itself, the location of the proposal and its height and form. Explaining in detail all circumstances in which the key views can be affected is beyond the scope of this guidance. However, it is possible to highlight some issues;

- Some areas are more sensitive to even small increases in height in relation to existing development due to their prominence in key views and exposure to sky space. An example of this is development in the area between Princes Street and Queen Street, where even the addition of an extra storey could impact upon views.
- In other areas, there may be scope for taller buildings but care needs to be taken that impacts on key views are fully considered. For example, some parts of the Port of Leith may have the capacity for buildings that will exceed building heights typical of the immediate context. However, these areas may be very near parts of the docks within which similar development could have an adverse effect. An assessment of the suitability of these or any other proposed locations for high buildings, in terms of their contribution to the strategic development of the city, will be required.



[View information sheet](#)

[Each key view is referenced and has an associated information sheet which sets out the parameters of the view cone and includes a photograph of the view being protected.](#)

Key views that are to be protected are set out on the following pages, [click on the links to view the information sheet](#). ~~These~~ [The key views](#) are to be kept under review.

[Tall Buildings](#)

The design of any high building will be of exceptional quality and it must demonstrate an understanding of its context and impact. This should be presented in a townscape and visual impact assessment. The application should be accompanied by:

- [Level information \(AOD ground levels and proposed heights\)](#)~~Sight and height levels~~;
- An analysis of the context including a strategic justification for the proposed location;
- Environmental modelling that addresses pedestrian wind safety issues related to;
 - Wind force (relative velocities related to a base line study of surrounding area).
 - Wind safety (turbulence, suction, lift).
 - Thermal comfort (Wind chill).
 - Noise level.
 - Air quality.
 - Streetscape aesthetics (impact of any mitigating measures).
- Photomontages showing the impact of the proposal on key views.
- A helium balloon test may be required, where the true height of the building is described by a series of markers attached to a cable suspended by a balloon filled with helium, so that a true understanding of the impact on the surrounding area can be gained.
- A statement demonstrating that there is an understanding of the impact of the development and showing how the development enhances its context.

Image annotation:

The concept of view cones and sky space

This diagram shows that depending on a building's position, its height and the topography surrounding, elements of a development (shown in red) can impact on the sky space around a landmark building or feature. Note that the sky space sits to the side, above and below the landmark feature.

1.3 Assessments and statements

Design and Access Statements are expected for all major planning applications as well as other significant or complex proposals.

Design statements are expected for some local planning applications.

An Environmental Impact Assessment (EIA) will be required for applications with significant environmental impacts.

Landscape and visual Appraisal/Assessments will be required for most applications. The extent of the assessment will be dependent on the scale and location of the development.

A Conservation Plan, Historic Landscape Assessment and Assessment of the Setting of Listed Buildings, or Assessment on the Outstanding Universal Value (OUV) of a World Heritage Site will be required when proposals include the historic environment.

Local Development Plan policies

- *Des 1 - Design Quality and Context*
- *Env1 - World Heritage Sites*
- *Env 6 - Conservation Areas*
- *Env 7 - Historic Gardens and Designed Landscapes*
- *Env 8 - Protection of Important Remains*

All development should communicate the visual and landscape / townscape change by the use of appraisals or assessments. The appraisal required depends on the scale and context of the change. In certain local applications this will be a stand

alone document, in other cases this assessment will be within a design statement. Where Design and Access Statements are required the landscape and visual information should normally be in a stand alone document. For development with a significant visual or landscape/environmental impact, the findings should be presented in an Environmental Impact Assessment.

The appraisal should show existing views, and existing natural and built features. Sections 1.6, 1.7 and 1.8 set out the Council's expectations for these matters.

Key townscape principles, such as height, form, scale, spatial structure and use of materials are set out in the Designing Buildings chapter.

The different appraisals include:

Design Statements

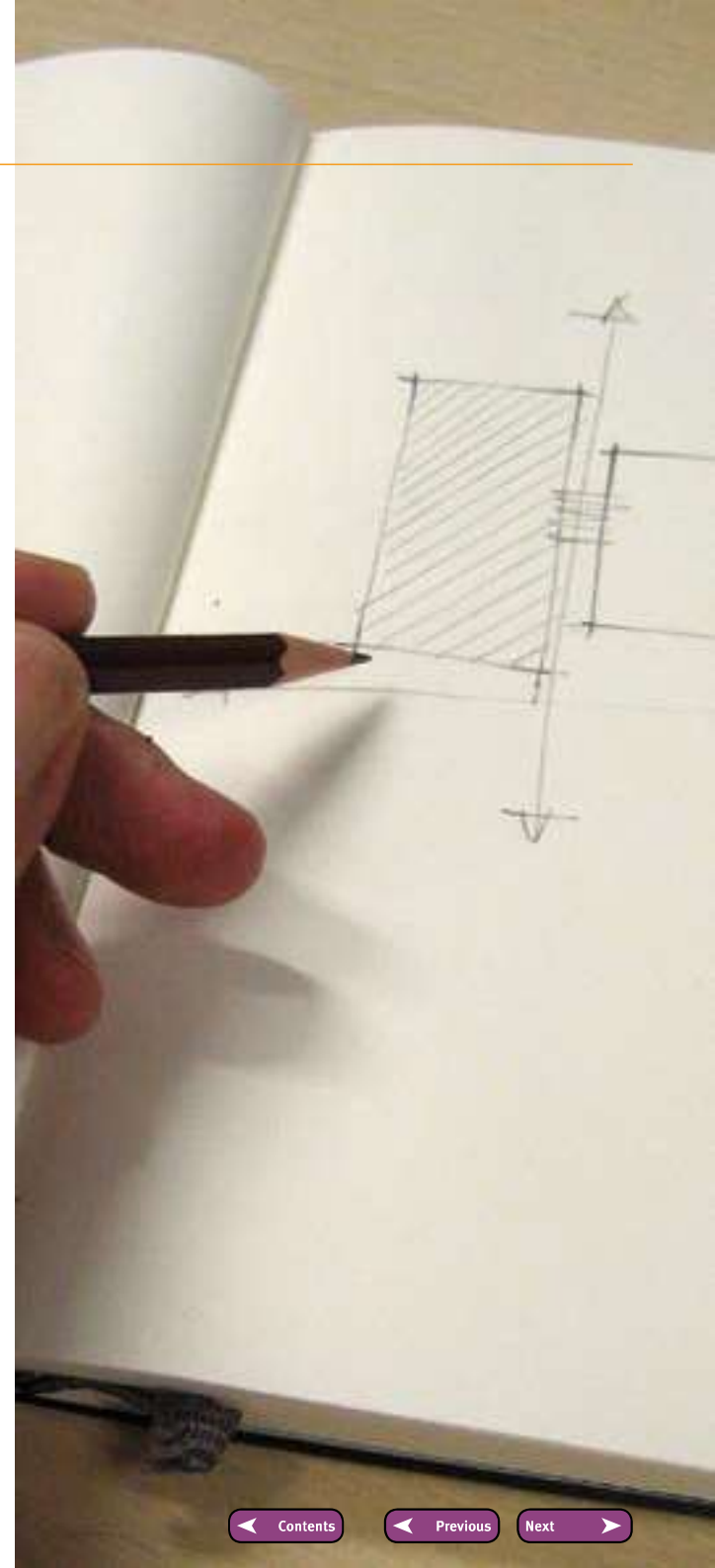
Design statements are required for local developments in the following areas:

- the World Heritage Sites;
- a conservation area;
- a historic garden or designed landscape;
- the site of a scheduled ancient monument; and
- the curtilage of a category 'A' listed building.

Design Statements are not required for:

- development of existing dwelling houses;
- changes of use; and
- applications for planning permission in principle.

Planning Advice Note (PAN) 68 - Design Statements shows how to prepare a design statement. Key headings are set out in the table overleaf.



Design and Access Statements

Design and Access Statements will be expected for all major planning applications as well as complex or significant local planning applications.

The Design and Access Statements are the same as a Design Statement except that they include a section about how issues relating to access to the development for people with disabilities have been addressed. The statement must explain the policy or approach in relation to adopted access. The table below sets out the requirements.

Information required in a Design Statement

| | |
|--------------------------|---|
| Background information | Name of scheme; Name of applicant; Name of architect / developer / urban designers / etc. Description of client brief; Date. |
| Site details | Location and site plan; Description; History including planning history; Ownership. |
| Site and area appraisals | See section 1.1 |
| Policy context | Relationship of proposal to national and local planning policies and guidance. |
| Public involvement | Outcome of consultation and public involvement. |
| Programme | How will the project be phased? |
| Concept | Diagrams illustrating key concepts and ideas that underpin the proposal. |
| Design solution | An explanation of the design solution, including site layout and parking provisions, and how the solution has taken account of factors above, including, site and area appraisal, policy context, public involvement and concept. |

Information required in an Access Statement

| | |
|--------------------------------|--|
| Policies | It must explain how policies relating to access in the Local Development Plan have been taken into account. |
| Specific issues | Identify specific issues which might affect access to the development for disabled people. This should explain how the applicant's policy / approach adopted in relation to access fits into the design process. |
| Access to and through the site | Developers should consider setting out in the statement how access arrangements make provision both to and through the site to ensure users have equal and convenient access. |
| Maintenance | It must describe how features which ensure access to the development for disabled people will be maintained. The publication <i>Designing Places</i> notes that the arrangements for long-term management and maintenance are as important as the actual design. Therefore, issues regarding maintenance will help inform the planning authority in coming to a view on how best, possibly through agreements or conditions, such features are to be maintained in the longterm. |
| Consultation | It must state what, if any, consultation has been undertaken on issues relating to access to the development for disabled people and what account has been taken of the outcome of any such consultation. |

The [Edinburgh Access Panel](#) advises on how to improve accessibility for people with disabilities in the built environment. Its advice should be sought early in the design process.

Proposals within a WHS will require an assessment. The extent of this should be agreed with the planning authority, however it will usually be within an EIA for large complex developments. Views presented to explain impacts on the Outstanding Universal Values should follow the guidance in [section 1.1](#) visual assessment.

Sites which contain listed buildings will require an assessment of the setting of the listed building. This should include an assessment of the landscape setting if appropriate, identifying key characteristics and views that create the character and define the setting. This should be presented following Historic Environment Scotland's advice. The location of the assessment should be agreed with the Planning Authority. [section 1.1](#) sets out the Council's expectations for positioning new development within historic sites.

For sites listed in [Historic Scotland's national Inventory of Gardens and Designed Landscapes in Scotland](#), or the Council's local survey records, a historic landscape assessment written by a chartered landscape architect should be submitted.

Where a Conservation Plan is required these should be written by an accredited Conservation Architect or Architectural Historian and should set out the important characteristics and evolution of the buildings and the landscape.

1.4 Coordinate development

Have a comprehensive approach to development and regeneration.

Comply with development frameworks or master plans that have been approved by the Council.

Develop masterplans with [urban designers/ landscape architects in](#) a multi-disciplinary team.

On larger sites, prepare and adhere to master plans that integrate with the surrounding network of streets, spaces and services.

On smaller sites, make connections to surrounding streets and spaces.

Local Development Plan policies

- [Des 2 - Co-ordinated Development](#)
- [Des 3 - Development Design – Incorporating and Enhancing Existing and Potential Features](#)
- [Des 4 – Development Design – Impact on Setting](#)
- [Des 7 - Layout Design](#)
- [Des 9 – Urban Edge Development](#)

A comprehensive approach to development is important, if well designed and cohesive networks of streets and spaces (including the green/[blue](#) network (section 3.2) are to be created. This is particularly important on sites which could be large enough to become neighbourhoods in their own right. [Where appropriate the Council will develop Place Briefs in consultation with local communities which will set out key principles to inform the preparation of a masterplan.](#)

[Where a master plan is prepared it must demonstrate a sound understanding of key issues and opportunities based on an analysis of the wider site context, its setting and its history. In sensitive settings, including urban edge development, this analysis must include a heritage and/or landscape appraisal that examines potential capacity for development on the site and identifies measures to avoid negative impact. The masterplan should support the creation or expansion of integrated, mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy access to facilities, services and good public transport connections. It must provide a robust development framework for efficient land use, connectivity, urban design, landscape/open space design, built form, infrastructure and service provision.](#)

[A comprehensive approach to development](#) is also important with smaller developments, where there is a possibility that neighbouring sites will be developed in the future. Applicants may be asked to demonstrate sketch layouts of how neighbouring sites could be developed. This will help ensure that the future development of neighbouring sites is not compromised.

It is expected that proposals, [including masterplans](#), will comply with the principles in this guidance and be prepared by a multidisciplinary team of consultants including architects, urban designers, landscape architects, ~~and~~ flood engineers [and historic environment professionals](#). It requires that streets must consider place before movement—a key part of establishing suitable urban layouts. An important aspect of this is to create streets and spaces that reflect the unique character and distinctiveness of Edinburgh. The Council wants new development to provide streets and spaces that are attractive for all potential users of them.

Opportunities for travel should be prioritised in the order of walking, cycling, public transport, then car, and should ensure equal access opportunities for people with disabilities. Design considerations should therefore reflect this user group hierarchy, by giving particular focus to the individual needs of pedestrians, cyclists and disabled people, while avoiding a 'one size fits all' approach to design.

Image annotations:

Maintaining development potential

This new tenement housing development will allow the neighbouring land and buildings including the drive through restaurant to be redeveloped in a similar pattern. This will help create a cohesive network of streets

Creating a masterplan and following it



A series of masterplans and frameworks were created to guide the development of the former industrial land and gas works site at Granton (pictured above). This allowed infrastructure – roads, cycle routes, avenues, parks and squares – to be put in place at the start of the project. All the new buildings that followed have fitted into this structure. This means it is likely that the aim of the masterplans to create a high quality new district for the city are more likely to be met.

In addition, this development contains a mix of uses. These include housing, a new college, supermarket, and business space. Mixing uses within new development sites helps them to become more interesting, vibrant and sustainable places. This is because people will use them throughout the day and night. A greater mix of uses also helps to create more sustainable transport options.

The City of Edinburgh Council masterplan for Caltongate published in 2006 is reaching the last stages of development with new office space, hotels, restaurants, and public spaces all having been built and new housing currently under construction.

The masterplan set principles for heights, roofscape, views and vistas to respond to the sensitive built heritage of Edinburgh's Old Town and included detailed guidance on new public spaces to be created. The resulting development is a modern response which sits successfully within the historically important setting with new streets and public spaces which knit well into the traditional pattern of vennels and squares.

New cycle routes

A new cycle route at West Granton Road helps connect this development into the wider area. It is designed so that in the future, new development can overlook it. This is important to help make the route safe.

This new housing at Saltire Street in the masterplanned area has a view to the sea.

The office at Waterfront Avenue has a square in front and the space for a future public transport hub.



New public realm and link created between Canongate and Calton Road (the building on the right is still under construction).

Shared surface for new student housing—Boroughloch

Because there is very little need for car parking and, therefore, access for cars, this development was able to be designed around a shared surface street. Due to the limited amount of vehicles and the fact it is well overlooked, it is attractive for pedestrians and cyclists.

Making connections to roads and cycle routes

This development was built on the site of a former suburban station. It makes connections to the cycle route and the roads at each end of it.

Bridge for pedestrians and cyclists—Westfield Avenue

This new bridge connects the development to the Water of Leith Walkway and areas beyond.

Shared surface in housing—Cakemuir Gardens.

The houses come right up to the edge of the carriageway. The tight space that results means that motor vehicles have to move around slowly. This helps make the space safe for pedestrians and children playing.

Pedestrian route in the city centre—Multrees Walk

This shopping and office development creates an attractive street. The shops and little square within it make it an interesting space to pass through. The Council will seek to make more routes like this where opportunities arise.





Connections outside the city centre—Brandfield St.

An important new connection has been made through the former brewery site. It is made as accessible as possible by the inclusion of the ramp. Landscape and overlooking contribute to its attractiveness.

1.5 Density

Increased density can be achieved on sites where the surrounding density is lower provided that:

- there is a strong urban design rationale for the increase in density; and
- the increased density would not have an adverse impact on neighbouring amenity or valuable natural heritage features.

Local Development Plan policies

- **Hou 4 - Housing Density**

High density development helps Edinburgh be a compact and vibrant city. Having higher densities allows land to be used more efficiently, helps regeneration and minimises the amount of greenfield land being taken for development. Higher densities also help maintain the vitality and viability of local services and facilities such as schools and local shops, and encourage the effective provision of public transport. They can also make the provision of district heat networks more viable - helping to achieve targets to decarbonise heat.

New development should achieve a density that is appropriate to the immediate site conditions and to the neighbourhood. This is particularly important in Victorian and Edwardian villa areas. Here the form of any new building and its positioning should reflect the spatial characteristics, building forms and heights within the area. Back-land development must be designed to ensure that any proposed building is subservient to surrounding buildings and it does not have an adverse impact on spatial character.

The appropriateness of high density housing to a particular site will depend on site context and on the way in which the development addresses the issues of open space (including impacts on landscape character and trees), unit mix, daylight, sunlight, privacy, outlook, house type, car parking requirements, waste management and the design and site layout of the development itself. Density should be a product of design, rather than a determinant of design. Where there is a failure to meet the Council's expectations in relation to these factors, this would indicate that the proposed density is too high and that the quantity of development on the site should be reduced or the design re-configured.

Where appropriate, higher density low rise building types like colony housing, or terraced housing could be inserted into some low density/low rise areas without adverse impact on amenity or character. There can be a rationale for a modest increase in building heights (and density) at nodes such as transport intersections of arterial and other significant roads, as the change in height can help signal the importance of the location and assist navigation.

High density development is encouraged where there is, or it is proposed to be, good access to a full range of neighbourhood facilities, including immediate access to the public transport network (i.e. within 500m of development). The map on the following page illustrates where these areas are within Edinburgh.

In new suburban developments, the Council encourages the efficient use of land and a mix of housing types. Introducing housing types such as flats, colonies, four in a block, terraces, mews houses and townhouses can help to increase densities on sites that are otherwise designed for detached and semi-detached housing.

Image annotation:

Density in suburbia

In these examples, the street layout is similar. The left hand example has fewer houses and so is less dense. The Council encourages the approach on the right hand side where there is a mix of terraced and semi detached houses. The right hand layout is more likely to help sustain services such as shops and public transport since there will be more people to use them.



Terraced housing—Wauchope Terrace

Terraced housing is one way of delivering houses with front doors and back gardens that makes efficient use of land.

Mixing houses and flats—Fala Place

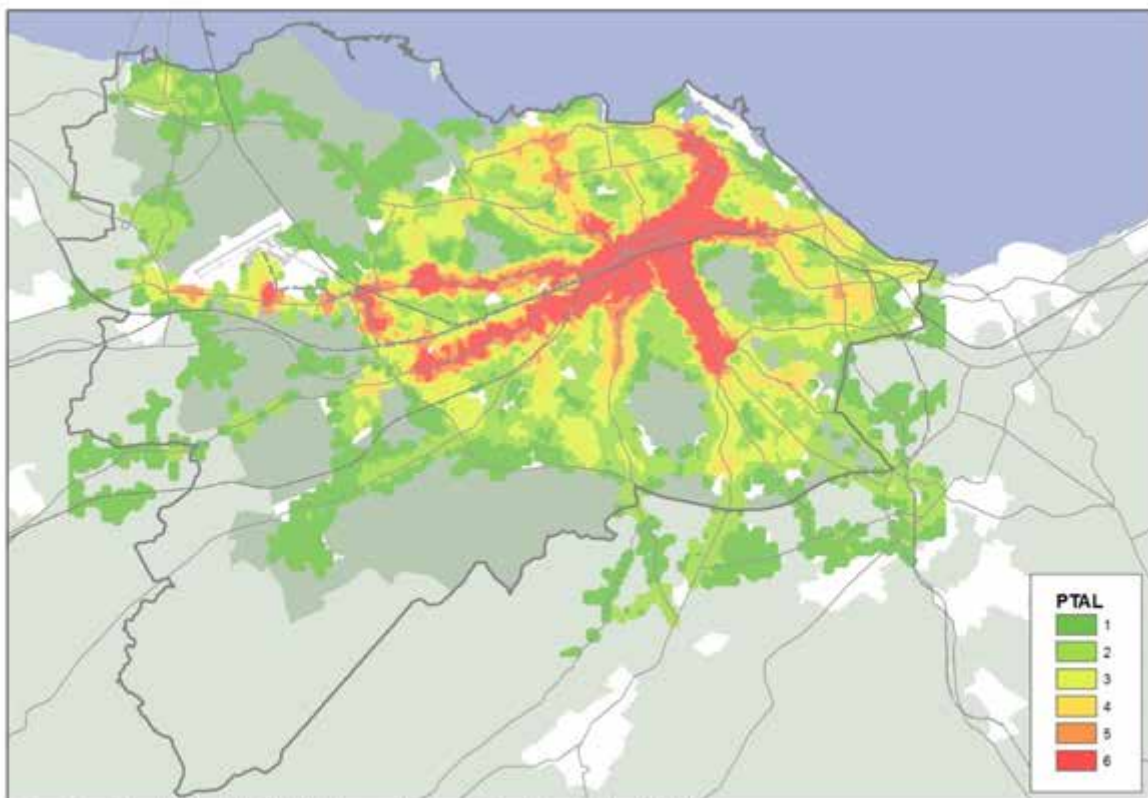
Having a mix of houses and flats helps to create a range of dwelling types—which improves social sustainability—and makes good use of land.

Flats in villa areas—Succoth Place

These flats integrate well into an existing villa area due to their scale and refined architectural design.

Technical Guidance

[Public transport accessibility levels map](#)



[The public transport accessibility level \(PTAL\) is measured by taking account of the distance from any point to the nearest public transport stop, and service frequency at that stop. The higher the score, the greater the level of accessibility. The map above should be considered when identifying opportunities for higher density development. It can be found on the Council’s Local Development Plan Interactive proposals map by clicking accessibility in the other information section of the legend.](#)

Density measurements

In order to ensure a consistent approach across the city, built density will be measured as follows:

The density of dwellings per hectare is calculated by dividing the number of dwellings on site by the Development Site + Roads Area.

Development Site + Roads Area (Ha) – is measured to middle of roads or other routes bounding the site.

Development Site Area (Ha) – the site boundary or where applicable measured to heel of pavement. Some parts of the site may not be considered to be developable based on LDP policy. These areas should be excluded from the development site area. Any areas to be excluded should be listed.

Calculating the density of Mixed Use Developments.

Discretion will be used when calculating the density of mixed use developments, in some cases the area of other uses may be considered insignificant (for instance 2 small commercial units as part of 700 house development).

For more complex mixed use proposals density should be expressed as gross floor area per hectare (GFA/Ha). Land which is clearly identified for other uses as part of the development (for instance land allocated for a new school) should be excluded from the calculation.

Gross Floor Area (GFA) (m²)—is measured to the exterior surface of external walls and includes all internal features e.g. stairs.

Other useful calculations:

Gross Building Footprint Area (Footprint) (m²) — the Gross Floor Area of the ground floor.

Net Floor Area (m²) - the internal area of a building measured to the interior surface of external walls including internal walls and partitions but excluding communal features such as stairs.

These measurements will allow a number of simple calculations to be made which will allow comparisons to be drawn with other developments within the city.

Examples using some of these density measures follow. For these examples, car parking values were simply determined by establishing how many cars actually park on the relevant street. In relation to perpendicular on-street parking, a value of 2.5m is suggested, whilst for parallel parking, a length of 5m is suggested to accommodate cars.

Stockbridge colonies

115 Dwellings / ha

0.96 GFA / site area

0.34 Footprint / site area

- 2.8 Average number of storeys
- 0.5 Car parking / dwelling 179m² GFA per car parking space

Marchmont tenements

- 99 Dwellings / ha
- 1.32 GFA / site area
- 0.33 Footprint / site area
- 4 Average number of storeys
- 0.8 Car parking / dwelling 170m² GFA per car parking space

Lochrin Place tenements

- 164 Dwellings / ha
- 1.89 GFA / site area
- 0.35 Footprint / site area
- 5.3 Average number of storeys
- 1 Car parking / dwelling 115m² GFA per car parking space

Westfield

- 172 Dwellings / ha
- 1.23 GFA / site area
- 0.24 Footprint / site area
- 5 Average number of storeys
- 0.4 Car parking / dwelling 165m² GFA per car parking space

Margaret Rose Avenue

- 23.6 Dwellings / ha
- 0.43 GFA / site area
- 0.20 Footprint / site area
- 2.1 Average number of storeys
- 1.7 Car parking / dwelling 106m² GFA per car parking space

21st Century Homes - Gracemount

69 Dwellings / ha

0.65 GFA / site area

0.23 Footprint / site area

2.9 Average number of storeys

0.8 Car parking / dwelling 119m² GFA per car parking space

1.6 Incorporate existing views

Where views to interesting or landmark features exist, incorporate them into new development.

Local Development Plan policies

- Des 3 - Development Design
- Des 4 - Development Design

Incorporating views into new development helps to create distinctive places which are connected to the areas around them. This is particularly important in public areas such as streets, squares and open space and make it easier for people to navigate through these spaces.

Sometimes a potential outward view of the wider landscape/townscape might not be apparent on a site, for example because there is a building in the way.

Site analysis will help establish whether a new view can be secured through redevelopment. If it can, it should be incorporated into the design.

Private views are not generally protected through the planning system.

Notwithstanding this, there are some circumstances where views can be provided in new development and will contribute positively to the amenity of the scheme. Such circumstances include sites where it is unlikely that the view can be interrupted by subsequent development and where the view is to a landmark feature.

The height and massing of buildings can have a significant impact on views. The section on height and form contains specific guidance on this matter.

Image annotations:

View to Craigmillar Castle—Castlebrae Wynd

The street is lined up to create the view to the castle.

Publicly accessible view

A publicly accessible view to Edinburgh Castle was created from the roof level of the Museum of Scotland.

Creating new views - Jackson's Entry off Canongate

Views to Salisbury Crags are framed by the retained historic buildings and the new development that resulted from the masterplan.

1.7 Incorporate natural and landscape features

Respond to existing variations in landform.

Protect and incorporate existing trees that are worthy of retention into the design of new open spaces.

Retain and incorporate other existing natural features into the design to reinforce local identity, landscape character, amenity and optimise value of ecological networks.

Address the coastal edge and watercourses positively and protect flood plains.

De-culvert watercourses and integrate them with the site layout and function.

Define the urban edge to conserve and enhance the landscape setting and special character of the city.

Local Development Plan policies

- Des 3 - Development Design
- Des 7 - Layout Design
- Des 9 - Urban Edge Development
- Des 10 - Waterside Development
- Env 12 - Trees
- Env 21 - Flood Protection

Existing landscape features can contribute strongly to the quality of new development making them distinctive and providing landmarks which aid navigation. The layout of proposals should integrate these features into the design. The Council will take particular interest in the retention of historic features and existing habitat.

Watercourses should be addressed positively by incorporating them into accessible green/blue networks, and ensuring security through natural surveillance and appropriate design such as active frontages.

Waterside sites can present a unique opportunity for innovative design. Flooding issues should be fully understood.

In some instances, public access is inappropriate in some areas because of the need to protect wildlife habitat. For example, the south side of the Union Canal is of particular habitat value and care should be taken to ensure protection of its biodiversity value. Similarly, the biodiversity of the Water of Leith benefits from a lack of public access to some of its banks. In the redevelopment of sites along the Water of Leith a 15m setback or substantial ecological mitigation will be required to maintain the ecological potential of this strategic blue/green network. (see also section 3.1)

The design of the urban edge should form a clear transition between the urban area and surrounding countryside. The retention, enhancement and integration of existing trees, shelterbelts and hedgerows helps integrate development with the character of the surrounding countryside and provide opportunities to extend habitat networks (see section 3.5). Existing trees should be located in open space as opposed to residential gardens.

Where suitable landscape features do not exist it may be necessary to create a substantial woodland edge to provide shelter and landscape structure. These should ~~provide~~allow the necessary space for native woodland habitat to achieve maturity and accommodate multi-user paths and links to the wider countryside. So they should be designed as a shelterbelt/ green corridor and allow for habitat connectivity through the site and to the wider area. They therefore require to be of an adequate width (at least 30-50m wide). Ideally they should be implemented in advance of any development to allow for early establishment so they can provide visual containment, shelter, active travel and biodiversity enhancement as soon as practicable.

In some situations, where new residential and civic architecture will enhance the townscape, or the urban edge adjoins recreational facilities or greenspace, a permeable edge of parkland trees and active travel routes may be considered.

Topographical features such as ridges and valleys also combine to provide natural barriers, which can help to direct development to the most appropriate locations whilst contributing to the setting and identity of the city.

Image annotations:

Retaining trees

New mature trees were planted alongside this retained tree in the Grassmarket.





Integrating trees—~~Glasgow Road~~Malta Terrace

Trees from the former Gogarburn Hospital site were Existing trees have been carefully integrated into the this housing development

A soft edge between development and landscape

By creating ‘fingers’ of buildings, landscape can be brought into the development, blurring the edge between the two.

Archaeological Interpretation

The archaeological remains of the Flodden Wall are below these markings in the hard landscape of the Grassmarket. Their retention helps the understanding of the history of the city.

A strong edge between development and landscape

Where development forms a strong urban edge it is important to create an equally robust landscape edge.

New connections—Westfield Avenue

As well as providing an attractive frontage to the Water of Leith, this development provides a new footbridge over it. This greatly improves access within the area.

Frontage onto the Union Canal—Fountainbridge

As well as providing mooring space and so promoting the Canal's recreational use, the development at the end of the Canal provides an attractive frontage with bars and restaurants facing onto it.

1.8 Incorporate existing buildings and built features

Incorporate existing buildings and boundary elements (even if they are not listed or in a conservation area) where they will contribute positively to new development.

Re-use elements from existing buildings, particularly where there is a historical interest.

Protect and enhance existing archaeology.

The incorporation of existing built features benefits place making , sustainability and provides an identity for a development.

Local Development Plan policies

- Des 1 - Design Quality and Context
- Des 3 - Development Design
- Des 7 - Layout Design
- Des 8 - Public Realm and Landscape Design
- Env 8 - Protection of Important Remains
- Env 9 - Development of Sites of Archaeological Significance

There is a strong presumption in favour of retaining existing buildings which contribute to the special interest of an area. However, the replacement of individual buildings can sometimes be justified. The redevelopment of buildings, which are considered by their appearance and scale to be detrimental to the character of the area, will be encouraged. Development proposals will be assessed in relation to:

- proposed mass, scale, design and materials of the replacement building; and
- the extent to which the replacement building will enhance the character and appearance of the street scene.

Where there are known or suspected archaeological remains within the landscape surveys, evaluation and desk top studies should be carried out in consultation with the Council's Archaeological Service. The evaluations may highlight features to be considered in any design proposal and the formulation of future mitigation strategies. In some cases this should be explained by the use of interpretation or an enhanced landscape setting. (see section 3.2 - Open Space)

Image annotations:



Incorporating a boundary wall—Hart Street

This stone wall was re-used and incorporated into the new house.



Reusing an existing building—East Market Street Edinburgh Printmakers Gallery

The shell of this building was transformed into a gallery.

Boundary walls in villa areas—Newbattle Terrace

Boundary walls are extremely important to the character and appearance of villa areas. The size and number of new openings to them should be minimised.

Transforming a building's use—Anderson Place

This bond building was transformed into flats.

Reusing building materials—Holyrood Road

Stone from the partially demolished Queensberry House was used in the walls on the exterior of the Scottish Parliament.



Incorporating existing features and boundary walls – Leith Fort

Existing lodge buildings and perimeter walls preserve the heritage of the area and give character to a new housing development.

1.9 Incorporate Art in public spaces

~~Contemporary New public art works should match the quality of the past existing works, and enhance and make a positive contribute contribution to the environment.~~

~~The location, scale and in some cases the materials of proposed new art works are the main issue for the Planning Authority. The content of art works is not subject to Planning control.~~

~~Public Arts and craft works which have fixed foundations or are fixed to buildings will require planning permission and/or listed building consent.~~

~~A permit under Section 56 of the Roads (Scotland) Act 1984 may be required for construction of art works on any public road, footway or footpath. A road safety audit may also be required.~~

~~Early consultation on proposals is recommended.~~

Local Development Plan policies

- Des 8 - Public Realm and Landscape Design

~~Public art involves the placing of art and craft works in areas which are in public use within the environment. Art in public places can be defined as the placing of art and craft works, which are in essence and intention designed for installation in the public domain, in areas which are in public use within the built environment. It can include building and landscaping related works of art, fixed or free-standing, permanent or temporary. It aims to integrate artists' skills and creativity into the environment.~~

~~Public art can enrich the appearance of an area, make a positive contribution to its cultural and community identity and act as a catalyst for wider improvement. It can encourage sustainable cultural and economic activity through the employment of artists, and reach a public who may never have any other first-hand contact with the arts. Art works in the public environment of an area can enrich its visual character and make a positive contribution to its cultural identity. The principal categories of justification for public art are: the enhancement of sense of space, the provision of a model of imaginative work, the engagement of the people who use the space and assistance in urban regeneration with the art work acting as a catalyst for wider improvement.~~



Image annotation:

Graham Fagan's neon light drawings 'A drama in time' provide interest and illumination under the railway bridge along Calton Road.

Art in public places has a long tradition, and an appreciation of existing public art works is an essential basis for the formulation of appropriate guidelines consideration of new proposals. Edinburgh has a long history of using monuments and civic statuary to mark important events and special people. They tell us about the history of the city - like a museum collection, but on display in the parks and streets.

Existing Public art works can be divided into one or more of four categories:

- Symbolic: Normally representing civic, national or military events or prominent individuals in the form of bronze or stone statuary groups, and commemorative monuments and memorials.



Image annotation

Mortonhall baby ashes memorial - Princes Street Gardens



[Memorial to Wojtek the soldier bear – Princes Street Gardens](#)

- **Informative:** Works providing a public reference to specific sites, in order to provide informative interpretation of its relevance or importance. Decorative wall plaques or facades mounted sculptures are the normal form for these.



[Plaque at the entrance to Advocates Close](#)



Entrance to Old Fishmarket Close

- **Functional:** Elements in the urban environment serving a functional requirement which have functional artistic qualities by their design, materials and craftsmanship.



Image annotation:

Statue of Greyfriars Bobby drinking fountain for people and dogs



Bicycle stands outside the Scottish parliament

- **Aesthetic:** Non-functional elements which are intended directly to enhance the urban aesthetic environment.



Literary panel at middle Meadow Walk



[Giraffes outside the OMNI Picardy Place](#)



[Mural by Shona Hardie – Candlemaker Row](#)

Technical Guidance

Location

The established architectural character and art work tradition of an area are essential considerations for the introduction of art works. Proposals will be considered in terms of scale, form and road safety. In some cases materials will also be considered. Projects should be site specific and carefully integrated with the building structure and the context of the surrounding environment. Proposals should illustrate a comprehensive understanding of site considerations and the physical, social, historical, topographical and architectural context.

New art works should not affect the character and appearance of existing monuments or their setting in terms their scale, form or content.

World Heritage Site Locations

There is a particular demand for new public art in the Edinburgh Old and New Towns World Heritage Site. The aims in World Heritage Site locations are that public art should result in landmark structures of the highest quality and make a positive contribution to the outstanding universal value of the Site.

~~Projects should result in landmark structures in the tradition of the locality. To confer a strong identity requires an understanding of the nature of the place. This has three main aspects: the physical location, the people who use the space and the local community.~~

Quality

Projects should ~~involve the highest aesthetic standards, structural and surface durability~~promote quality, innovation and ~~good practice in contemporary art works~~ originality within the traditions of the area. Design and materials should be of the highest quality and give permanence to the artwork with little or no maintenance required.

Council Approval

The approval of the owners of the land on which the art work is proposed will be required. On most street locations the owner will be the Council.

The Council will assist in identifying suitable location for proposed public art. In considering granting approval, as owners of the land, the contents of this guideline will be used to assess proposals.

The content of public art is not subject to Planning control, however, in the World Heritage Site it is a requirement that they should celebrate events or persons of generally accepted national importance. A period of five years should have elapsed from the death of anyone proposed for commemoration by a statue.

The Council will normally agree to accept the work into public ownership, if a future maintenance provision is agreed. Maintenance costs should be calculated at about 15% of overall costs and endowments for maintenance are accepted. Design and materials used should demonstrate minimum maintenance requirements, and resistance to theft and vandalism.

Community Approval

The participation of the local community should be encouraged at all stages of the project. Projects will be more appropriate if they have some social relevance or significance to the local community.

New Development

New developments, either architectural or landscape, can provide excellent opportunities for inclusion of contemporary public art works. Art works should be seen as an integral part of the project, with experienced artists involved from the outset, in conception and design.

Temporary Installations

Temporary moveable installations have no fixed foundations (although they may be tied down as a safety measure), and are displayed for a limited period not exceeding 6 months.

Temporary installations will not normally require Planning Permission. They should be designed to be appropriately durable for the period of their display, equal to the quality of permanent art works and present no road safety risk.

Interventions on existing public art works are not encouraged. Where considered appropriate, they will be limited in time scale and should not result in any possibility of damage to the existing art work. Art works which represent cosmetic interventions should be restricted to limited temporary displays.



Image annotation:

Light installation – Teviot Place

2. Designing places: buildings

This chapter sets out the Council's expectations for how features within the built form relate to its setting. The overall composition of streets is shaped by how individual buildings work together, creating the unique visual character through repetition, variety and focal points within the street scene.

The key aims are for new development to:

- Have a positive impact on the immediate surroundings; wider environment; landscape and views, through its height and form; scale and proportions; materials and detailing; positioning of the buildings on site, integration of ancillary facilities; and the health and amenity of occupiers.
- Repair the urban fabric, establish model forms of development and generate coherence and distinctiveness where the surrounding development is fragmented or of poor quality.
- Achieve high standards of sustainability in building design, construction and use
- Be adaptable to future needs and climate change.
- Support social sustainability, by designing for different types of households.
- Address the street in a positive way to create or help to reinforce a the sense of place, urban vitality and community safety.
- Balance the needs of pedestrians, cyclists, public transport users and motorists effectively and minimise the impacts of car parking through a design-led and place specific approach.
- Reduce exposure to pollution and where possible seek to reduce overall emissions.

2.1 Height and form

Match the general height and form of buildings prevailing in the surrounding area.

Where new developments exceed the height of neighbouring buildings ensure they enhance the skyline and surrounding townscape.

Ensure new high buildings conform to the section 1.2 on City skyline, [tall buildings and protected views and views](#).

Local Development Plan policies

- Des 4a -Development Design
- Des 11 - Tall Buildings

The Council wants new development to integrate well with existing buildings and spaces. This means new buildings that are clearly higher than their neighbours should be avoided. This helps protect the visual character of areas where there are uniform building heights. It also helps protect key views.

The height of the part of the building where the external wall meets the roof (the eaves) is at least as important to the perception of height as the height of the top of the roof (the ridge). This means that new buildings should sit within the form set by the eaves and ridge of neighbouring buildings. This is particularly important in situations where there are established building heights, for example tenement streets, mews streets and villa areas.

Well designed architectural features that rise above this height, and which would contribute to the visual interest of the city's streets and skyline and not adversely affect key views, may be acceptable in exceptional circumstances.

Existing high and intrusive buildings will not be accepted as precedents for the future. They should be replaced with more sensitively scaled buildings, when their redevelopment is in prospect.

The impacts of height in relation to aerodrome safety should be considered.

Roofscape

The topography of Edinburgh means that the roofs of buildings are often viewed from above. The articulation of the roofscape therefore needs to be carefully considered. Plant infrastructure, particularly at rooftop level, should be integrated into the roof design and where rooftop plant is provided, edge protection railings should be avoided.



[New hotel Market Street](#)

[The roof of this hotel has been articulated to reflect the form of the roofscape behind it.](#)

Image annotations:

The right height—Fountainbridge

The height of the modern building is very similar to its historic neighbour. This helps it integrate with its surroundings.

Too low—Pitt Street

This recent development above could have been improved if its eaves height had matched those of its neighbours. The effect is that the building appears too small.

Matching heights in villa areas

It is important that new buildings in villa areas have similar heights to their neighbours. In this example, the modern building in the middle of the image is designed so that the height of its main walls matches the eaves heights of the buildings on both sides.

Matching the height of existing mews—Circus Lane

This newly built house matches the eaves and ridge heights of the adjacent historic mews buildings.

A landmark for the wrong reasons—Walker Street

The office tower has a negative impact on views from surrounding streets due to its inharmonious height & form.

Integrating into a street and key view

The set back of the upper floors and the materials chosen help integrate the buildings in the centre of the image into view from the Castle Esplanade.

Villa—Merchiston Park

The height and massing of this villa, which are similar to surrounding buildings, help to integrate it.



Impact on distant city views – development should not detract from Edinburgh’s beautiful skyline

Avoid tall, large, square/ rectangular buildings with flat horizontal rooflines as these are very conspicuous. Instead building height and mass should respect the city’s townscape. Roof articulation helps to break up built mass and is encouraged. Building materials and colours also need to be chosen with care. White colours and reflective materials are very noticeable in distant views whereas muted colours blend into the landscape much better (also refer to Section 2.7).

2.2 Scale and proportions

Harmonise the scale of buildings including their size and form, windows and doors and other features by making them a similar size to those of their neighbours.

Where the scale of proposed new development is different to that of surrounding buildings, ensure there is a compelling reasoning for the difference.

Local Development Plan policies

- *Des 4b - Development Design*
- *Des 11b - Tall Buildings*

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A typical example of a difference in scale being problematic is where new tenements are located next to older stone built tenements. Often the windows on the new building are smaller and a different shape and because the floor-to-floor heights are lower than the older buildings there will be an extra row of windows. This creates a visual mismatch that can erode the character of the area.

In sensitive sites, floor to floor heights of new buildings should match their neighbours.

Where elevations have large projections or recesses, three dimensional views may be sought so that the scale and proportions can be assessed.



Modern development with a similar scale—Wester Coates Gardens

This villa has large windows which help to integrate it with the scale of surrounding historic villas. The proportions of stonework help also.



Matching height, proportions and form—Hopetoun Crescent
The housing either side of the historic townhouses above has been designed to match the scale originally intended for this street.



Windows too small?

While five storey tenement has the same eaves height it has much smaller windows than those of neighbouring tenements. The small scale creates an inharmonious relationship.

2.3 Position of buildings on site

Position new buildings to line up with the building lines of neighbouring buildings.

Where building lines do not exist, position new development to engage positively with streets and spaces and where the surrounding townscape character of the area is good, it should be reflected in the layout.

Use the positioning of buildings to create interesting and attractive streets and spaces.

Where locating buildings in a historic landscape, ensure the essential characteristics of the landscape are protected.

When locating buildings adjacent or close to a historic building ensure the key views to and from the building and characteristics of the setting of the historic building are protected.

Position buildings carefully with a full understanding of the topography and environmental constraints of adjacent spaces and the site, taking into account orientation and exposure.

Undertake topographical surveys to identify existing natural and built heritage elements that could be retained and to consider existing and proposed levels at an early stage.

Local Development Plan policies

- Des 4c - Development Design

In areas of the city where buildings do not line up (for example the Old Town), plans of the wider context are extremely useful in helping to determine how well the proposed position of buildings on site is likely to make a positive contribution to the spatial character of an area.

Back-land development may be acceptable where it would not disrupt the spatial character of the area and the amenity of future residents, and residents of adjacent properties. Proposals will be considered on a case by case basis and will take into account the cumulative impact of proposals in an area (including the cumulative impact on surface water drainage and biodiversity, including trees). Where back-land development would disrupt the spatial character of an area, it must be avoided.

Layouts should be designed to be attractive for all users and particularly pedestrians, cyclists and people with disabilities.

Inserting buildings into the setting of listed buildings must be done in such a way as to ensure principal elevations of the listed building remain visible from main viewpoints and the relationship of the listed building and the street is not disrupted.

Inserting buildings into a historic landscape must be done without upsetting the landscape integrity and with an understanding of the sensitive views and characteristics, and the setting of any historic buildings, in order that these can be protected. Landscape, visual and setting appraisals (section 1.1) should be used to guide the process.

The orientation of buildings should inform internal layouts to maximise the benefits of solar gain and daylight and reduce energy demand. Building design should also consider measures to mitigate impact of summer overheating. Exposure and the need to provide shelter should also influence the layout of buildings.

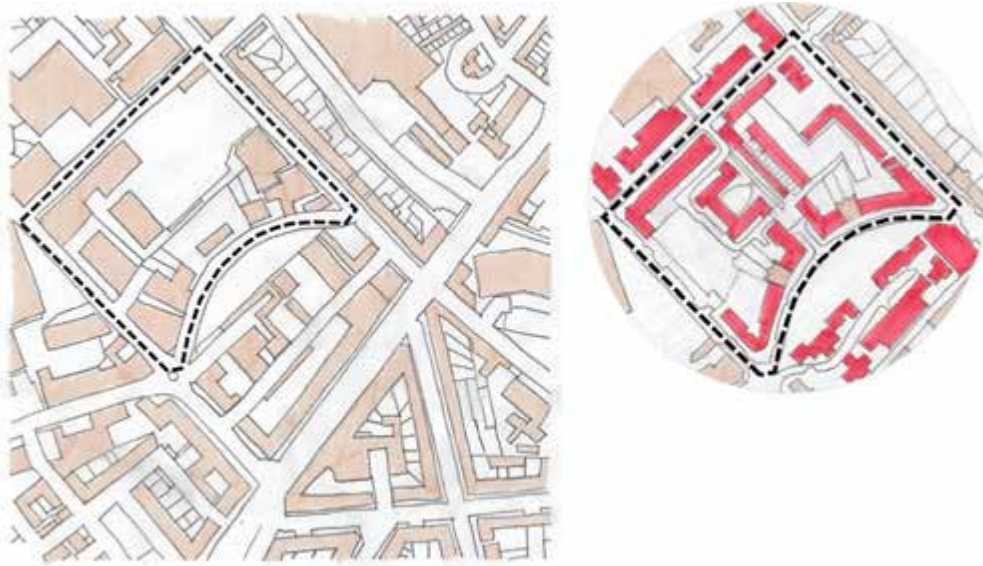
Image annotations:

The wrong position

Positioning large buildings (coloured red) in the rear of villa plots can undermine the spatial character of the area.

Infill development in a tenement area

The proposed building completes a block of development. This will allow active frontages to be placed onto streets and allow private space for the development in the courtyard that is formed between the buildings.



Rebuilding the urban fabric – Hopetoun Village:

New development (shown in red) has enhanced the urban fabric of this formerly industrial area, taking cues from the tenements, terraces and perimeter block form of the surrounding area and creating a range of new places and spaces.

Infill development in a villa area:

The proposed building (shown in red) is roughly the same size in plan as its neighbours and is positioned so that its frontage is the same distance from the road as its immediate neighbours.

Varied building positions—Cakemuir Gardens

Varying the positions of the buildings in relation to the street helps create an interesting sequence of streets and spaces in the development—contributing to its attractiveness as a whole.

Creating contrasting spaces

Positioning the flats and houses close together, provides space for a green in the middle of the development. This large space creates an interesting contrast with the streets around.



Courtyards—Brighthouse Park Gait

Small groups of housing can be made to form courtyards.

15m wide street—Woolmet Place

By integrating the parking into the street and having small front gardens, the street has been made narrower than a typical suburban street.

A village green—Muirhouses Square, Bo'ness

The houses are arranged to form a space that is similar to a village green. This can be used by residents for a range of uses and has good visual amenity.



Space within a space—Dublin Street Lane North

The buildings are positioned to create a range of spaces that contrast with the ordered streets of the New Town surrounding the site.

Mews street—Donnybrook Quarter, London

This development provides terraces at upper levels, allowing relatively high density housing to come close together and achieve good quality outdoor space

A range of spaces—Accordia, Cambridge

In this development in Cambridge, the houses are placed ~~6m apart~~ to create a mews street. Its narrowness means that cars cannot be parked in the street so garages have to be used. This helps the street be more pedestrian friendly and suitable for play. The images above right show some of the open space within the development.

Ordered frontage to Canal—Amsterdam

These houses are arranged to provide an attractive frontage to the Canal. The moorings provided are set out to allow a relatively continuous strip of habitat for wildlife.

Positioning trees carefully—Allerton Bywater, England

Trees are an integral part of this housing development, lining the streets throughout the development.

Narrow street—Amsterdam

Pedestrians, cyclists and cars are all considered in this narrow street. A key feature are the climbing plants which add visual softness.

New suburban developments

In new suburban developments it will be expected that a variety of different housing types will be provided and that these will be laid out to give a variety of different types of streets and spaces. These should integrate with the hierarchy of the streets in the surrounding area. This layout shows that a range of different streets and spaces can be created using similar housing types: squares (1), narrow streets with garages to the side (2) and mews streets (3) can all be created with standardised house types.

2.4 Design, integration and quantity of parking

Welcoming, attractive and sustainable places balance the needs of pedestrians, cyclists and motorists effectively with priority given to creating walkable and cycle friendly environments.

Proposals for parking within new developments should be design-led and reflect the positive characteristics of the place.

Car parking within new developments should not visually dominate the streetscene.

On larger developments a range of parking solutions should be explored that use land efficiently and are set within a high quality public realm.

Pedestrian desire lines within and adjacent to the site should be identified at the outset to inform proposals which prioritise safe and convenient pedestrian movement.

Safe, secure and convenient cycle and motorcycle parking facilities should be provided as part of new developments.

Electric vehicle charge points should be provided for developments where 10 or more car parking spaces are proposed.

Car club initiatives are encouraged to promote car use as a shared resource and reduce pressure for parking.

Local Development Plan policies

- Des 3 - Development Design
- Des 4 - Development Design
- Des 5 - Development Design
- Des 6 - Sustainable Buildings
- Des 7 - Layout Design
- Des 8 - Public Realm and Landscape Design
- Tra 1 - Location of Major Development
- Tra 2 - Private Car Parking
- Tra 3 - Private Cycle Parking
- Tra 4 - Design of Off-Street Car and Cycle Parking

The design, integration and quantity of parking associated with new development has a huge impact on the quality of our places and the way we use them.

Proposals for new development should be design-led and reflect the positive characteristics of the place with an emphasis on creating walkable and cycle friendly environments.

Car parking in new developments

Reducing the impact of the car will create more sustainable, attractive places to live and will help to address congestion, air pollution and noise.

The type, location and quantity of car parking in new developments should be informed by the positive characteristics of the place and its accessibility by foot and bicycle to amenities and services, including public transport.

Sites which are within highly accessible locations close to amenities such as within the city centre or town centres will require less, or in some cases zero, car parking provision. It should be noted, however, that this does not mean that zero car parking provision will be acceptable in all cases - see page 58 'Parking Standards' for more information.

In all new developments, car parking should be designed to have a minimal visual impact on the site and surrounding area. Large expanses of uninterrupted car parking, particularly located to the front of new developments, will not be acceptable as they have an adverse visual impact and encourage non-essential car trips. [More detailed guidance on parking design will be provided in a Street Design Guide Factsheet \(G9\) which is due to be completed during 2020.](#)

Where car parking is required on larger developments, a range of solutions that use land efficiently and are well integrated within a high quality public realm should be delivered. A number of these options are explored in the following Technical guidance.

Image annotation:

Residential development at Hopetoun Crescent respects the character of the street and incorporates underground parking to assist in minimising parking pressures on the surrounding area

Technical Guidance

Exploring options for car parking in new developments

High amenity residential areas generally have car parking located on the street, set to the side or concealed from public view within the site, such as within underground or undercroft parking areas.

Many modern housing developments locate the car in front of the dwelling thereby creating a streetscene which is dominated by the car. This guidance seeks to encourage sensitively located car parking and facilitate high quality places for all users.

Image annotations:

Poor example showing the dwelling pushed back with parking to the front of the plot

Good examples of parking options within dwelling plots where dwellings are pushed forward to create defensible space and avoid parking within the front garden

Alternative approaches

Alternative approaches to accommodating car parking will be supported where hard and soft landscaping creates defensible private space and helps create high quality public realm, while minimising the visual impact of car parking.

The use of integral garages and off-street parking to the front of buildings should generally be avoided. However, Grange Loan, Eyre Place and Wallace Gardens illustrate successful approaches which deliver high quality living environments including the use of boundary treatment to form defensible space. Where the use of integral garages is appropriate such as within mews-style

developments where they are an established part of the character, they should be designed so as not to over-dominate the front elevation of the building or result in 'dead frontages'. The inclusion of windows within garage doors can also assist activating the street frontage (see example at Eyre Place).

Image annotations:

Strong boundary treatment and landscaping define plots and reduce the visual impact of parked cars at Wallace Gardens

Mix of integral garages and on-street parking within the mews development at Eyre Place



Existing stone wall retained with parking area behind results in minimal visual impact of parked cars at Grange Loan Malta Terrace



Lane with garaging and parking spaces to the rear of Brighthouse Park Cross

Good mews plots examples with integral garage / on street parking

Rear parking courtyards should be minimised unless they are designed to help create well overlooked and attractive amenity spaces. The position and quantity of cars should not overdominate the space or reduce its usability. The use of good quality boundary treatments, landscaping and structures such as garaging can help to avoid uninterrupted areas of parking.

Use of underground, undercroft and rooftop parking

Underground and undercroft parking should be implemented for larger developments ([ie supermarkets and large residential sites](#)) where access ramps can be accommodated or topography permits its use. This type of parking arrangement allows buildings to be located forward on the plot creating a more active street environment and maximising space for amenity to the rear.

On larger developments, rooftop parking should also be explored to maximise the efficient use of space and avoid large areas of surface car parking where underground or undercroft parking cannot be delivered.

Mixed use developments

For mixed use developments, parking areas should be shared between the uses provided this works without conflict, for example, where uses are populated at different times of day. This arrangement should therefore result in a reduction in the number of total parking spaces.

Image annotations:

Rear courtyard parking within well overlooked landscaped amenity space off Gayfield Square

Rooftop car park for supermarket uses space efficiently and the building fully activates corner position along Morningside Road

Good flatted development example with undercroft parking & mews to rear

Zero parking provided within the site for this accessible town centre retail unit on Raeburn Place

Open space and landscaping

Car parking should not be provided at the expense of delivering open space required as a setting to development.

External car parking should be enhanced by a structure of tree and hedge planting arranged both within the parking area and along its boundaries. It is expected that the quantity of planting within car parks will correspond to the number of parking spaces. 50m² of planting, incorporating four trees, is required for every 20 car parking spaces, or 250m² of parking. For each 100 car spaces an additional 100m² of planting will be required.

Where proposals justify larger areas of external car parking, planting should be used to clarify pedestrian and vehicular circulation and be subdivided into compartments of 50-100 cars for ease or orientation.

Tree planting in car parks should preferably be provided in linear trenches. If tree trenches are not feasible, large tree pits with underground support structures to ensure robust growth of trees should be incorporated. Accidental damage to planting by vehicles should be avoided through careful siting and design.

Image annotation





Woolmet Place - Inclusion of robust landscape with trees and hedges helps to reduce the potentially negative visual impact of the car parking area

Parking spaces for people with disabilities

Under the Equality Act 2010 it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of people with disabilities.

To ensure this, a proportion of all car parking areas must be accessible for people with mobility impairments, including wheelchair users (whether driver or a passenger).

This is achieved through a minimum accessible parking requirement for all developments. Accessible parking spaces should be created as part of the overall car parking provision, and not in addition to it. If it is known that there will be a disabled employee, spaces should be provided in addition to the minimum accessible parking requirement. A larger number of spaces may be required at facilities where a high proportion of disabled users/visitors will be expected, for example health and care facilities.

Accessible parking should be designed so that drivers and passengers, either of whom may be disabled, can get in and out of the car easily and should be located close to entrances with step-free access provided between them. Transport Scotland's Roads for All guidance (section 4.5.8) provides design details for off and on street parking bays. All road markings must be in accordance with Traffic Signs Regulations and General Directions

For on-street accessible parking bays, in accordance with the Disabled Persons' Parking Places (Scotland) Act 2009, developers are required to promote a Traffic Regulation Order, so that use of such spaces can be enforced by the Council. Developers are expected to pay for the necessary road marking, signage and Traffic Regulation Order costs.

Image annotation:

Accessible off-street parking spaces.

Parking spaces for bicycles

The Council is committed to increasing cycling's share of travel in the city in-line with the targets set-out in the Active Travel Action Plan. High quality cycle parking, including secure storage, is essential in making cycling as attractive as possible.

Cycle parking should be considered in terms of two provision types – long stay and short stay.

Long-stay parking will be required in residential developments, nurseries/schools, further education centres and places of employment, as cycles are generally parked for long periods of the day. Focus should, therefore, be on the location, security and weather protection aspects of cycle parking design. It is recommended that associated facilities, including lockers, showers and changing rooms are provided at land uses where long stay cyclists require them.

Short-stay parking should, as a minimum, serve all other development types and should be available for customers and other visitors. Short-stay parking should be convenient and readily accessible, preferably with step-free access and located close to entrances.

In many cases there will be a requirement for both long and short-stay provision to accommodate the differing needs of employees, residents and students, versus the requirements of customers or visitors to a site.

Where it is not possible to provide suitable visitor parking within the curtilage of a development or in a suitable location in the vicinity agreed by the Council, the Council at their discretion may instead accept additional long-stay provision, or as a last resort, contributions to provide cycle parking in an appropriate location in the vicinity of the site. For flatted developments, cycle parking should ideally be integral to the buildings to avoid visual clutter in the public realm and encroachment of green open space.

Where it is not possible to provide adequate cycle parking within residential dwellings, the 'Garages and Outbuildings' section of Council's Guidance for Householders should be referred to as it provides links to practical cycle storage advice including on- street and garden provision.

Developers should include details of on-site cycle parking/storage on the relevant drawing(s) and early consideration of the location and type of provision is required to avoid retrofitting at the end of the design process.

To ensure that cycle parking/storage is implemented, developers are expected to specify where the cycle parking/storage provision will be located (as agreed with the Council) and that they will be fully implemented prior to the operation or occupation of the approved development. This should be clearly stated on the relevant drawing(s) prior to the determination of the application. Developers will also be expected to set out how the facilities shall be retained throughout the lifetime of the development.

All cycle parking should be consistent with the design details set out in the forthcoming Technical Manual factsheet 'Cycle Parking in New Developments' and should also reflect section 8.3 of Cycling by Design which also details storage facilities.

Image annotation:



Long stay cycle parking, *image c/o Paul Downie, Falco* [Buccleuch Place Lane Student Housing](#)

Short stay cycle parking, *image c/o Paul Downie, Falco*

Cycle hire facilities

A cycle hire scheme was launched in September 2018 and is being rolled out across the City. All major new developments should consider the integration of cycle hire points into the layout taking into account LDP Policy Des 7.

Parking spaces for motorcycles

Parking provision for motorcycles is likely to be in demand around educational establishments, workplaces, shopping and leisure destinations, and residential areas lacking in private car parking opportunities. If the demand for motorcycle parking is unmet, it may disincentivise motorcycling and will potentially result in informal motorcycle parking.

This could prove hazardous to pedestrians by blocking footways, and may also inconvenience cyclists if cycle parking facilities are misused.

In terms of convenience, flexibility and security, motorcyclist requirements are akin to cyclists, with good practice design stating that motorcycle parking provision associated with new developments should be close by, clearly marked, secure and safe to use.

Sites should have anchor points, quality non-slip level surfacing, CCTV and/or natural surveillance. They should be located away from drain gratings and protected from the elements, as well as having good lighting. For long stay parking, such as workplaces, lockers to allow storage of clothing and equipment and changing facilities should be provided. The [SCOTS' Road Development Guide](#) (page 154) provides further design details for motorcycle parking.

For houses, provision could be in a garage or a secure rear garden with suitable exterior access. For flatted developments, covered and secure facilities should be provided.

Electric vehicle charging infrastructure

Edinburgh has made huge progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of fuel emissions will contribute to improving air quality, and their quieter operation will mean that a major source of noise will decrease (see Section 2.5 - Environmental Protection).

The [Sustainable Energy Action Plan](#) is the main policy supporting the Council's Electric Vehicle Framework. Increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions.

To ensure that the infrastructure required by the growing number of electric vehicles users is delivered, one of every six spaces should include a fully connected and ready to use electric vehicle charging point, in developments where ten or more car parking spaces are proposed. Electric vehicle parking spaces should be counted as part of the overall car parking provision and not in addition to it.

Fast charging provision will be required for residential developments, whilst for all non-residential developments, rapid charging will be required (information on fast and rapid chargers is detailed in the following Technical guidance). Information on the infrastructure being provided should be included in the supporting transport submission provided with an application.

For individual dwellings with a driveway or garage, provision should be made for infrastructure to enable simple installation and activation of a charge point at a future date. This can include ducting and cabling as well as capacity in the connection to the local electricity distribution network and electricity distribution board. To further meet increasing future demand for charging points, provision for infrastructure enabling future installation should also be considered in developments where charging points are being provided.

Plans detailing who will be responsible for managing and maintaining charging infrastructure should be submitted with planning applications. Where infrastructure is installed in areas to be adopted by the Council, management and maintenance arrangements are to be aligned according to provisions detailed in the Council's Electric Vehicle Action Plan.

Location and security of charging infrastructure needs to be carefully considered – charge points should be sited in convenient locations and CCTV or other security measures should be installed, particularly near rapid chargers.

Technical guidance

Typical charging equipment tends to be in the form of charging posts or wall mounted charging units

Charging of an electric vehicle's drive battery can be performed in various ways by different charging equipment. The terms 'charging post', 'charge point' and 'charger' are not, strictly speaking, interchangeable but are used broadly to describe the process.

Image annotation

Source: Code of Practice on Electric Vehicle Charging Equipment Installation (IET Standards, 2012)

Fountain Park installation of underground car-park electric vehicle charging.

Charging infrastructure has developed greatly over the last few years. Whereas the first generation of electric vehicles could be found charging at a slow rate from a standard household socket, the current minimum standard is a dedicated 'Type 2' socket/ single phase AC supply offering outputs of up to 7kW per hour. Where a three phase AC supply is available, an otherwise identical higher powered unit can be installed offering up to 22kW per hour. Although not all electric vehicles are currently capable of accepting AC current at 22kW per hour, the trend has been for manufacturers to improve their vehicles AC charging ability. The highest power charge point should always be considered in order to future proof an installation where possible. AC charging at the above noted power outputs is performed at units which are wall or ground mounted, typically (but not exclusively) with un-tethered cables specific to the vehicle.

'Rapid charging' is a term given to the fastest current method of charging an electric vehicle's battery and is performed by a much larger unit with tethered cables and adapters. Rapid charging can provide significantly higher power and output rates than described above. A typical rate of charge to 80% capacity of an electric vehicle's battery can be performed in around 30 minutes.

Guidance and advice on sourcing electric vehicle charging infrastructure is available from the following sources:

[UK Electric Vehicle Supply Equipment Association](#)

[British Electrotechnical and Allied Manufacturers' Association](#)

Provision for car club vehicles

Car clubs are well established and have been in operation in Edinburgh since 1999. Car clubs are membership based and provide access to pay- as-you-go cars and vans parked in clearly marked spaces in publicly accessible locations.

An increasing number of people find that using a car club is cheaper and more convenient than owning a car, and businesses may utilise this facility to provide fleet vehicles for employees. LDP Policy Tra 2 (Private Car Parking) states that where complementary measures can be put in place to make it more convenient for

people not to own a car, such as access to a car club scheme, reduced car parking provision may be justified. Provision for car club should be maximised on all major new developments where practical.

Early dialogue with the Council and a car club representative should take place to establish the acceptability of the location and any practicalities in implementing a car club scheme as part of a new development. Where car club spaces are considered acceptable as part of a new development the Council will require a financial contribution towards the cost of this provision (refer to the Council's Guidance on [Developer Contributions](#) and [Affordable Housing](#)).

For housing developments, prospective residents should be made aware of the car club facility as part of a welcome pack associated with a Travel Plan.

Parking Standards

Parking Standards (the Standards) are ~~used as guidance a tool~~ for ~~influencing~~ ~~managing~~ the levels of parking associated with new developments. To encourage a shift from the private car to more sustainable modes of travel, the Standards help by setting maximum limits for general car parking to restrict excessive provision, while setting minimum levels for accessible car parking, cycle parking, motorcycle parking and electric vehicles. Any deviation from the parking standards will require reasoned justification and may be permitted in the following instances:

- Minimum parking provision is physically impossible but the development is desirable for other reasons; OR
- Deviation from required minimum parking provision is deemed essential for reasons of streetscape, public realm and/or active frontages; OR
- The development can justify the deviation and alternate provision and manage travel in a manner consistent with other Council policies;

With regards to cycle parking, where a relevant standard is not available, the Scottish Government's Cycling Vision of 10% of all trips by cycling will be the starting point.

The parking standards will be applied on a case by case basis for applications involving changes of use, conversions and listed buildings, where other guidance and policies will be utilised to ensure that the proposals meet the Council's aims and objectives in terms of transport.

The zones and parking requirements in the Standards are aligned to public transport accessibility levels, Controlled Parking Zones, and strategic development zones. The Standards for zones with good public transport accessibility will require comparatively less car parking than for zones which are less accessible by public transport (see page 60). The Standards also align with Planning Use Classes, and are shown for different classes of development on page 61.

Lower car parking will be encouraged for development sites within the existing and proposed Controlled Parking Zone where residential parking permits will be issued in accordance with the [Transport and Environment Committee decision of 4 June 2013](#).

In all developments the level of parking proposed should be lower than, or equal to the maximum limits set by the Standards. Lower provision will be justifiable in highly accessible and dense locations such as the city centre, or where detailed parking overspill mitigation measures have been proposed. In less accessible locations, low levels of parking provision may be considered where carriageway widths are sufficiently wide to safely accommodate on-street parking (the forthcoming Technical Manual factsheet 'Carriageway Widths' provides street width details), and where it has been determined by parking surveys that there are no existing or potential parking pressures on surrounding streets.

Depending on circumstances, a Applications for new developments must include reasoned justification for the parking provision proposed. To enable this, ~~appropriate comprehensive~~ transport information is required

for all developments – this should detail the impacts of the development in terms of anticipated parking levels and all forms of access to the site. Transport information provided ~~should~~**must** therefore include:

- type and scale of development (proposed use, planning use class, number of units/rooms, gross floor area);
- a detailed accommodation schedule, particularly for residential developments, listing numbers of each size of unit;
- identification of existing transport infrastructure in and around the site;
- details of proposed access to and through the site for pedestrians and cyclists, as well as links to footways, cycle paths, shared use and core paths around the site;
- details of proposed access to public transport facilities and services;
- comprehensive parking information detailing proposed parking provision (number and layout/design of spaces, including accessible spaces, electric vehicle charging points, motorcycle and cycle parking);
- parking surveys to understand the potential impact of overspill parking in surrounding streets. The surveys should identify parking space capacity and utilisation on streets surrounding the development and should ideally be 24 hour surveys over a one week period; and
- mitigation measures where low parking provision is proposed – this should include measures which reduce the impact of parking in surrounding streets, including provision of car club vehicles and travel packs detailing the accessibility of public transport and walking and cycling infrastructure.

For larger developments (50+ residential units, 10,000m²+ gross floor area for business, industry, storage and distribution developments, and 5000m²+ gross floor area for other developments), detailed transport studies are required which include all of the transport information cited previously as well as more detailed examination of potential transport impacts, along with proposed transport measures. This includes:

- trip generation and modal split forecasts;
- traffic analysis, to understand the transport impacts of the development;
- analysis of potential safety issues caused by transport generated by the development;
- how car use in and around the development will be managed;
- measures considered to influence travel behaviour in and around the development;
- transport planning and demand management measures including mode share targets; and
- environmental impacts caused by transport in and around the development.

Before applying for planning permission a pre- application discussion with the Council can provide an opportunity to get advice on, and agree the scope of, the parking and transport information requirements of an application. As well as discussing the detailed transport and parking information required, a pre-application meeting can explore the potential need for quality audits, road safety audits and Roads Construction Consents.

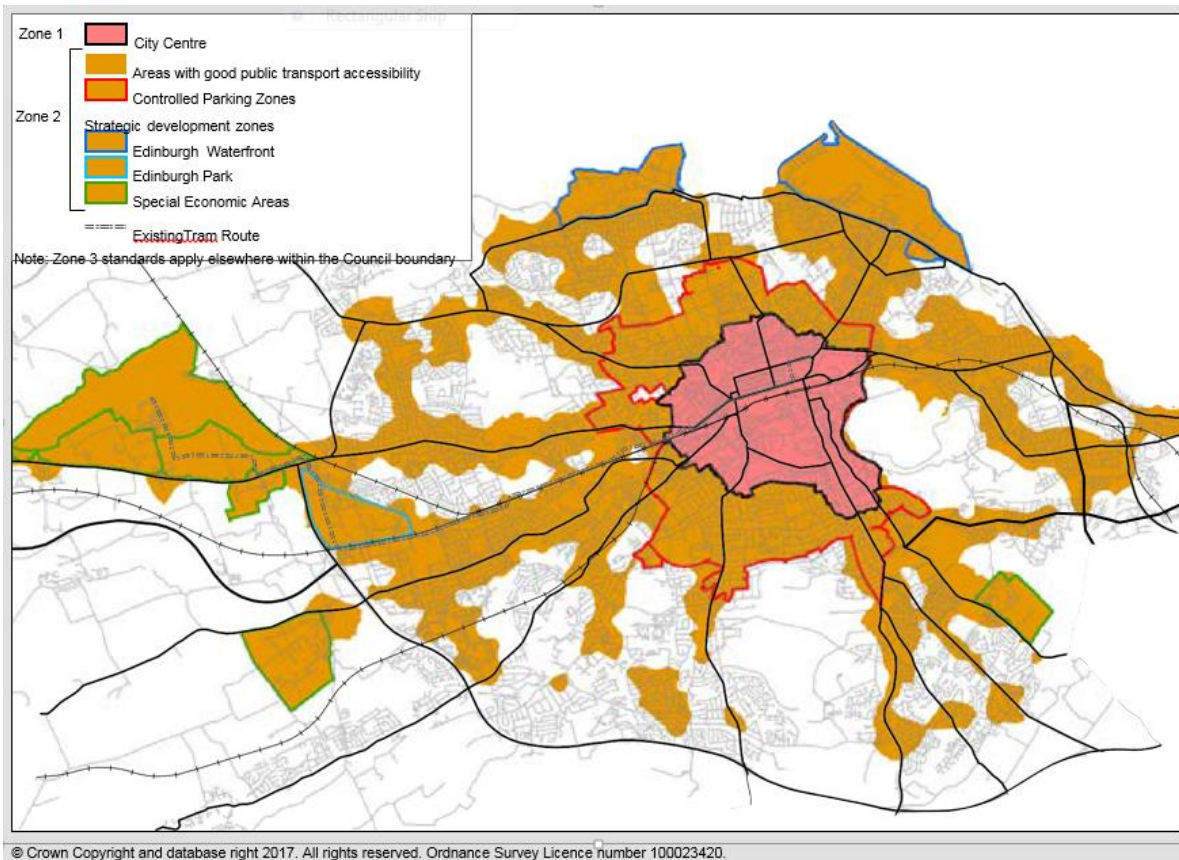
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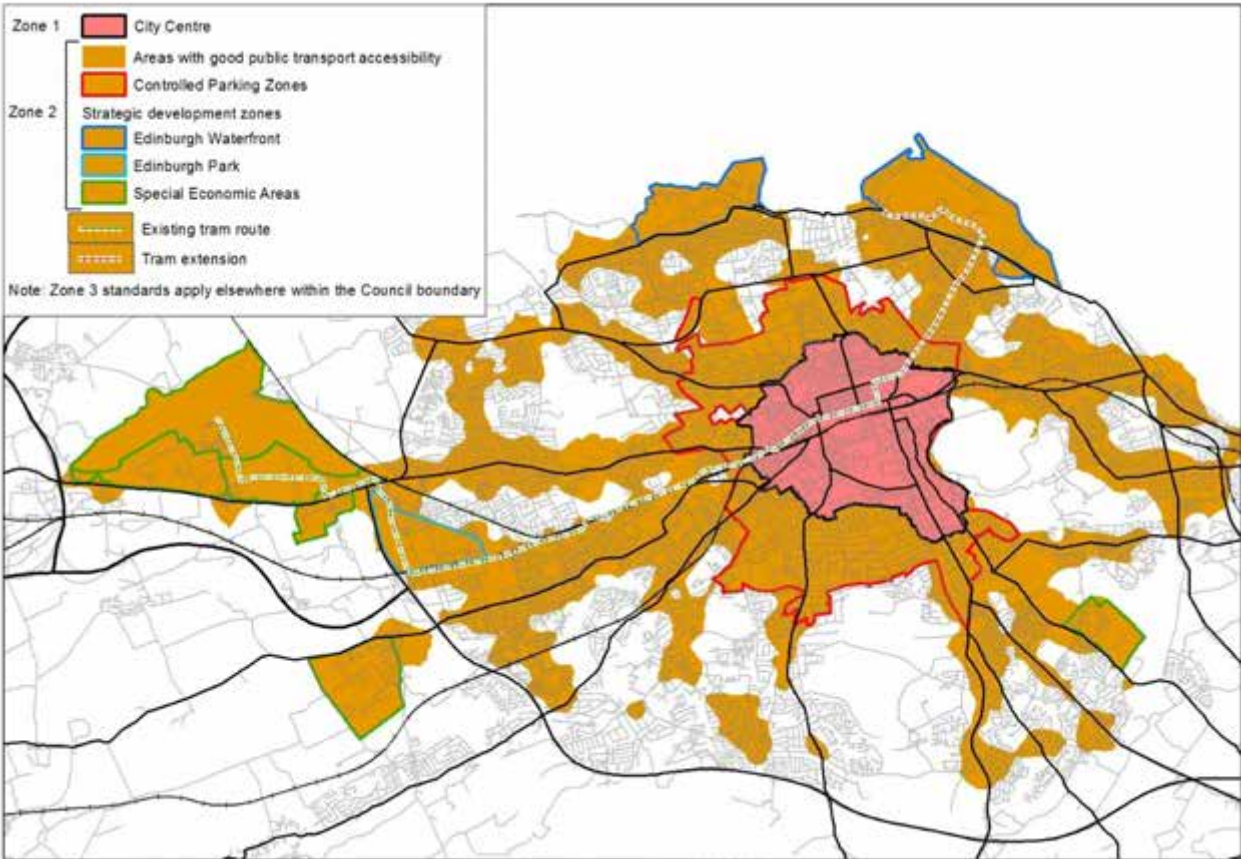
Car club spaces, Quartermile

Technical Guidance

~~The Parking Standards zones reflect the area's accessibility to public transport. Public transport accessibility levels are measured by taking account of the distance from any point to the nearest public transport stop and the service frequency at that stop. The higher the score, the greater the level of accessibility.~~ The parking zones map should be used to inform the provision to be applied at a specific development, in a given area of the city. The map can also help when considering opportunities for higher density developments.

In calculating requirements, the Standards generally relate to gross floor areas unless otherwise stated (i.e spaces per habitable rooms in the case of residential developments). *When the measurement relates to staff numbers, this should be taken as a full time equivalent member of staff.*





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Parking standards for each relevant planning use class

The table below **helps** to determine parking allocations, based on 1 space per xm² of Gross Floor Area unless otherwise stated

Development by planning use class Car Parking **MAXIMUM** per parking zone Cycle Minimum Motorcycle Minimum

| Class 1 Shops | Zone 1 | Zone 2 | Zone 3 | Employees | Customers | Employees | Customers |
|---|---|-------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Retail Warehouse (public use) | 1 per 500m ² | 1 per 50m ² | 1 per 30m ² | 1 per 500m ² | 1 per 1000m ² | 1 per 4000m ² | 1 per 2000m ² |
| Retail Warehouse (trade only) | 1 per 3000m ² | 1 per 360m ² | 1 per 180m ² | 1 per 1000m ² | 1 per 2000m ² | 1 per 8000m ² | 1 per 4000m ² |
| Shops < 500m ² | 1 per 100m ² | 1 per 50m ² | 1 per 25m ² | 1 per 250m ² | 1 per 500m ² | 1 per 2000m ² | 1 per 1000m ² |
| Shops 500m ² to 2000m ² | 1 per 150m ² | 1 per 70m ² | 1 per 40m ² | | | | |
| Shops > 2000m ² | 1 per 150m ² | 1 per 70m ² | 1 per 40m ² | | | | |
| Class 2: Financial/Professional Services | 1 per 100m ² | 1 per 50m ² | 1 per 25m ² | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | |
| Class 3 Food/Drink (incl. pubs & takeaways: sui generis) | 1 per 20m ² | 1 per 14m ² | 1 per 11m ² | 1 per 75m ² | 1 per 20 car spaces | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | |
| Class 4: Business | 1 per 300m ² | 1 per 385m ² | 1 per 210m ² | 1 per 150m ² | 1 per 1000m ² | 1 per 2000m ² | 1 per 8400m ² |
| Class 5: General Industry | 1 per 3000m ² | 1 per 385m ² | 1 per 210m ² | 1 per 150m ² | 1 per 1200m ² | 1 per 2000m ² | 1 per 8000m ² |
| Class 6: Storage/Distribution | 1 per 3000m ² | 1 per 385m ² | 1 per 210m ² | 1 per 150m ² | 1 per 1600m ² | 1 per 2600m ² | 1 per 8400m ² |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 6% of total capacity when 5 or more car parking spaces are provided | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | |
| Class 7 Hotels | 1 per 5 bedrooms | 1 per 2 bedrooms | 1 per bedroom | 1 per 10 bedrooms | 1+1 per 20 car spaces | | |
| Coach parking | 1 coach space per 50 rooms (need not be on site) Coach parking will be assessed on a site by site basis | | | | | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | |
| Class 8 Residential Institutions: residential homes | 1 per 10 beds | 1 per 5 beds | 1 per 4 beds | 1 per 15 beds | 1 per 25 beds | | |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 12% of total capacity when 5 or more car parking spaces are provided | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | | | |
| Class 9 Housing (including flats: sui generis) | Zone 1 and 2 | Zone 3 | Cycle | Motorcycle | | | |
| Studio/ 1 room* | 1 per unit** | 1 per unit | 1 per unit | 1 per 25 units | | | |
| 2 rooms* | | | 1.5 per unit | | | | |
| 3 rooms* | | | 2 per unit | | | | |
| 4 or more rooms* | | | 3 per unit | | | | |
| Accessible parking - minimum provision | From a threshold of 10+ dwellings (where parking is communal): 8% of total capacity | | | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. For dwellings with a driveway/garage, passive provision should be made so that a charge point can be added in the future i.e. a 7 kw socket. | | | | | | |
| Car Club | 3-7 Units = 1 vehicle, 8-15 units = 2 vehicles, 16-50 = 3 vehicles, 50+ units will be individually assessed. | | | | | | |

* habitable rooms only – excludes kitchens and bathrooms

** Garages counted as car parking at Applicants discretion

Development by planning use class

Car Parking **MAXIMUM** per parking zone

Cycle Minimum

Motorcycle Minimum

| Class 10 Non-Residential Institutions | 1 per 15 staff 150 pupils | 1 per 3 staff 30 pupils | 1 per 2 staff 20 pupils | 2 (+1 per 7 staff + 1 per 100 pupils) | 1 per 5 car parking spaces (+ 1 per 25 staff) + 1 per 250 pupils |
|--|---|----------------------------|----------------------------|---|--|
| Schools/nurseries | | | | | |
| Libraries (<i>m² Public Floor Area</i>) | 1 per 150m ² | 1 per 68m ² | 1 per 50m ² | 2± per 100m ² (+1 per 7 staff) | 1 per 5 car parking spaces (+ 1 per 25 staff) |
| Church/community hall | 1 per 120m ² | 1 per 50m ² | 1 per 40m ² | 1 per 67m ² | 1 per 10 car parking spaces |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | |

| Class 11 Assembly & Leisure | 1 per 24 seats | 1 per 10 seats | 1 per 6 seats | 1 per 50 seats | 1+1 per 20 car spaces |
|---|---|-------------------------|------------------------|------------------------|-----------------------|
| Cinemas/theatres | | | | | |
| Stadium | 1 per 300 seats | 1 per 150 seats | 1 per 30 seats | 1 per 200 seats | 1+1 per 20 car spaces |
| Leisure Centre/Gym | 1 per 240m ² | 1 per 100m ² | 1 per 60m ² | 1 per 20m ² | 1+1 per 10 car spaces |
| Golf courses | N/A | 2 per hole | 2 per hole | 2 | 1+1 per 20 car spaces |
| Swimming (<i>m² pool area</i>) | 1 per 60m ² | 1 per 25m ² | 1 per 15m ² | 1 per 10m ² | 1+1 per 20 car spaces |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 8% of total capacity when 5 or more car parking spaces are provided | | | | |
| Electric vehicles - minimum provision | Where 10+ car parking spaces are proposed, one of every six proposed spaces should feature an electric vehicle charge point. | | | | |

| Sui Generis - Motor Trade: display area | 1 per 80m ² | 1 per 56m ² | 1 per 50m ² | 1 per 7 staff | 1 (+ 1 per 25 staff) + 1 per 20 car spaces |
|--|---|------------------------|------------------------|---------------|--|
| Sui Generis - Motor Trade: spares | 1 per 40m ² | 1 per 28m ² | 1 per 25m ² | | |
| Sui Generis - Motor Trade: Service/repairs | 1 per 2 bays | 1 per 2 bays | 1 per 2 bays | | |
| Sui Generis - Motor Trade: staff | 1 per 15 staff | 1 per 4 staff | 1 per 1.5 staff | | |
| Sui Generis - Student Flats | 1 per 20 beds | 1 per 6 beds | 1 per 5 beds | 1 per 1 bed | 1 per 25 beds |
| Accessible parking - minimum provision | One space for each employee who is a disabled motorist plus 6% of total capacity when 5 or more car parking spaces are provided | | | | |

2.5 Environmental protection

Development should actively help enhance the environment, manage exposure to pollution and reduce overall emissions.

Adopt good design principles that reduce emissions (noise, air and light pollution) and contribute to better pollution management.

Balconies should be avoided in locations which experience poor air quality, and where there is excessive noise.

Local Development Plan policies

- **Env 2 - Pollution and Air, Water and Soil Quality**

Air Quality

The location and design of a development has a direct influence on exposure to elevated air pollution levels. This is particularly relevant where developments include sensitive uses such as residential uses, hospitals, schools, open spaces and playgrounds. Developers should maximise the contribution the building's design, layout and orientation make to avoiding the increased exposure to poor air quality and these elements, therefore, need to be considered at the initial design stage.

Good practice principles in the design stage should be aligned to [Delivering Cleaner Air for Scotland](#), and should consider the following:

- New developments should not contravene the [Council's Air Quality Action Plan](#), or render any of the measures unworkable;
- Wherever possible, new developments should not create a new "street canyon" or building layouts that inhibit effective dispersion of pollutants;
- Delivering sustainable development should be the key theme for the assessment of any application; and
- New development should be designed to minimise public exposure to pollution sources, e.g. by locating habitable rooms away from busy roads, or directing combustion exhaust through well-sited vents or chimney stacks.

Where possible, new trafficked roads should align to prevailing winds which may help with pollutant dispersal, alternatively, the creation of a buffer zone between busy roads and buildings could be another practical solution to pollution exposure.

Other relevant national guidance and policy which should be adhered to includes [Planning Advice Note 51 \(Revised 2006\): Planning, Environmental Protection and Regulation](#), and [Cleaner Air for Scotland: The Road to a Healthier Future, November 2015](#).

Developers should also consider the location of outside space including gardens, balconies and roof terraces proposed in areas of particularly poor air quality. Outside spaces should be screened by planting where practical, and be appropriately designed and positioned to minimise exposure to pollutants.

Protecting internal air quality

To protect internal air quality, developers should specify environmentally sensitive (non-toxic) building materials. The use of materials or products that produce volatile organic compounds and formaldehyde which can affect human health, should be avoided. It is also important to maintain combustion plant and equipment, such as boilers, and ensure they are operating at their optimum efficiency to minimise harmful emissions.

Image annotation:

Air flow pattern in a street canyon – where vehicular traffic is expected street canyons should be avoided

Noise

In addition to reducing general quality of life, excessive noise can damage health and harm the environment.

The density and mix of uses within Edinburgh contribute to the vibrancy of the place. However, noise associated with this mixture of land uses can be a nuisance to sensitive occupiers.

Where a proposed development will emit noise, the site layout should be designed to minimise future noise complaints, incorporating the most appropriate mitigation measures into the scheme.

Where a proposed sensitive development is likely to be exposed to noise, developers should design the layout to minimise noise and implement the most appropriate measures to ensure amenity is protected. This could include locating noise sensitive areas/rooms away from the parts of the site most exposed to noise or designing the building so its shape and orientation reflect noise and protect the most sensitive uses.

Masterplan layouts should be designed to allow enough external space to accommodate landscape buffers (with mounding and planting) from any source of noise (e.g., busy roads, factories, etc). Such solutions are preferable to the use of acoustic barriers which are visually unsightly. Green acoustic barriers may be more attractive but they have a high maintenance burden. Landscape mounding and planting is much better as it also contributes to visual amenity and biodiversity enhancement.

Reference should be made to [Planning Advice Note 1/2011 Planning and Noise](#) in addition to industry technical guidance and British Standards when addressing relevant issues, for example BS4142 – Method for Rating Industrial Noise Affecting Mixed Residential & Industrial Areas and BS8233:2014 - Guidance on sound insulation and noise reduction for buildings.

Image annotation:

Good design for noise was used at Our Dynamic Earth to stop noise escaping from one of their function areas. Instead of installing doors they installed a triangle, zigzagged corridor.

Lighting

Lighting is a critical component in the design of high quality public realm and it has an important role in supporting placemaking across the city. The [Sustainable Lighting Strategy for Edinburgh](#) offers lighting principles which help to encourage lighting designs that will reduce energy use and cost, and minimise light pollution.

Further guidance is contained within; [Guidance Note; Controlling Light Pollution and Reducing Lighting Energy Consumption](#);

[PAN 51: Planning, Environmental Protection and Regulation](#); and

[PAN 77: Designing Safer Places](#).

Contaminated Land

Early identification of land contamination issues enable the consideration of mitigation measures, phasing and the potential to implement less expensive, and more sustainable, in-situ clean up technologies. An assessment of the risks associated with developing contaminated or potentially contaminated land is essential to inform decisions about the appropriate level of treatment, clean up or sustainable remediation that may be required. The Council holds details on potentially contaminated land based on historic land uses. Where a site is affected by contamination, it is the developer's or landowner's responsibility to develop the site safely.

Odour

Chimney or flue termination points located at low levels in relation to adjacent buildings, can cause problems for residential amenity, as well as having visual impacts. Consideration should be given when designing extraction for commercial kitchens, the flue system for a wood burning stove or when dealing with the industrial processes to the location and height of these points. It is more effective to address odour at the design and planning stage of a new plant or process than to seek to abate a statutory nuisance from odours retrospectively.

2.6 Minimise energy use

Minimise energy needs through a combination of energy efficiency and incorporate low or zero carbon equipment.

Ensure low and zero carbon equipment is sensitively integrated into the design.

Support appropriate energy generation to help meet national targets.

Local Development Plan policies

- Des 6 - Sustainable Buildings

[Scottish Ministers have set ambitious climate change targets around cutting greenhouse gas emissions. More energy efficient buildings and decarbonising the heat supply are key to helping achieve these targets.](#)

Energy Reduction in New Buildings

All new developments will be expected to [meet-comply with](#) the carbon dioxide emissions reduction targets set out within Section 6 – Energy and Section 7 – Sustainability of the current Scottish Building Regulations through a combination of energy efficiency [measures such as high levels of insulation, air tightness, energy efficient appliances,](#) and [the use of](#) low or zero carbon technology.

For all relevant applications, the sustainability statement form (S1) should be completed and submitted with the application. Development that has been independently assessed under BREEAM or equivalent is required to achieve a sustainability accreditation/award of at least very good. Achieving a Silver level certificate for Section 7 of the Building Regulations is considered by Planning to be equivalent to a very good accreditation for BREEAM.

Heat Mapping

Heat mapping is an important tool to help identify locations where heat distribution is most likely to be beneficial and economical. It can be used to identify individual buildings and groups of buildings which could benefit from heat distribution networks. Heat maps can utilise information on both demand (domestic, industrial and commercial) and supply for renewable heat. The Scottish Government has developed a heat mapping tool for local authorities based on using standard GIS methodologies.

[A new Heat Opportunities Mapping Supplementary Guidance for Edinburgh will be adopted](#) ~~produced and Supplementary Guidance will be prepared regarding heat mapping by City of Edinburgh Council.~~ The Guidance ~~will consider~~ [will consider](#) the potential to establish district heating and/or cooling networks and associated opportunities for heat storage and energy centres. ~~It will also and~~ [looks](#) at how implementation of such initiatives could best be supported.

Edinburgh's Sustainable Energy Action Plan 2015 - 2020 (SEAP) shows Edinburgh's aims for minimising energy use and provides details of the actions supporting the introduction of heat mapping and district heating.

Image annotation:



Minimising energy use through careful design—[Fala-Pl Garvald Street](#)

This housing development achieved a BREEAM excellence award in recognition of its high standards of sustainability. It achieves this through a range of measures including insulation, airtightness and heat recovery.

Integrating micro renewables—Kings Buildings

Solar Panels are integrated into the design of the elevation.

2.7 Materials and detailing

Harmonise materials on new development with the materials used on surrounding buildings.

Use sandstone where sandstone is the commonly used building material.

Where alternative materials are used, these should either harmonise or provide a striking contrast.

Keep the number of materials on new development to a minimum.

Detail buildings to ensure they have a good visual appearance that lasts over time.

Use greenroofs where appropriate and creative detailing to help manage surface water.

Protect and enhance biodiversity by incorporating habitat structures into the detailing of buildings.

Local Development Plan policies

Des 4 d) - Development Design

Des 6 - Sustainable Buildings

Des 9 – Urban Edge Development

Materials are key to whether or not development achieves sufficient design quality, appropriate for its context.

Edinburgh's distinctive appearance and character is partly a result of the limited palette of quality traditional materials that are used in its buildings. Much of the city's built heritage is characterised by sandstone buildings and slate roofs.

Some parts of the city use a wider range of materials in addition to these. In these areas there may be more scope to use alternative high quality materials than elsewhere.

Development at the urban edge should make use of materials, colours and textures that integrate well with the adjacent settlements and contribute to the overall unity of the landscape setting. Materials that detract from the visual character of the greenbelt boundary will not be supported.

The reasoning behind the selection of materials should be set out in a design statement.

The long term visual success of building materials is dependent on how they are detailed and how they weather. Some materials are more likely to suffer from adverse weathering such as staining. Where the Council thinks this might be the case, detailed drawings may be required to fully assess the proposals. The durability of particular materials can be assessed by ~~examaning~~ examining existing examples.

Construction techniques can be used to incorporate habitat structures into the design of new buildings in order to increase biodiversity, for example, bat and swift boxes. Further information can be found in 'Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build'.

The following pages set out in more detail the Council's technical expectations for building materials.

The choice of building materials may be a condition of planning permission.

On larger or more prominent schemes, sample panels may need to be constructed for approval. This is to demonstrate how the proposed building materials fit together. This should include hard landscaping details.

Section 3.7 Hard landscape, sets out the Council's expectations for materials in hard landscaped areas.

Image annotation:

High quality detailing and design—Circus Lane

Considerable attention to detail has helped create a very refined design. This building sets the standard for mews conversions within the city.

Technical guidance

Stone

Edinburgh's distinctive sandstone forms the basis of the city's traditional character and ~~inherent~~inherent quality.

Much of Edinburgh's sandstone was hewn from local quarries that are now closed; most famously Craigeith but also at other quarries such as Hailes, Humbie, Ravelston, Binnie and Granton.

It is expected that natural sandstone will be used as the main external building material in development where sandstone is the dominant material on neighbouring buildings or in the surrounding area. This is particularly important on facades that can be seen from the street.

This principle applies in conservation areas but also to other areas of the city with stone buildings including prominent areas such as arterial routes.

Scottish sandstone is still available from a few quarries, such as Clashach in Moray and Cullaloe in Fife, a good match for Craigeith stone. Pennine Sandstones – Crosland Hill can also provide suitable matches.

Red sandstone, historically from the West of Scotland, contributes towards the city's character. It has been used effectively to help integrate modern buildings into historic areas where red sandstone is already used.

Granite is considered acceptable, where a contrast with surrounding buildings is appropriate (for example to emphasise important public buildings) and as a secondary element (for example on plinths where its robustness and good weathering characteristics helps maintain the appearance of buildings).

The size of stone used should match that of nearby buildings.

Image annotations:

Sandstone in a villa area—Newbattle Terrace

Sandstone will be sought for new buildings in villa areas where the surrounding buildings are built of sandstone.

Where sandstone would be sought—Angle Park Ter.

If the white painted building were to be demolished, the Council would seek a sandstone for its replacement, given the site's context of sandstone buildings on each side.

Modern use of stone in an historic context

At the Museum of Scotland (above) rigorous and sculptural use of sandstone cladding provides the building with a striking contemporary aesthetic that responds positively to the surrounding historic context. Care needs to be taken with any proposal like this, that the detailing mitigates adverse weathering and staining.

Informatics Forum—Charles Street

Sandstone is built into vertically proportioned panels which are used to order the design of the elevations.

Cast stone and concrete

Cast stone and concrete are acceptable where their uniform appearance is appropriate and where measures have been taken to avoid adverse weathering such as the build up of dirt, streaking and staining.

It is important that there is a strong underlying reason for using cast stone or concrete rather than stone.

One reason is that the design may be based around an idea of having very large or unusual shaped panels that would be very difficult to construct in single blocks of stone.

Measures to avoid adverse weathering include:

- Architectural details which control the water run-off from a facade in ways which enhance the weathering characteristics;
- The specification of the surface finish; and
- The inclusion of sealants to the surface.

Cast stone is manufactured with aggregate and a cementitious binder. Its appearance is intended to be similar to natural stone. Unlike naturally formed stone, which tends to be visually rich, blocks of cast stone appear alike. This can look dull in comparison with natural stone. This effect is emphasised over time when typically cast stone will weather in a more uniform way than similarly detailed natural stone.

Further information about pre-cast concrete cladding can be found at www.britishprecast.org.

Image annotations:

A mixture of cast stone & natural stone—Morrison St.

Cast stone was used at high level on the drum shaped part of the building while natural stone was used at low level on the corners.

Concrete used sculpturally—Horse Wynd

The sculptural potential of concrete is exploited in the Parliament wall with the patterned surface and integration of lights

In-Situ Concrete—Museum of Scotland

This concrete is used to sculptural effect on the museum building.

Textures created with concrete—Princes Street

Concrete panels with a textured surface treatment are used on this recent building on Princes Street.

Cladding

High quality metal cladding may be acceptable in some historic environments where there is already a range of building materials. It may also be acceptable where overt contrast is sought and considered appropriate. Appropriateness depends on the quality of the finish and detailing as well as the character of the surrounding environment. High quality metal cladding might be acceptable in some locations in the Old Town, it is less likely to be acceptable amongst the palatial frontages of the New Town. The surface finish of the cladding should be raw or treated metal which does not have a coating. The fixings of any cladding should be hidden.

There are a range of cladding materials and ways in which these can be constructed. Metal cladding can provide buildings with a striking contemporary appearance, however, if used inappropriately it can have a negative visual effect.

Resin and cement based panels can be used on less sensitive sites and where their use is limited or will have a minimal visual impact. Because of their poorer visual characteristics in comparison with metal claddings like anodised aluminium, stainless steel and zinc—these should be avoided in conservation areas including those with villas.

Where resin based panels are used as cladding, synthetic prints which aim to emulate wood should be avoided. These are not considered to have as positive a visual effect as natural timber.

Image annotations:

Using zinc to provide striking contrast—Infirmary St.

The zinc cladding combined with the modern building form provides a positive contemporary contrast to the historic former Infirmary Street Baths building.

Too many materials

The cladding, blockwork and render and their detailing used at this development would not now meet the Council's expectations for appropriate quality.

Aluminium—Simpson Loan

Multi-toned anodised aluminium cladding provides a striking and positive contrast to the historic buildings making the distinction between new and old very clear.

High quality detailing—Sighthill Court

Construction of a sample panel and approval were required by condition in order to ensure the design intent of a high quality finish was executed.

Timber

Timber should be appropriately detailed to ensure that it retains a good visual appearance over time, and that durable species should always be used. Sensitive sites include conservation areas and arterial routes into the city. Durable species include European Oak, Western Red Cedar and Sweet Chestnut. Moderately durable species can be used on smaller proposals which are not in sensitive sites. Moderately durable species include Larch, Douglas Fir and European redwood.

Tropical hardwoods should be avoided unless it can be clearly demonstrated that these are sourced sustainably. More information about timber can be found at www.trada.co.uk.

For local developments in sensitive locations and all major developments durable species should be used. Sensitive sites include conservation areas and arterial routes into the city.

Specification and architectural details at a 1:5 or 1:10 scale of the proposed timber cladding may be sought. These should set out the thickness of the timber (which should not be less than 19mm finished size) and the types of fixings, which should be specified to ensure no staining. The details should show how water will be shed clear of the ends of timber to ensure moisture absorption is prevented.

Image annotations:

Careful detailing—Arboretum Place

The timber cladding overhangs cladding on lower levels of the building. This helps shed water from its surface, and protects it from adverse weathering.

Durable species—Informatics Forum

The timber cladding is Oak. This is a durable species that is appropriate for use in prominent or sensitive areas.

Sculptural effect—Upton

The timber cladding is used to give these houses a striking appearance.

Image courtesy of Steve Tiesdell Legacy Collection

Brick

Brick generally has good weathering characteristics, and can be specified so that its colour and texture harmonises with surrounding buildings. In sites outwith conservation areas and where the design proposed is of a high quality, brick can be used positively.

Where brick is used in an existing context of stone buildings it is expected that the brick and mortar will be specified to harmonise with the range and tone of colours in the surrounding buildings. Note that generally, the expectation is for the use of natural stone where natural stone is the prevalent building material.

Brick can also be used to provide contrast, however, care needs to be taken with this approach to ensure that the architectural effect is not at the expense of the quality of the design of the street as a whole.

The proportions of windows play a major role in giving brick buildings an Edinburgh character. Traditional tenements have large vertically proportioned windows. Using windows of the same size and alignment can help integrate brick buildings into their surroundings.

Although not a prevalent building material, brick has been used in certain locations within Edinburgh to positive effect. Brick is commonly used in industrial structures such as maltings and as a secondary element, for example on side and rear elevations or chimney stacks. Many traditional Edinburgh examples used locally produced Portobello brick which was produced into the early 20th Century.

Care needs to be taken with the specification of brick and also during construction to avoid efflorescence. This is the build up of salts present in the brick material appearing on the surface of the wall as the mortar cures.

Image annotations:

Subtle variation—Telford March

Two different mixes of brick have been used to provide variation in colour within the elevations.

Modern use of brick in an historic environment—McEwan Square / Fountainbridge

Brick has been used to integrate this development into its historic surroundings. The development is overtly contemporary in its appearance. The colour of bricks was chosen to harmonise with the stone

of the adjacent tenements. Combined with the vertical emphasis to the window and the building's scale, the material choice has helped ensure this development adds to Edinburgh's sense of place. This development sets the standard for the use of brick within Edinburgh.

Render/harl

When appropriately specified and in appropriate locations, render can be used as an external building material which can contribute towards Edinburgh's sense of place.

Appropriate specifications include:

- Ensuring it does not discolour or fade over time and it does not suffer from algae growth or lime bloom;
- Consideration of the location of all expansion and movement joints, slim vents, boiler flues, extract ducts and rain water goods ~~etc~~etc. to ensure these do not have an adverse visual impact; and
- Consideration of architectural detailing to shed water from the surface of the render. Note that details may be sought.

There is a strong tradition of rendered buildings in parts of the city area which predate the building of the New Town, for example, the Old Town and the centre of Queensferry. This use has continued and render can be used to provide contrast in locations like these on contemporary buildings. Where render would make a building stand out in longer views, this should generally be avoided.

Render also has a contemporary appearance that is appropriate in areas where the overall character is modern.

In some areas, because of levels of vehicular traffic and microclimate, pronounced weathering is evident. On rendered buildings this can look adverse. An example area is the Cowgate, where the canyon-like form of the street contains pollution which stains external wall surfaces. Render tends to highlight these effects rather than suppress them.

For this reason contextually appropriate alternative materials with better weathering characteristics may be a better choice in areas or streets like this.

Traditional lime renders and lime harling can be used in appropriate locations.

Image annotations:

Integrating the new with the old—High Street

The controlled use of render, combined with sandstone, create a positive modern addition to the Old Town





Impacting adversely on views—Calton Hill

The rendered buildings stand out against the surrounding stone and slate buildings. Alternative materials may have allowed the buildings to integrate better into the view.

Positive contrast—Old Fishmarket Close, off High St

The use of render and timber contrast positively with surrounding stone buildings.

Hard roofing materials

Slate, pantiles and metals such as lead, stainless steel, zinc and copper contribute to Edinburgh's roofscape. All these materials are generally considered appropriate. Synthetic versions of these materials should be avoided in conservation areas.

The use of synthetic materials will be considered on a case by case basis in other areas of the city and their appropriateness will be assessed against:

- The extent of use;
- Their prominence on the building; and
- The prominence of the building on the setting of the city and setting of the street.

Edinburgh has a strong tradition of using slate (such as Ballachulish) as a roofing material. The palette of darker greys of slate helps to draw out the warmth of sandstone.

Synthetic materials inadequately replicate the characteristics of materials they seek to emulate and as a consequence have a poorer appearance.

The vulnerability of metal roofing to theft should be considered at the design stage.

Image annotations:

Metal roofing in a historic context—Canongate

Stainless Steel roofing has been used on the Scottish Parliament.

Traditional roofing materials (right)

Slate, Lead and zinc are traditional roofing materials used in Edinburgh—seen here from the Museum of Scotland’s roof.

Green roofs

Green roofs are flat or sloping roofs with some form of vegetation placed on them. They are intensively or extensively managed; the former with a deep soil profile supporting shrubs, trees and grass, and the latter with a shallow soil profile growing drought tolerant self seeding vegetation. Both are encouraged in appropriate locations, particularly adjacent to green/blue corridors and will be encouraged in locations adjacent (within 15m) of river corridors. They have numerous benefits that include prolonging the life of the roof, attenuating water, reducing sound transmission, improving thermal efficiency, enhancing air quality, and habitat creation. Green roofs should not be regarded as an alternative to open space provision on the ground.

Care should be taken to ensure that they do not have an adverse visual effect, for example, disrupting a visually cohesive existing roofscape. Green walls can also be used in certain circumstances and provide many of the benefits of green roofs.

Image annotation:



Extensively green roof—Botanic Gardens

~~The planting on this green roof helps integrate the building into its surroundings.~~



Green roof with wildflower planting – Waverley Court

The planting on this green roof has been designed to enhance biodiversity

Gull and Pigeon Deterrents

All developments should include roof designs which deter roosting and nesting gulls and pigeons. Example of roof designs which are unattractive for nesting are:

- Roofs which have a smooth surface and a pitch of more than 25%; and
- Green roofs which are intensive, accessible roof gardens as the associated human disturbance will prevent nesting.

Where a flat roof, or features on other types of roof, may support roosting and nesting, appropriate deterrent measures should be included in the design. Any measures must be carefully designed and maintained to avoid impacts on non-target species and also to avoid welfare issues such as trapping, injury or death of birds. Gulls are a protected group by law (Wildlife & Countryside Act 1981). Measures which would have an adverse impact on the special character of the building or its context will not be supported.

Useful information about design, appropriate measures and maintenance can be found here.

Aircraft Safety

The impacts of requirements for aircraft safety—for example the need to deter birds from roofs—should be considered at the outset to ensure any resulting features are sensitively incorporated.

Other Materials

To help the sustainability of development, uPVC should not be used as a material for windows on major planning applications unless it can be demonstrated that they are recycled and achieve a minimum rating of 'A' in the BRE 'Green Guide'. Thermally broken aluminium, aluminium / timber composites, and timber windows may provide suitable alternatives. For listed buildings and conservation areas refer to the Council's [Guidance on Listed Buildings & Conservation Areas](#).

Timber should be from a sustainable source. The reuse and recycling of materials is encouraged. When making an application, the Sustainability Statement Form (S1) should be completed.

Opaque panels in glazing systems or windows should be avoided.

Consideration should be given to 'bat friendly' roof membranes to support bat populations.

Image annotations:

Frameless glazing—Festival Theatre, Nicolson Street

The refined detailing of the frameless glazing helps create a striking modern addition to the street.

Curtain Walling—Beucleuch Place

The potential offered by glazing systems with variations in the window widths, patterning of the glass and mullion depths is fully taken advantage of here.

Frameless glazing—George Square Lane

Glazing is used to create the effect of a floating roof on this building.

Materials and colours in distant city views

As mentioned in Section 2.1, building height, building mass, roof treatment, materials and colour can all impact on city views and Edinburgh's skyline.



The flats in the middle foreground are taller and larger than neighbouring buildings. Due to the flat horizontal lines and the colour of the buildings (cream and turquoise) they do not blend into the townscape.



View of the city from the Pentlands. The suburban development in the foreground is small scale consisting of traditional building materials with earthy colours which do not detract from the landscape.

2.8 Adaptability

Ensure buildings are adaptable to the future needs of different occupiers.

Local Development Plan policies

- Des 5 b) - Development Design



Adaptable laboratory building—Old Dalkeith Road

This building was designed to allow different types and sizes of laboratory space and all their associated services to be fitted out and changed over time.

Adaptability

Many buildings are designed with specific uses in mind. If the design becomes too specific it can become very difficult to make changes to the building and give it a new use at a later date. Examples of making buildings more adaptable include:

- Creating level access so that buildings can be used by all;
- Ensuring there is sufficient space for changing needs;
- Ensuring there is sufficient space to store waste within the site, preferably internally, so that it is off public land until it requires to be collected;
- Making floor to ceiling heights high enough to accommodate a range of different uses;
- Providing space for extensions; and
- Designing roof spaces so that they can easily be turned into floor spaces.



Adaptability in suburbia

The houses are designed with sufficient space that extensions can be added while retaining relatively large gardens. In addition, attics have been converted.

2.9 Mix of uses

If appropriate, create a mix of uses.

Local Development Plan policies

- *Des 2b - Co-ordinated Development*
- *Des 5 b) - Development Design*

Mix of uses

Having a mix of uses in a development can help both its sustainability and the sustainability of an area as a whole. If the services that people use are located in close proximity to where they are, there will be less reliance on transport as people will be more likely to walk.

Making places vibrant and interesting through providing a mix of uses, will help them resilient to changes in the economy and more attractive to new development.



Mix of uses—Middle Meadow Walk

This new development incorporates a mix of uses including housing, offices, gym, shops and cafes.



Mix of uses—Newhall, England

This office integrates into this suburban development. Image courtesy of Steve Tiesdell Legacy Collection.

2.10 Daylight, sunlight, privacy and outlook

Design the building form and windows of new development to ensure that the amenity of neighbouring developments is not adversely affected and that future occupiers have reasonable levels of amenity in relation to:

- daylight;
- sunlight; and
- privacy and immediate outlook.

Local Development Plan policies

- Des 5 a) - Development Design

Providing good levels of natural light and sunlight in buildings and spaces is beneficial to the health and quality of life of the residents and users of the buildings as well as helping to save energy through reducing lighting and heating demands. For this reason all proposals for housing (including student housing, HMO's and residential care) must meet the daylight requirements for living spaces (living rooms, kitchens and bedrooms).

It is important that buildings are spaced far enough apart that reasonable levels of privacy, outlook, daylight and sunlight can be achieved. However, care should be taken that buildings do not become so far apart that the townscape becomes uninteresting. Therefore, achieving reasonable amenity needs to be balanced against achieving good townscape.

Trees have an effect on daylight and sunlight. This can be positive - for example, deciduous trees provide shading from the sun in summertime but let sunlight into buildings in winter. However, if buildings are too close to trees daylight can be adversely affected.

To achieve reasonable levels of daylight, windows must be big enough and interiors must be designed to a deep enough level that ensures daylight can penetrate within them. Reasonable levels of sunlight to buildings and spaces will be achieved if sufficient account is taken of orientation.

Edinburgh has a wealth of successful areas where good levels of daylighting, sunlight, privacy and outlook have been achieved. These can be used as a guide to the layout and form of new development. When comparing proposed new development against existing situations, scale drawings, showing layout including external spaces, building height and elevations should be provided along with the relevant calculations and methodology. It is the responsibility of the agent/applicant to ensure that this information is provided and that all affected properties are clearly shown and tested.

This section applies to all new development where these aspects of amenity are particularly valued including housing, schools, nurseries, hospitals and clinics.

Image annotations:

Marchmont—Arden Street

These tenements manage to provide good levels of daylight to all the properties. This is a result of the high floor to ceiling heights and relatively large and tall windows which allow daylight to go deep into the rooms.

Gables—Haymarket Terrace

The upper floors of the modern office are set back from windows on the tenements' gable. This allows some daylight to reach the windows, but importantly maintains the street frontage.

Technical guidance

Protecting daylight to existing buildings

Daylight is a requirement for living rooms, Kitchens (where these are not internalised) and bedrooms, and for non-domestic buildings where daylight would be a reasonable expectation such as schools, hospitals, hotels and hostels, small workshops and some offices.

When there is concern about potential levels of daylight, the Council will refer to the BRE Guide, Site Layout Planning for Daylight and Sunlight – A Guide to good practice. This shows how to measure daylight and sunlight.

New buildings should be spaced out so that reasonable levels of daylight to existing buildings are maintained. The layout of buildings in an area will be used by the Council to assess whether the proposed spacing is reasonable. ~~When there is concern about potential levels of daylight, the Council will refer to the BRE Guide, Site Layout Planning for Daylight and Sunlight – A Guide to good practice. This shows how to measure daylight and sunlight.~~

The amount of daylight inside new buildings will be influenced by a number of factors such as the height and number of windows, the presence of obstructions, the depth of the building and the reflectance of surfaces nearby. If the space in a layout is restricted the level of daylighting can be increased in a number of ways including increasing window sizes. Raising the height of the window head can be particularly effective especially for basement windows.

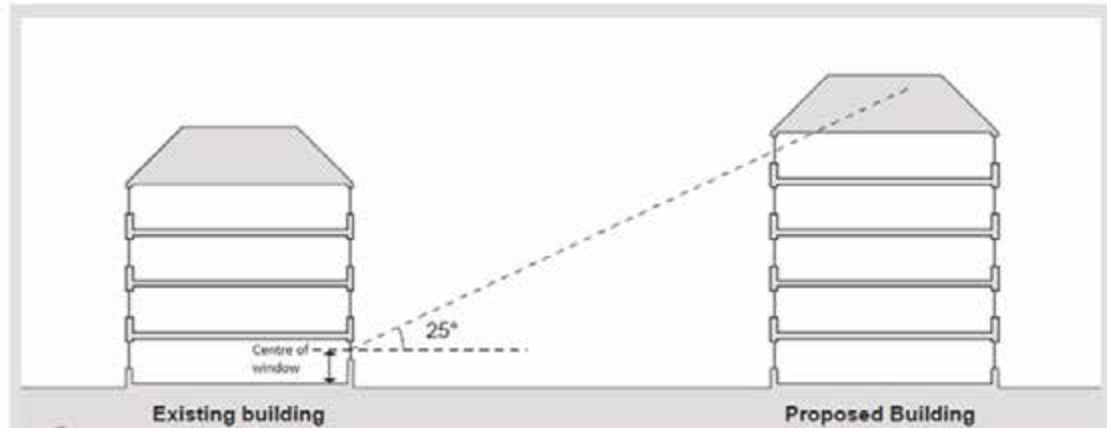
It is important to understand the difference between the levels of daylight before and after the proposed development is in place. Applicants should provide assessment information showing the amount of daylight in an existing building before and after the proposed development is in place in order to demonstrate that there would not be an unacceptable impact on daylight to existing buildings.

The amount of daylight reaching an external wall is measured by the Vertical Sky Component (VSC). The Council requires this to be more than 27% or 0.8 of its former value. If this is not the case, changes to the building design, including a reduction in building height may be required. 27% VSC is achieved where new development does not rise above a 25° line drawn in section from the horizontal at the mid-point of the existing window to be tested. This is the 25° method.

The vertical sky method can be measured using more complex methods that are set out in the BRE guide.

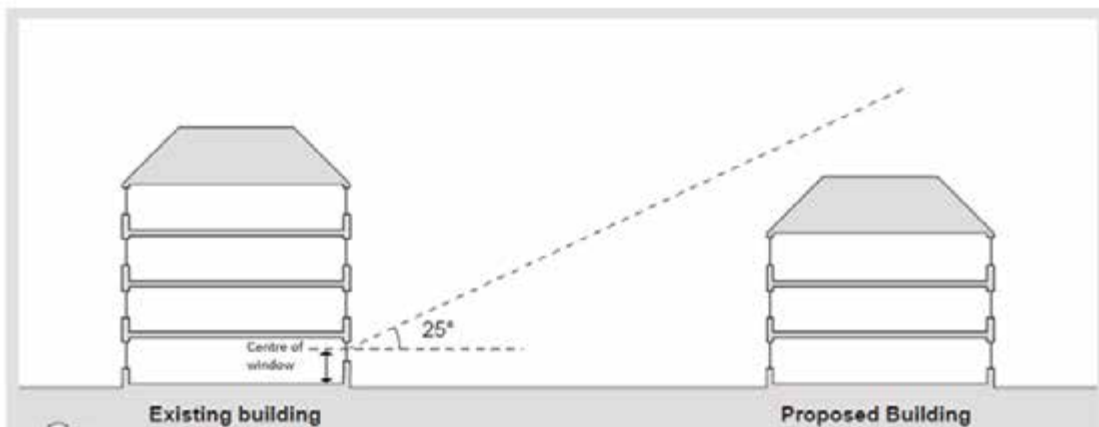
Image annotations:

Measuring Vertical Sky Component -25°-degree method example 1



This situation may fail to provide reasonable levels of daylight to the existing building.

Measuring Vertical Sky Component -25°-degree method example 2



This situation would provide reasonable levels of daylight to the existing building.

If the townscape surrounding a development site a proposed development would not meet these requirements, particularly in the more sensitive and densely planned parts of Edinburgh, the Council may require more detailed information on the likely amount of daylight in affected rooms in existing buildings. This will be assessed using the Average Daylight Factor (ADF) methodology. It is expected that applicants will use the following criteria will be used for calculations:

Daylight to bathrooms, stores and hallways will not be protected. Daylight to gables and side windows is generally not protected.

| | |
|------------------------------|------|
| Minimum ADF for bedrooms | 1% |
| Minimum ADF for living rooms | 1.5% |
| Minimum ADF for kitchens | 2% |

| | |
|--|------|
| Minimum ADF to reading spaces in libraries, classrooms and educational buildings where these currently exceed 2% | 2% |
| Transmittance of double glazing | 0.65 |
| Correction factor for dirt, curtains etc. | 0.9 |
| Net to gross area of window | 0.7 |
| Average reflectance of room surfaces | 0.5 |

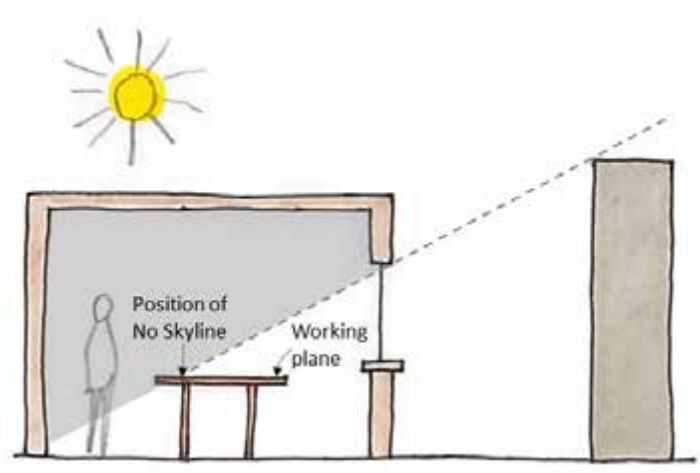
Providing daylight to new buildings

Another measure of daylight is known as the position of the “no sky line” (the point beyond which the sky cannot be seen on a working plane*). The BRE guide explains this in detail. If drawings can be provided that show that direct skylight will penetrate at least half way into rooms within new development at the height of the working plane* (0.85m above floor) and where windows make up more than 25% of the external wall area, this will ensure that adequate daylight is provided to new development.

Providing adequate daylight to new development does not guarantee that adequate daylight will be maintained to existing development. This could be the case in instances where the existing building is lower.

Image annotation:

No sky line method



The no sky line divides areas of the working plane* which can and cannot receive direct skylight. The extent of skylight in a room can be increased by raising the height of the window head.

*the working plane will be different for different types of rooms – in housing it is assumed to be 0.85m above floor level and 0.7m high in offices.

The new development to the right of the image is positioned so that the sky can be seen within the front half of the room on the ground floor. This has been achieved by providing the ground level with a higher floor to ceiling height than the floors above.

Sunlight to new gardens and open spaces

Sunlight is an important feature of gardens and open spaces. Applicants should assess the availability of sunlight for all open spaces which could be created or affected by new development, this includes:

- gardens (usually the main back garden);
- parks and playing fields;
- children's playgrounds;
- outdoor swimming pools and paddling pools;
- sitting out areas such as those between non-domestic buildings and public squares;
- focal points for views such as a group of monuments or fountains

Each of these spaces will have different sunlight requirements however half the area of gardens or amenity spaces should be capable of receiving potential sunlight for more than two hours during the spring equinox. This will be assessed using hour by hour shadow plans for each hour of 21 March.

Sunlight to existing gardens and spaces

New buildings should be laid out so that reasonable levels of sunlight are maintained to existing gardens and spaces.

Whether sunlight to neighbouring gardens will be affected can be tested by checking whether ~~a~~ building/new development rises above a 45° line drawn in section from the site boundary. If a development rises above this line, the amount of sunlight ~~of-falling in~~ the neighbouring garden might be affected. To take account of orientation, ~~draw~~ the 45° line should be drawn at the following ~~distances~~ heights above ~~the~~ ground level along the different boundaries around the site:

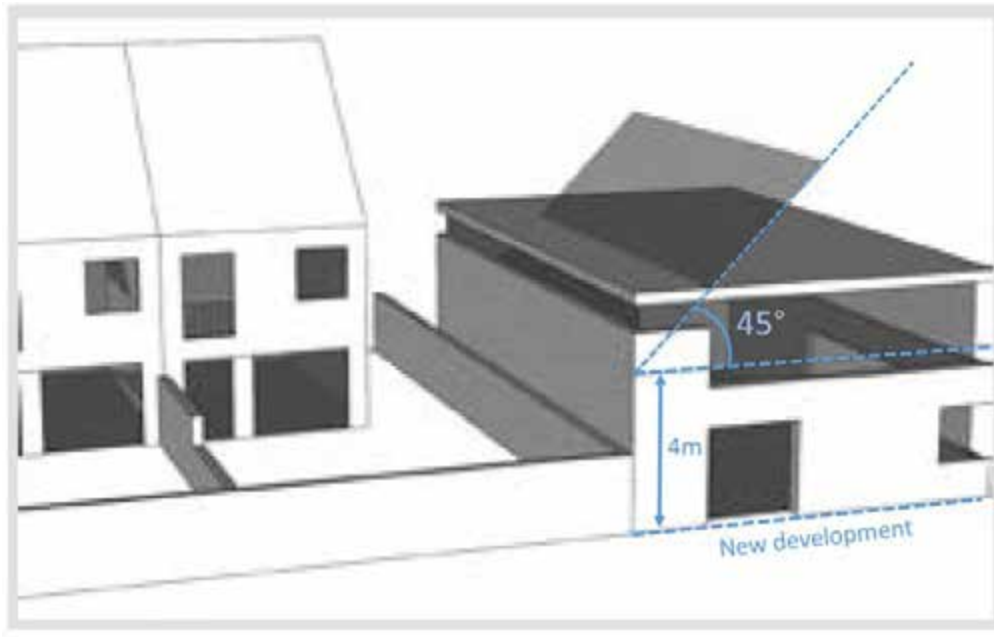
| Orientation of boundary in relation to potentially affected garden | Height of 45° line above boundary |
|---|--|
| N | 4m |
| NE | 3.5m |
| E | 2.8m |
| SE | 2.3m |
| S | 2m |
| SW | 2m |
| W | 2.4m |
| NW | 3.3m |

The use of the affected area of the garden and the size of the garden as a whole will be taken into account when assessing whether any loss of sunlight is adverse. The sunlight of spaces between gables will not be protected unless the affected space is of particular amenity value in comparison with the remainder of the garden. Such a space may include one that has been designed with the house as a patio.

Note that these heights do not indicate whether a development will be acceptable when assessed against other considerations.

Where there is an established high quality townscape which in itself would not satisfy the requirements of the 45° method for sunlight (such as the Old Town) sunlight will be assessed using before and after plans showing shadows for each hour on 21 March. The qualities of the existing space and the effects of sunlight, both before and after will inform whether any loss of sunlight is considered adverse.

Image annotation:



45 degree method for sunlight

This sketch shows a proposed development located on the north side of an existing garden. The sunlight to the neighbouring garden might be adversely affected because it rises above the 45 degree line set from 4m above the boundary.

~~Sunlight to new gardens and spaces~~

~~Half the area of new garden spaces should be capable of receiving potential sunlight during the spring equinox for more than three hours. This will be assessed using hour by hour shadow plans for each hour of 21 March.~~

Privacy and outlook

People value privacy within their homes but they also value outlook - the ability to look outside, whether to gardens, streets or more long distance views. To achieve both, windows should be set out so that direct views between dwellings are avoided.

The rearward side of development often provides a better opportunity for privacy and outlook than the streetward side of development. This is because on the streetward side, privacy to some degree

is already compromised by the fact that people in the street can come relatively close to the windows of dwellings.

Privacy is generally achieved in these situations through the installation of blinds, curtains and translucent glass, etc.

The pattern of development in an area will help to define appropriate distances between buildings and consequential privacy distances. This means that there may be higher expectations for separation in suburban areas than in historic areas such as the Old Town.

On the rearward side, as well as spacing windows far apart, reasonable levels of privacy can be achieved by setting out windows on opposing buildings so that there are not direct views between them, angling windows and erecting screens between ground floor windows. In assessing this, the Council will look at each case individually and assess the practicalities of achieving privacy against the need for development.

Though private views will not be protected, immediate outlook of the foreground of what can be seen from within a building may be. Unless there are exceptional circumstances, this means that new development that blocks out the immediate outlook of an existing dwelling must be avoided.

This guidance does not seek to protect the privacy of gables of existing housing.

2.11 Housing mix and size, and supporting facilities

Ensure there is a mix of dwelling types and sizes to meet a range of housing needs including those of families, older people and people with special needs.

Make sure the size of homes are adequate for the numbers of people that could be living there.

Provide adequate storage for general needs, waste and recycling, and bicycles.

Ensure the design of new housing is “tenure blind”.

Local Development Plan policies

- Hou 2 - Housing Mix
- Hou 10 - Community Facilities

Edinburgh Local Development Plan Policy Hou 2 seeks to provide housing that will meet a range of housing needs including people with special needs and older people. A mix of unit sizes and housing types will have a positive impact on ensuring the delivery of varied and sustainable communities. This mix should respond to the differing needs of residents, immediate site conditions and citywide objectives. As a general principle an inclusive approach to design should be taken to ensure that buildings are accessible to as wide a range of people as possible. Solutions to make houses accessible should be integral to a design rather than an afterthought added in order to meet duties under building standards or other legislation.

It is expected that within all developments of 12 or more units at least 20% of these units will have a minimum internal floor area of 91m² and should be designed for growing families. These will have direct access to private garden, from either ground or first floor level; enhanced storage and convenient access to play areas.

| <u>Housing type</u> | <u>Examples:</u> |
|---|--------------------------|
| <u>Flats – self-contained premises within a building which is divided horizontally – some may have an entrance taken directly from the street</u> | <u>4 in a block</u> |
| | <u>Tenement</u> |
| | <u>Studio apartments</u> |
| | <u>Maisonettes</u> |
| | <u>Colonies</u> |
| <u>Houses – self-contained dwelling with an entrance taken from the street</u> | <u>Garden flats</u> |
| | <u>Detached</u> |
| | <u>Semi-detached</u> |
| | <u>Terraced</u> |
| | <u>Town house</u> |
| | <u>Cottage</u> |
| | <u>Bungalow</u> |
| | <u>Mansion</u> |

In larger development sites, the provision of facilities and services to support the existing and proposed community may be required. These may include local healthcare facilities, childcare

facilities and meeting places. Commercial units may be needed, if these do not already exist in the area.

Affordable housing will be required in accordance with the policy in the [Edinburgh Local Development Plan](#) and associated guidance.

Image annotation:



Tenure blind housing at Gracemount—[Fala Place Soutra Road](#)

Here the market housing and affordable housing is integrated by using the same materials for buildings and street and designing the housing to have a similar appearance.

Technical Guidance:

[Student housing](#)

Student accommodation should comprise a mix of type of accommodation, including cluster units, to meet varying needs of students.

Student accommodation is a primary place of residence and therefore it is critical that design is of a high quality with adequate amenity to contribute to healthy and sustainable lifestyles and quality of life. The provision of daylight, sunlight, privacy and outlook is of particular importance (see section 2.10). Where development cannot reasonably accord with the minimum standards required, development will not be supported.

More guidance is provided in the City of Edinburgh Council's Student Housing guidance (Feb 2016).

The long term adaptability of new student housing should also be taken into account- considering how easily the buildings could be converted into mainstream housing with satisfactory level of amenity should the demand for student housing decline.



Image annotation:

Student Housing - St Leonards Street

Designing housing for older people and those with disabilities

Lifetime Homes is a concept developed by housing specialists to ensure that homes are accessible and inclusive. The Living Homes standard sets out 16 design criteria which allow houses to accommodate change in people's requirements throughout their lives. The design principles include:

- The approach to all entrances should preferably be level or gently sloping;
- All entrances should be illuminated and have level access over the threshold;
- Enable convenient movement in hallways and through doorways
- Enable convenient movement in rooms for as many people as possible
- Provide an accessible bathroom that has ease of access to its facilities from the outset and potential for simple adaptation to provide for different needs in the future
- Enable people to have a reasonable line of sight from a seated position in the living room and to use at least one window for ventilation in each room

More detailed design information and guidance can be found in:

Building standards technical handbook: domestic.

Best Practice Guidance for wheelchair accessible housing - Greater London Authority 2007

Improving the design of houses to assist people with dementia - this guidance sets out some key principles that can help people with dementia to manage within their own homes.

Housing mix

In schemes with 12 units or more, 20% of the total number of homes should be designed for growing families. These types of homes should have three or more bedrooms, have good levels of storage, have direct access to private gardens (for example via patio doors or private external stairs) or safe play areas for children, and have a minimum internal floor area of 91m².

In order to ensure satisfactory amenity, dwellings should not fall below the following minimum internal floor areas:

36m² Studio dwelling;

52m² One bedroom dwelling; 66m² Two bedroom dwelling;

81m² Three bedroom dwelling; and

91m² Three bedrooms or more with enhanced storage designed for growing families.

The minimum floor area for studios is lower than that for one bedroom flats since the relatively larger single open plan space found in studios compensates for having a smaller space overall. It is expected that studios will be designed to be very space efficient. Imaginative solutions are encouraged for storage, the location of the bed and so on.

Internal storage

At least 5% of the net floor areas should be provided as dedicated storage cupboards in addition to any kitchen storage or wardrobes. This storage is needed to allow homes to be used by a wide range of households.

Shelving should be built into storage areas within dwellings to accommodate at least three 55 litre storage boxes for recycling, (see diagram below).

Image annotation:

Space for internal recycling

This drawing shows a potential way of providing storage for recycling boxes.

Improving internal amenity

In order to ensure a good standard of overall amenity for new development, there is a presumption towards dwellings with two (dual) or more aspects should be maximised. ~~Single aspect dwellings should not make up more than 50% of the overall dwelling numbers.~~ Dwellings with a dual aspect have windows which face out from two separate elevations. The provision of more than one aspect can result in multiple benefits for internal amenity. These benefits include opportunities for better daylight and sunlight, and in providing greater flexibility as to the use of spaces, such as positioning bedrooms towards a quieter aspect if the development is on a busy road.

Single aspect dwellings should not make up more than 50% of the overall dwelling numbers and developments should avoid single aspect dwellings that are north facing, exposed to noise sources, or contain three or more bedrooms. Where single aspect dwellings are proposed, the applicant should demonstrate that are incorporated, it is important they meet the requirements for daylight, sunlight and privacy for each living space and provide good levels of ventilation and internal amenity space.

Tenure blind design

Development should be tenure blind. This means that where sites provide a range of tenures (for example market sale and affordable housing) it should not be possible to see the difference between them.

Where a site is predominantly for market housing, it is expected that affordable housing should be provided in the same housing type. If the design is for houses for sale, the affordable dwellings should also be houses. Where it is not possible to deliver the same housing type, alternative types of the same physical scale should be used. For example, colonies, four in a block and cottage flats may integrate reasonably well with two storey houses.

Building form, materials and the general design of the building elevations will all be key components in determining whether or not a tenure blind development is achieved.

Technical guidance

The integration of ancillary facilities is important for small developments—such as those common in villa areas—as well as in larger developments. In addition to cycle parking (covered in Section 2.4) and waste storage (covered in section 2.14), integration of facilities such as plant, including electricity sub- stations ~~and bins~~, needs to be considered from the outset of the design process.

~~Process for agreement with Waste and Cleansing Service~~

As part of the planning process, designers / developers must engage with the Council's Waste and Cleansing Service to agree a waste management strategy for the development, and ensure that their requirements can be satisfactorily incorporated within the design. This must happen as early as possible.

The officer in the Waste and Cleansing Service will talk you through their requirements (i.e. vehicle tracking drawings for refuse vehicles and the location and sizes of waste storage spaces) and the Instructions to Architects document. Once agreement has been made, Waste Services will issue a letter of agreement detailing this and any further requirements.

Key points for consideration:

Your waste management strategy must ensure that:

- Surface waste collection and storage infrastructure should be minimised on all new developments. The delivery of underground waste storage systems with surface collection chutes are the Council's primary option for meeting this aim. Applications should clearly demonstrate that this option has been explored with the Council's Waste and Cleansing Service at the outset of the design process and it should only be discounted if there are constraints which cannot reasonably be overcome, such as the presence of important underground archaeology or specific operational constraints.
- Bins are safely accessible and the collection system is operationally viable, taking into account swept path analysis, walking and pulling distances, slopes, vehicle sizes, access to bin stores, interactions with pedestrians, etc;
- The waste management strategy is compliant with the Council's policies and the requirement of Scottish legislation so that provision is made for the full range of recycling services and that these are fully integrated into the collection system (e.g. that each bin store has sufficient space to accommodate the full range of bins);
- If an underground waste storage system cannot be accommodated, a decision is made regarding the use of above ground individual or communal bins, the initial supply for these and their ongoing maintenance. If above ground storage is the only feasible option it should be done so within a suitable housing/building; and
- That arrangements are in place to allow for the ongoing maintenance and repair of waste storage areas, above ground waste collection chutes, bin housings etc.

Sizes and bin types:

If it is not possible to deliver an underground waste storage system, the waste and Cleansing Service will advise you whether individual or communal bins should be used. A range of bin types may be employed from kerbside collection boxes for glass and some other materials right up to 3200 litre communal bins. The Waste and Cleansing Service will advise on the capacities required to provide for each waste stream, the detailed design requirements for bin stores etc.

The specific materials which are currently collected from households, and in compliance with Scottish legislation are:

- Residual (landfill waste);
- Food;
- Glass;
- Mixed recycling; (including paper and card, cans and foil and mixed plastics)
- Garden waste (kerbside collection areas only); and

- ~~Small electricals, batteries and textiles (collected in the glass collection box in kerbside collection areas only).~~

~~In addition to ensuring that there is sufficient space for all collection streams, and that containers are stored off-street, considerations should also be given to arrangements for the management of bulky waste – for example where householders should present bins on collection day.~~

~~Image annotation:~~

~~Underground bins for residual waste allow large volumes to be held with minimal impact on the street scene. It is important that the Council's Waste and Cleansing Service are involved early, as their requirements may impact on the design.~~

2.12 Purpose built homes for rent

The 'Build to Rent' (BTR) sector has the potential to make a positive contribution to the overall housing mix in Edinburgh.

Proposals should support regeneration and fulfil placemaking principles.

BTR developments are considered as a strand of mainstream housing and relevant Local Development Plan policies and guidance apply.

Design should be place specific, high quality and energy efficient.

Shared on-site facilities should be high quality, accessible and safe.

A flexible approach to current internal amenity standards may be acceptable depending on the quality of the accommodation and facilities provided.

Local Development Plan policies

- *Des 5 - Development Design*
- *Hou 2 - Housing Mix*
- *Hou 6 - Affordable Housing*

The Private Rented Sector continues to be a key provider of homes throughout the city.

Recent innovations in this sector have seen the emergence of purpose built accommodation for rent, also referred to as Build to Rent (BTR), which offer high quality professionally managed homes

under single ownership with shared facilities that can be delivered rapidly. Private Rented Sector accommodation of this nature can also include the conversion of existing buildings where the BTR 'model' can be incorporated.

BTR developments are considered as a strand of mainstream housing and where relevant LDP policies and guidance apply including those relating to parking, open space and affordable housing.

Build To Rent model

BTR developments are generally characterised by the following key elements:

- Single ownership and professional on-site management;
- Self-contained units which are let separately;
- High quality amenities for communal use;
- Longer tenancies offered with defined in-tenancy rent reviews; and
- Property manager who is part of an accredited Ombudsman Scheme and a member of a recognised professional body.

Due to the nature of these developments and especially where flexibility has been sought against the Council's internal amenity standards (refer to 'Design Approach'), the retention of the homes for rent for the long term should be explored and secured via an appropriate method to be agreed between the Council and the developer.

Design approach

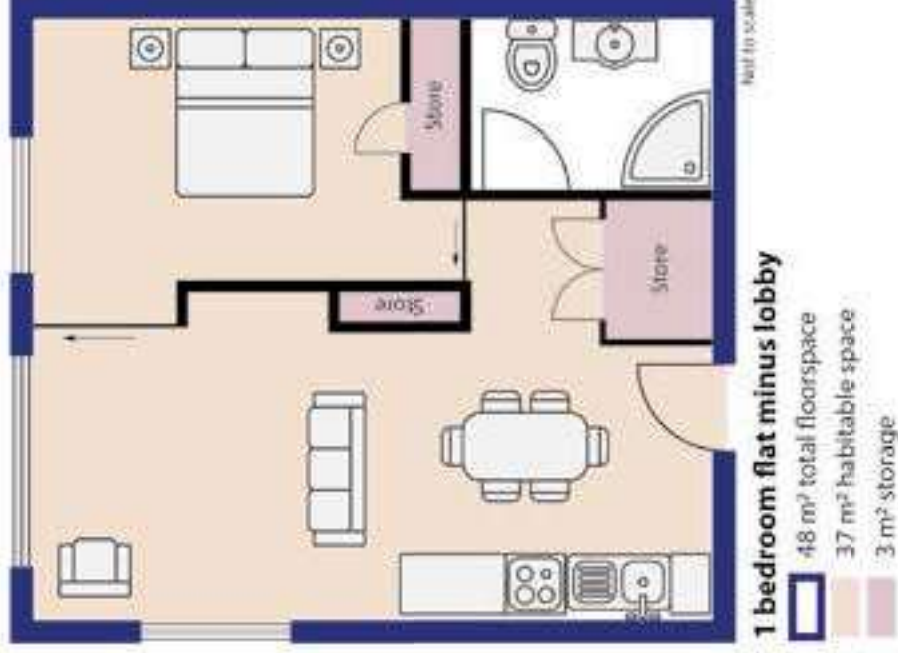
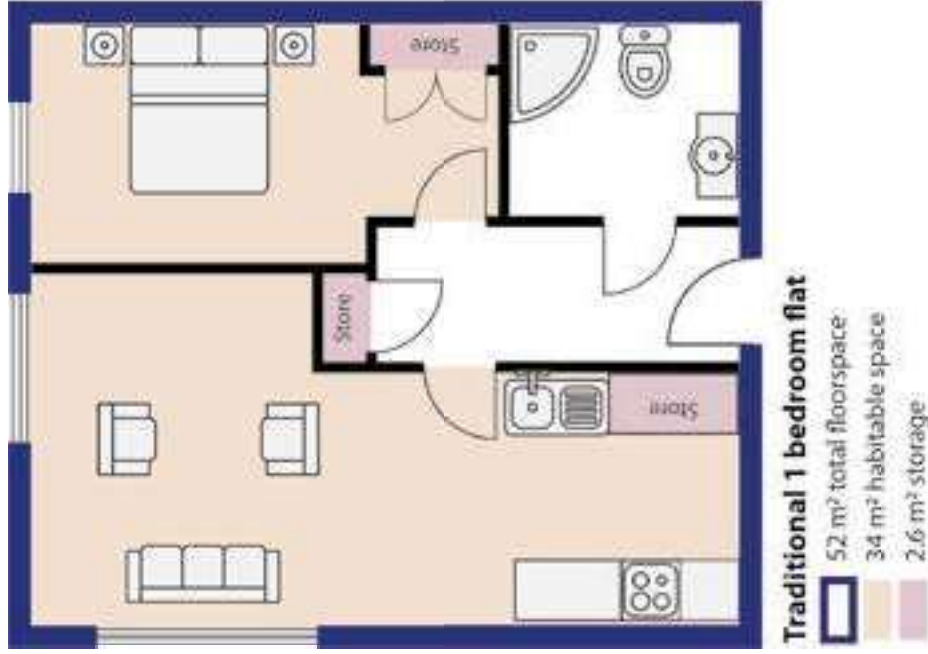
In BTR developments there tends to be key

differences in their design which may justify a more flexible approach. This specifically relates to the standards for minimum internal floorspace and the quantity of single aspect units (see section 2.11.)

The key design differences with BTR developments compared to other general housing types are usually as follows:

- Provision of high quality, professionally managed accessible on-site shared facilities i.e. communal gathering spaces, secure storage as well as storage within units, workspaces, a cinema room and a gym. A variety of different on-site shared facilities will provide a better quality experience for residents therefore the provision of a range of options should be explored to enhance the overall quality of the development. Efficient design technologies which reduce the requirements for non-habitable space (ie. lobby areas) within units; and
 - Open plan layouts, partly as a result of the reduction in non-habitable space, which increase useable space and allow light to penetrate more deeply into the units. This may justify a limited increase in single aspect units over the standard 50%. However developments should still be designed to facilitate a substantial quantity of dual aspect units.
- Flexibility will only be applied to the standards in exceptional circumstances and will be dependent on the quality of the development. Any deviations from the standards needs to be fully justified and will be determined on a case by case basis. The diagram overleaf gives an example of where flexibility may be justified.

This diagram shows how flexibility may be justified against the floorspace standards subject to design efficiencies and the provision of shared facilities as part of the overall development, which may offset any loss of floorspace (both habitable and non-habitable). A 1 x bed unit should achieve a minimum internal floorspace of 52m² with at least 5% of the net floor area as storage. This example shows that with the removal of the lobby, an additional 3m² habitable space is achieved along with 0.4m² additional storage space, despite the reduction in overall floorspace of 4m².



Developer Contributions

Developer contributions will be applied towards the provision of services, works and facilities as the Council may, in its reasonable discretion, determine are required in connection with BTR developments in accordance with the Local Development Plan and associated guidance.

BTR developments will be expected to provide 25% affordable housing on site. Affordable homes within BTR developments should be tailored to meet the greatest housing need and preferably should be owned or managed by a Registered Social Landlord.

The rental levels, conditions of tenure and the length of time that the units will remain affordable will be subject to agreement between the Council and the developer.

2.13 Community safety

Create active frontages directly onto important streets and publicly accessible routes and spaces.

Provide main door access to ground floor properties from street side.

Ensure all external spaces including pedestrian and cycle paths are overlooked.

Use lighting to help community safety.

Local Development Plan policies

- Des 5c - Development Design
- Des 7 - Layout Design

The design of development has a key role to play in community safety. If buildings overlook and provide direct access to streets people feel safer. Active frontages, where the ground floor is designed to allow visual contact and pedestrian movement between inside and out, ensure that this is achieved.

Lighting can make a very positive contribution to the security of the external environment. To ensure the overall quality of the design, lighting should be integrated into the design from the outset and considered with the Road Construction Consent application.

The Council will refer all major planning applications and local developments that have particular security issues to the Police Architectural Liaison service for their comments. Developers are encouraged to make early contact with the Police Architectural Liaison service.

Secured by Design is the Police's initiative to design out crime in the built environment. This has many benefits. However, sometimes there can be a conflict between the needs of Secured by Design and planning requirements. It is important that these matters are understood early in the process so that they can be addressed without compromising the design as a whole. Meeting the needs of Secured by Design should not be at the expense of the overall quality of the external space within the site.

Image annotations:





Active frontages and housing—~~Forbes Road~~Marchmont Tenement

Traditional tenements (above) have main doors directly into ground floor flats which maximises activity on the street and help ensure front gardens are used.

Active frontage on a supermarket—West Port

This image demonstrates that it is possible to create an active frontage for uses such as supermarkets. This has been achieved by arranging shelves and counters perpendicular to windows so allowing views into the shop.

2.14 Waste Management

Provide adequate storage for waste and recycling.

Local Development Plan policies

- Des 6 Sustainable Buildings

The storage and collection of waste is an important consideration in the design of a new development. Poor waste management practices tend to be unsightly and can spoil otherwise attractive developments. Good waste management practices can encourage more sustainable lifestyles and help to achieve recycling targets.

It is important that the integration of waste management facilities is considered at the outset of the design process.

City of Edinburgh Council collects household waste and waste from council buildings. The council does not collect trade waste.

A waste management strategy is required for all developments which will have their waste collected by the council. This strategy should be developed in association with Waste and Cleansing Services

For other types of development information would need to be provided regarding how waste will be stored and collected on the site.

Technical guidance on waste

Process for agreement with Waste and Cleansing Service

As part of the planning process, designers / developers of any housing development must engage with the Council's Waste and Cleansing Service to agree a waste management strategy for the development, and ensure that their requirements can be satisfactorily incorporated within the design. This must happen as early as possible. Waste and Cleansing Services can be contacted on wasteplanning@edinburgh.gov.uk

The table below sets out who should contact Waste and Cleansing Services and the level of advice they would provide for different types of development.

| <u>Type of Premises</u> | <u>Contact with Waste and Cleansing</u> | <u>Type of Advice Given</u> |
|---|---|---|
| <u>Housing</u> | <u>Required</u> | <u>Detailed advice (Instructions for Architects and Developers) to support agreement over full waste management strategy for development.</u> |
| <u>Mixed housing and other, e.g. commercial</u> | <u>Required</u> | <u>Detailed advice (Instructions for Architects and Developers) to support agreement over full waste management strategy for housing element only.</u> <u>Can give only high level advice about need for waste segregation and off street storage of waste</u> |

| | | |
|---|---------------------------------------|--|
| | | <u>bins for other (commercial) elements of the development.</u> |
| <u>Commercial only</u> | <u>High level advice can be given</u> | <u>Can give only high level advice about need for waste segregation and off street storage of waste bins.</u> |
| <u>Council building, e.g. school, etc</u> | <u>Required</u> | <u>Can give only high level advice about need for waste segregation and off street storage of waste bins, but may be able to provide more information based on experience of similar buildings. Need to agree access and operational requirements/ needs for collection crews.</u> |

The officer in the Waste and Cleansing Service will talk you through their requirements (i.e. vehicle tracking drawings for refuse vehicles and the location and sizes of waste storage spaces) and the Instructions ~~to Architects~~ for Architects and Developers document. Once agreement has been made, Waste Services will issue a letter of agreement detailing this and any further requirements.

Key points for consideration:

Your waste management strategy must ensure that:

- Surface waste collection and storage infrastructure should be minimised on all new developments. The delivery of underground waste storage systems with surface collection chutes are the Council's primary option for meeting this aim where shared communal bins are used. Applications should clearly demonstrate that this option has been explored with the Council's Waste and Cleansing Service at the outset of the design process and it should only be discounted if there are constraints which cannot reasonably be overcome, such as the presence of important underground archaeology or specific operational constraints.
- Bins are safely accessible and the collection system is operationally viable, taking into account swept path analysis, walking and pulling distances, slopes, vehicle sizes, access to bin stores, interactions with pedestrians, etc.;
- The waste management strategy is compliant with the Council's policies and the requirement of Scottish legislation so that provision is made for the full range of recycling services and that these are fully integrated into the collection system (e.g. that each bin store has sufficient space to accommodate the full range of bins);
- That consideration has been given to the presentation of bulky waste as outlined below;
- If an underground waste storage system cannot be accommodated, a decision is made regarding the use of above ground individual or communal bins, the initial supply for these and their ongoing maintenance. If above ground storage is the only feasible option it should be ~~done so~~ within a suitable housing/building; and
- That arrangements are in place to allow for the ongoing maintenance and repair of waste storage areas, above ground waste collection chutes, bin housings etc.

Sizes and bin types:

If it is not possible to deliver an underground waste storage system, the Waste and Cleansing Service will advise you whether individual or communal bins should be used. A range of bin types may be employed from kerbside collection boxes for glass and some other materials right up to 3200

litre communal bins. The Waste and Cleansing Service will advise on the capacities required to provide for each waste stream, the detailed design requirements for bin stores etc.

The specific materials which are currently collected from households, and in compliance with Scottish legislation are:

- Residual (landfill waste);
- Food;
- Glass;
- Mixed recycling; (including paper and card, cans and foil and mixed plastics)
- Garden waste ([chargeable service in](#) kerbside collection areas only); and
- Small electricals, batteries and textiles (collected in the glass collection box in kerbside collection areas only).

In addition to ensuring that there is sufficient space for all collection streams, and that containers are stored off-street, consideration should also be given to arrangements for the management of bulky waste- for example where householders should present [bins-items](#) on collection day.

Image annotation:

Underground bins for residual waste allow large volumes to be held with minimal impact on the street scene. It is important that the Council's Waste and Cleansing Service are involved early, as their requirements may impact on the design.



Leith Fort - These carefully designed bin stores are discrete but easily accessible.

3. Designing places: landscape, biodiversity and the water environment

This chapter sets out the Council's expectations for landscape proposals as part of new development and how biodiversity should be maintained and enhanced. In order to achieve good design, landscape architects should be engaged early in the design process so to be able to influence and inform a masterplan layout. ~~This chapter~~ also sets out the Council's expectation with reference to the water environment.

The key aims are for new development to:

- Create a robust landscape structure as an integral component at all scales of development, which follows green infrastructure and green/blue network principles.
- Meet the requirements of the Council's strategy for public open space and provide residential private gardens.
- Maintain the conservation status of protected sites and species, and enhance, connect and create new habitat.
- Protect trees and woodland and provide new tree planting.
- Ensure that hard landscape and car parking are an integral part of the overall design.
- Design developments to ensure that properties are not at risk of flooding from coastal waters, rivers, culverted rivers, or surface water flooding.
- Integrate Sustainable Urban Drainage Systems into the landscape design of development to reduce flooding and pollution, provide biodiversity benefits and create beautiful places.
- Ensure a mechanism is put in place for the establishment and long term maintenance of new landscape areas.

3.1 Green infrastructure and green-/blue networks

Establish a robust framework of multifunctional green infrastructure in new developments of all scales, and connect this to the wider network of open spaces, habitats, footpaths and cycleways beyond the site boundary.

Local Development Plan policies

- Des 2 - Co-ordinated Development
- Des 3 - Development Design
- Des 5 - Development Design
- Des 7 - Layout Design
- Des 8 - Public Realm and Landscape Design
- Des 9 - Urban Edge Development
- Des 10 - Waterside Development
- Env 10- Development in the Green Belt and Countryside
- Env 12 - Trees
- Env 13 -15 - Nature Conservation Sites of International/National/Local Importance

- [Env 16 - Species Protection](#)
- [Env 18 - Open Space Protections](#)
- [Env 19 - Protection of Outdoor Sports Facilities](#)
- [Env 20 - Open Space in New Development](#)

A green/[blue](#) network is formed when green infrastructure components are linked together to give additional combined benefits. Components can include:

- Green corridors;
- Watercourses;
- Woodland;
- Tree belts;
- Habitats;
- Parks, play areas and other public open spaces;
- Sustainable Urban Drainage Systems (SUDs);
- Green roofs/walls;
- Active travel routes; and
- Street trees, hedgerows, verges.

Ideally a network of multifunctional greenspaces should run through the urban area, urban fringe and wider countryside, creating a high quality landscape and townscape. This should support new access and recreational opportunities, incorporating flood management, enhanced biodiversity and habitat [linkagesconnectivity](#). Multi functional green spaces can promote healthier life styles through increased walking and cycling opportunities and creating spaces for food growing and restorative outdoor activity.

Delivery of such a network is consistent with the development of the Central Scotland Green/[blue](#) Network and can support a healthy urban ecosystem based on natural processes. Green infrastructure and green/[blue](#) networks also make an important contribution to climate change adaptation and mitigation.

The [Local Development Plan](#) identifies Edinburgh's established green/[blue](#) Network, comprising greenspaces distributed across the city's hills, neighbourhoods and waterfront. These are connected by wooded river valleys, disused rail corridors, the Union Canal and frequented paths.

The [Local Development Plan](#) identifies proposals to improve connections within the urban area, the surrounding countryside and neighbouring Council areas. It is complemented by [Open Space 2021](#), the Council's Open Space Strategy, which defines standards and actions to improve access to good quality greenspace across the urban area.

The [Scottish Government's Green Infrastructure: Design and Placemaking](#) guidance illustrates how green infrastructure can be integrated within new developments during the design process.

An understanding of a site's current and potential contribution to the green/[blue](#) network should inform decisions on scale, location and layout. The way in which this has been considered in the placemaking process should be explained in the Design Statement/ Design and Access Statement.

Development should be carefully designed to contribute positively to the expansion of green/[blue](#) networks. All proposals will be assessed in terms of their consideration of connectivity between

green infrastructure components and their contribution to national and local green/blue network and open space objectives.

Regard should be given to linking development sites with Edinburgh’s network for nature, making links to habitats found in local nature reserves, local nature conservation sites and the Edinburgh Living Landscape.

Image annotation:



Large public open space—Braidburn Valley Park Figgate Park

This public park is a major component of the green/blue network.

Technical guidance

These sketches illustrate how green/blue networks can be integrated within a range of development scenarios and at different scales.

The Council supports substantial framework planting that seeks to integrate and connect multi-functional green infrastructure features as guided by site specifics and local landscape character.

Masterplans will require adequate space for large growing native tree species to achieve maturity and form woodland habitat, provide a secure setting to multi-user paths, cater for active travel, a variety recreational uses within open space, incorporate SUDS, whilst allowing integration with the street layout and built form. In urban edge situations, a landscape edge will also be required to integrate development with the surrounding countryside and landscape setting of the city.

These provisions can vary in width depending on the development scenario but for some major developments spatial parameters of 30-50m may be necessary to accommodate a full range of green infrastructure functions. Any such woodland and tree belt planting would benefit from being established early so they can provide visual screening and shelter as soon as possible.

If buildings are proposed close to a watercourse, a full appraisal of flooding scenarios is required (see section 3.8) and early discussions with the Council's Flood Risk Unit. Buildings proposed on brownfield sites, adjacent to water courses except in exceptional circumstances, require at least a 15m setback to create opportunities to reinstate natural bank sides.

In order to promote natural bankside conditions, only riverside walls with significant archaeological value should be retained. Other retaining walls should generally be replaced with soft engineering solution. In areas of historic importance mitigate the potential for natural banks by the use of other methods such as reducing the top part of the wall to provide a wetted bank or cladding on the retaining wall to provide some riverine habitat with tree planting to provide habitat connectivity.

Image annotations:

Green/Blue Networks

Green/blue networks can be aligned with watercourses or permanent (retention) ponds or detention areas providing for Sustainable Urban Drainage, to enhance existing wildlife habitat, whilst providing for amenity, recreation and active travel. New development should provide active frontages to main path routes, open spaces and SUDs features.

Water of Leith Walkway

Access and amenity improvements carried out at The Dene, between Dean Terrace and Mackenzie Place, within the New Town Conservation Area.

Green Corridor

This density and type of planting is suited to the urban situation and parkland context. Where a rural context exists at the urban edge, native woodland may achieve a more appropriate fit with surrounding landscape character whilst providing shelter for new development.

Green Street

The incorporation of trees and other planting within street design should be considered alongside the spatial parameters for movement and access - including visibility, services, lighting, the proposed approach to sustainable urban drainage and the intended density and spatial definition of the proposed built form.

North Meadow Walk

North Meadow Walk footway and cycleway, providing for recreational use and active travel. The route is lined with large growing tree species, includes nesting boxes and is set within a broad grass verge. The path is lit and surveillance is provided from surrounding residential dwellings.

Forrest Road

This street extends the tree lined avenue of Middle Meadow Walk to George IV Bridge

3.2 Publicly accessible open space

Ensure homes are within walking distance of good quality and well designed open space.

Provide new publicly accessible and useable open space in non-residential development.

Ensure that open space is attractive and functional.

Local Development Plan policies

- Des 5c - Development Design
- Des 7 - Layout Design
- Des 8 - Public Realm and Landscape Design
- Env 18 - Open Space Protections
- Env 19 - Protection of Outdoor Sports Facilities
- Env 20 - Open Space in New Development

The Council's Open Space Strategy sets standards to ensure that all communities have access to quality greenspaces, which cater for a variety of needs and ages. Greenspaces provided as part of new development must be usable space suitable for a range of functions.

Local greenspace standard:

Local greenspaces close to homes play an important role in how people feel about their neighbourhood and offer convenient spaces for everyday enjoyment of the outdoors.

They can be important places to meet neighbours, havens for wildlife, spaces to play after school or enjoy on a walk to the shops.

All homes should be within 400 metres walking distance (equivalent to a five minute walk) of a 'good' quality, accessible greenspace of at least 500 square metres.

In new housing developments, good quality local green spaces should support health and well-being by providing useable outdoor spaces as well as looking attractive.

Spaces should have surfaced paths linked to the surrounding area, provide features to attract wildlife, incorporate seating or walling, cycle parking and waste bins, fruit trees and raised beds for community growing and provide a safe and stimulating place for unequipped play.

Urban tree planting and the use of hedges and shrub planting should be considered to define spaces and create appropriate shelter and shade. Areas of open grass should be balanced with the use of herbaceous perennials and bulbs to create year round interest.

Local greenspaces can be complemented by drainage features, such as grass or planted swales and rain gardens. Where it is proposed that part of a local greenspace should be used to accommodate below ground surface water storage, there should be no impact on the quality or use of above ground space e.g. through restricting locations for tree planting or the need for inspection chambers.

Good quality local green spaces should complement the provision of private gardens for new houses, blocks of flats, garden flats and communal back greens.

Image annotations:

New local greenspace, Lochend



Small open space in the Old Town—Trunk's Close

It makes good use of its constrained site and provides an attractive green setting for surrounding buildings.

Large greenspace standard:

Every neighbourhood should benefit from a large park to provide space for the whole community to enjoy their free-time. It is a place to exercise and play informal ball games; walk the dog or go for a run; come together for local events; watch wildlife and scenery through the seasons; and experience natural open space.

All homes should be within 800m walking distance of a good quality accessible greenspace of at least two hectares.

Where possible, new large greenspaces should incorporate existing built, cultural and natural features, including skyline views to celebrate distinctive local characteristics (Section 1.8). The overall size and form of parkland should, therefore, respond to the topography and the opportunities of the site.

The provision of facilities should ensure that spaces are well used, lively, safe and resource efficient by delivering multiple benefits; in particular providing an uplifting place to support daily self-management of physical health, including opportunities to participate in group activities.

Larger greenspaces should meet local greenspace needs, through the provision of sheltered community garden areas with seating and cycle parking, as well as larger scale features appropriate to their size.

New parkland provides the opportunity to create a landmark feature, including woodland and forest scale trees; provide well drained, level ground for community events, markets, informal ball games, outdoor learning and exercise activities; measured walking and running circuits, with links to the wider green/[blue](#) network, and integrate orchard and allotment provision. Further details can be found in the Council's [Allotment Strategy](#) and [Scotland's Allotment Design Guide](#).

Grassland management approaches may include a mix of close mowing, naturalised grass or meadows. The use of planted swales and the location of surface water storage basins alongside and in addition to new parkland, can bring amenity and biodiversity benefits, by creating wetland habitat and introducing open water as a feature of the landscape.

Path surfaces, within greenspace, should be appropriate to context and are an important factor to encourage the use of the outdoors.

A grass edged multi-user path with Macadam wearing course will generally provide the most robust long-term solution, providing access for all including wheelchair users and pushchairs. This can be enhanced by the use of rolled stone chips. Bound gravel may be suited to local greenspaces or feature spaces. Whin dust paths will generally only be acceptable in semi-natural settings, subject to appropriate build up, drainage and ongoing maintenance.

The relationship of new parks to homes, schools, other public buildings and commercial uses can help put open space at the centre of community life and provide options for refreshment and use of conveniences. New greenspaces should be directly overlooked from key living spaces such as lounges and kitchens and never blank facades.

Image annotation:

Aerial view of Broomhills Park (Barratt East of Scotland Ltd)

Technical guidance

Forth Quarter Park

Forth Quarter Park was developed for National Grid Property Ltd as part of the Granton Waterfront master plan to remediate the former gas works.

This distinctive seven hectare park is bordered by a mix of uses including office accommodation to the east, Edinburgh College's Granton campus, and the established communities of Granton, Pilton and Muirhouse, together with new homes being developed at the Waterfront.

The park links the North Edinburgh paths with the promenade at Silverknowes to the west, via a meandering route through this key urban greenspace.

Lying close to the Firth of Forth, the park provides views from the city to the coast and a backdrop of hills within Fife.

A central water feature is crossed by bridges and a waterside walk including decking was formed by de-culverting the Caroline Burn.

The east end of the park is where the water feature terminates at a new public square and terraced viewing platform in front of the Scottish Gas headquarters.

New planting including 800 birch trees, 15,000 shrubs and new grassland arranged in a series of undulating terraces, surrounding the water feature, creates wetland and marginal habitats.

The park also incorporates Lime trees, which are remnants of the grounds of Granton House.

Playspace access standard:

Edinburgh's vision is to achieve a 'play friendly city, where all children and young people can enjoy their childhood.'

Parks and other large green spaces provide the ideal setting for good quality equipped play spaces. Play is vital to help children learn how to get along with each other and keep healthy.

The Council's [Open Space Strategy](#) sets out the playspace access standard and is linked to the Play Area Action Plan. Houses and flats should have access to at least one of the following:

- a space of good play value within 800m walking distance;
- a play space of very good play value within 1200m walking distance; and
- a play space of excellent play value within 2000m direct distance.

Play Value measures the quality of play area design and layout, together with a range of play activities on offer to ensure children receive the right balance of risk and challenge in order to develop physical and social skills.

In addition to equipped play spaces, new green spaces and residential streets should be designed to encourage more 'free play' without equipment. Exploring woodland, meadows or running up and down slopes can provide ways for children to develop their creativity and imagination.

All residential developments should contribute towards these standards by providing publicly accessible open space on site. Where this is not possible, contributions may be sought for the improvement of open space within the area.

Non-residential development will also be required to provide new open space, justified by the scale of development and the needs it gives rise to.

Quality in new greenspace and play areas should be ensured by planning for these elements of green infrastructure as an integral element of place making from the start of the planning process. New greenspace provision should be informed by an understanding of local community needs, including health and wellbeing and establish the necessary framework for new neighbourhoods to thrive.

Making provision for facilities such as community gardens, growing spaces, orchards, woodlands and allotments within new greenspaces can allow both new and existing communities to have a greater influence on how places develop over time, strengthen bonds and contributes to the sustainable management of the city's greenspace resources.

The design of new open space provision will be assessed against Local Development Plan policies relating to Design and the Environment. Play area design must achieve the play value requirements set out in the Council's Play Area Action Plan.

Image annotations:





New play area *in Granton at Burnbrae Drive* meets 'good' play value.

Terraced slopes and shared surface 'home zone' street at Gracemount.

3.3 Private open space

Provide well defined, functional, good quality private gardens to all houses and ground floor flats.

Local Development Plan policies

- Des 5d - Development Design
- Hou 3 - Private Green Space in Housing Development

There should be a clear distinction between public and private spaces, defined by appropriate boundaries such as walls, railings or hedges both to the street edge and between feus.

Private and communal gardens should be designed for use by residents for a range of functions, including space for play, seating, food growing, tree planting and drying laundry. Outdoor taps and/or rainwater harvesting may be needed.

Wooden fencing can be used to separate private back gardens, but should not be used in the public realm.

Consideration should be given to different heights of fencing to allow the communication between neighbours and to add some visual interest.

A key factor in ensuring space is usable is its capacity to receive sunlight. This will be affected by the position of existing and proposed buildings, as well as tree planting.

The Council wants new development to be adaptable. To help meet the changing needs of residents, it is beneficial for there to be sufficient space in gardens for houses to be extended while retaining reasonably sized gardens. Developers should demonstrate how this can be achieved.

Ground floor flats should generally be provided with private gardens of a minimum depth of 3m, which open directly on to communal gardens. Where this is not the case, patio doors and a defined threshold space should be provided.

Private front gardens have an important role in softening urban environments by providing planting on streets. They also provide an intermediate space between the public realm and the privacy of dwellings. The impact of driveways on the continuity of boundary treatments and street tree planting should be considered. (Note: relationship to parking section and definition of private front gardens/ thresholds).

Image annotations:

A- clear distinction—Marchmont

It is clear what is public and private space in traditional tenements. The buildings enclose shared gardens making them private. At the front-, the walls and hedges separate the public street from the private gardens.

Little private space can be successful—Lady Stair's Close

There is very little private outdoor space in the Old Town. This is compensated by the outstanding quality of the public spaces in the form of closes and courtyards.

Technical guidance:

Where private gardens cannot be provided or where their depth is limited (for example less than 3m), there will be a greater need for street trees to be provided.

Private communal grounds should be well proportioned, well orientated and secluded from vehicles. Narrow peripheral spaces, subject to overshadowing will not be acceptable. Residents should not normally have to cross streets and car parking to access private communal greenspaces. [The provision of private communal gardens for HMO's is encouraged.](#)

Where it is difficult to achieve the areas normally required for private open space - for example, because of a need to adhere to a spatial pattern in an area, the inclusion of balconies or roof terraces may be seen as a mitigating measure. Where they are included, it should be demonstrated that they will benefit from adequate sunlight or have an outstanding view, preserve reasonable privacy and have an area that is not less than 5% of the net floor area of the dwelling.

The size of gardens can contribute to the character and attractiveness of an area. This is particularly the case in villa areas. Gardens of a similar size to neighbouring gardens are likely to be required in order to preserve the character of the area.

Residential Homes and Care Homes

Particular attention should be paid to the orientation of care homes and long term residential homes.

Residents should be able to access a garden space that is attractive, welcoming, well lit by natural light throughout the year, and which allows a circuitous walking route to be created.

The length of private gardens

Gardens should be designed to allow [them to be used for a range of activities and for](#) houses to be adapted and extended over time. This means that gardens longer than 9m are encouraged. [This also ensures that neighbouring amenity can be protected.](#) Excessive changes in level should not be taken up across private back gardens. Where housing is set out across sloping ground, useable terraced space should be provided. [High retaining walls should be avoided.](#)

Image annotations:

Private and shared gardens for flats.

This drawing is sliced through a courtyard development to show its interior and street side. It shows small private front gardens with private rear gardens opening on to a communal space.

Gardens in the centre of the picture are longer than 9m allowing the houses to be extended.

Additional space is also required in gardens where there is insufficient natural sunlight. North facing gardens should be longer to compensate for this [\(see Section 2.10\)](#).

Private garden grounds need to be of an adequate width and shape to be attractive and useable for residents.

Biodiversity

Maintain the integrity of Sites of European, National or Local Importance for biodiversity and geodiversity.

Conserve protected species and the habitats which support them.

Survey and assess development sites in terms of biodiversity.

Design sites to maintain and develop a varied and robust ecosystems, achieving biodiversity net gain.

Policy context

Local Development Plan policies

- [Des 3 - Development Design](#)
- [Des 10 - Waterside Development](#)
- [Env 12 Trees](#)
- [Env 13 - Nature Conservation Sites of International Importance](#)
- [Env 14 - Nature Conservation Sites of National Importance](#)
- [Env 15 - Nature Conservation Sites of Local Importance](#)
- [Env 16 - Species Protections](#)

The Council has a broad approach to conserving nature considering ecosystems and natural processes, as well as conserving designated or protected sites and species. There is a recognition of the importance of green/blue networks, wetlands, woodlands and areas of open space to maintain biodiversity and allow ecosystems and natural processes to provide multifunctional services such as flood control, pollution control and community wellbeing.

This chapter provides the guidance for decisions on developments that can affect wildlife and sets out key information about designated sites.

There are several designated sites within Edinburgh that carry statutory protection at the European, National (UK and Scottish) and Local levels.

International sites

Internationally designated sites in Edinburgh, have protection under European law and are commonly known as European sites. They comprise of Special Protection Areas (SPA) – designated for their birds under the EC Wild Birds Directive (2009/147/EC).

National Sites

Nationally designated sites include Sites of Special Scientific Interest (SSSIs) which are notified for their special interest of their habitats, flora, fauna, geology or geomorphology.

Local sites

Non-statutory designations including, Local Nature Conservation sites, which are either Local Biodiversity Sites or Local Geodiversity Sites are protected through the implementation of specific planning policies.

Protected species in Edinburgh

Most bird species and a wide range of animals and plants have general protection from deliberate damage or harm under the law. In addition, some species, such as otters, bats and great crested newts have special protection from disturbance and harm under European legislation. These are known as European protected species (EPS).

A number of species, such as water vole and badger are protected under domestic legislation. Species with special protection are as follows:

- European Protected Species (protected under Schedule 2 (animals) and 4 (plants) of the Habitats Regulations 1994 (as amended)
- Birds, animals and plants listed on Schedules 1, 5 and 8 (respectively) of the Wildlife and Countryside Act 1981 (as amended)
- Badgers (protected by the Badgers Act 1992 (as amended))

The presence on or near a site of a species with special protection is a critical consideration when preparing development proposals and in the consideration of decisions on planning applications. Their presence rarely imposes an absolute block on development, however mitigation measures will often be necessary and this can affect the design, layout and timing of the works.

A licence from SNH will be needed for works which would constitute an offence involving species with special protection, this includes works which do not need a planning application.

It is important that adequate survey work is carried out in good time to understand the site and determine the presence or absence of species with special protection. Expert ecological advice should be sought at an early stage to determine the likely presence of protected species and the likely impact of any proposed development.

Site appraisal and ecological survey

Initial site appraisal

It is important to understand the significance of the ecology of a development site and the surrounding area. The extent to which ecological surveys and appraisals are required will depend on the scale, nature and location of the proposal. An initial site appraisal may be all that is needed but, depending on the findings, further surveys may be required for particular species or in relation to a particular habitat.

The site appraisal should:

- highlight any designated sites on or near to the site;
- identify potentially important habitats (e.g. mature trees, woodland, hedgerows, ponds or watercourses);
- identify if protected species are likely to be in or near the site;

- give an indication of the ecological data required for progressing a planning application; and
- recommend if more detailed surveys will be necessary.

Where an important species or habitat has been identified on site, planning applications must be supported by an appropriate level of information, see; CIEEM Guidance on Preliminary Ecological Appraisal

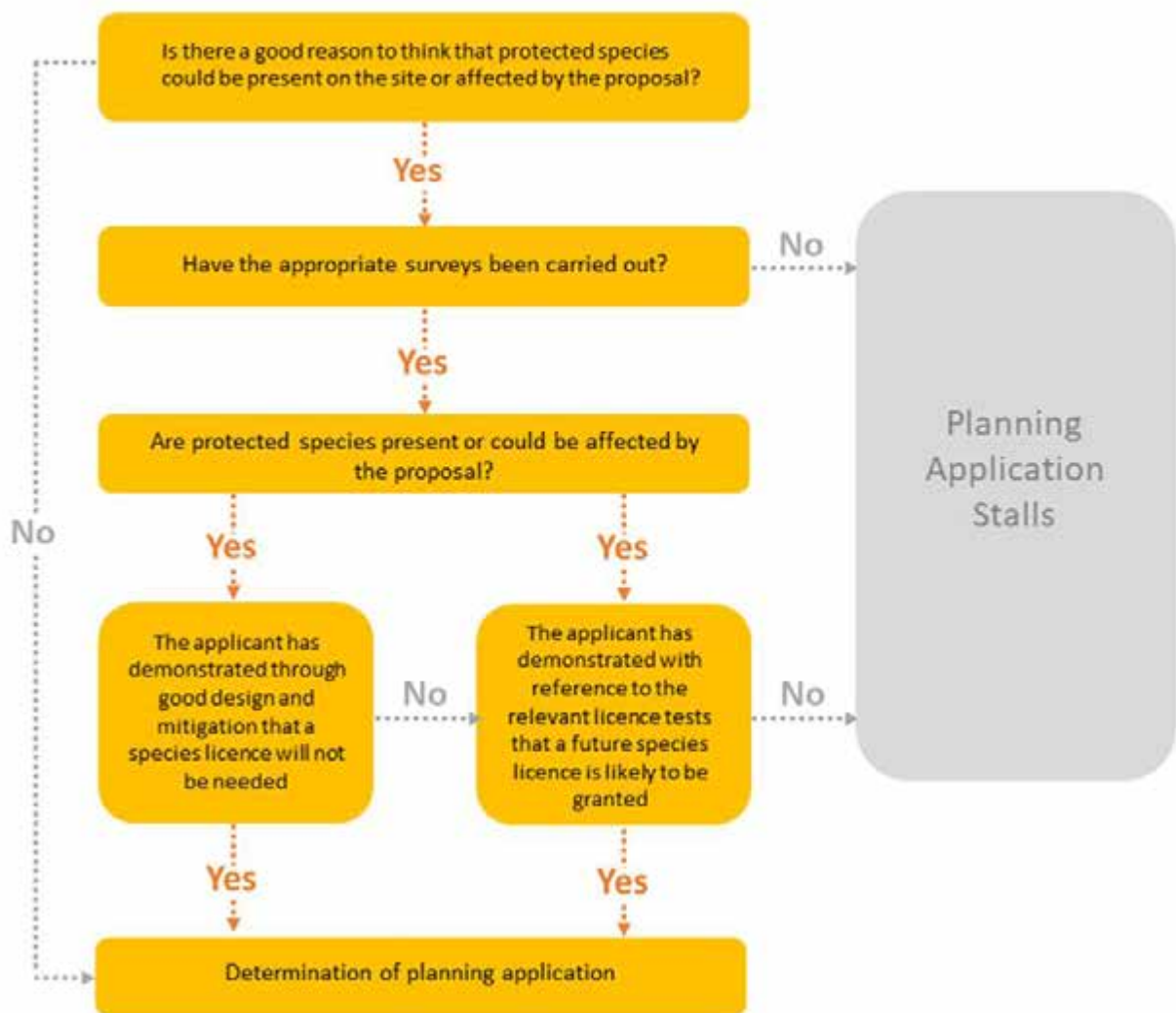
Applicants need to provide the following information to support their planning application:

- information on specific habitats, plants, animals and geology on and around the site, including its sensitivity, significance and value.
- assessment of the potential impact of the development on these features.
- details of proposed mitigation measures to avoid or minimise any adverse impacts.
- Details of how any unavoidable damage or disturbance caused by the development will be compensated.
- Identification of any licensing requirements and information demonstrating that a species licence is likely to be granted (referencing the relevant licence tests).

Good practice also indicates that, for most significant developments, an Ecological Impact Assessment (EclA) should be required. If necessary the EclA should adopt the methodology of CIEEM.

Other surveys which may be required, such as geology, geomorphology and soils, should also be undertaken by a suitably qualified and experienced person.

Protected species – the importance of providing the necessary information



It is important to consider the constraints and opportunities that wildlife and habitats may have on a development proposal at an early stage. Helpful information including species records and habitat maps may be obtained from a number of sources including:

The Wildlife Information Centre

Site surveys and assessments should be undertaken by a suitably qualified and experienced ecologist. A list of qualified ecologists can be found in the Chartered Institute of Ecological and Environmental Management (CIEEM) Professional Directory.

<https://cieem.net/i-need/finding-a-consultant/>

Good design and mitigation

Opportunities for enhancing wildlife and habitats must be considered as an integral part of the development design. Biodiversity benefits can often be combined with other site requirements. For instance, Sustainable Urban Drainage System ponds can provide a habitat for wildlife as well as contributing to attractive open space.

More information on incorporating green infrastructure is available in:

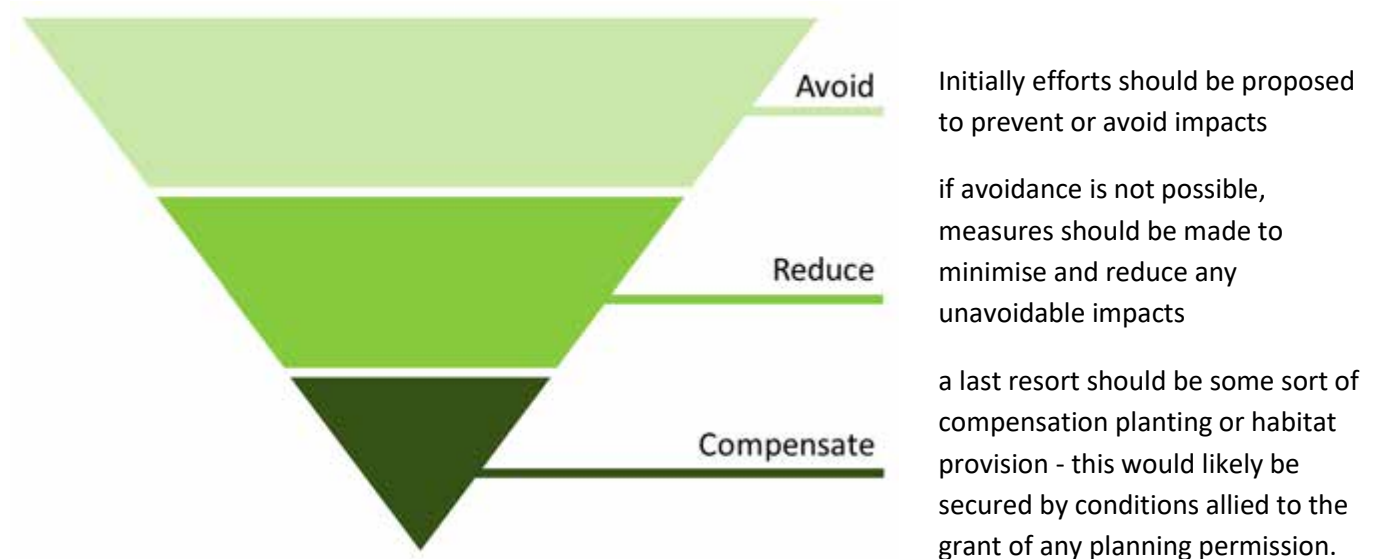
Scottish Government Green Infrastructure Design and Placemaking

SNH Pollinators Planning and Construction Guidance

Edinburgh Biodiversity Action Plan 2019-2021

The Mitigation Hierarchy

The mitigation hierarchy should be applied when considering how to manage the risks of adverse impacts on wildlife and habitats. Depending on what type of mitigation is proposed, it may be that there are certain times of the year when mitigation activities are inappropriate.



Enhancements

Most developments could incorporate of a range of measures to enhance wildlife and habitats. These measures can be discussed at the pre- application stage and are expected to be included as part of planning application submissions and subsequently implemented as part of the development.

Management

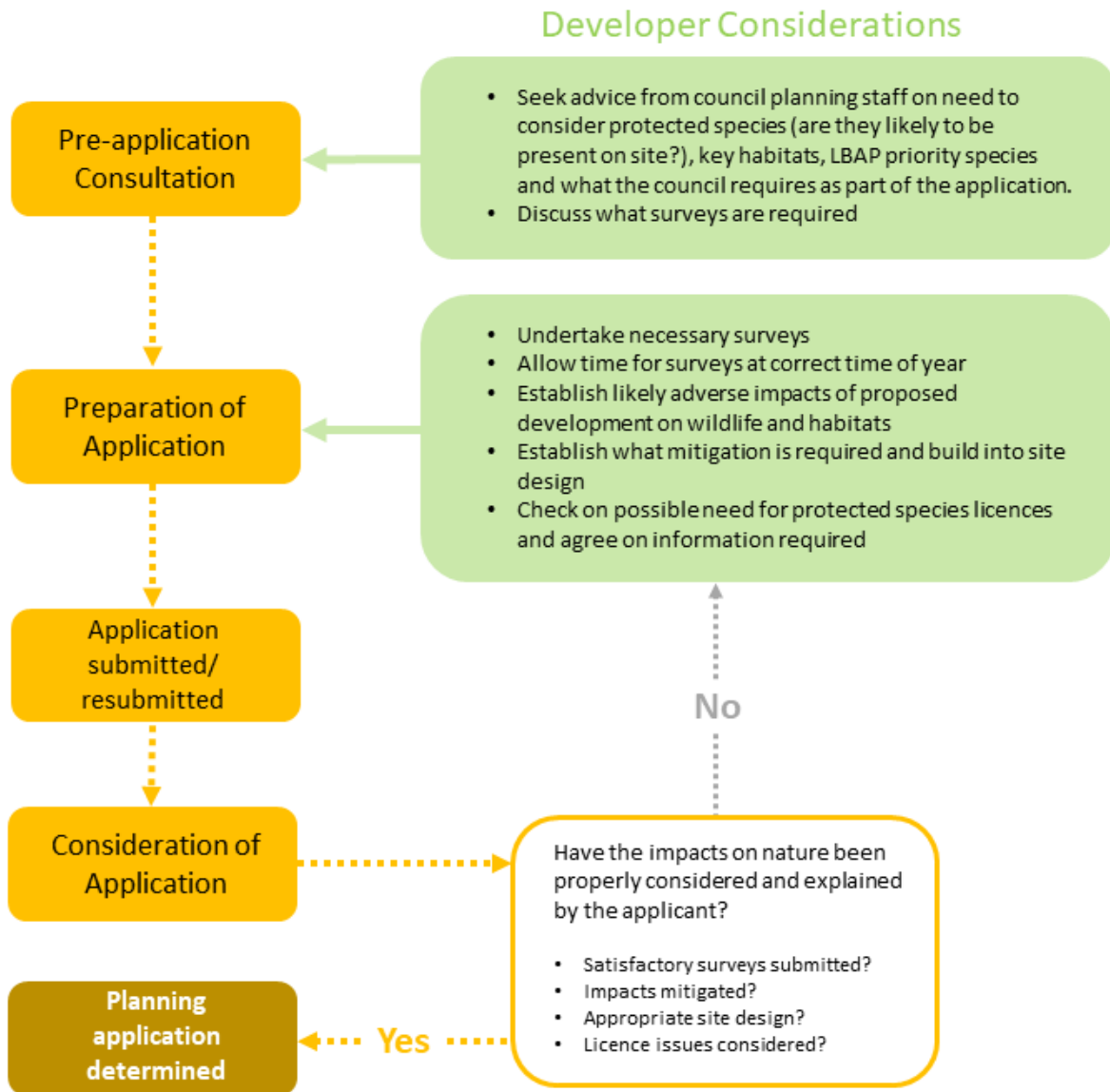
On sites where wildlife features are retained, or new habitats and features are to be created, appropriate ongoing management must be put in place. This is likely to be part of the planning conditions placed on an application and subject to enforcement if necessary. In these cases, a

management plan would be expected to be produced and submitted as part of the planning application. It should identify specific actions required for good management and include details of the phasing of the works.

Assessment of planning applications

Key considerations in the development management process with regard to wildlife and habitat are summarised below.

The planning process and ecological considerations



Technical guidance

Habitats Regulations Appraisal (HRA)

Under the Habitats Regulations, decision makers (known as competent authorities in the legislation) can only agree to development proposals which are unconnected with the nature conservation management of the site after having confirmed that they will not affect the integrity of the Natura site. The process of coming to this judgement is commonly referred to as Habitats Regulations Appraisal (HRA).

It should be established early on if future development proposals could impact on a European site. Proposals do not need to be within a European site to affect its conservation interests. Consideration must be given to any plan or project that has the potential to affect a European site, no matter how far away the site is from the proposed development. For instance birds that are part of the qualifying interest of a designated site may feed in areas several kilometres away. Therefore development may affect a European site some distance away.

If a European site could be affected the applicant will need to provide sufficient information to allow the council to determine whether there will be a 'Likely Significant Effect' (LSE)* on the qualifying interests of the European site. If there will be a 'Likely Significant Effect', the applicant will need to provide the council with information to enable it to carry out an appropriate assessment.

*Likely Significant Effect is any effect that may reasonably be predicted as a consequence of a plan or project that may affect the conservation objectives of the features for which the European site was designated but excluding trivial or inconsequential effects. The word 'likely' should not be interpreted as 'more probable than not' but rather as a description of the existence of a risk of a significant effect.

Development will only be consented if it can be ascertained that it would not adversely affect the integrity of the site. The competent authority must ensure the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended are met before undertaking or permitting any project.

More information on HRA can be found on the SNH Habitats Regulations Appraisal (HRA)

SNH HRA Firth Forth Guide for Developers and Regulators

Environmental Impact Assessment (EIA)

Environmental Impact Assessment (EIA) is a statutory process which identifies the environmental effects (both negative and positive) of certain development proposals. EIA only applies to those developments that are likely to have a significant environmental effect by virtue of factors such as its nature, scale or location. These are identified under Schedule 1 and Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. If in doubt about whether your development qualifies for EIA, contact the planning authority for a screening opinion.

More information on EIA can be found in Planning Advice Note 13 (PAN 13) – Environmental Impact Assessment and on the SNH and CIEEM website. ECIA-Guidelines 2018 Terrestrial Freshwater Coastal and Marine

European Protected Species (EPS) and Licensing Requirements

If potential impacts on protected species that cannot be avoided through mitigation are identified, a licence may be required before works can proceed. Licences will only be granted if strict tests are met. SNH is responsible for the administration of most protected species licences in Scotland (except most marine species where Marine Scotland is the licensing authority). For some species in specific circumstances licences can be issued which allow disturbance for the purpose of development or for the purpose of survey and research.

The three strict legal tests which must all be passed before a licence can be granted:

- Test 1: that there is a licensable purpose.
- Test 2: that there is no satisfactory alternative; and
- Test 3: that the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range (the qualified ecologist should be able to provide advice on this or alternatively seek advice from SNH).

More information on the three tests for a species licence is available in:

SNH Planning and Development Protected Animals

Bat Conservation Trust Publication Bat Surveys Guidelines

Timing of Ecological Surveys

Ecological surveys often need to be carried out at certain times of year so they are important to consider at an early stage of development processes or they can hold up progress.

ECOLOGY SURVEY CALENDER

| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Badgers | | | | | | | | | | | | |
| Bats—hibernation roosts | | | | | | | | | | | | |
| Bats—summer roosts | | | | | | | | | | | | |
| Bats—foraging / commuting | | | | | | | | | | | | |
| Birds—breeding | | | | | | | | | | | | |
| Birds—over winter | | | | | | | | | | | | |
| Great Crested Newts | | | | | | | | | | | | |
| Invertebrates | | | | | | | | | | | | |
| Otters | | | | | | | | | | | | |
| Water Voles | | | | | | | | | | | | |
| Habitats / Vegetation | | | | | | | | | | | | |

Survey times:



Optimal



Sub Optimal

Species surveys are weather dependent, so it may be necessary to delay a survey or to carry out more than one survey if the weather is not suitable. All constraints must be clearly reflected in the survey.

Surveys for certain species and habitats may be required over more than one season, and possibly covering periods measured in years, for example developments potentially affecting European sites or bird flight patterns in relation to wind farm sites. If surveys have been carried out a significant amount of time before an application is made, the council may require further surveys before the application can be determined or the development is started.

Preconstruction surveys may need to be done once consent is granted for mobile species whose distribution may change over time.

Invasive Non-Native Species

The Wildlife and Natural Environment (Scotland) Act 2011 has introduced measures to deal with invasive non-native species. If a survey shows these or other invasive non-native species are present on a site, developers must remove them and ensure that they do not spread from the site. The most likely way in which invasive non-native species may be introduced to a development site is through soil contaminated with seed or root material.

If large volumes of soil are moved or introduced to a site, the planning authority will require a soil sustainability management plan. If a development is responsible for the introduction of an invasive non-native species, either within or out-with the site, the developer will have to remove the species and dispose of material appropriately.

Japanese knotweed, giant hogweed and Himalayan balsam are regarded as controlled waste. Developers should seek advice on the disposal of these plants by referring to the Scottish Environment Protection Agency (SEPA) website, see www.sepa.org.uk and www.netregs.gov.uk

The Scottish Government has produced a Non Native Species Code of Practice that will help those developing land that contains these plants to understand their legal responsibilities.

Statutory requirements

The Council must ensure statutory requirements relating to biodiversity are being fulfilled. The framework for statutory sites and species protection is provided by:

- Conservation (Natural Habitats &c.) Regulations 1994, as amended (“The Habitats Regulations”);
- The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017;
- Wildlife and Natural Environment (Scotland) Act 2011;
- Nature Conservation (Scotland) Act 2004;
- The Protection of Wild Mammals (Scotland) Act 2002;

- Protection of Badgers Act 1992; and
- Wildlife and Countryside Act 1981 (as amended).

3.5 Trees

A suitably qualified Arboriculturalist should be used to survey and evaluate the existing tree and woodland resource within the site and 12m beyond.

Design development to take into account above and below ground constraints for retained trees and future planting.

Survey, assess and identify trees to be retained. Mature trees in a good condition have a high value and should be retained where possible.

Protect retained trees and areas identified for new tree planting during construction.

Ensure trees for retention are marked on masterplans.

Local Development Plan policies

- Des 3 - Development Design
- Env 12 - Trees

Trees and woodlands are important for the quality and character of the landscape, the townscape, biodiversity, cultural heritage, ecosystem services and our sense of well-being. Protection of trees and woodland within new development can give a sense of maturity and raise the overall quality of the setting of buildings whilst contributing to green/blue networks.

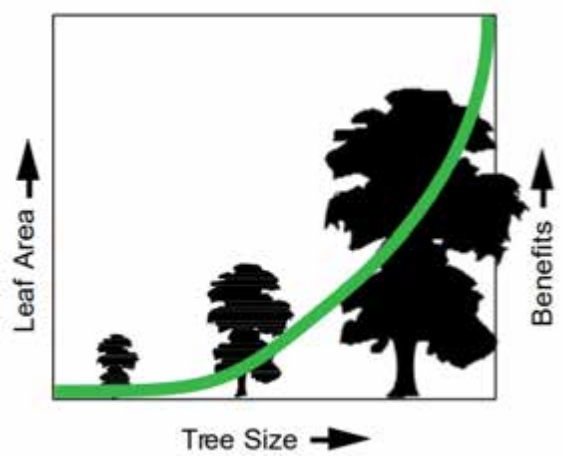


Image annotation:

It is of key importance to conserve and maintain existing trees, especially where they are old and large. The larger the tree and tree canopy the greater the environmental and landscape benefit.

Where trees are damaged and then decline or where inappropriate design leads to conflict, these positive benefits are lost. Successfully marrying trees and new development requires a process of survey, analysis and design which is set out in the British Standard (BS) 5837:2012 Trees in relation to design, demolition and construction. This provides a balanced approach on deciding when trees should be retained, how design considerations will be affected by existing trees and appropriate protection for trees during development.

Image annotations:

Ancient woodland near Balerno

This ancient woodland makes an invaluable contribution to biodiversity and landscape character.

Former City Hospital - Greenbank

Existing mature trees retained within new green corridor.

Technical guidance:

A tree survey is required in the form specified in BS 5837:2012 for all trees with a stem diameter of 75mm or more, at 1.5m above ground on the site or within 12m of its boundary. Trees should then be categorised in accordance with their quality and suitability for retention.

In certain cases woodland may be surveyed as a whole and managed using best woodland management principles. Using this information, a Tree Constraints Plan (TCP) should be prepared to show the below and above ground issues that need to be taken into account during the design process to ensure successful survival of these trees.

Below ground, the Root Protection Area (RPA) must be identified for each tree, to be left undisturbed and protected from damage from building, road construction or service trenches and layouts of SUDS. Above ground, the physical requirements for future growth and maintenance will include, for example, the ultimate height and spread of each tree. Opportunities for future planting should also be identified and plotted on the TCP to identify areas for protection from soil compaction.

Input to the design layout also requires consideration of factors such as the effect trees may have on daylight, shading of buildings and open spaces, privacy, screening, wind throw and amenity issues with leaves from certain species.

Visibility splays, location of services, changes of level and allowance for construction activity will also be considered. When submitted with a planning application, the TCP should demonstrate how consideration was given to the retention of trees in the proposed site layout.

~~Opportunities for future planting should also be identified and plotted on the TCP to identify areas for protection from soil compaction.~~

Once the layout is finalised, a Tree Protection Plan should be submitted showing trees for retention and removal, and the precise location of protective barriers and ground protection forming the Construction Exclusion Zone. Protective barrier Fencing should be to the standard shown in Figure 2 of BS 5837:2012.

These will be erected before work starts on site and maintained throughout the construction phase.

Tree Preservation Orders, as set out in the Tree Protection Charter, will be used to safeguard trees in appropriate cases.

It is a duty under Section 159 of the Planning Act (1997) that conditions must be applied to all planning applications where existing trees require protection.

Developers should be aware of the responsibility to determine the presence of bats (a European protected species) and identify potential bat roosts on site and the effect of proposals on habitat and navigation features. See section 3.4. Biodiversity.

Summary of process

1. Carry out a tree survey and categorisation to identify trees worthy of retention.
2. Prepare a Tree Constraints Plan showing physical and spatial requirements for retaining those trees. This includes a Root Protection Area for each tree and an indication of the ultimate spread of canopy. Include any proposed tree work to retained trees (e.g. crown reduction, pruning etc.).
3. Use Tree Constraints Plan to design an initial site layout and identify areas for new planting.
4. Achieve finalised site layout.
5. Prepare a Tree Protection Plan, plot the Root Protection Area of retained trees, including the location of protective barrier fencing with specification, ground protection, including fence specification and provision of on site supervision, showing the Construction Exclusion Zone.
6. Submit with Planning Application.
7. Planning approval with tree protection conditions relating to the approved Tree Protection Plan.
8. Prior to start of construction, erect tree protection fencing and other identified measures to form a Construction Exclusion Zone.
9. Ensure site supervision to maintain tree protection fencing and measures until removal agreed.

3.6 Planting

New planting proposals should be prepared by a suitably qualified Landscape Architect or Arboriculturalist (for trees).

Species selection should be appropriate to the intended location, function and growing space, taking into account ultimate height and spread, and relationship to buildings, paths and roads.

Where possible, use native species in locations adjacent to designated nature conservation sites. In other areas use a mix of species to provide ecological diversity and resistance to disease.

Planting design should recognise Edinburgh's distinct landscape characteristics and provide an attractive, biodiverse and a long-lived landscape structure to help mitigate against climate change.

Woodland and structure planting should be carried out in advance of development to allow early establishment.

Proposals must allow for ease of maintenance and long term establishment.

Local Development Plan policies

- Des 3 - Development Design
- Des 8 - Public Realm and Landscape Design
- Env 12 - Alterations and Extensions
- Hou 3 - Private Green Space in Housing Development

An attractive and functional landscape scheme should use trees, shrubs, ~~boundaries~~ hedgerows, herbaceous perennials, ground cover and hard landscaping imaginatively to provide an appropriate setting for buildings. It can assimilate and integrate new development into the locality.

All planting schemes should add to the biodiversity of the area by maximising structural diversity and providing for pollinators. They should provide all year round interest, and be playful landscapes that can be used by all age groups. Poisonous plants should be carefully specified and not used in housing schemes, school or nurseries. Bulb planting should be used to create early spring interest.

Trees in particular make a positive contribution to both urban and rural landscapes and new development should provide a spatial framework of new tree and woodland planting. Large stature tree species should form the basis of structure planting and adequate space allowed for their ultimate size. Housing proposals and major planning applications should provide sufficient space to accommodate at least 20% of long-lived large scale trees to provide a legacy for future generations.

Edinburgh's heritage of round crowned deciduous trees should be respected in planting schemes; in particular, mature trees of high value should be retained wherever possible. ~~and~~ The creation of wooded ridges should be included in proposals wherever practicable.

Trees should be used to create special places in housing proposals, for example using orchards and fruit trees, horse chestnut trees (conkers) etc.

Any unavoidable removal of trees should be compensated by replacement with at least extra heavy standard sized trees or semi-mature stock in locations where amenity is a key consideration.

At the site layout stage, the landscape framework should set out locations to provide suitable conditions for tree planting. This may include planting in open ground, such as greenspaces but also locations within hard surfacing, where careful site planning and detailed design will be required.

The correct species should be selected for the intended location, taking into account ultimate height and spread, the character of the local area and its environmental and climatic conditions. The proposed landscape framework should be achievable and so siting of buildings, proximity of underground PU services, street lighting columns and drainage all need to be considered as well as road signs, parking and CCTV as appropriate. ~~siting of buildings, underground services, street lighting and drainage should reflect the intended landscape framework. Other factors such as road signs, parking and CCTV may need to be considered.~~

Within hard surfaces, the use of structural soils or underground cellular systems will be required to provide a load-bearing paved surface. The objective is to prevent compaction of the soil beneath hard surfaces to accommodate tree roots, soil water, air and biota.

Tree pits and trenches should be sized to reflect the nutritional and water requirements of a fully grown tree. Drainage, aeration and irrigation should also be installed to aid establishment, in particular where impermeable surfaces may limit natural rainwater percolation.

Image annotation:

Birch Trees - Forthquarter Park

Planting specification

The following minimum standards will apply:

| | Size at planting | Density / spacing | Other requirements |
|-----------------------------|---|--|---|
| Woodland | 60-80 cm height. | 1m spacing. | Include 30% feathered trees of min height 180cm where immediate visual effect required. <u>Min 300mm depth of topsoil. Tree shelters may be required depending on site conditions (e.g. wind exposure, rabbits, etc).</u> |
| Trees - green spaces | Extra heavy standard, 14-16 cm girth minimum. The Council may require larger dependent on location. | | 2m clear stem or multi-stem. Provide <u>a dimensioned</u> tree pit/trench detail <u>with topsoil & soil ameliorant specification, including means of support, details of drainage, staking and accessories.</u> |
| Trees - paved spaces | Semi mature, 30-35 cm girth. | | 2m clear stem, underground guyed. Provide <u>a dimensioned</u> tree pit/ trench detail to demonstrate adequate soil volume and load bearing support for surrounding paving. <u>Also include topsoil & soil ameliorant specification and drainage & accessory details.</u> |
| Fruit trees | Light standard, 6-8cm girth. | | Spacing and means of support to correspond with intended shape. |
| Hedges | 60-80 cm height. | 250mm spacing in two offset rows 300mm apart. | Protected by post and wire fencing <u>or similar</u> . Min 400mm depth topsoil. |
| Shrubs/fruit bushes | Dependent on species. | 500-600mm apart. | Min 3L pot grown unless bare root/root balled Min 300 mm depth site topsoil. Planted in groups of 3-5 of same species. |

| | | | |
|--|---|--------------------|---|
| Herbaceous perennials/ ground cover | Dependent on species. | 300 - 450mm apart. | Planted in groups of at least 7 of same species. |
| Amenity Grassland | Specify turf or seed mix g/m2. | | Min 200 mm site topsoil spread over graded and free draining subsoil. |
| Meadow Grassland | Specify meadow seed mix g/m2 by type, including dry/wet meadow, pictorial, woodland and percentage of each species. Additional plug plants to be specified by species and nr/m2. | | Use of graded and site subsoil free from compaction. |
| Bulbs | Specify by species, grade and nr/m2 <u>and diameter.</u> | | |
| Green roofs/ vertical green walls | Specify whether intensive or extensive in design. | | Ensure sufficient structural capacity and depth of growing medium. Specify proprietary matting/wall systems including species mix and plug plants. |

Technical guidance:

Shrubs, hedges and ground cover plants should be used to define spaces, provide shelter, privacy, amenity and enhance biodiversity.

Grassed areas are important for recreational spaces and bulbs and native wildflower seed mixes should be used to add seasonal interest and habitat value.

Where space is limited climbing plants and green roofs/walls should be introduced where practicable.

Proposals within the Edinburgh Airport Safeguarding Zone should seek early liaison with the Airport on their planting concepts in order to reach agreement.

Applications for Planning Permission in Principle

These applications should be accompanied by a landscape strategy setting out the proposed use and treatment of external spaces, indicating the location of services and changes in level, including preliminary drainage proposals (such as the layout and maintenance responsibilities for SUDS). The strategy should include cross sections of typical roads and streets and green/blue corridors. Key distances from natural features and a palette of planting material should also be included.

Full planning applications

Full Applications require all planting and ~~hard~~-landscape proposals to be specified as follows:

- Full botanical name of all plant stock or relevant British Standards (BS 3936-1; BS 5236; BS4043);
- Minimum size of plant stock at planting as per the National Plant Specification;
- Expected height and spread of trees.
- Planting density, total numbers and/or planting locations;

- Grass and wildflora seed mixes and specification;
- Tree pit details, including topsoil & soil ameliorant specification, drainage, means of support, and protection and accessories; and
- ~~Details of surfacing materials, including grass mixes and paving;~~
- ~~Details of junctions between surfacing;~~
- ~~Details of walls and fencing, including boundary treatments;~~
- ~~Details of new play areas and equipment;~~
- ~~Site furniture including bin and cycle stores; and~~
- Details of all functioning landscape elements of Sustainable Urban Drainage.

Management and maintenance

Details of the intended arrangements and proposed long-term maintenance and management operations for all landscape proposals should be submitted to demonstrate that a high standard of landscaping can be achieved, appropriate to the location of the site. This includes proposals for the adoption or otherwise of landscape features within streets. For planted areas, details of weed control, cultivations, adjusting tree stakes & ties, firming up, watering, pruning, fertiliser applications, mulching, litter clearance and plant replacements of any plant failures should be provided. For grassed areas, details of mowing regimes, weed control, watering, stone removal, fertiliser and rectifying failures should be provided.

For many landscape proposals in the city, the airport operator is required to assess proposed planting and water features against the risk of attracting birds which threaten the safety of air traffic. A Birdstrike Risk Management Plan may be required.

Care should be taken to ensure that community safety is promoted through the specification and maintenance of trees and shrubs. Within pedestrian routes, streets and public open spaces, trees should maintain good visibility with a minimum clear stem height of 2m. Shrub planting should also avoid impeding the opportunity for natural surveillance and must avoid the creation of hiding places. Where good visibility is essential shrubs should ultimately grow no higher than 1 metre.

Hedges and planting should not obscure doors or windows, and trees should not provide climbing aids into property or obscure lights or CCTV cameras.

Use of a well composted mulch after planting and watering can aid establishment, retain soil moisture and suppress weed growth. The use of fertilisers and soil ameliorants also aid establishment and on exposed windy sites the use of windbreaks and/ or tree shelters is recommended.

Image annotation:

Holyrood North - high quality public realm and planted residential courtyards.

3.7 Hard landscape

Ensure hard landscape design helps reinforce Edinburgh's distinctive character.

Co-ordinate materials used in new hardworks design with the materials used within the surrounding townscape.

Use stone walls and railings where this is the commonly used edge detail.

Keep the number of colours and materials in the hard landscape in a new development to a minimum.

Detail the hard landscape to ensure it has a good visual appearance that lasts over time.

Local Development Plan policies

- **Des 8 - Public Realm and Landscape Design**

Streets in new development should be designed in accordance with ~~the~~ [chapter 4: Edinburgh Street Design guidance and Designing Streets](#). In particular new streets should be wide enough to contain cycleways & footpaths and green verges that are capable of accommodating street trees.

In addition to streets and paths, new developments often include other hard landscape spaces to which this section applies.

Edinburgh's hard landscape is defined by the simple, uncomplicated use of a small palette of materials.

Materials should be chosen to define spaces of differing functions, public / private spaces and changes in level.

The materials should be suited to the character of surrounding buildings and townscape especially where the buildings are of special interest or importance. There should generally be continuity of paving materials along and on either side of the street.

Detailed design is of particular importance, ensuring the size of paving is appropriate. Features such as boundary walls, railings, seating, cycle storage or stands etc, should all be carefully specified, coordinated and integrated into the design.

There is a strong tradition of stone walls, railing on low stone walls or coping and hedges in Edinburgh. These details should be used to reinforce Edinburgh's unique characteristics. Tall boundary walls using rendering should be used sparingly and detailed very carefully to shed water.

To mitigate the impact of climate change, a balance should be struck between paved and planted areas and between permeable and impermeable paving. Drainage needs to be robust and uncomplicated.

Narrow planters should be very cautiously used as boundary elements as they generally fail over the long term. Timber fencing should not be used in the public realm unless bespoke and beautifully detailed. Proposed levels should be carefully designed to tie in with existing site levels, including on

adjacent sites. Therefore topographical surveys should be extended beyond the immediate site boundary to ensure this is possible.

The texture and form of trees improve urban environments such as squares and contribute to the quality of the public realm. Trees in hard landscape need to be carefully specified and have adequate soil volume, water and air for healthy growth. Raised planters should generally be avoided since trees are more likely to suffer restricted growth.

Image annotation



Fountainbridge – Port Hamilton

A square has been formed between the new and old buildings. This simple space provides an attractive new route through the development.



Sibbald Walk

A new square has been formed as part of the redevelopment of this part of the old town and provides an attractive and well used route through the area.

Technical guidance:

The concept and vision for hard landscape design should be presented in a Landscape/Public Realm framework for Planning Permission in Principle applications.

Full planning applications and applications for approval of matters specified by conditions should specify the hard landscape with plans and details to include: fully specify all paving materials, in terms of type, finish, unit size, proposed pattern/ bond and method of laying and jointing.

- Location of all hard surfacing materials, (i.e., roads, footpaths and paving) including their product specification (e.g., type, finish, unit size, proposed pattern/ bond and method of laying and jointing). Attention should be paid to how changes in level are addressed, detailing of drainage and the correct specification of sub-base and materials where spaces will be subject to vehicular traffic. To avoid awkward cutting and jointing of units around existing and proposed features, appropriately sized or special paving units should be used and carefully coordinated with the layout of street furniture.
- Details of junctions between surfacing (e.g., kerbs & edge restraints);
- Details of boundary treatments (e.g., walls and fencing) including their location and product specification. Visualisations also to be provided.
- Details of new play areas including equipment and safety surfacing;
- Street furniture including product specification for any seating, bin & cycle stores, signage, interpretation panels, etc;
- Public art & sculpture – visualisations and construction details required.

Image annotations:

Dundee Waterfront

Use of a continuous tree trench and underground cellular system to support surrounding paving surfaces as part of advanced green infrastructure at Dundee Waterfront.

High St

Old Town and other conservation areas

Traditional materials of Caithness flagstones for paving, granite and whinstone kerbs and setts have been used extensively throughout the Old Town and will be sought here and in other conservation areas around the city with the exception of the New Town.

Queen Street New Town

In the New Town, sandstone should be used as the paving material. The paving outside the Scottish National Portrait Gallery provides a model that should be used elsewhere in the New Town.

Shared surfaces outwith conservation areas

Shared surfaces outwith conservation areas need to be kept very simple. If block paving is used, there should be no more than two tones and these should be grey.

Western Corner

Areas with significant footfall

In other areas with significant footfall, such as local centres outwith conservation areas, rectangular precast concrete slabs (coloured grey) should be used.

3.8 Water environment

Survey and analyse the existing and historic water environment on development sites.

Design developments, including the floor level of buildings, to ensure that properties are not at risk of surface water flooding.

Provide above ground surface water attenuation on development sites to reduce flooding, due to the development, on surrounding areas. Underground storage solutions should be avoided.

Local Development Plan policies

- Des 3 - Development Design
- Des 6 - Sustainable Buildings
- Des 7 - Layout Design
- Env 21 - Flood Protection

Any development will alter the way that water moves across a site in times of rainfall or flooding. Flooding can happen because of pluvial (overland) flow, fluvial (river) flow or coastal flooding in certain conditions. Culverted rivers, streams or historical springs can also be present. Understanding the history of a site and the risks and opportunities that water movement provides should be appraised very early on in the design process, in order to ensure that concept layout plans presented are realistic.

Along with increased flood risk, development can also increase pollution due to run-off over hard surfaces. New development must address these issues through the use of Sustainable Urban Drainage Systems (~~SUDS~~SuDS) systems attenuate water, treat polluted water and should be designed to maximise biodiversity benefits. They should also be designed so they are an attractive addition to the landscape. A range of ~~SUDS~~SuDS features are available to designers including porous paving, green roofs, swales, bioretention trenches, detention basins and ponds.

In greenfield sites ~~SUDS~~SuDS and flood attenuation methods should be designed by early discussions with water engineers and landscape architects within the design team. The team should be aiming for a 'Building with Nature' - Excellent standard. Above ground solutions should be provided on constrained brownfield sites. Underground solutions are not acceptable as they might be considered acceptable, however, these leave a legacy of hidden structures that have the potential to fail and should only be used in exceptional circumstances.

Image annotation:





SUDS-SuDS retention basin and swales, Firrhill Neuk, Oxfangs Kirkliston

Permanent pond and swales with wetland planting including Flag Irises adjacent to Oxfangs Neighbourhood Centre. The pond has become the focus for community life, is overlooked by surrounding streets and has its own Friends Group and wildlife information panel. at new development in Kirkliston form an attractive part of the landscape setting of the development and enhance biodiversity in the area.

Technical guidance:

Sustainable Urban Drainage Systems

SUDS-SuDS are a legal requirement under the Water Environment (Controlled Activities) (Scotland) Regulations 2011 when discharging surface water to the water environment (except for a single dwelling house or discharge to coastal waters).

All SUDS-SuDS schemes should be designed to comply with CIRIA C753 The SUDS-SuDS Manual and should gain agreement from Scottish Water.

SUDS-SuDS schemes should be considered at the outset of the project to ensure multiple benefits are realised. This should be presented as a strategy with plans at Planning Permission in Principle which should align with the urban design and landscape framework.

If the SUDS-SuDS system and the attenuation of flood waters up to the 1:200 plus climate change is to be combined, then the 1:30-1:200 can be designed into the open space (hard or soft) or parkland areas provided the designs of the landscape/ public realm are attractive and suitable maintenance arrangements can be put in place.

SUDS-SuDS schemes should be designed to maximise the benefits we can secure from surface water management which are:

- Control the quantity of runoff;
- Manage the quality of runoff and prevent pollution;
- Create and sustain better places for nature; and
- Create beautiful places for people.

Sustainable Urban Drainage Systems should also be designed by engineers and landscape architects.

The designers should propose a system that:

- is ~~attractive and visually interesting~~ beautiful;
- conveys water through the site above ground in swales, bio-retention trenches and filter trenches as opposed to a piped system;
- integrates the attenuation areas into the landscape design attractively;
- can be maintained by grass cutting machines with a max grass slopes 1:6;
- uses hard landscape areas in suitable locations;
- achieves water quality improvements through a series of treatment and not end of pipe control using the Simple Index Approach;
- enhances biodiversity;
- is overlooked by development as opposed to located in a hidden space; and
- only requires to be fenced in exceptional circumstances, a carefully designed landscape should be able to reduce the risk to an acceptable standard.

| SUDS-SuDS Requirement | Why SUDS-SuDS required | Checking Authority | Adoption Authority | Design Manuals |
|---------------------------------|---|---|-----------------------------------|--|
| Roads (eg infiltration, ponds). | To reduce, treat and attenuate, delay surface water on the roads reaching the sewerage system. | Roads Dept, Local Authority. | Roads Dept, Local Authority. | SUDS for Road SuDS for Roads ; Green Infrastructure - Design & Placemaking; Delivering Sustainable Flood Risk Management; SUDS manual ; SuDS manual ; and SEPA guidance. |
| Treatment Ponds / Basins. | To treat surface water prior to discharge into a watercourse, culverted watercourse or sewerage system. | Treatment Train—SEPA, capacity—Council Flood Prevention, design—Scottish Water, Council Planning. | Scottish Water. | |
| Surface Water Attenuation. | To attenuate surface water flows up to the 200 year event. | Council Flood Prevention, Council Planning, Scottish Water. | Scottish Water; or private owner. | |

Surface Water Management Plans

A Surface Water Management Plan is a document required by the Council to assess the flood risk from surface water and ensure that runoff from the development does not increase flood risk to properties elsewhere. The Surface Water Management Plan should identify a drainage strategy for events up to a 1:200 yr flood event (a 0.5% Annual Exceedance Probability [AEP]), with an allowance for climate change. It should include details of surface water flow paths, water quality treatment and

discharge points for the drainage system. For further information see Planning application guidance on flooding.

Image annotations:

Sutcliffe Park, Greenwich, London

The local community enjoy the use of this well-designed and attractive parkland landscape which attenuates water in the event of a serious flood.

Area designed to attenuate water in a 1 in 200 year event. Suitable planting including trees can be incorporated. Space can be used for a range of functions such as kickabout areas. Gently sloping embankments help make the space easier to access.

Required attenuation volumes and surface water flow paths should be considered at the feasibility stage as they can affect the location and layout of development. Surface water should be dealt with by analysing the existing and proposed flow paths together with potential ponding and runoff depths. This should include runoff from outwith the site, from unpaved areas within the site, and from roofs and paved area in the events which exceed the capacity of the system.

New buildings in the development must not be at risk of flooding as a result of these flow paths and depths. For example, where flow paths show that water will be directed to a level access, or towards an underground car park then possible preventative measures could include:

- Changing to the internal layout so that the door is not directly in line with the flow around the properties;
- Raising the floor level and providing a ramp. Floor levels to be raised to a minimum of 200mm. Ground levels either side of the ramp must fall away to enable water to flow around the property. In terraced situations a fall needs to be maintained across each individual ramp, either from the centre of a terrace to either side or from one end to the other.
- Use other design concepts to divert the water around the properties;
- The use of soft landscaping as a form of soakaway and the reliance on linear slot drainage channels will not be sufficient as a form of flood prevention or diversion; and
- Care must also be taken that where walls are built between gardens on the 'high' side of a slope that gaps are left to avoid trapping water.

The development should provide attenuation of surface water flows up to the 1:200yr plus climate change event on site.

Attenuation should be above ground. Underground attenuation is only acceptable in exceptional cases, for example in constrained brown field sites in urban areas. Flow to the attenuation areas should be through linear features designed into the landscape/ streetscape of the site. The scheme should be designed by a team that includes an engineer and landscape architect.

Hard works details that form part of the public realm should be designed in liaison with landscape architects in the design team to provide a co-ordinated response that is appropriate to the context and is part of the overall design concept. In the public realm careful consideration is required regarding flows along the streets and the attenuation of the overland flows. In certain situations

flows can be attenuated in hard landscaped areas provided they do not negatively impact flooding of proposed or existing properties.

On larger sites where banks are being used to create the attenuation features, these should not be steeper than 1:6 to allow for grass cutting. Steeper slopes will require planting with suitable plants that do not require cutting. It should be noted that arisings will not be picked up and may contribute to a gradual reduction in the amount of storage provided by a feature.

The maximum discharge rate to the 200yr attenuation should not exceed 4.5l/s/ha impermeable area or the greenfield runoff rate, whichever is the lower.

Image annotations:

locked up culvert

Where possible, culverts should be opened up.

SUDS—Upton, England

This SUDS feature is sensitively integrated into the development

SUDS—Malmo, Sweden

Sustainable drainage is fully integrated into the design and is a major component of this recent development. Image courtesy of Steve Tiesdell Legacy Collection

The River Environment

Flooding

A Flood Risk Assessment (FRA) is required under planning policy and the Flood Risk Management (Scotland) Act 2009 to demonstrate that a proposed development is not at risk of flooding in a 1 in 200yr flood event (a 0.5% Annual Exceedance Probability [AEP]) from a watercourse – this includes watercourses that are open or culverted. The Scottish Planning Policy (SPP) provides a risk framework to determine the appropriate planning response for three categories of flood risk. An allowance for climate change should also be included. The assessment should be supplied in a report format utilising standard industrial software. If available, technical advice can be obtained from the Flood Prevention Unit.

Land raising to protect the development from river flooding will not generally be acceptable within functional flood plains.

Opportunities to remove existing adjacent properties from the flood plain should be explored as part of any scheme.

Culverts

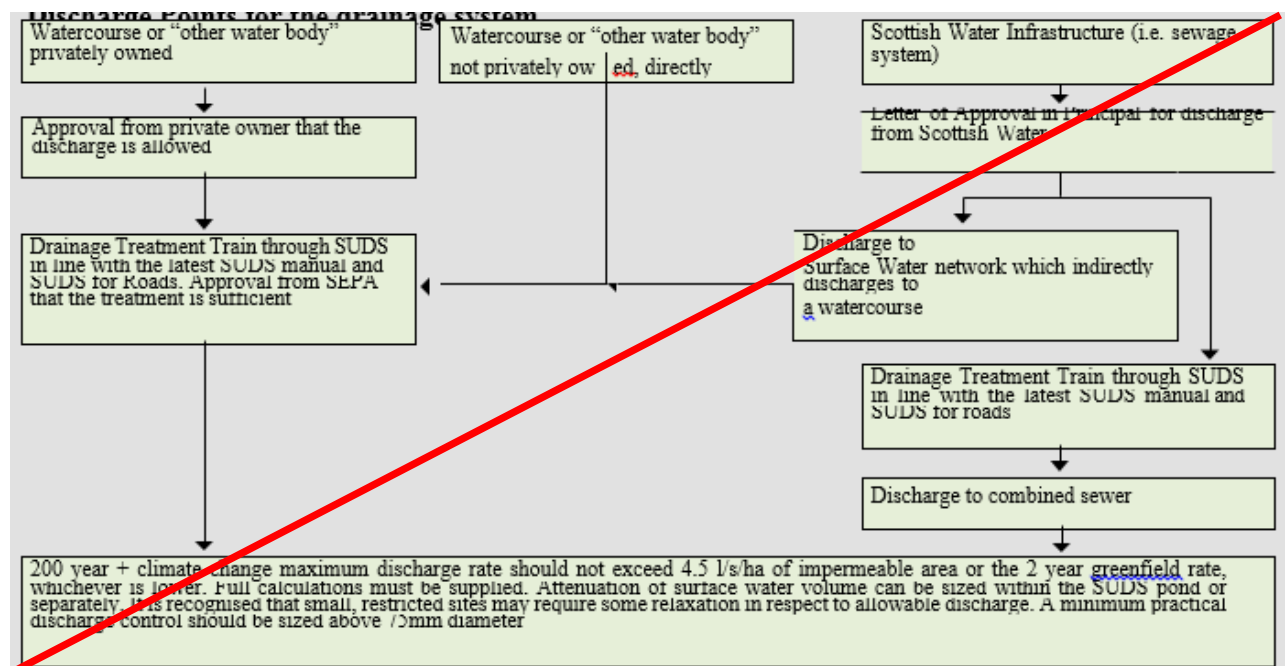
In line with the SPP, culverted watercourses should be opened up (de-culverted), where appropriate, and a natural river environment incorporated into the development design outline. Culverts and

particular screens on culvert inlets can cause flooding and are a maintenance liability for the owner and the Council.

Also a natural river environment should be included in development design when there is a straightened or otherwise modified river channel on site, unless the archaeological value of the straightened channel is exceptionally high.

The flowchart adjacent shows requirements for discharge points for a range of scenarios.

Discharge Points for the drainage system



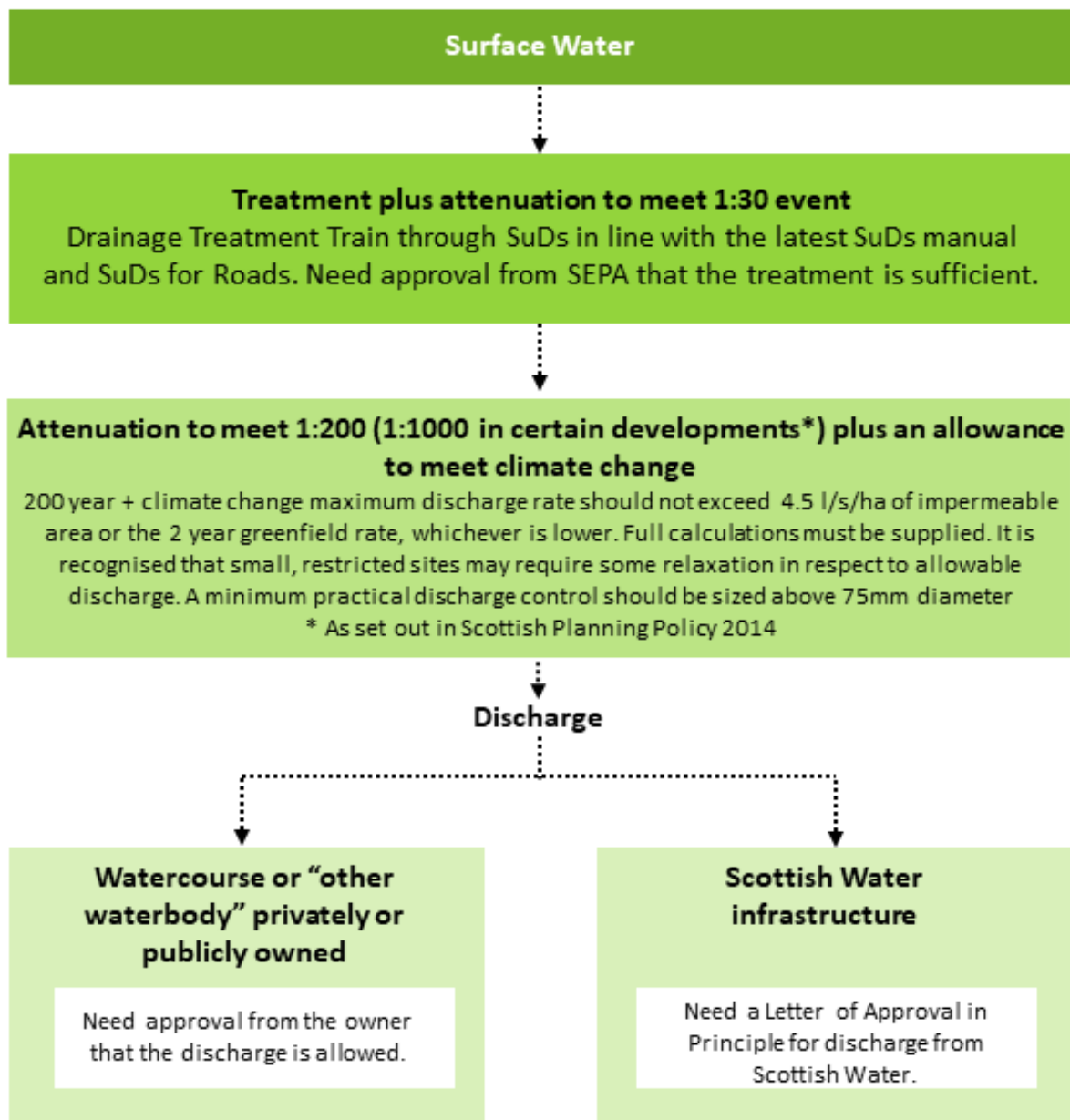


Image annotation

Inch Park

Removal of a straightened and modified channel along the Braid Burn at Inch Park and re-meandering to create a natural watercourse with riffles, pools and vegetation as part of flood prevention works.

4. Designing streets: Edinburgh Street Design Guidance

This Chapter presents the Council's Street Design Guidance which was approved by the Transport and Environment Committee on 25th August 2015 and the Planning Committee on 3rd October 2015. It is presented here in a new format with some non-substantive text edits.

The Edinburgh Street Design Guidance sets out the Council's requirements for street design seeking to provide Edinburgh with world-class sustainable network of streets and places. This Guidance will enable anyone who designs, plans, manages, maintains, alters or constructs streets to realise the Council's aim to provide streets that:

- are welcoming, inclusive and accessible to all;
- are easy to navigate;
- are attractive and distinctive;
- give priority to sustainable travel (walking, cycling and public transport);
- are safe and secure;
- make the most of our historic inheritance;
- respect key views, buildings and spaces that reflect the needs of local communities;
- are designed to deal with and respond to environmental factors such as sun, shade, wind, noise and air quality; and
- are resilient, cost-effective and have a positive impact on the environment over their life-cycle.

4.1 Introduction [to the Edinburgh Street Design Guidance](#)

Anyone who designs, plans, manages, alters or constructs streets in Edinburgh must refer to this guidance (and its [Detailed Design Manual](#)) as a first point of reference.

For any issues that are not covered in this Guidance, Designing Streets should be the next point of reference.

The Design Manual for Roads and Bridges (DMRB) is not an appropriate design standard for most of Edinburgh's streets. Therefore it should not be used unless specifically directed in this Guidance or for any issues that are not covered within this Guidance.

Together with the earlier sections of the Edinburgh Design Guidance, street design forms a critical element, and shapes the very essence, of creating better places.

High quality streets define Edinburgh. People visit the city from all over the World to appreciate the special qualities of the city. These owe much to the quality and variety of the New Town and Old Town streets along with the historic coastal and rural towns and villages. We owe it to current and future citizens and visitors to build on this great inheritance, improving our existing streets and creating great new streets.

Street design, though, is not just about streets of international significance; it is about every street in the city. Every street that people live, shop and work on and travel along can add to or detract from the quality of city life. This guidance is about improving all our streets for all users.

For too long we have put car based movement ahead of the needs of pedestrians, cyclists and public transport users when designing streets. While most streets will accommodate car use, we need to achieve a much better balance, one where the street environment positively influences driver behaviour, and where other street uses, and other forms of travel, especially journeys by foot or by bicycle, are prioritised over speed of movement by car. Street design, therefore, has a significant influence upon road user behaviour, as well as the quality of Edinburgh's streets.

To achieve quality streets, we need to fully embrace relevant best practice from elsewhere, and tackle perceived barriers to change. Building on the Scottish Government Designing Streets policy, this Guidance sets the design principles, the process and the detailed technical guidance to achieve this in the unique and diverse context of the city of Edinburgh.



Image annotation:

[Active ground floor uses provide an interesting and animated streetscene – William Street](#)

What does the Edinburgh Design Guidance do?

This street design guidance brings together previously separate CEC guidance on street design to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a world-class network of vibrant, safe, attractive, effective and enjoyable streets.

It provides Edinburgh-specific guidance, fully embracing the protocol and principles set out in the Scottish Government's '[Designing Streets](#)' Policy.

It sets out the Council's expectations for the design of Edinburgh's streets to support the Council's wider policies, in particular transport and planning policies. It aims to co-ordinate street design and to promote collaborative working between different disciplines, by considering the function of a street first as a place, and then for movement.

Who is the Guidance for?

This Guidance sets out the Council's design expectations and aspirations for streets. It must be used by anyone who designs, plans, manages, maintains, alters or constructs streets within the Council area.

What is the status of the Edinburgh Street Design Guidance?

This Guidance will be the first point of reference for all street design whether it is for renewals schemes, improvements to existing streets or new streets,(including urban paths), in Edinburgh. Such projects include:

- Carriageway and footway maintenance and renewals;
- New streets associated with development or redevelopment;
- Alterations to existing streets including surfaced paths; and
- Utility installations and reinstatements.

It will not apply to the design of unsurfaced rural paths or tracks, or to the Scottish Government's trunk roads and motorways.

The Guidance will also apply to other Council services, as well as Transport and Planning services, who manage streets for various purposes. These include The Council's Housing, Parks and Greenspaces, Waste and Fleet, Economic Development; Trading Standards and Licensing for events, activities and permits for street use e.g. for tables and chairs, market stalls etc. Everyone who manages, maintains, alters or reconstructs streets, including urban paths, will be expected to comply with the Guidance in order to realise the outcomes it sets out to achieve.

The Guidance will be a material consideration in determining planning applications and appeals as well as Road Construction Consent (RCC) processes.

A [Detailed Design Manual](#), containing detailed and technical information factsheets to implement the Guidance, ~~will be~~ available online ~~in early 2018~~.

The manual is intended to be a 'live' document and will be updated to reflect best practice, policy and legislative change [Appendix B is an index for topics covered by the Detailed Design Manual factsheets](#).

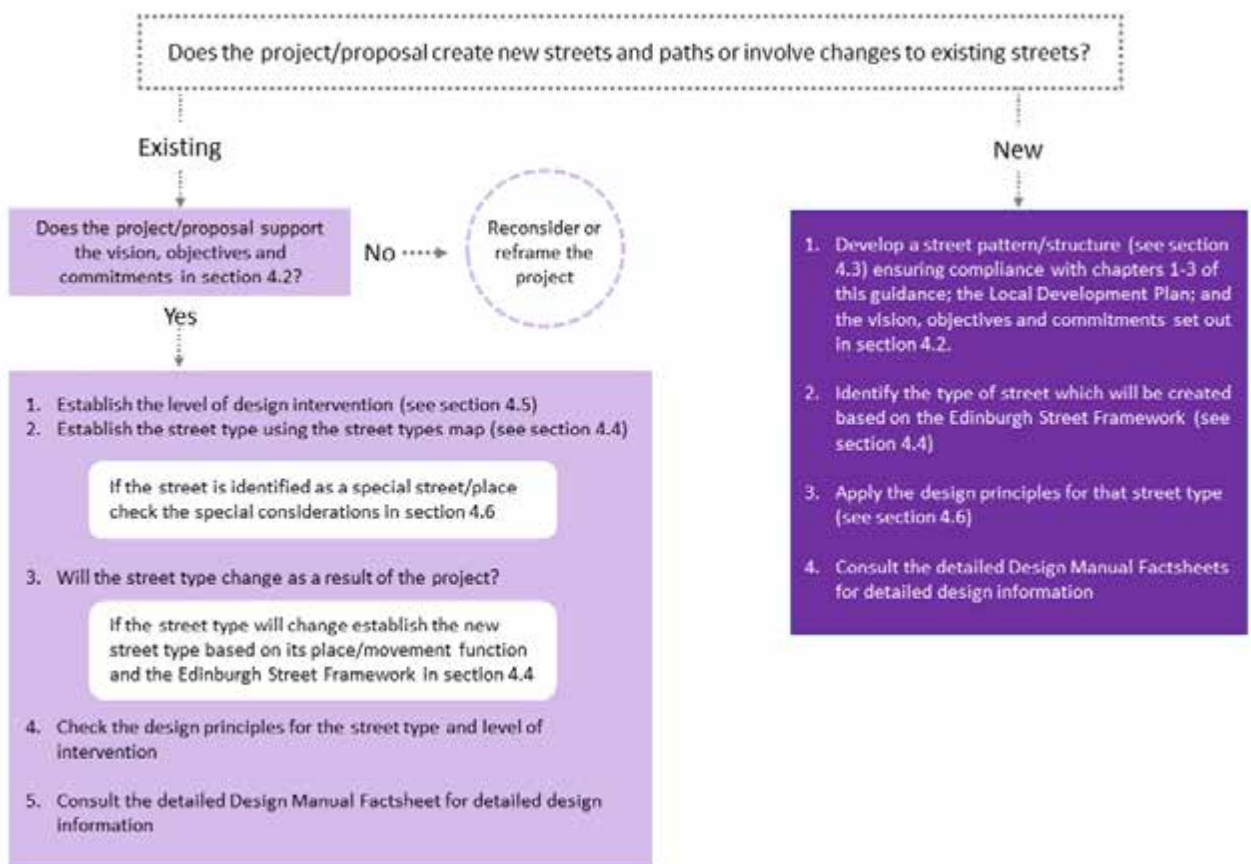
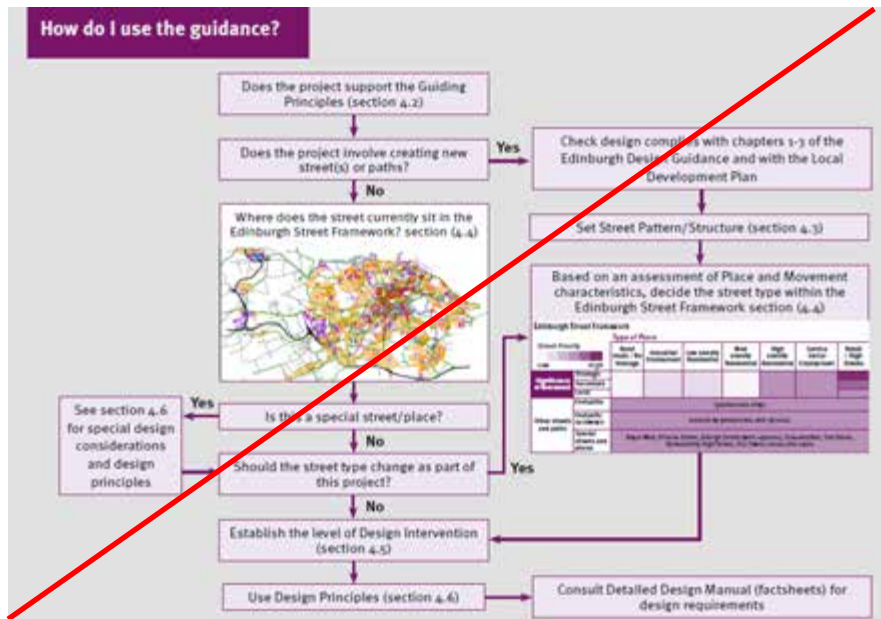
How is the Edinburgh Street Design Guidance structured and how do I use it?

The flow-chart overleaf reflects the structure of this section of the Guidance, and demonstrates the basic stages of the design process, to be followed by anyone undertaking works on Edinburgh's streets.

A [Detailed Design Manual](#) (factsheets), containing detailed and technical information factsheets to implement the Guidance, will be available online in early 2018.

The manual is intended to be a 'live' document and will be updated to reflect best practice, policy and legislative change.

How do I use the guidance?



How does ESDG relate to other guidance?

This Street Design Guidance is part of a suite of non-statutory guidance (see page 4) documents that interpret Local Development Plan policies. It is supplementary to the Local Development Plan and

Local Transport Strategy. It supersedes the following previous City of Edinburgh Council Publications: Standards for Streets (2006), Movement and Development (2000) and the Edinburgh Standards for Urban Design (2003).

Designing Streets Policy Statement for Scotland

This Guidance aligns with Designing Streets which will be the next point of reference for issues that are not covered within this Guidance.

Risk and Liability

The design principles set out in this guidance document follow the same principles established in the Designing Streets policy document. This should be consulted for further details of the risk and liability considerations.

Additional information:

- Highway Risk and Liability Guide Second Edition A practical guide to Appendix C of The UK Roads Board Report 'Well Maintained Highways: Code of Practice for Highway Maintenance Management', ICE, 2009
- UK Roads Liaison Group Highway Risk and Liability

Use of Design Manual for Roads and Bridges (DMRB)

The Design Manual for Roads and Bridges (DMRB) provides standards, advice notes and other documents relating to the design, assessment and operation of trunk roads. The DMRB is not an appropriate design standard for most of Edinburgh's streets, particularly for geometry and layout.

Therefore, in accordance with Designing Streets, the DMRB standards should not be used, unless specifically directed in the detail of this Guidance or where this Guidance does not cover an issue.

4.2 Guiding Principles

Ensure all works related to Edinburgh streets deliver the Council's objectives related to streets

Comply with the Council's key commitments in street design to deliver a world-class network of streets and places

Vision and Objectives for streets

The Council's vision is to transform the process of street design to provide Edinburgh with a world-class network of streets and places. We aim to enhance the vibrancy of our streets, support sustainable movement, make the most of our historic inheritance and optimise the use of limited budgets.

This Guidance is based on the following objectives for streets which align with the key qualities set out in Designing Streets. We aim to provide streets that:

- are welcoming, inclusive and accessible to all;
- are easy to navigate;
- are attractive and distinctive;
- give priority to sustainable travel (walking, cycling and public transport);
- are safe and secure;
- make the most of our historic inheritance;
- are designed to deal with and respond to environmental factors such as sun, shade, wind, noise and air quality.
- respect key views, buildings and spaces reflect the needs of local communities; and
- are resilient, cost-effective and have a positive impact on the environment over their life-cycle.

Commitments

Street Design will:

- follow a design process that starts by considering the street as a place for people and recognising that streets have an important non-transport role.
- provide integrated design solutions which reflect the local character of the area.
- always prioritise improving conditions for pedestrians, especially for those with mobility impairments or other disabilities, for cyclists and for public transport users.
- use signs, markings and street furniture only where necessary, and in a balanced way.

How will our streets change as a result of this guidance?

The main difference that this design guidance will make on our streets are summarised below. In addition, detailed Factsheets in Detailed Design Manual discuss each of these proposed changes and associated [issues](#) in more detail.

Streets as places

This guidance is intended to bring about a shift in the emphasis of street design across the city from a movement dominated approach, to one which starts by considering streets as places, in so doing

reinforcing and improving the quality of Edinburgh's streets. Designers should have a clear understanding of the function of a particular street and propose improvements that will reflect the role of the street, whether it is primarily a retail (high) street, a low density residential street, a place for social and cultural activity, a busy bus or general traffic route.

They will use design to influence road user behaviour, helping reduce vehicle speeds and thus improving safety, particularly for pedestrians and cyclists.

[See factsheet:](#)

[P1. Street as a Place](#)

[P2. Promoting Pedestrian Movement and Activity](#)

[G6. Speed Reduction and Traffic Management](#)

[C1. Designing for Cycling](#)

Road Geometry

- Using narrower vehicle lanes, consistent with promoting slower traffic speeds which give more space to pedestrians and cyclists, whilst keeping enough width for buses to operate efficiently where appropriate.

[See Factsheet:](#)

[P2. Promoting Pedestrian Movement and Activity](#)

[C1. Designing for Cycling](#)

[G2. Carriageway Widths](#)

Road Crossings for pedestrians and cyclists

- Providing new crossings on desire lines wherever possible, including where this brings the crossing very close to a side road junction.

[See Factsheet:](#)

[G4. Crossings](#)

[G5. Crossings at or Near Junctions](#)

[P2. Promoting Pedestrian Movement and Activity](#)

[C1. Designing for Cycling](#)

Cycling and cycleways

- Increasing the priority given to cyclists in street design.

- Introducing guidance covering segregated on- street cycleways, including dealing effectively with junctions and bus stops

See Factsheet:

C1. Designing for Cycling

C2. Cycle Lanes

C3. Segregated Cycle Tracks - Soft Segregation

C4. Segregated Cycle Tracks - Hard Segregation

Junctions

- 'Tight' corner radii will be encouraged, slowing down turning vehicles and making side roads easier to cross.
- Wider use of raised road junctions without specific vehicle priority to help reduce vehicle speeds and to give pedestrians more priority.
- Introduction of 'continuous pavement' side road crossings in streets busy with pedestrians, giving greater priority to people travelling on foot.
- Pedestrian phases and advanced cycle stop lines at all signalled junctions.

See Factsheet:

G4. Crossings

G5. Crossings at or Near Junctions

G6. Speed Reduction and Traffic Management

G7. Priority Junctions

G8. Junctions

M4. Tactile Paving

P2. Promoting Pedestrian Movement and Activity

P8. Pedestrian Streets

F3. Signage

Footways

- Altering the design of driveway crossings of pavements ("crossovers") to prioritise a level surface for walking and wheelchairs above a gradual gradient for cars. Ensuring crossfalls on all footways are comfortable for people with reduced mobility.
- Using the guardrail assessment protocol adopted in 2012 as a basis for considering this design feature, with a presumption against new railings and in favour of removing existing.
- Providing tactile paving and (where carriageways are not raised) dropped kerbs at all controlled and uncontrolled crossing points, including those at junctions, and prevention of parking at these crossing points.

- Wider footways in places which are busy with pedestrians, and clear walking zones along them.

See Factsheet:

P3. Footways

P4. Vehicle Crossovers on Footways

P5. Pedestrian Guardrail

M4. Tactile Paving

De-cluttering

- Minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions.
- Generally not reinstating the centrelines on the 20mph network, other than on strategic routes. (A trial conducted in London between 2013 and 2014 concluded that there was a statistically significant reduction in vehicle speeds. There will be immediate and longer term maintenance cost savings as a result of not reinstating the centrelines).

See Factsheet:

F3. Signage

G3. Omitting Centrelines

G6. Speed Reduction and Traffic Management

P7. Minimising Street Clutter

Flood management and Sustainable Urban Drainage systems ([SUDs](#)[SuDS](#))

- Promoting and clarifying the requirements for this new approach to drainage which seeks to 'design out' flood risk through attenuation as well as providing water quality treatment both in terms of new streets and retrofitting in existing streets.
- Ensure the systems maximise the potential for improvements to landscape and biodiversity e.g. the use of 'rain gardens' with trees and soft landscaping.

See Factsheet:

W1. Sustainable Urban Drainage Systems (SuDS)

W2. Drainage

F5. Street Trees

Street trees and soft landscaping

- Introducing street trees and soft landscaping to conserve and enhance townscape character; to use as traffic calming measure and to encourage walking and cycling.

See Factsheet:

P2. Promoting Pedestrian Movement and Activity

C1. Designing for Cycling

F5. Street Trees

G6. Speed Reduction and Traffic Management

Image annotation:

Poundbury, Dorset - Source: WSP

4.3 Street Pattern/Structure

When creating new street patterns in Edinburgh, designers should draw on:

- Edinburgh's vision, objectives and commitments set out in this Guidance;
- Designing Streets' key considerations for designing new street patterns (p15-31); and
- Edinburgh's recognisable street patterns and distinctive urban structure.

These will also apply to making amendments to existing streets.

In summary the key requirements include:

- establishing connected streets – cul de sacs should be avoided especially for walking and cycling;
- creating an urban form that establishes suitable grids and patterns and creates relationships between street widths and building heights
- ensuring neighbourhoods are walkable;
- prioritising pedestrians, cycling and public transport;
- design solutions drawing on typologies common to Edinburgh and respond to the character and features of the area (refer to Conservation Area Character Appraisals and Edinburgh Design Guidance, chapter 1); and
- considering the environmental quality of the street.

The Edinburgh Context

Edinburgh's city centre has a powerful and distinctive character created by its topography, geological history and the unique form of its historic environment, consisting of the Old and New Towns separated by what are now Princes Street and its gardens. This character makes a contribution to the city's quality of life, to its status as a World Heritage city and to its position as a major visitor destination. What makes Edinburgh special is detailed in [the Edinburgh Design Guidance and includes areas outside the urban area such as the coastal settlements and rural towns and villages section of this guidance.](#)

Referencing Existing Street Styles

Edinburgh has a legacy of original street layouts, fabrics, materials and furniture. Locally quarried sandstone, Caithness paving, original whinstone kerbs, granite setts, honored paving, original cast iron street lamps and street features such as mounting blocks, lighting plinths and coal chutes have been retained in many parts of the city.

These features form part of the overall values that underpin World Heritage status and create the essential character of the city's conservation areas. It is important that changes to streets aim to preserve and enhance this historic fabric.

There is range of street character in Edinburgh where the scale, ratios and patterns, materials of streets vary. The street patterns of Medieval, Georgian, Victorian and Edwardian streets, and of some (but not all) between and post war Edinburgh streets demonstrate good townscape qualities showing coherent relationships between building, footway and road. Generally, designs for changes

to existing streets or for new streets should reinforce recognisable street patterns and styles already in place locally. However 20th century car-based street patterns with layouts impermeable to pedestrians, cyclists and public transport should be adapted or replaced wherever opportunities arise.

Edinburgh already has good practice examples that feature as Designing Streets case studies. These include:

- Wauchope Square (City of Edinburgh)
- Gracemount (City of Edinburgh)
- Greendykes North (City of Edinburgh)

Case study:

Gracemount City of Edinburgh 21st Century Homes

In Gracemount, streets are designed to provide a pedestrian friendly, low traffic speed area which works as a coherent public space. There are uniform levels with no high kerbs and different zones are distinguished by different surface finishes.

This approach allows the street to become a more sociable space. To address concerns about the use of shared surfaces by blind and partially sighted people, a separate walkway is provided which is defined by a tactile strip rather than a raised kerb. All homes have a private or semi private outdoor space – a private garden, private balcony or secure communal rear garden.

Public open space is provided by retaining an important existing walkway through the site and three informal squares, located at road junctions, provide small scale greenspace with seating.

Image annotation:

Parking courts softened with planting

4.4 Edinburgh Street Framework

When creating new street types, use the 'Edinburgh Street Framework to determine the relative place and movement function of a street.

The place function of a street must be considered first.

For existing streets, the Edinburgh Street Types Map should be used to identify the street's category.

Once the street category is established, this should then inform the specific Design Principles to be adhered to (section 4.6).

The dual place and movement roles of streets are the key considerations when designing streets.

All projects, including road and pavement renewals, have the potential to incorporate design changes. So designers need to understand the role of a street to in-turn propose improvements that reflect its specific role.

Within the Edinburgh Street Framework there are seven place categories, ranging from rural roads with no frontages, through to retail or high streets. There are also six movement categories to differentiate the significance of movement, ranging from strategic routes, through to footpath/cycleways, and also special streets.

As a **place**, a street is a destination in its own right. People using streets as places will live on a street, or make use of buildings or other facilities that are located on it. People using streets as places are almost always on foot.

Movement is essentially travel by any mode. Within the Edinburgh Streets Framework, the movement significance of a street is primarily determined by the function of the street for medium and long distance movements, particularly by public transport.

Streets with similar **movement** functions can have very different **place** functions. Perhaps the best examples in Edinburgh are the main roads into the city centre from its edges. These are very significant for movement throughout their lengths, whilst their place function varies dramatically, ranging from outer suburban low density housing to busy high streets.

Edinburgh Street Framework

Type of Place

| | | Type of Place | | | | | | |
|--------------------------|--------------------|--------------------------------------|-----------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------|
| | | Rural Roads/no frontage | Industrial employment | Low density Residential | Med density Residential | High density residential | Service sector employment | Retail/High Streets |
| Significance of movement | Strategic | | | | | | | |
| | Secondary | | | | | | | |
| | Local | | | | | | | |
| Other streets and paths | Footpath/Cycleways | (shared by pedestrians and cyclists) | | | | | | |
| | Footpaths | (pedestrians only) | | | | | | |

| | | |
|--|----------------------------|--|
| | Special Streets and Places | Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs |
|--|----------------------------|--|

Edinburgh Street Framework

| Street Priority | | Type of Place | | | | | | |
|--------------------------|----------------------------|--|-----------------------|-------------------------|-------------------------|--------------------------|---------------------------|-----------------------|
| | | Rural roads / No frontage | Industrial Employment | Low Density Residential | Med Density Residential | High Density Residential | Service Sector Employment | Retail / High Streets |
| Significance of Movement | Strategic | | | | | | | |
| | Secondary | | | | | | | |
| | Local | | | | | | | |
| Other streets and paths | Footpath/cycleways | (shared by pedestrians and cyclists) | | | | | | |
| | Footpaths | (pedestrians only) | | | | | | |
| | Special streets and places | Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs | | | | | | |

Image annotation:

Source: *Designing Streets*, page 9

Edinburgh Street Types Map

Application of the above framework on our existing streets has resulted in the Edinburgh Street Types map, representing Edinburgh’s existing streets based on their current place and movement status.

Those who are dealing with Edinburgh’s existing streets can simply locate the street(s) in question on the map to refer to the relevant Design Principles (presented in section 4.6).

The street framework should be used by developers creating new streets, considering both place and movement functions in categorising streets. See overleaf for detail.

How to apply Edinburgh Street Framework guidance

1. What type of a place to create?

Put simply, the significance of place is derived by the land uses and frontages associated with specific streets. Streets with lots of people on them and many pedestrian interactions have a high place significance e.g. streets with shop frontages and offices. In contrast, streets with limited building frontages or pedestrian interactions have a low place significance e.g. industrial estates and rural roads.

Retail / High Streets have an important and valued role within the whole city, local district or neighbourhood. They typically comprise a group of shops with frontage at the ground floor level and

are mixed with other land uses between or above them such as non-retail employment (e.g. offices), restaurants, hotels, tenement flats, or other types of private residence. This type of place also covers smaller numbers of shops providing an important community function in local centres.

Service sector employment streets are typically fronted by offices, schools, hospitals, universities/ colleges and other non-industrial and non residential land uses that tend to generate substantial movements at peak times.

Industrial employment streets include activities related to industrial manufacturing, distribution and sale of industrial goods etc.

High density residential streets include traditional multi-storey tenements and newer high density housing developments consisting of modern apartments (these may depart from traditional street patterns). They are sometimes mixed with retail and/or non-retail employment.

Medium density residential streets, include terraces, colonies, 2 to 3 storey villas or new apartments.

Low density residential streets include 1-2 storey and less densely spaced family dwellings such as semi-detached houses or bungalows. Houses usually have their own private frontage/ gardens and off-street car parking.

Rural roads and streets with no frontage generally run through a rural or other green setting, with only isolated or intermittent built frontage.

The majority of new streets will be high, medium or low density residential.

20 mph Streets

Edinburgh is the first 20 mph city in Scotland with 30mph and 40mph speed limits only maintained for a limited arterial network. Therefore the default design speed for new streets is 20 mph. Exceptions will be considered for new rural streets with no-frontage, for those serving and fronting low- medium density industrial land uses and for those strategic and secondary streets with a frequent bus service.

2. How significant should movement be?

The movement significance of a street should be based on its' role in connecting major destinations and on the importance of the street for motorised (public and private transport) traffic.

Strategic streets accommodate the highest levels of movement by a range of modes of transport including out-of-city movements. These include A roads and other main streets, such as Leith Walk, Morningside Road and the Western Approach Road.

Secondary streets provide connections between different parts of the city with moderate to high levels of movement, usually including bus routes. Examples include Captains Road, Bonnington Road, or Drum Brae.

Local streets mainly provide local access, for example for residents and employees to and from their houses and places of work. These streets will not have a significant through traffic function. They can vary substantially in width depending on when they were first built. They do not have a significant public transport role.

The majority of new streets are likely to fall into the 'Local streets' category.

Paths are type of street that will usually excludes any form of motorised traffic. The level to which pedestrians and cyclists are separated from each another will vary.

Designing for Multi-functional streets

Where streets have more than one land-use, for example with both retail and residential functions, the predominant ground level use should be seen as the main influence on the balance between place and movement.

Some streets will have a consistent design along their length. However in many cases, a streets' place function changes as it passes through the city (eg from retail/shopping to residential to office based employment). At transitions between two place types, there should not be a sharp change in design approach. The designer should take a pragmatic approach to the design so that it makes sense to the user and avoids apparently illogical or jarring changes.

Sometimes one side of a street will have a different place function from the other. In this case, the street type with the higher place status should normally apply on both sides, although some flexibility can be applied. For example, on a street with shops on one side and a local park boundary on the other, the highest priority (shopping) implies a need for paving slabs on the footways on both sides; in practice, blacktop could be used on the park side, if there is low pedestrian demand. There may also be cases where special design consideration may apply.

Whatever the composition of the street, its design should be coherent and respond to the local context.

In some cases, complete transformation of a street may be desirable or required by a design brief, meaning that the existing movement and place characteristics of a street should be altered by the design. This approach is most likely to apply when redevelopment projects, area wide traffic management schemes or urban design improvements are proposed. In some cases, the transformation of a street may take several years and go through different phases.

Image annotation:

Street segmentation: Where street type changes take a pragmatic approach to changing design approach, changes in design should always make sense on the ground.

4.5 Levels of Design intervention

All work undertaken on Edinburgh's streets should move towards the vision and objectives for streets set out in this document. This guidance must be applied across the design spectrum, from the completion of routine maintenance and basic repairs to construction of brand new streets. To this end, depending on the type and extent of works proposed, there are three levels of design intervention:

- Basic, which is concerned with tidying up and decluttering streets, and improving key features of streets so they are accessible for all and support street uses and activities
- Standard, which includes basic interventions but may involve more significant street redesign
- Innovative, which goes beyond the standard approach to consider complete re-design

These three levels of intervention are summarised in the adjoining table and described and illustrated in more detail overleaf.

The design principles sheets give more information on what each level of intervention should involve on the various different street types.

For example, designers should make 'basic' design changes as part of a small scale renewals project, but 'standard' changes as part of a larger carriageway or footway renewal scheme.

[New streets should always be designed to innovative or standard design principles.](#)

Intervention Levels

“Basic” Design Principles / Requirements focus on - making Edinburgh's streets accessible especially for vulnerable street users (e.g. mobility impaired, blind and partially sighted, elderly or young, people with cognitive difficulties etc) and supporting sustainable forms of travel.

Achieving this requires tidying up, decluttering and improving basic street layout, materials and furniture.

Any small scale works /projects on streets undertaken by the Council or third parties will fulfil the basic design principles / requirements that are specified in the design principles sheet for each street type.

“Standard” Design Principles / Requirements supplement these basic treatments and focus on establishing a much higher standard of street. The majority of these requirements already feature in some of our streets, but the aim is to make sure all parts of Edinburgh offer such streets to our residents and visitors.

Any Medium to large scale works /projects on streets by the Council or third parties will fulfil the basic and standard design principles / requirements that are specified in the design principles sheet for each street type.

“Innovative” Design Principles / Requirements include concepts that may be new or experimental (at least in the UK context), or suitable only in special circumstances.

Any corridor or area based public realm, transport or economic development projects by the Council or third parties will fulfil both the basic and standard design principles and should consider innovative design principles.

Any new development should start by considering innovative principles with an understanding that certain elements won't be applicable in all scenarios.

Image Annotations:

Basic: illustrative example of the same street tidied up and decluttered

Standard: illustrative example of the same street reconstructed as an ATAP Quiet Route

Innovative: illustrative example of the same street reconstructed as shared space

4.6 Design principles

Design Principles sheets provide a high-level design brief for any works undertaken on a particular street, depending on [it'sits](#) category.

Key design principles to be adhered to include:

- ~~Ensureing~~**Ensuring** accessibility by street users of all levels of mobility;
- Prioritising walking, cycling and public transport; and
- Creating solutions that respond to the character, features and materials of an area.

To inform design considerations, 'Design Principles' summary sheets have been developed which identify key design parameters for each particular street type, depending upon the level of intervention proposed (and agreed with the Council).

The key points set out in each Design Principles sheet should be the basis for design, though designs should always look to incorporate local context and priorities.

The Design Principle sheets also guide the user towards associated Detailed Design Manual 'Factsheets' for detailed design issues.

Some of Edinburgh's streets also require special design consideration and design principles depending on whether they are in the World Heritage Site and/or a conservation area; or simply include significant squares, public buildings and/or attractions. (see overleaf).

Special Design Considerations

Some specific local design factors may need to be addressed as part of the design process. Examples of these Special Design Considerations include:

- World Heritage Site, conservation areas and listed buildings, Natural Heritage and biodiversity designations areas that are otherwise visually distinct or historically important
- areas that may require increased social and pedestrian space such as squares and significant streets, street junctions and intersection; and
- areas outside buildings such as schools, pubs, local shops or at bus stops or rail stations
- streets that front onto water (coastal or river) and important greenspace (parks and gardens)
- footpaths
- foot/cycle paths
- [Active Travel Action Plan](#) (ATAP) Quiet Routes

These design factors are important in delivering Edinburgh's vision and objectives and should apply across the standard street types.

Some of the key principles related to these streets and places are outlined overleaf in the following principles sheets.

Special Streets and Places

There will be a number of exceptions and unique locations which require special treatment; examples include:

- Royal Mile
- Princes Street
- George Street (with squares)
- Grassmarket
- The Shore
- Queensferry High Street
- Melville Drive
- Old Town's closes and stairs

The overall vision and objectives for street and design set out in this guidance are relevant for these special streets and places. They should be used as a basis for any design proposals, in the first instance, along with any more specific local objectives.

When considering significant or full reconstruction of these streets, their unique nature means that it is important that creativity and innovation is not stifled by an overly generic approach to design. It is therefore recommended that objectives, suitably prioritised, should form the basis of a collaborative/ corporate based design approach.

For maintenance and more limited reconstruction, the most appropriate principles sheets (eg primary and secondary retail) as well as any specific design codes already in place, should be used to inform the design

Design Principles: RETAIL HIGH STREETS STREETS (STRATEGIC, SECONDARY AND LOCAL)

| | |
|--|---------------------|
| <p>Retail / High Streets have an important and valued role to the whole city, district or neighbourhood. They typically comprise of shops along a street frontage at the ground floor level, often mixed with other land uses between or above them such as non-retail employment (e.g. offices), restaurants, offices, hotels, tenement flats or other types of private residence. There is significant amount of pedestrian activity associated with the movement of people along these streets. There are also high levels of kerbside activity generated by parking, loading and public transport. They can be centres of civic pride with important buildings, squares and spaces. These functions should be understood and incorporated in the design. Street design must cater for retail, leisure and social needs as well as the needs of people walking, cycling, public transport. Private motor traffic should generally be accommodated but not prioritised. Pedestrians should have priority across side streets. Cyclists should be separated as far as possible from traffic.</p> | |
| STREET LAYOUT | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Minimum width of footway - strategic and secondary streets: general min 2.5m, desirable min 3m or wider. Local streets: general min 2m, desirable min 2.5m or wider. Maximise clear "walking zone" (absolute min:1.5m - only allowed in short sections, bus stops 1m). | P3, F1 |
| Minimise corner radii (desirable max 3m for majority street types, 1m for local streets). | G6, G1, P2 |
| Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m, preferably on desire lines, e.g. at/near side roads or entrances to significant buildings. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings. | G4, G5, P2, M4 |
| Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing. | G4, G8 |
| Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading. | G4, M4 |
| Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading. | P2, G9 |
| No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide, preferably 2m or more. | P4 |
| If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult active travel team. | C1, C2, C3, C4 |
| Provide Advanced Stop Lines at all signalised junctions. | G8 |
| Provide cycle parking for visitors and commuters. | C7, C6 |
| Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities and increases in pedestrian space. | C1, G9, PT1 |
| Consider providing bus boarders where minimum clear footway width of 1m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop. | PT2, P3,F1 |
| <ul style="list-style-type: none"> STANDARD | |
| Design speed for streets is 20mph, including bus routes. | G6 |
| Install continuous footways at uncontrolled sideroad junctions (depending on vehicle flow). | G7, P2, P3 |
| Consider raised junctions incorporating full carriageway width of main road at key junctions. | G8, G4 |
| Consider shared space at key junctions/locations, public transport interchanges etc. | P8, G6 |
| Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes are high. Connect them to ATAP Quiet Routes Network (GIS) . | C1, C2, C3, C4 |
| Consider bus lanes with parking/loading restrictions on strategic and secondary streets or other priority measures. | PT3, G9 |
| Consider retrofit SUDS e.g. bioretention, swales etc. | W1 |
| <ul style="list-style-type: none"> INNOVATIVE | |
| Clear width of carriageway: Strategic and secondary streets: min 6m (6.5m for bus routes); Local streets min 4.5m- | G2 |
| Design speed for streets is 20mph, including bus routes. | G6 |
| Consider full shared space as part of a comprehensive approach to wider traffic management, but only with measures to avoid random/footway parking. | P8, G6 |
| Incorporate SUDS features (swales, ponds, basins, bioretention, etc). | W1 |
| Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes- | F4, G9 |
| FABRIC/MATERIALS | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Localised repairs to footway and carriageway (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life. | M1 |
| Footways in paving slabs (PCC or natural stone). | M1, M3 |
| Contrasting grey tactile paving/ cycle warning paving. | M4 |
| Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts) | M1, M6 |
| If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use. | M1, M3, M6 |
| Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc. | M1, M3, P3 |
| Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. | M1, M3 |
| Standard kerb height 75-100mm. Consider retention of natural materials. | M1, M3 |
| Carriageway HRA Asphalt or SMA. Review antiskid locations/requirements. | M5 |
| Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations) | C2, PT3 |
| Bus stops kerb upstand 70-100mm. | PT2 |
| Minimise road markings. Generally, omit centreline on 20 mph secondary and local streets that have only one general traffic lane in either direction. | P7, G3 |
| <ul style="list-style-type: none"> STANDARD | |
| Consider natural materials for kerbs. | M1 |
| Consider recessed utility covers in consultation with the utility suppliers. | F1 |
| Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Planning / Forestry and Natural Heritage as early as possible. | F5, W1 |
| Consider retrofit SUDS materials e.g. permeable paving, etc. | W1 |
| Consider different/high quality materials to enhance streets as places. | M1,P1 |
| FURNITURE/FEATURES | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Consolidate street poles and signs etc to declutter the street. Follow de-cluttering Assessment process. | P7, F1 |
| Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new. | P5 |
| Clear walking zone (absolute min 1.5 m, bus stops 1m if unavoidable) from obstructions: relocate street furniture & features outside walking zone close to the kerb or buildings. | P3, P7 |
| Locate domestic bins & recycling units off street & public bins on footways, outside the walking zone. | F4, P7, P3 |
| Furniture set back from kerb to be 200-300mm where 450mm set back doesn't allow 2m clear walking zone. | F1, P3 |
| Provide frequent seating and litter bins (contact Waste and Cleansing teams). | F2, F4 |
| Visitor and commuter cycle parking will be Sheffield stands or cycle hoops. Communal residents' cycle parking will be lockable compound/container. | C7, C6 |
| Provide bus shelter, preferably with seating, at all stops (check current furniture contract/shelter requirements/notice boards). Contact public transport team. | PT2 |
| Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones. | F3, P3 |
| Utility chambers to be replaced if worn and if redundant, to be removed. Do not place new ones in walking zone. | P3, P7 |
| Protect existing trees, and replace dead trees - discuss with Forestry Service, Parks, Green Space and Cemeteries as early as possible. | F5 |
| <ul style="list-style-type: none"> STANDARD | |
| Consider provision for city dressing/ events infrastructure. Also consider CCTV requirements. | P3 |
| Provide street lighting, aluminium columns or preferably wall mounted. | F6 |
| Assess and provide community and retail information; and wayfinding and directional signage. Locate on walls/boundaries or existing street furniture. | F3 |
| Street furniture to form a family of materials and styles. | F1 |
| <ul style="list-style-type: none"> INNOVATIVE | |
| Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space. | P7,F1,P2 |
| Use street furniture and planting as part of speed control strategy and to encourage activity on street. | G6,F1,F5 |

| <p>Service Sector Employment Streets are typically fronted by offices, hospitals, universities/colleges, schools and other non-industrial and non-residential land uses that tend to generate substantial movements at peak times. Street design should enhance the place function of the street whilst catering for travel to and from the businesses etc. on the street, prioritising walking, cycling and public transport. Pedestrians should have priority across side streets. Cyclists should be separated as far as possible from traffic.</p> | |
|---|-------------------|
| STREET LAYOUT | |
| <p>BASIC</p> | |
| Minimum width of footway - strategic and secondary streets: general min 2.5m, desirable min 3m or wider. Local streets: general min 2m, desirable min 2.5m or wider. | P3, F1 |
| Maximise clear "walking zone" (absolute min:1.5m - only allowed in short sections, bus stops: 1m). | |
| Minimise corner radii (desirable max 3m for majority street types, 1m for local streets). | G6, G1, P2 |
| Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m, preferably on desire lines, e.g. to serve major building entrances. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings. | G4, G5, P2, M4 |
| Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing. | G4, G8 |
| Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading. | G4, M4 |
| Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading. | P2, G9 |
| No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide. | P4 |
| If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team. | C1, C2, C3, C4 |
| Provide Advanced Stop Lines at all signalised junctions. | G8 |
| Provide cycle parking for visitors, and commuters if off-street provision is likely to be difficult for building occupiers. | C7, C6 |
| Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities and increases in pedestrian space. | C1, G9, PT1 |
| Consider providing bus boarders where minimum clear footway width of 1m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop. | PT2, P3,F1 |
| <p>STANDARD</p> | |
| Design speed is 20mph, including bus routes. | G6 |
| Install continuous footways at uncontrolled sideroad junctions (depending on vehicle flow). | G7, P2, P3 |
| Consider raised junctions incorporating full carriageway width of main road at key junctions. | G8, G4 |
| Consider shared space at key junctions/locations, public transport interchanges etc. | P8, G6 |
| Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Connect them to ATAP Quiet Routes Network (GIS) . | C1, C2, C3, C4 |
| Consider bus lanes with parking/loading restrictions on strategic and secondary streets or other priority measures. | PT3, G9 |
| Consider retrofit SUDS e.g. bioretention, swales | W1 |
| <p>INNOVATIVE</p> | |
| Clear width of carriageway: Strategic and secondary streets: min 6m (6.5m for bus routes); Local streets min 4.5m. | G2 |
| Design speed is 20mph, including bus routes. | G6 |
| Consider full shared space as part of a comprehensive approach to wider traffic management, but only with means to avoid random/footway parking. | P8, G6 |
| Incorporate SUDS features (swales, ponds, basins, bioretention, etc). | W1 |
| Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes. | F4, G9 |
| FABRIC/MATERIALS | |
| <p>BASIC</p> | |
| Localised repairs to footway and carriageway (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life. | M1 |
| Consider using paving slabs on strategic or secondary streets, and retaining slabs if already in place on other streets. Slabs are most likely to be appropriate in higher use areas – e.g. where there is a concentration of large employers or at frontages to shops and public buildings. Elsewhere HRA. | M1, M3 |
| Contrasting grey tactile paving/ cycle warning paving. | M4 |
| Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts). | M1, M6 |
| If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use. | M1, M3, M6 |
| Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc. | M1, M3, P3 |
| Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. | |
| Standard kerb height 75-100mm. Consider retention of natural materials. | M1, M3 |
| Carriageway HRA Asphalt or SMA. Review antiskid locations/requirements. | M5 |
| Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations). | M5 |
| Bus stops kerb upstand 70-100mm. | PT2 |
| Minimise road markings. Generally, omit centreline on 20 mph secondary and local streets that have only one general traffic lane in either direction. | P7, G3 |
| <p>STANDARD</p> | |
| Consider natural materials for kerbs. | M1 |
| Consider recessed utility covers in consultation with the utility suppliers. | F1 |
| Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Planning / Parks as early as possible. | F5, W1 |
| Consider retrofit SUDS materials e.g. permeable paving, etc. | W1 |
| FURNITURE/FEATURES | |
| <p>BASIC</p> | |
| Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process. | P7, F1 |
| Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new. | P5 |
| Clear walking zone (absolute min 1.5m, bus stops 1m) from obstructions: relocate street furniture & features outside walking zone close to the kerb or buildings | P3, P7 |
| Locate domestic bins & recycling units off street or on carriageway (consider implications for cycling) & public bins on footways, outside the walking zone | F4, P7, P3 |
| Furniture set back from kerb to be 200-300mm where 450mm set back doesn't allow 1.5m clear walking zone. | F1, P3 |
| Provide frequent seating and litter bins (contact Waste and Cleansing teams). | F2, F4 |
| Visitor and commuter cycle parking will be Edinburgh stands or cycle hoops. | C7, C6 |
| Provide bus shelter, preferably with seating, at all stops (check current furniture contract/shelter requirements/notice boards): contact Public Transport Team. | PT2 |
| Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones. | F3, P3 |
| Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not to be placed in walking zone. | P3, P7 |
| Protect existing trees, and replace dead trees - discuss with Forestry Service, Parks, Green Space and Cemeteries as early as possible. | F5 |
| <p>STANDARD</p> | |
| Consider provision for city dressing/ events infrastructure. Also consider CCTV requirements. | P3 |
| Provide street lighting, aluminium columns or preferably wall mounted. | F6 |
| Assess and provide community and retail information; and wayfinding and directional signage located on walls/boundaries or existing street furniture. | F3 |
| Street furniture to form a family of materials and styles. | F1 |
| <p>INNOVATIVE</p> | |
| Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space. | P7,F1,P2 |
| Use street furniture and planting as part of speed control strategy and to encourage activity on street. | G6,F1,F5 |

Design Principles: HIGH DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY AND LOCAL)

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| <p>High-density residential streets typically consist of traditional multi-storey tenements, 3 or more storey terraces, 'colony' housing as well as newer high-density apartments often with unconventional street layouts and building accesses that may depart from traditional street patterns. They are sometimes mixed with retail and/or non-retail employment. Design for high density residential streets should emphasise social spaces, the pedestrian environment and safe cycling. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant.</p> | |
| STREET LAYOUT | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Minimum width of footway - strategic and secondary streets: general min 2.5m, desirable min 3m or wider. Local streets: general min 2m, desirable min 2.5m or wider. | P3, F1 |
| Maximise clear "walking zone" (absolute min:1.5m - only allowed in short sections, bus stops 1m) | |
| Minimise corner radii (desirable max 3m for majority street types, 1m for local streets) | G6, G1, P2 |
| Provide pedestrian crossing points (uncontrolled or controlled crossings) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings. | G4, G5, P2, M4 |
| Provide pedestrian phases on all signalised junction arms. | G4, G8 |
| Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading. | G4, M4 |
| Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading. | P2, G9 |
| No new vehicular footway crossovers to serve existing developments to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide. | P4 |
| If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult active travel team. | C1, C2, C3, C4 |
| Provide Advanced Stop Lines at all signalised junctions. | G8 |
| Provide cycle parking for residents and visitors. | C7, C6 |
| Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. | C1, G9, PT1 |
| Consider providing bus boarders where minimum footway clear width of 1m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets. | PT2, P3, F1 |
| <ul style="list-style-type: none"> STANDARD | |
| Design speed for secondary and local streets is 20mph, including bus routes. Consider 20mph for strategic streets. | G6 |
| Consider installing continuous footways at uncontrolled side road junctions. | G7, P2, P3 |
| Consider raised junctions incorporating full carriageway width of main road at key junctions. | G8, G4 |
| Consider shared space at squares, key junctions/locations, public transport interchanges etc. | P8, G6 |
| Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS) , and consider connection to this network. | C1, C2, C3, C4 |
| Consider bus lanes with parking/loading restrictions or other priority measures on strategic and secondary streets (consult Public Transport team). | PT3, G9 |
| Consider retrofit SUDS e.g. bioretention, swales, etc. | W1 |
| <ul style="list-style-type: none"> INNOVATIVE | |
| Clear width of carriageway: Strategic and secondary streets: min 6m (6.5m for bus routes); Local streets min 4.5m | G2 |
| Design speed for secondary and local streets is 20mph, including bus routes. Consider 20mph for strategic streets. | G6 |
| Consider full shared space as part of a comprehensive approach to wider traffic management, with means to avoid random/footway parking. | P8, G6 |
| Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc) | W1 |
| Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes. | F4, G9 |
| FABRIC/MATERIALS | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Localised repairs to footway and carriageway (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life. | M1 |
| Use paving slabs on strategic or secondary streets. Consider retaining if already in place on other streets. Also utilise in higher use locations (e.g. squares, frontages to shops and public buildings). Elsewhere HRA. | M1, M3 |
| Contrasting grey tactile paving/ cycle warning paving. | M4 |
| Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts). | M1, M6 |
| If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use. | M1, M3, M6 |
| Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc. | M1, M3, P3 |
| Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 70-100mm. Presumption in favour of retaining natural materials. | M1, M3 |
| Carriageway HRA Asphalt or SMA. Review antiskid locations/requirements. | M5 |
| Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations). | C2, PT3 |
| Bus stops kerb upstand 70-100mm. | PT2 |
| Minimise road markings. Generally, omit centreline on 20 mph secondary and local streets that have only one general traffic lane in either direction. | P7, G3 |
| <ul style="list-style-type: none"> STANDARD | |
| Consider natural materials for kerbs. | M1 |
| Consider recessed utility covers in consultation with the utility suppliers. | F1 |
| Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Planning / Forestry and Natural Heritage as early as possible. | F5, W1 |
| Consider retrofit SUDS materials e.g. permeable paving, etc. | W1 |
| FURNITURE/FEATURES | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Consolidate street poles and signs etc to declutter the street. Follow De-Cluttering Assessment process. | P7, F1 |
| Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new. | P5 |
| Clear walking zone (absolute min 1.5 m, bus stops 1m if unavoidable) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings. | P3, P7 |
| Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone). | F4, P7, P3 |
| Furniture set back from kerb to be 200-300mm where 450mm set back doesn't allow 1.5m clear walking zone. | F1, P3 |
| Provide seating and litter bins (contact Waste and Cleansing teams). | F2, F4 |
| Visitor cycle parking to be Edinburgh stands or cycle hoops. Communal residents' cycle parking preferred to be lockable compound/container. | C7, C6 |
| Provide bus shelter, preferably with seating, at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team. | PT2 |
| Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones. | F3, P3 |
| Utility chambers to be replaced if worn and if redundant, to be removed. Do not place new ones in walking zone. | P3, P7 |
| Protect existing trees, and replace dead trees - discuss with Forestry Service, Parks, Green Space & Cemeteries as early as possible. | F5 |
| <ul style="list-style-type: none"> STANDARD | |
| Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space. | P7,F1,P2 |
| Consider provision for city dressing/ events infrastructure on strategic and secondary streets. Also consider CCTV requirements. | P3 |
| Provide street lighting, aluminium columns or preferably wall mounted. | F6 |
| Assess and provide community information; and wayfinding and directional signage. Locate them on walls/boundaries and other street furniture. | F3 |
| Street furniture to form a family of materials and styles. | F1 |
| <ul style="list-style-type: none"> INNOVATIVE | |

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| Use street furniture and planting as part of speed control strategy and to encourage activity on street. | G6,F1,F5 |
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Design Principles: MEDIUM DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY AND LOCAL)

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|---|---------------------|
| Medium density residential streets , typically consist of 2-3 storey terraced housing, villas, apartments or closely spaced semi-detached housing. | |
| STREET LAYOUT | Factsheet reference |
| BASIC | |
| Minimum width of footway - strategic streets: general min 2.5m, desirable min 3m or wider. Secondary streets: general min: 2.5m, desirable min 2.5m. Local streets: general min 2m, desirable min 2.5m or wider. Maximise clear "walking zone" (absolute min:1.5m - only allowed in short sections, bus stops 1m). | P3, F1 |
| Minimise corner radii (desirable max 3m for majority of street types, 1m for local streets). | G6, G1, P2 |
| Provide pedestrian crossing points (generally uncontrolled) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings. | G4, G5, P2, M4 |
| Provide pedestrian phases on all signalised junction arms. | G4, G8 |
| Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading. | G4, M4 |
| Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading. | P2, G9 |
| Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide. | P4 |
| If the street forms part of an ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult active travel team. | C1, C2, C3, C4 |
| Provide Advanced Stop Lines at all signalised junctions. | G8 |
| Consider providing cycle parking for residents and visitors. | C7, C6 |
| Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. | C1, G9, PT1 |
| Consider providing bus boarders where minimum clear footway width of 1m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets. | PT2, P3,F1 |
| STANDARD | |
| Design speed for secondary and local streets is 20mph, including bus routes. | G6 |
| Consider installing continuous footways at uncontrolled sideroad junctions. | G7, P2, P3 |
| Consider raised junctions incorporating full carriageway width of main road at key junctions. | G8, G4 |
| Consider shared space at squares, key junctions/locations, public transport interchanges etc. | P8, G6 |
| Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS) , and consider connection to this network. | C1, C2, C3, C4 |
| Consider locating bus lanes with parking/loading restrictions or other priority measures, on strategic and secondary streets (consult Public Transport team). | PT3, G9 |
| Consider retrofit SUDS e.g. bioretention, swales, etc. | W1 |
| INNOVATIVE | |
| Clear width of carriageway: Strategic and secondary streets: min 6m (6.5m for bus routes); Local streets min 4.5m. | G2 |
| Design speed for secondary and local streets is 20mph, including bus routes. | G6 |
| Consider full shared space as part of a comprehensive approach to wider traffic management, with measures to avoid random/footway parking. | P8, G6 |
| Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc). | W1 |
| Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone may be required to accommodate junction boxes. | F1 |
| FABRIC/MATERIALS | Factsheet reference |
| BASIC | |
| Localised repairs to footway and carriageway (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (if required), enhance appearance or extend life. | M1 |
| Footways HRA surfacing. PCC paving at special or higher use location e.g. frontages to shops, public buildings, etc. | M1, M3 |
| Contrasting grey tactile paving/ cycle warning paving. | M4 |
| Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts) | M1, M6 |
| If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use. | M1, M3, M6, P4 |
| Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc. | M1, M3, P3 |
| Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. | M1, M3 |
| Standard kerb height 70-100mm. Presumption in favour of retaining natural materials. | M5 |
| Carriageway HRA Asphalt or SMA. Review antiskid locations/requirements. | M5 |
| Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations). | C2, PT3 |
| Bus stops kerb upstand 70-100mm. | PT2 |
| Minimise road markings. Generally, omit centreline on 20 mph secondary and local streets that have only one general traffic lane in each direction. | P7, G3 |
| STANDARD | |
| Consider natural materials for kerbs. | M1 |
| Consider recessed utility covers in consultation with the utility suppliers. | F1 |
| Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Planning / Forestry and Natural Heritage as early as possible. | F5, W1 |
| Consider retrofit SUDS materials e.g. permeable paving, etc. | W1 |
| FURNITURE/FEATURES | Factsheet reference |
| BASIC | |
| Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process. | P7, F1 |
| Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new. | P5 |
| Clear walking zone (absolute min 1.5 m, 1m at bus stops if unavoidable) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings. | P3, P7 |
| Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone). | F4, P7, P3 |
| Furniture set back from kerb to be 200-300mm where 450mm set back doesn't allow adequate clear walking zone (1.5m local streets, 2.0m secondary/strategic). | F1, P3 |
| Consider providing seating and litter bins (contact Waste and Cleansing teams). | F2, F4 |
| Visitor cycle parking to be Edinburgh stands or cycle hoops. Communal residents' cycle parking preferred to be lockable compound/container. | C7, C6 |
| Provide bus shelter, preferably with seating, at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team. | PT2 |
| Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones. | F3, P3 |
| Utility chambers to be replaced if worn and if redundant, to be removed. Avoid placing new ones in walking zone. | P3, P7 |
| Protect existing trees, and replace dead trees - discuss with Forestry Service, Parks, Green Space & Cemeteries as early as possible. | F5 |
| STANDARD | |
| Use street furniture and planting as part of speed control strategy and to encourage activity on street. | G6, F1, F5 |
| Consider provision for city dressing/ events infrastructure on strategic streets. Also consider CCTV requirements. | P3 |
| Provide street lighting, aluminium columns or preferably wall mounted. | F6 |
| Assess and, where appropriate, provide community information; and wayfinding and directional signage. Locate them on walls/ boundaries and other street furniture. | F3 |
| Street furniture to form a family of materials and styles. | F1 |
| INNOVATIVE | |
| Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space. | P7, F1, P2 |

Design Principles: LOW DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY AND LOCAL)

| <p>Low-density residential streets include 1-2 storey and less densely spaced family dwellings such as semi-detached houses or bungalows. Houses usually have their own private frontage/gardens and off-street car parking. Design for strategic streets should generally prioritise public transport then cycling and walking. Similarly, secondary streets, while local streets will prioritise pedestrian movements and play on streets. Trees have an important role in helping provide sense of shelter and sense of enclosure on these streets.</p> | |
|---|---------------------|
| STREET LAYOUT | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Minimum width of footway – strategic streets: general min 2m, desirable min 2.5m or wider. Secondary streets and local streets: general min 2m, desirable min 2m or wider. Maximise clear “walking zone” (absolute min:1.5m - only allowed in short sections, bus stops 1m). | P3, F1 |
| Minimise corner radii (desirable max 3m for majority street types, 1m for local streets). | G6, G1, P2 |
| Provide pedestrian crossing points (generally uncontrolled) every 100-200m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings. | G4, G5, P2, M4 |
| Provide pedestrian phases on all signalised junction arms. | G4, G8 |
| Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading. | G4, M4 |
| Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading. | P2, G9 |
| Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide. | P4 |
| If the street forms part of an ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult active travel team. | C1, C2, C3, C4 |
| Provide Advanced Stop Lines at all signalised junctions. | G8 |
| Provide cycle parking for visitors at strategic locations such as shops, libraries, etc. | C7, C6 |
| Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. | C1, G9, PT1 |
| Consider providing bus boarders where minimum footway width of 1m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets. | PT2, P3,F1 |
| <ul style="list-style-type: none"> STANDARD | |
| Design speed for most secondary streets (except if ≥ 12 buses per hour 2 way) and local streets is 20mph. | G6 |
| Consider raised junctions incorporating full carriageway width of main road at key junctions. | G8, G4 |
| Consider full length shared space, if problems of footway parking but only if parking is fully controlled. | P8, G6 |
| Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS) , and consider connections to this network. | C1, C2, C3, C4 |
| Consider bus lanes with parking/loading restrictions or other priority measures on strategic and secondary streets. | PT3, G9 |
| Consider retrofit SUDS e.g. bioretention, swales etc. | W1 |
| <ul style="list-style-type: none"> INNOVATIVE | |
| Clear width of carriageway: Strategic and secondary streets: min 6m (6.5m for bus routes); Local streets min 4.5m. | G2 |
| Design speed for most secondary streets (except if ≥ 12 buses per hour 2 way) and local streets is 20mph. | G6 |
| Consider full shared space as part of a comprehensive approach to wider traffic management, but only if parking is fully controlled. | P8, G6 |
| Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc). | W1 |
| Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes. | F4, G9 |
| FABRIC/MATERIALS | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life. | M1 |
| Footways generally in HRA. Consider PCC paving at strategic locations or higher use locations e.g. shops, public building etc. | M1, M3 |
| Contrasting grey tactile paving/ cycle warning paving. | M4 |
| Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts) | M1, M6 |
| If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use. | M1, M3, M6, P4 |
| Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc. | M1, M3, P3 |
| Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 700-100mm. Consider retention of natural materials. | M1, M3 |
| Carriageway HRA Asphalt or SMA. Review antiskid locations/requirements. | M5 |
| Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations). | C2, PT3 |
| Bus stops kerb upstand 70-100mm. | PT2 |
| Minimise road markings. Generally, omit centreline on 20 mph secondary and local streets that have only one general traffic lane in either direction. | P7, G3 |
| <ul style="list-style-type: none"> STANDARD | |
| Consider natural materials for kerbs. | M1 |
| Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Planning / Forestry and Natural Heritage as early as possible. | F5, W1 |
| Consider retrofit SUDS materials e.g. permeable paving etc. | W1 |
| FURNITURE/FEATURES | Factsheet reference |
| <ul style="list-style-type: none"> BASIC | |
| Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process. | P7, F1 |
| Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new. | P5 |
| Clear walking zone (absolute min 1.5 m, 1m at bus stops if unavoidable) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings. | P3, P7 |
| Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone). | F4, P7, P3 |
| Furniture set back from kerb to be 200-300mm where 450mm set back doesn't allow 1.5m clear walking zone. | F1, P3 |
| Consider providing seating and litter bins (contact Waste and Cleansing teams) on strategic and secondary streets. | F2, F4 |
| Visitor cycle parking to be Edinburgh stands or cycle hoops. | C7, C6 |
| Provide bus shelter, preferably with seating, at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact Public Transport team. | PT2 |
| Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones. | F3, P3 |
| Utility chambers to be replaced if worn and if redundant, to be removed. New ones should not be placed in walking zone. | P3, P7 |
| Protect existing trees, and replace dead trees - discuss with Forestry Service, Parks, Green Space and Cemeteries as early as possible. | F5 |
| <ul style="list-style-type: none"> STANDARD | |
| Provide street lighting, aluminium columns or preferably wall mounted. | F6 |
| Consider CCTV requirements | P3 |
| Consider providing community information; and wayfinding and directional signage. | F3 |
| Street furniture to form a family of materials and styles. | F1 |
| <ul style="list-style-type: none"> INNOVATIVE | |
| Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space. | P7,F1,P2 |
| Use street furniture and planting as part of speed control strategy and to encourage activity on street. | G6,F1,F5 |

Design Principles: INDUSTRIAL EMPLOYMENT STREETS (STRATEGIC, SECONDARY AND LOCAL)

| | |
|---|---------------------|
| Industrial employment streets include activities related to industrial manufacturing, distribution and sale of industrial goods etc. They often have very little frontage and are in industrial estates. | |
| STREET LAYOUT | Factsheet reference |
| • BASIC | |
| Minimum width of footway - strategic and secondary streets: general min 2m, desirable min 3m or wider. Local streets: general min 2m, desirable min 2.5m or wider. Maximise clear "walking zone" (absolute min:1.5m - only allowed in short sections, bus stops 1m). | P3, F1 |
| Corner radii- where possible, reduce to maximum 6m, consistent with the following: Vehicle tracking to ensure appropriate radii for required HGV manoeuvres. Use of full width of minor roads to make turns is acceptable. Cars and light vans should be able to make turns at junctions with secondary roads without impinging onto opposing traffic. All vehicles should be able to make turns at junctions onto strategic roads without impinging onto opposing traffic. | G6, G1, P2 |
| Provide pedestrian crossing points (controlled or uncontrolled crossings) at least every 100 m on strategic, 50 m on secondary and local streets. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings. | G4, G5, P2, M4 |
| Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing at junctions with heavy pedestrian use. | G4, G8 |
| Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading. | G4, M4 |
| Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading. | P2, G9 |
| Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide. | P4 |
| If the street forms part of an ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult Active Travel Team. | C1, C2, C3, C4 |
| Provide Advanced Stop Lines at all signalised junctions. | G8 |
| Provide cycle parking for visitors and (in situations where not available off street) commuters. | C7, C6 |
| Consider providing bus boarders where minimum clear footway width of 1m can't be obtained at bus stops (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop. | PT2, P3,F1 |
| • STANDARD | |
| Design speed for secondary and local streets is 20mph, including bus routes. | G6 |
| On strategic and secondary streets with significant bus frequency, consider locating bus lanes where queuing occurs. | PT3 |
| Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. | C1, G9, PT1 |
| Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS) , and consider connection to network. | |
| Consider retrofit SUDS e.g. bioretention, swales, etc. | |
| • INNOVATIVE | |
| Clear width of carriage way: (all subject to vehicle tracking): — Strategic streets: min 6m, desirably 7.3m or more. — Secondary streets: min 6m, desirably 7m or more. — Local streets min 4.5m, desirably 6m. | G2 |
| Design speed for secondary and local streets is 20mph, including bus routes. | G6 |
| Consider shared space at key locations, PT interchanges etc. | P8 |
| Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc). | W1 |
| Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes. | F4 |
| FABRIC/MATERIALS | |
| • BASIC | |
| Localised repairs to footway and carriageway (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance if required, enhance appearance or extend life. | M1 |
| Footways HRA surfacing. PCC paving at special or higher use location e.g. frontages to shops, public buildings, etc. | M1, M3 |
| Contrasting grey tactile paving/ cycle warning paving. | M4 |
| Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 70-100mm. | M1, M3 |
| Carriageway HRA Asphalt or SMA. Review antiskid locations/requirements. | M5 |
| Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations). | C2, PT3 |
| Minimise road markings. No centrelines on local streets with design speed of 20mph. | G3 |
| • STANDARD | |
| Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc. | M1, M3, P3 |
| Consider natural materials for kerbs. | M1 |
| Incorporate SUDS measures. | W1 |
| Bus stops kerb upstand 70-100mm. | PT2 |
| Consider retrofit SUDS materials e.g. permeable paving etc. | W1 |
| FURNITURE/FEATURES | |
| • BASIC | |
| Consolidate street poles and signs etc to declutter the street. Follow De-Cluttering Assessment process. | P7 |
| Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new. | P5 |
| Protect existing trees, and replace dead trees - discuss with Parks as early as possible. | F5 |
| Clear walking zone (absolute min 1.5 m, 1m at bus stops if unavoidable) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings. | P3, P7 |
| Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone). | F4, P7, P3 |
| Furniture set back from kerb to be 200-300mm where 450mm set back doesn't allow adequate clear walking zone (1.5m local streets, 2.0m secondary/strategic). | F1, P3 |
| Consider providing seating and litter bins (contact Waste and Cleansing teams). | F2, F4 |
| Visitor cycle parking to be Edinburgh stands or cycle hoops. | C7, C6 |
| Provide bus shelter, preferably with seating, at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team. | PT2 |
| Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones. | F3, P3 |
| Utility chambers to be replaced if worn and if redundant, to be removed. Avoid placing new ones in walking zone. | P3, P7 |
| Protect existing trees, and replace dead trees - discuss with Forestry Service, Parks, Green Space & Cemeteries as early as possible. | F5 |
| • STANDARD | |
| Assess and provide community information; and wayfinding and directional signage. Locate them on walls/ boundaries and other street furniture. | F3 |
| Utility requirements (chambers replaced and removed if redundant) | P7 |
| Furniture set back from kerb to be 200-300mm where 450mm set back doesn't allow 1.5m clear walking zone. | F1, P3 |
| • INNOVATIVE | |
| Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space. | P7, F1, P2 |
| Use street furniture and planting as part of speed control strategy and to encourage activity on street. | G6, F1, F5 |

Design Principles: World Heritage site, Conservation Areas, Listed buildings, Natural Heritage and biodiversity designations

Key Principles

- Reinforce the character of the Place
- Seek to use traditional materials

These principles will be achieved by applying the following supplementary objectives:

- Innovative and creative solutions (artistic interventions)
- Create flexible spaces that allow a range of activities (future proof)
- Maintain the design philosophy of original scheme (especially with materials and details)
- Include facilities for events and city dressing etc.

Edinburgh has a considerable number of areas that are specially protected. Edinburgh's network of streets pass through many of these protected areas which means that the choice of layout, the materials used and street furniture / features; such as street lighting; have to take into account the character and potential impact of any changes being made.

World Heritage Site (WHS) status is protected through the combination of its conservation area designation, the considerable number of listed buildings and natural environment designations.

Conservation areas have special architectural or historic interest. There are 49 in Edinburgh and details can be found in each report (link to CACA's).

The Council must protect these areas, and there are extra rules to control building work. Conservation area management plans include more information to help protect conservation areas. The two management plans are for the Leith and Inverleith conservation areas.

Listed Buildings protect both the internal as well as the external features of the building. This will include features that interface with streets, such as outbuildings, boundary walls and features such as lighting, gateways and materials such as paving and settled surfaces. Listed buildings are afforded statutory protection which means that changes that take place that could affect its character as a building of architectural or historic interest are controlled.

Designed Landscapes, Tree Preservation Orders (TPO's) SSSI's LNR's etc. protect special landscapes and areas of biodiversity. Changes to the landscape as well as the timing of work can be harmful to some habitats and species.

All of these specially protected places are mapped on the Council's GIS system and many are shown on the maps in the Local Development Plan for Edinburgh.

The following Principles will apply:

- Identify constraints or requirements that may apply if you are within or adjacent to a designated place or feature (protect, retain, preserve and enhance etc.)
- retain and protect historic/natural features, with reference to:
 - natural stone paving or setts, kerbs and channels, mounting stones or lighting plinths, coal chutes, lighting columns, boundary walls, entrance stones, railings and original light fittings etc (link to paving the way and settled streets report at EWH)
 - areas of natural habitat, landscape and trees vulnerable features/ species
- Preserve and enhance the character of the place, with reference to:
 - the setting to buildings, landscape, topography

- use natural materials in the WHS and key streets in Conservation Areas
- consider reproduction lighting (in the WHS or key locations) or conservation lighting
- repair original lighting
- repair settled streets or add new settled streets and features
- replace railings/gates and improve boundary treatments
- historic information and interpretation/ wayfinding
- Respect and contribute to local character - layout and overall design arrangement and detailing with reference to:
 - proportion materials
 - recognisable street pattern, building, footway, road
- Careful consideration will need to be given to introducing new trees in the World Heritage Site and Conservation Areas, including the use of temporary planting measures.

[See section 1.1 and City of Edinburgh Council's Guidance on Listed Buildings and Conservation Areas for further information](#)

Design Principles: Squares and significant streets, key nodes/intersections and spaces around public buildings and attractions

These special locations tend to have 24 hour activity. Designs should take account of requirements for flexibility of use and night time lighting etc. These areas will have an overriding place function. They will provide a non-transport function, such as sitting or relaxing, although will sometimes feature priority routes for through movements by foot or bike.

Edinburgh has few urban squares and its public spaces are either gardens or significant streets.

Squares and significant streets have an important role in the city for events and activities and have pedestrian priority. It is important that squares are well connected with routes and have ground floor activity to maintain surveillance at all times of the day.

Key nodes / intersections often feature key buildings and are where people naturally meet and gather together. They can have a greater amount of space than in the adjoining street network. They will provide interesting spaces including seating, vegetation, art and / or enhanced footway fabric treatments or detail.

Public Buildings and attractions will have high numbers of pedestrians. Often distinctive buildings, they will benefit from additional space around their entrances and facilities such as cycle parking and high quality/hard wearing footway fabric.

Design Principles: Footpaths

Footpaths between places, such as neighbourhood facilities and local transport services, should be safe and easy. Links should be direct, follow desire lines and avoid deviation to minimise distances travelled. This involves looking at safe and attractive access points into and through street blocks and to and from everyday activity destinations. Design should give special consideration to the young, old and those with disabilities. Common issues include people having to walk around 'three sides of a square' to get around road junctions or having to wait excessive lengths of time to cross roads using multi-staged, button-controlled, crossings.

Accessibility considerations:

- **Surfacing:** cohesive/stable, level/ well- maintained (designed to accommodate wheeled users)
- **Gradient:** free of abrupt changes (e.g. Slopes, steps, kerbs)
- **Access:** free from barriers such as footway obstructions (parked cars, street furniture (signs, bins), overgrown foliage/vegetation)
- **Continuity:** continuous without gaps
- **Directness:** shortcuts and gates to respect desire lines (filtered permeability) minimising detours
- **Crossings:** well-designed, efficient/well-timed and direct pedestrian crossing opportunities at junctions, roundabouts and across roads - to respect desire lines

Safety and security considerations:

- **After dark security:** lighting
- **Daytime security:** cctv
- **Visibility:** overlooked, no blind corners/alleys
- **Quality of space:** friendly and interesting surroundings (quality of built environment, greenery, presence of people)

Comfort considerations:

- **Drainage:** well drained and free of puddles in the wet
- **Cleanliness:** free of litter, grime and criminal damage
- **Nuisance:** low perceived levels of noise and air pollution
- **Seating:** provision of regular seating opportunities

Information provision considerations:

- **Conspicuity:** walking routes easy to find and follow
- **Way-finding:** presence of accurate, continuous, legible directional information/signage (including destinations, distances in time, and symbols and pictures where appropriate)
- **Visual clues:** use of landmarks, focal points or distinctive foliage

See Detailed Design Guidance (especially factsheet P6) for further information

Design Principles: Cycle Paths

Cycle paths between places such as neighbourhood facilities and local transport services should be safe and easy. Supporting facilities such as cycle parking will need to be well-designed, easy and attractive to use, and fit-for-purpose to encourage their use by cyclists.

Accessibility considerations:

- **Provision:** Dedicated paths or shared paths with pedestrians
- **Gradient:** Free of abrupt changes (e.g. slopes, steps, kerbs) and as shallow as possible

- **Width:** Adequate to cater for likely future cycle and pedestrian usage. (see factsheets)
- **Directness:** Cycle shortcuts and routes to respect desire lines (filtered permeability) minimising detours. Routes unimpeded by “no cycling” regulations
- **Continuity:** Continuous without gaps
- **Passage:** Routes unimpeded by permanent barriers or abrupt/sudden changes in direction
- **Crossings:** Well-designed, efficient/well-timed and direct cycle crossing opportunities
Toucan crossings allowing cyclists to cross roads mounted
- **Speeds:** Appropriate design speeds on dedicated/ off-road cycle routes for a mix of riders (e.g. 8-20+mph)
- **Surfacing:** Cohesive/stable, level/well-maintained (including road margins)
- **Parking:** Nearby off-site cycle parking and at local destinations (e.g. post office/ convenience store)
- **Conspicuity:** Cycling routes easy to find and follow
- **Way-finding:** Presence of accurate, continuous, legible directional information/signage/milestones (including destinations, distances in time, and symbols and pictures where appropriate)

See Detailed Design Guidance (especially factsheet C8) for further information

Design Principles: **Active Travel Action Plan (ATAP)**'s Quiet Routes

Edinburgh is developing a network of Quiet Routes specifically aimed at broadening the appeal of cycling around the city. The routes seek to cater for the many people who do not feel comfortable cycling amongst any significant volume of motorised traffic. The routes do not conform to the general movement categorisation but require specific interventions, notably high quality facilities for cyclist on busier streets or any crossings of busier streets.

Streets and paths that are part of this network should be designed in consultation with the Council's Cycle Team. As a general guide, the following principles / standards will apply:

Local Streets

The emphasis will be on providing a high standard of safe crossings where these streets join or cross secondary or strategic streets.

Secondary Streets

Physically segregated cycle facilities (using kerb or similar) will generally be necessary.

Strategic Streets

Physically segregated cycle facilities (using kerb or similar) will always be necessary.

Image annotation:

*Map of ATAP Quiet Routes on CEC's map website
(<http://edinburghcouncilmaps.info/LocalViewExt/Sites/Atlas/>)*

4.7 Quality Audit

A Quality Audit should be an integral part of street design. The Quality Audit process aims to allow for more innovative design solutions where overly cautious practices can be avoided in favour of creating places that are high quality and enjoyable to use.

Use the Scottish Government's Quality Audit template to prove how design reflects the essence and the requirements of this Guidance.

A Quality Audit draws together assessments relating to a range of street users. By grouping the assessments together and considering against CEC's overall street objectives and any specific local objectives, any compromises in the design will be apparent, making it easier for decision makers to view the scheme in the round. Whilst they can be used at initial design stages they add particular benefit once a design has been developed in some detail whether on an existing or new street.

A Quality Audit is not a tick box exercise, but should be integral to the design and implementation of any street design. A typical audit may include some of the following assessments but the content will depend on the type of the scheme and the objectives which the scheme is seeking to meet:

- an audit of visual quality
- a review of how the street will be used by the community;
- a Road Safety Audit;
- an inclusive access audit;
- a walking audit; and/or
- a cycle audit.

To assist with the Quality Audit process, CEC have adopted the Quality Audit template and accompanying guidance document, created by the Scottish Government for Designing Streets, which can be downloaded from the following web address:

<http://www.creatingplacesscotland.org/designing-streets/process/quality-audit>

How does this guidance relate to Designing Streets (DS)?

This Edinburgh Street Design Guidance aligns with Designing Streets which will be the next point of reference for issues that are not covered.

Is the approach in this guidance likely to increase more risk than conventional designs?

The guidance itself should help justify the use of the design approach it advocates, in addition to the use of the quality audit approach. This involves balancing new risks against benefits, for example reduced risk to vulnerable users can be balanced against increased risk to less vulnerable users.

The Council aims to create successful places with fewer and less serious road casualties. To do this, the Council sets a default design speed in residential areas as 20mph; recommends the use of tighter radii at junctions for cyclist safety and pedestrian crossing convenience; supports the use of innovative concepts to create psychological traffic calming; and aims to optimise the use of pedestrian guardrail and minimum the use of signs and markings. Further justification for the design principles within this guidance can be found in Designing Streets policy.

The guidance does not deal with a particular design issue – should I revert to Design Manual for Roads and Bridges?

The appropriate guidance suitable for urban streets layout should be available within this guidance, and Designing Streets makes it clear that Design Manual for Roads and Bridges should not be used in urban

areas. There are however certain specific areas, for example in relation to bridges or roads which provide some form of structural support, where the Design Manual for Roads and Bridges remains appropriate.

What about Safety and Safety Audits?

Safety audits, if appropriate, should not be carried out in isolation but as an integrated part of a quality audit that also checks the scheme's compliance with its objectives, and equalities legislation. The audit should identify safety risks and the scale of these risks in relation to the impact of reducing or eliminating the risk on safety and other scheme objectives. For example, whilst installation of guard railing may seem to eliminate the risk of someone unwittingly stepping off the footway into traffic, this benefit is likely to be outweighed in many locations by its negative impacts on pedestrian accessibility, safety of cyclists and streetscape/visual impact.

Do the Construction (Design and Management) Regulations 2015 still apply?

Construction (Design and Management) 2015 regulations came into force on 6 April 2015, and encompasses the applicable law which applies to the whole construction process on all construction projects, from concept, through to completion, maintenance and eventual demolition. Designers must ensure that their designs comply with this legislation and that their respective duties are carried out.

What about Road Construction Consent (RCC) and Adoption?

Provision of roads for new developments is controlled and consented by the Council through the Roads Construction Consent (RCC) process, governed by Section 21 of the Roads (Scotland) Act 1984. For the purposes of adoption, all streets are deemed to be roads under this Act. If the road is adopted, it will in the future be maintainable by the Council. In general terms, a full adoption plan is expected to be submitted by developers at the planning stage.

Will the Council adopt landscape features?

Maintenance arrangements for all planted areas should be established at an early stage, as they affect the design, including the choice of species and their locations. The approval and maintenance of proposed planting within the road boundary will be required to comply with Sections 50 and 51 of the Roads (Scotland) Act 1984. Landscape features must be included on the roads adoptions plan.

What about Sustainable Urban Drainage (SUDS) features?

The Council will generally adopt SUDS features which are included, or intended to be included within adopted roads, or adopted landscape features. It is important for SUDS designers to engage with the Council at an early stage. 'SUDS for Roads' guidance contains expert advice for designers on this matter. Further information and guidance should be sought from the Detailed Design Manual SUDS (factsheet C5-2).

What about private streets?

Where a developer wishes streets to remain privately maintained, conditions will be incorporated into the planning approval to require the developer to design, construct and to make arrangements for the future maintenance of the new streets to a standard acceptable to the authority and residents of the development. This agreement may still require the submission and approval of Road Construction Consent under the terms of Section 21 of the Act, and all roads serving more than 2 properties must be open for public access (i.e. not gated).

Will design and approval processes take longer?

More often than not, identifying and resolving conflicting interests/issues earlier in the design process based on the principles set out in this Guidance could actually reduce the time for the approval and implementation stages of a scheme, as the guidance follows Scottish Government policies and principles, and the Council supports their use through this Guidance.

Where can I get further help/advice?

Further advice can be sought by sending an e-mail to the following:

street.design@edinburgh.gov.uk

Appendix A: Information required for submission with a planning application

The following information is provided as a guide to the type of technical information that may be required for submission with a planning application.

The list is non exhaustive and additional information may be sought. In order to ensure planning applications can be progressed within agreed timescales, applicants should agree with [the Planning authority](#) the information to be submitted in advance of making a planning application.

| SITE & CONTEXT APPRAISALS | | | |
|--|---|--|--|
| Description | What should it contain / do? | Scale | What it is required for? |
| Historic/ Archaeological Surveys and Heritage Statements/ Conservation Plans | Initial survey & appraisals of archaeology and the historic environment relevant to the site context. | N/A | For developments where there may be sensitivities with regard to archaeology and the historic environment and where the setting of historic assets and places needs to be defined. |
| Landscape/Townscape & Visual Appraisals | See chapters 1.1 , 1.2 and 2.1 of this Guidance. | N/A | Appraisals are required for all applications. |
| Flood Risk Assessment | Refer to flooding guidance set out on the Council's website. See Chapter 3.7-8 of this Guidance. The most up to date flood risk and (where relevant) coastal erosion data should be used. | N/A | Applications for development on land with a flood risk. |
| Surface Water Management Plan | Refer to flooding guidance set out on the Council's website. See Chapter 3.7-8 of this Guidance. | N/A | For all applications. |
| Habitat and protected species surveys | Surveys in accordance with the requirements of the Biodiversity section of this guidance, set out in Chapter 3.4. | N/A | For all applications unless identified that it is not required at pre-application. |
| Tree survey protection information | A tree survey in accordance with BS 5837:2012 with accompanying plan indicating exact tree positions and canopy extent. A tree constraints plan in accordance with BS 5837:2012. | 1:200 preferred. 1:500 may be appropriate on larger sites where 1:200 would not fit onto A1 paper. | For sites where there are trees with a stem of more than 75mm in diameter at 1.5m above ground level on or within 12m of the site. |

| | | | | | | | | | | | | | | | |
|--|--|------------|---|-------------|--------------------------------|---------|------------------------|----------|----------------------|----------|----------------------|--------------------------|----------------------|--------------------|---------------------|
| Stage 1 quality audit | <p>A strategic assessment of a range of issues relating to the design of streets that can include the following issues:</p> <ul style="list-style-type: none"> • an audit of visual quality; • a review of how the street will be used by the community; • a road safety audit; • an inclusive access audit; • a walking audit; and • a cycle audit. <p><i>Designing Streets</i> (page 58) contains more information about Quality Audits.</p> | <p>N/A</p> | <p>For applications for planning permission in principle that involve the design of streets and routes particularly where there are tensions between different objectives.</p> | | | | | | | | | | | | |
| Stage 2 quality audit | <p>In accordance with the Transport for Scotland - Transport Assessment & Implementation: A Guide.</p> | <p>N/A</p> | <p>Applications for full planning permission and approvals of matters specified in condition that involve the design of streets and routes.</p> | | | | | | | | | | | | |
| Transport information Page 321 | <p>For all developments the following information is required:</p> <ul style="list-style-type: none"> • type and scale of development; • detailed accommodation schedule; • identification of existing transport information; • details of proposed access for pedestrians and cyclists; • details of proposed access to public transport facilities; • comprehensive parking information; and • mitigation measures (when low levels of parking proposed). <p>For larger developments the following additional transport information will be required:</p> <ul style="list-style-type: none"> • trip generation and modal split forecasts; • analysis of traffic levels; • analysis of potential safety issues; • how car use will be managed; • measures considered to influence travel behaviour; • demand management measures; and • environmental impacts of transport. | <p>N/A</p> | <p>Transport information is required for all developments.</p> <p>The following are indicative of when additional transport information is required:</p> <table border="0"> <tr> <td>Description</td> <td>Gross Floor Area Greater than:</td> </tr> <tr> <td>Housing</td> <td>more than 50 dwellings</td> </tr> <tr> <td>Business</td> <td>10,000m²</td> </tr> <tr> <td>Industry</td> <td>10,000m²</td> </tr> <tr> <td>Storage and distribution</td> <td>10,000m²</td> </tr> <tr> <td>Other developments</td> <td>5,000m²</td> </tr> </table> | Description | Gross Floor Area Greater than: | Housing | more than 50 dwellings | Business | 10,000m ² | Industry | 10,000m ² | Storage and distribution | 10,000m ² | Other developments | 5,000m ² |
| Description | Gross Floor Area Greater than: | | | | | | | | | | | | | | |
| Housing | more than 50 dwellings | | | | | | | | | | | | | | |
| Business | 10,000m ² | | | | | | | | | | | | | | |
| Industry | 10,000m ² | | | | | | | | | | | | | | |
| Storage and distribution | 10,000m ² | | | | | | | | | | | | | | |
| Other developments | 5,000m ² | | | | | | | | | | | | | | |

| | | | |
|--------------------------------|---|-----|---|
| Noise Impact Assessment | In accordance with requirements of Scottish Government's <i>Technical Advice Note—Assessment of Noise</i> . | N/A | Pre application advice will help determine whether this assessment is required. |
|--------------------------------|---|-----|---|

INFORMATION REQUIRED

| Description | What should it contain / do? | Scale | What it is required for? |
|--|--|--|---|
| Location Plan | This must identify the land to which the proposal relates and its situation in relation to the locality - in particular in relation to neighbouring land (land which has a common boundary or within 20 metres of the boundary of the land for which development is proposed). <u>If public realm improvements are required in the immediate vicinity of a development, the boundary line should include these areas.</u> | 1:1250 (1:2500 acceptable in countryside). | For all planning applications. |
| Existing and proposed floor plans | <ul style="list-style-type: none"> a) the direction of North; b) explain the proposal in detail; c) show where existing buildings or walls are to be demolished; d) show details of the existing building(s) as well as those for the proposed development; and e) show new buildings in context with adjacent buildings (including property numbers where applicable). | 1:100 (1:200 may be acceptable for very large buildings where 1:100 would not fit on an A1 sheet) (A scale bar should be shown). | For all full planning applications and where relevant for approval of matters specified in condition (AMC) applications. These may also be required for some planning permission in principle applications. Pre application advice can be provided to determine this. |
| Existing and proposed elevations | <ul style="list-style-type: none"> a) show the proposed works in relation to what is already there; b) show all sides of the proposal; c) indicate, where possible, the proposed building materials and the style, materials and finish of windows and doors; d) include blank elevations (if only to show that this is in fact the case); and e) where a proposed elevation adjoins another building or is in close proximity, the drawings should clearly show the relationship between the buildings, and detail the positions of the openings on each property. | | |
| Existing and proposed site sections | <ul style="list-style-type: none"> a) show a cross section(s) through the proposed building(s); b) where a proposal involves a change in ground levels, show both existing and finished levels to include details of foundations and eaves and how encroachment onto adjoining land is to be avoided; c) include full information to demonstrate how proposed buildings relate to existing site levels and neighbouring development; and d) show existing site levels and finished floor levels (with levels related to a fixed datum point off site), and also show the proposals in relation to adjoining buildings (unless, in the case of development of an existing house, the levels are evident from floor plans and elevations). | 1:100 (1:200 may be acceptable for very large buildings where 1:100 would not fit on an A1 sheet). (A scale bar should be shown). | For all full planning applications and where relevant for approval of matters specified in condition (AMC) applications. These may also be required for some planning permission in principle applications. Pre application advice can be provided to determine this. |
| Roof plans | To show the shape of the roof and specifying details such as the roofing material, vents and their location. | | |

| | | | |
|---|--|--|--|
| Topographical survey (existing & proposed) | Existing & proposed spot heights across the site and adjacent to the site. | 1:500 or 1:200 (a scale bar should be shown). | For all planning applications (with exception of changes of use) where levels need to be considered in detail. |
| Landscape layout plan/ masterplan | Plan to indicate the composite landscape proposals superimposed onto the above topographical survey plan. Existing retained features to be illustrated. Proposed levels to be indicated in contour and spot level format. A disturbed earthline should be shown so the extent of any earthworks is clear, An accompanying descriptive key is required. | <u>1:500 or 1:200 (a scale bar should be shown).</u> | <u>For all planning applications where there are external works and landscape proposals.</u> |
| Soft landscape Planting plan | Plan that show the details of all proposed planting complete with accompanying planting schedule. This should include levels against Ordnance Survey datum. As well as the planted size, the eventual tree canopy spread should be shown on drawings. <u>See chapter 3.6 of this Guidance.</u> | 1:200 preferred. 1:500 may be appropriate on larger sites where 1:200 | For all applications where soft landscape is proposed. For applications with limited soft landscape this can be combined with a hard landscape plan. |
| Hard landscape plan | Plan that shows the proposed hard landscape materials including surface finishes, street furniture furniture, boundary treatments <u>with product specification</u> . This should include levels against Ordnance Survey datum. <u>See chapter 3.7 of this Guidance.</u> | would not fit onto A1 paper. | For all applications where hard landscape is proposed. For applications with limited hard landscape this can be combined with a soft landscape plan. |
| Tree removal plan | Plan showing any trees with a stem of more than 75mm in diameter at 1.5m above ground level which will be removed as part of proposals. | | <u>For all applications where existing trees are to be removed.</u> |
| Tree protection plan | Plan showing trees to be protected including <u>root protection areas, protective barriers and any other</u> tree protection measures - see chapter 3.5 of this Guidance. | | For all applications where existing trees require protection. |
| Maintenance & Management Plans/ schedules | A plan or schedule to detail maintenance of the proposed soft landscape and external works during the first year. Also to provide details for long-term management (which should include any retained trees/ woodland/ landscape on the site) and any factoring arrangements. <u>See chapter 3.6 of this Guidance.</u> | N/A | <u>For all applications where soft landscape is proposed and where there are existing areas of trees/ woodland that require management</u> |
| Swept Path Analysis for Refuse Vehicle | A Swept Path Analysis for a refuse vehicle moving through the Development, highlighting the location of the bin stores. | 1:500 | <u>To ensure that the refuse vehicle can move through the development without overrunning footways, verges. To ensure that there is a direct route from the bin store to the back of the refuse vehicle.</u> |
| Cross Sections including carriageway layout | Cross sections from building to building across the carriageway that would include any kerb upstands, verges, planted areas. This would include any connections into the existing infrastructure. | 1:100 | <u>This to make sure that all levels are suitable.</u> |

| | | |
|--|--|--|
| Design Statement | See chapter 1.3 Assessments & Statements of this Guidance. | Applications for planning permission for local development within: a) a World Heritage Site; b) a conservation area; c) a historic garden or designed landscape; d) a National Scenic Area; e) the site of a scheduled monument; or f) the curtilage of a category A listed building will require a design statement unless the development comprises the alteration or extension of an existing building. |
| Sustainability Statement Form | A completed City of Edinburgh Council 'S1 Sustainability Statement Form'. | To determine sustainability measures for non-householder applications. |
| Design and access statement | See chapter 1.3 Assessments & Statements of this Guidance. | Applications for planning permission for major developments. Not required for applications for planning permission in principle. |
| Environmental Protection Surveys | <ul style="list-style-type: none"> • Noise Impact Assessment - in accordance with requirements of Scottish Government's 'Technical Advice Note – Assessment of Noise'; • Odour Impact Assessment - in accordance with requirements with the IAQM's 'Guidance of the assessment of odour for planning'; • Air Quality Impact Assessment - in accordance with requirements of Scottish Government's 'Delivering Cleaner Air for Scotland - Development Planning and Development Management of Guidance from Environmental Protection Scotland and the Royal Town Planning Institute'; and • Ground contamination – in accordance with PAN 33 'Development of Contaminated Land'. | For all applications where noise, odour, air quality and ground contamination may be an issue. |
| Environmental Impact Assessment (EIA) | Many of the above noted appraisals will form part of an EIA if one is deemed to be required. A Screening Opinion should be sought from the Planning Authority to determine what appraisals will be required as part of the EIA. Refer to Scottish Government's guidance on EIAs . | To assess the environmental impacts of all developments as defined under Schedule 1 and developments under Schedule 2 where they are likely to have a significant effect on the environment. |

Appendix B: Edinburgh Street Design Guidance Detailed Design Manual and Index

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Introduction

What is this Guidance for?

The Detailed Design Manual consists of a series of technical details, referred to as 'Factsheets'.

These provide more detailed design guidance to be applied when designing new and altering or maintaining existing streets (including urban paths) in Edinburgh.

Factsheets Outline

The Factsheets covers number of design related topics including:

- Cycling Environment (C)
- Street Furniture and Landscaping (F)
- Geometry (G)
- Materials (M)
- Pedestrian Environment (P)
- Public Transport (PT)
- Storm Water Management (W)

Version Control

Unlike the conventional guidance documents, Factsheets are version controlled individually. All together they form the Detailed Design Manual.

The first issued version of the Factsheet in 2017 is v1.0. Amendments should be recorded on the cover page of individual factsheets.

Acknowledgements

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- **Sustrans**
- **Transport for London**
- **Paths for All**
- **Edinburgh Access Panel**
- **Transport Research Institute, Edinburgh Napier University**

The City of Edinburgh Council accepts responsibility for any content of these factsheets, based on documents or images produced by third parties.

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- P2** Promoting Pedestrian Movement & Activity
- P3** Footways
- P4** Vehicle Crossovers on Footways
- P5** Pedestrian Guardrail
- P6** Footpaths
- P7** Minimising Street Clutter
- P8** Pedestrian Streets

Cycling Environment

- C1** Designing for Cycling
- C2** Cycle Lanes
- C3** Segregated Cycle Tracks – Soft Segregation
- C4** Segregated Cycle Tracks – Hard Segregation
- C5** Contra-flow Cycling on One-way Streets
- C6** Cycling in New Developments
- C7** Cycle Parking
- C8** Shared Pedestrians Cycle Paths – Off Street

Public Transport

- PT1** Designing for Public Transport
- PT2** Bus Stops
- PT3** Bus Priority

Street Geometry

- G1** Street Geometry and Layout
- G2** Carriageway Widths
- G3** Omitting Centrelines
- G4** Crossings
- G5** Crossings at or Near Junctions
- G6** Speed Reduction and Traffic Management
- G7** Priority Junctions
- G8** Junctions
- G9** Parking and Loading
- G10** Road Bridges
- G11** Road Construction Consent (RCC)

Street Furniture and Landscaping

- F1** Street Furniture
- F2** Seating
- F3** Signage
- F4** Waste Management
- F5** Street Trees
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Materials

- M1** Footway Materials & Surfacing
- M2** Asphalt Footway
- M3** Footway Paving
- M4** Tactile Paving
- M5** High Friction Surfacing
- M6** Setted Streets

Storm Water Management

- W1** Sustainable Urban Drainage Systems (SUDS)
- W2** Drainage

Introduction - Summaries

Pedestrian Environment

P1 Street as a Place

Introduces the principles for designing street layouts to adequately cater for all users and uses. Introduces urban connectivity, active travel, public transport and key desired characteristics.

P2 Promoting Pedestrian Movement & Activity

Provides guidance on ways to promote use of pedestrian areas. Examples of pedestrian use analysis techniques and coverage of the relevant equality legislation.

P3 Footways

Guidance on the width requirements of footways and the roles of the different footway zones. Includes specific guidance on the location of tables and chairs and advertising boards in the footway.

P4 Vehicle Crossovers on Footways

P5 Pedestrian Guardrail

Describes the pedestrian guardrail assessment process and under what circumstances it is used. Also highlights the link to cycle parking.

P6 Footpaths

P7 Minimising Street Clutter

Provides guidance on, and examples of, how to reduce street clutter. Identifies a process for a "de-cluttering assessment" to assist the developer to adopt a sensible approach. Highlights areas such as: street furniture, traffic signs and road markings.

P8 Pedestrian Streets

Cycling Environment

C1 Designing for Cycling

Introduces the key considerations when designing for cycling in Edinburgh. Covers aspects such as QuietRoutes, cyclist protection and visibility at junctions. Statements on cyclist interaction with roundabouts and tram tracks.

C2 Cycle Lanes

Introduces mandatory and advisory cycle lanes, providing guidance on the design and layout of these. Includes aspects such as: integration with junctions, parking, materials and dimensions.

C3 Segregated Cycle Track – Soft Segregation

C4 Segregated Cycle Track – Hard Segregation

Covers aspects of segregated cycle tracks using hard segregation. Discusses methods and layouts of the hard segregation measures whilst also covers the integration of such measures within the existing street environment, covering junctions, crossings and side roads.

C5 Contra-flow Cycling on One-way Streets

C6 Cycling in New Developments

C7 Cycle Parking

C8 Shared Pedestrians Cycle Paths – Off Street

Introduction - Summaries

Public Transport

PT1 Designing for Public Transport

PT2 Bus Stops

PT3 Bus Priority

Introduction - Summaries

Geometry

G1 Street Geometry and Layout

Introduces the importance of street geometry and layout in influencing road user behaviour, provides examples of changes that can be made and the effects that these have.

G2 Carriageway Widths

G3 Omitting Centrelines

Introduces the speed reduction benefits of removing carriageway centrelines. It provides a case study discussing a trial of this in London and also gives examples of how centrelines can be reintroduced in higher risk areas.

G4 Crossings

Guidance on the selection of a crossing type, its location and layout, dimensions, kerb details and advice for specific situations for crossings at or near junctions. Includes details on signalised crossings, zig zags, studs, bridges and underpasses.

G5 Crossings at or Near Junctions

Explains the benefits of locating crossings at or near junctions and provides guidance on how to mitigate the risks of this. Provides practical guidance on implementation along with example layout options and minimum dimensions.

G6 Speed Reduction and Traffic Management

Describes methods of encouraging road users to reduce their speed. These include reducing visibility, changes in materials, reducing lane widths or the inclusion of speed cushions. Also provides examples of these.

G7 Priority Junctions

Provides guidance on principles for priority arrangements at crossroads and T-junctions. Gives examples of different methods of establishing pedestrian priority, with a particular emphasis on continuous footways, for which more detailed guidance is provided.

G8 Junctions

G9 Parking and Loading

G10 Road Bridges

G11 Road Construction Consent (RCC)

Introduction - Summaries

Street Furniture and Landscaping

F1 Street Furniture

Provides guidance on the key considerations for installing street furniture, giving advice on how it should work with other elements of the street. Specifically covers location, spacing, interaction with junctions and the relevant kerb zones.

F2 Seating

Provides guidance on the requirements of public seats to be used. Guidance is provided on the location, dimensions, material and type of seats to be used, with examples provided.

F3 Signage

Provides guidance on the requirements of different types of sign that are used by the City of Edinburgh Council. Guidance is provided on the location, dimensions and type of signs to be used, referencing the Traffic Signs Manual.

F4 Waste Management

F5 Street Trees

F6 Street Lighting

Materials

M1 Footway Materials & Surfacing

Provides guidance on the appropriate materials to use for footways in Edinburgh, with specific attention given to historic areas. Provides examples and guidance on construction, water channels, tactile surfaces and boundary protection.

M2 Asphalt Footway

Supplements M1, providing more detailed guidance on the requirements and specification for asphalt footways.

M3 Footway Paving

Explains in further detail the requirements for installation of natural stone and concrete paving, and the maintenance of historic paving. Provides information on layout of corners, edges and inspection covers.

M4 Tactile Paving

Provides detailed guidance on the different types of tactile paving used by the City of Edinburgh Council. Includes information on application, installation and layout for all types discussed.

M5 High Friction Surfacing

Guidance on the requirements for high friction surfacing. Includes details on the required polished stone value (PSV) and the lengths of high friction surfacing required for different speed limits.

M6 Setted Streets

Introduction - Summaries

Storm Water Management

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W2 Drainage

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Appendix C: Protected views - Detailed guidance on the landmark features

Taken from the 'Skyline Report: The Protection of Key Views' report to Planning Committee 28th February 2008.

The Castle, Castle Rock and Tolbooth St John's Spire

Guidance:

In order to protect the views of Castle Hill, the Castle and Tolbooth St John's spire, rooftops in the central core of the city, should remain below the bottom of the sky space around the Castle: this recedes in all directions from the cliffs below the Castle and the landform below Castle Hill.

Perception of the Castle and Castle Rock is enhanced by awareness of the height of the castle and St John's spire above the surrounding city. This depends upon seeing both the monuments and the landform from which they rise, particularly the cliffs below the Castle. In order to achieve this, surrounding rooftops should not rise above a plane which represents the bottom of open sky surrounding the city centre. This would also protect outward views towards the hills and the sea from the Esplanade and the Castle.

While many spires and domes and monuments rise above the bottom of the sky space and contribute positively to the skyline of the city, roof levels in the city centre have reached a general height above which higher new development is beginning to intrude upon the character of both inward and outward views.

Calton Hill

Guidance:

In order to protect the views of the Calton Hill monuments and the hill from which they rise, the sky space defining the bottom of open sky around the Castle and Castle Hill, should include the surroundings of Calton Hill.

Close views to Calton Hill from along Princes St and from the north are rising sight lines. The same applies to views from east and south. In these cases of comparatively short views (within a distance of 2km), the foreground is sensitive to excessive height where the tops of buildings can easily cut off parts of the view.

From higher viewpoints, the backdrop to Calton Hill is particularly important, since the hilltop monuments are seen against open sky or distant water.

Three distant views need protection:

- from Constitution St - the narrow street view is a rising sightline, the foreground of which needs protection,
- from Corstorphine Hill - the view from Corstorphine Hill needs foreground protection,
- from Braid Hills Drive - the whole of the foreground needs protection but the backdrop is not considered critical as long as the top of the Nelson Monument remains silhouetted against the sky.

Castle Hill from Surrounding Hills, Lower Viewpoints and Approach Roads

Guidance:

The dramatic silhouette of the Castle, cliffs and St John's spire seen in space from surrounding hills, suburban roads and lower viewpoints, should be safeguarded.

The protection of the long views to the Castle and the St John's spire will be achieved by securing the foreground within the viewing corridors of certain key views. Backdrop skyspace is important to the perception of the silhouette.

In order to protect the primacy of the Castle and St John's spire, an open space zone around the Castle and spire should preclude any upstanding building. This defines the width of the view cones as they pass Castle Hill.

Coastal Backdrop to Views of Castle Hill and Calton Hill

Guidance:

Development in coastal backdrop areas should be kept at heights such that key profiles are clearly perceived against distant sea, hills or sky.

For the most part the relevant views will be from the south looking towards Castle Hill and Calton Hill with the Firth of Forth in the background. In many cases the coastal backdrop coincides with the lengths of coast which lie in sea views from the city centre (see below). The latter are at right angles to the street layout of the New Town and the Royal Mile.

Each distant view of the sea needs to be evaluated to determine what length of background needs to be protected, for example, the amount of open water around the Castle when viewed against the Firth of Forth.

In a similar way to which the bottom of open skyspace was defined around the city centre, the bottom of open sky, in the background to views, can be defined along the coast.

Views of the Firth of Forth from the City Centre

Guidance:

Looking north from the New Town and east from the Old Town, wherever sea is visible, open sky space is to be safeguarded down to low levels.

The grid pattern layout of the New Town related to the underlying topography, creates a series of framed views of the sea. Diagonal views are screened by buildings or hills. In the same way, the Royal Mile overlooks a framed sea view to the east - which is within the same area of sea viewed from North Bridge and, more distantly, Corstorphine Hill. The amount of visible sea varies along different alignments, but in some cases the narrowness of the band of water makes it susceptible to any loss of vertical space by increasing building height at certain critical locations.

Open Sky beyond New Town Streets

Guidance:

Sightlines rising beyond the ends of New Town streets should be safeguarded.

Other than the westerly view along Princes St, these are rising sightlines.

The formality of many of these streets lends itself to the placements of objects - spires, domes, monuments and statues, at the end of the streets, eg the Melville Monument looking east down George St.

Views of Open Hills

Guidance:

Key views of hills from within the city should be safeguarded by protecting selected viewing corridors towards Salisbury Crags, and Arthur's Seat, Corstorphine Hill, and the Pentland Hills. Open ground should be safeguarded down to the foot of the hills.

Arthur's Seat

The key quality to safeguard is the unbroken skyline from every direction, usually above the 100 m contour. Long views from the south show the whole profile of the hill to the distant sea beyond.

Salisbury Crags

Close views to the crags are often framed by streets (eg from the Pleasance). These are most striking when unobstructed by buildings across the ends of streets. It is important to retain open hillside below the cliffs. Long views from the south show sightlines falling towards a backdrop of sea and sky. The amount of open sea requiring protection varies between viewpoints.

Corstorphine Hill and Pentland Hills

Sightlines to the Pentland Hills are rising lines. However, as the landform is also rising, there are places where the bottom of the skyspace is close to the ground contours. This is particularly the case across the West End and Fountainbridge, as seen from Ferry Road and the Botanical Gardens. In these instances, a few metres of extra roof height can have an impact on perception of the profile.

City Silhouette from the North

Guidance:

In order to safeguard the city silhouette from the north, background skyspace should be kept open and foreground roof levels should be kept down.

The silhouettes from the north are so wide that viewing corridors are not so helpful.

Skyline between the Castle and Arthur's Seat

This section of skyline consists of a long series of spires and towers. They show up against the sky because they rise above the roof levels. The roof levels have reached critical height where a rise in height would diminish the quality of the skyline. Sightlines beyond this long silhouette generally pass high above the southern side of the city and are safeguarded by the roof planes needed to protect views from the south.

Skyline west of the Castle

West of the castle the skyline is lower. To protect the silhouette, the whole skyspace needs to be carefully restrained by definition of maximum roof levels.

The Foreground

The foreground of views from the north is sensitive to obstructions as the sight lines rise gradually across open spaces. This same skyline is enjoyed from the north shore of the Firth of Forth and from ships sailing up the Forth. While it is desirable to keep open sightlines along the coast, short lengths of taller buildings, well arranged, would not deprive ship passengers of experiencing the city's iconic distant silhouette.

The Forth Bridges

Guidance:

Where views to the Forth Bridges are intervisible with key features of the city, they should be safeguarded.

Views to the Forth Bridges from Edinburgh are limited and it is not generally considered that special measures are required for their protection. The most impressive view is from Leith Docks Development Area and care should be taken to ensure it is safeguarded.

There is additional guidance protecting 4 specific views of the Forth Bridges as part of the World Heritage Site listing.

Incidentals

Guidance:

The foreground and relevant backdrop to special views should be safeguarded.

A limited number of additional special features make a particular contribution to the skyline, and these should also be safeguarded.

St Mary's Cathedral Spires

There are several important views to the triple spires of St Mary's Cathedral from the west, south west and north of the city. Roof levels in the West End are important to a clear perception of the spires.

Views from the Dean Bridge

The view west of the Dean Bridge, of sky or Corstorphine Hill needs protection.

Fettes College

The background to the view of Fettes College from Queensferry Road needs to be protected from buildings rising above the tree canopy along the ridge.

Eastward sea views from Dunsapie Loch

Downward sight lines from the east side of Arthur's Seat limit the height of buildings along the coast between Portobello and Seafield.

The Rest of the City

The protected views set out above in relation to particular features can be combined to show that some form of constraint on building height should continue across most of the city. If the existing key views are to remain widely visible, firm enforcement of maximum height will be essential.

Maximum roof levels are proposed across the core area, usually at existing heights.

In the arc of the city bounded by the hills and the coast, view cones crisscross not far above natural ground levels. From these arise widespread zones where high buildings will puncture the bottom of the skyspace. For this reason the existing policy guidance stating that "development should conform to the general height of buildings prevailing in the surrounding area" remains valid with some exceptions (see below).

Much of the northern coastal zone between Muirhouse and Craigentenny has a larger scale due to its past industrial activity. Nevertheless, views down onto the water and backdrops of important silhouettes place limitations on building height along parts of the coast. Such restraints are needed between Granton and Newhaven harbour to the north and across Craigentenny down to Portobello to the east.

In considering all the views, there are locations where higher buildings may be acceptable. These are:

- Sighthill
- West of Granton between Birnie Rocks and General's Rock
- Port of Leith

Where high buildings are proposed in these areas, it is recommended they are grouped to create an interesting and positive form within the townscape. A continuous wall of high buildings is not recommended as this forms a barrier and is unlikely to be sympathetic to its location.

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Planning Committee

2.00pm, Wednesday 29 January 2020

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

Executive/routine
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Housing, Homelessness and Fair Work Committee has referred the attached report to the Planning Committee for information.

Laurence Rockey

Head of Strategy and Communications

Contact: Sarah Stirling, Committee Services

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Referral Report

Support for Build to Rent

2. Terms of Referral

- 2.1 On 31 October 2019, the Housing, Homelessness and Fair Work Committee approved the Strategic Housing Investment Plan (SHIP) 2020/25. The SHIP outlined a programme over the next five years which would deliver nearly 9,500 affordable homes across the city. A funding shortfall of £71.8 million over the next five years was highlighted, should grant levels remain static.
- 2.2 Following engagement with the Build to Rent (BTR) sector, a potential pipeline of around 6,000 BTR homes had been identified. This pipeline had the potential to generate investment of around £900 million in the local economy. The investment would support the delivery of Council commitments; including delivery of 20,000 affordable homes.
- 2.3 On 20 January 2020, the Housing, Homelessness and Fair Work Committee noted the outcome of engagement with the BTR sector and agreed an approach to delivery of affordable housing in BTR developments.
- 2.4 The Housing, Homelessness and Fair Work Committee agreed:
 - 2.4.1 To note the outcome of engagement with the Build to Rent (BTR) sector and that a pipeline of over 6,000 homes had been identified to address housing demand and support the economic growth of the city.
 - 2.4.2 To agree the approach to securing affordable housing in BTR developments.
 - 2.4.3 To agree that the Convener would write to the Chancellor with regard to the gap in Edinburgh between the Local Housing Allowance and the Broad Rental Market Area 30th percentile.
 - 2.4.4 To refer the report to the Planning Committee for information.

3. Background Reading/ External References

- 3.1 [Housing, Homelessness and Fair Work Committee of 20 January 2020 – Webcast](#)

4. Appendices

- 4.1 Appendix 1 – Report by the Executive Director of Place

Housing, Homelessness and Fair Work Committee

10.00am, Monday, 20 January 2020

Support for Build to Rent

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

1. Recommendations

- 1.1 It is recommended that Housing, Homelessness and Fair Work Committee:
 - 1.1.1 notes the outcome of engagement with the Build to Rent (BTR) sector and that a pipeline of over 6,000 homes has been identified to address housing demand and support the economic growth of the city;
 - 1.1.2 agrees the approach to securing affordable housing in BTR developments; and
 - 1.1.3 refers this report to Planning Committee for information.

Paul Lawrence

Executive Director of Place

Contact: Elaine Scott, Housing Services Manager

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Support for Build to Rent

2. Executive Summary

- 2.1 Following engagement with the BTR sector, a potential pipeline of around 6,000 BTR homes has been identified. This pipeline has the potential to generate investment of around £900 million in the local economy. The investment will support the delivery of Council commitments; including delivery of 20,000 affordable homes.
- 2.2 The Strategic Housing Investment Plan 2020/25 (SHIP) identified a funding gap of £71.8 million in the delivery of affordable housing over the next five years, should grant levels remain static. Innovative funding models that require little or no subsidy are therefore critical in achieving the 20,000 homes target.
- 2.3 Committee is asked to note the outcome of engagement with the BTR sector and to agree an approach to delivery of affordable housing in BTR developments.

3. Background

- 3.1 On [24 August 2017](#), Council approved its five-year business plan. The plan sets out an objective to build 20,000 new affordable homes in the city over the next ten years.
- 3.2 On [3 October 2018](#), revised guidance on BTR developments was approved by Planning Committee as part of the report Edinburgh Design Guidance Post Approval Review. A section of the Guidance sets out the key characteristics of 'Purpose Built Homes for Rent'. The revised guidance recognised that delivery of purpose-built rented accommodation with integrated placemaking and services can offer opportunities, particularly for large mixed-use regeneration sites. Edinburgh is the first Scottish local authority to provide specific planning guidance for BTR homes.
- 3.3 On [24 January 2019](#), Housing and Economy Committee considered a report on Approach to Build to Rent. The report highlighted the opportunity that BTR provides to accelerate housing development, supported by institutional investment, whilst delivering 25% affordable housing. Committee agreed that officers would develop a broad policy framework to support development of BTR in the city.

- 3.4 On [29 August 2019](#), Housing, Homelessness and Fair Work Committee received an interim update on BTR, as part of the Strategic Approach to Private Rented Sector report. The report agreed to report back to Committee within two committee cycles on the development of a broad policy framework to support BTR.
- 3.5 On [31 October 2019](#), the Housing, Homelessness and Fair Work Committee approved the SHIP 2020/-25. This SHIP outlines a programme over the next five years which would deliver nearly 9,500 affordable homes across the city. The report highlighted a funding shortfall of £71.8 million over the next five years, should grant levels remain static.

4. Main report

- 4.1 In [January 2019](#), Housing and Economy Committee noted the opportunity that BTR provides to accelerate housing development, support placemaking, increase housing choice and improve customer experience of renting housing in the private sector. In Edinburgh, affordable housing led BTR has been delivering professionally managed, quality rented homes at below market rents for nearly ten years with almost 1,000 homes completed and over 400 under construction.
- 4.2 Private sector led BTR, which is financed and owned by institutional investors and delivered by private developers has taken longer to establish in Edinburgh than other cities; such as Manchester and London. In June 2019 a workshop was held with around 30 BTR developers and investors to explore challenges and potential solutions to accelerate development of BTR in the city. The event was informed by responses to an online questionnaire, which revealed significant interest in BTR, with target investment ranging from below £25 million to over £500 million. The industry expressed interest in all house types from apartments to suburban family housing. The main challenges identified by the workshop were in relation to land and delivery of 25% affordable housing.
- 4.3 In Edinburgh, there is intense competition for available private sector sites, local authority and other public sector sites are required to meet a range of needs, such as for social rented housing and early years provision. Traditionally, BTR investors and developers have indicated a preference for city centre locations; where there is a limited number of sites and competition from hotel and student accommodation developers as well as build for sale. The workshop was successful in highlighting citywide demand for rented housing; at a range of prices with significant opportunity to develop at scale in less central locations.
- 4.4 The workshop and wider engagement with the industry also provided an opportunity to address approach to delivery of 25% affordable housing within BTR developments. In 'Build for Sale' developments, Registered Social Landlords (RSLs) enter into contracts with private developers to deliver affordable housing. The RSLs development is supported by Scottish Government grant funding. The outcome is that part of the development is owned and managed in the long term by an RSL with the remainder of the development in individual private ownership. BTR

developers advised that investors wish to retain 100% ownership of developments to protect their long-term investment in the estate.

- 4.5 Intermediate rent (or unsubsidised mid-market rent) is an existing and accepted affordable housing tenure, defined in the Council's Affordable Housing Guidance (February 2019) as: 'Private rented accommodation, unsubsidised, available at rents below market rent levels in the city'. This tenure lends itself to delivery as part of BTR developments.
- 4.6 Homes would be affordable for a minimum of 25 years and this would be secured by Section 75 Legal Agreement. A separate annex within the Section 75 would set obligations in respect of management, rent setting and rent increases.
- 4.7 The following principles for a BTR framework could provide greater certainty for BTR investors seeking to bring forward planning applications whilst delivering the Council's strategic objectives in relation to affordable housing:
 - 4.7.1 BTR developments would deliver purpose built rental accommodation;
 - 4.7.2 the full percentage of homes required by the Affordable Housing Policy will be sought on BTR developments;
 - 4.7.3 affordable housing within a BTR development will normally be delivered as 'Intermediate Rent' by the BTR operator; intermediate rent homes will be secured as affordable through a Section 75 Legal Agreement for a minimum of 25 years; and rents for the affordable homes will be capped at Broad Rental Market Area (BRMA) 30th Percentile and rent increases will be restricted by the Section 75 Legal Agreement; and
 - 4.7.4 Tenants will be granted Scottish Private Residential Tenancies
- 4.8 BTR affordable homes; unlike RSL affordable housing, does not benefit from Scottish Government grant subsidy and the developer is not able to secure an immediate financial return from selling homes. Affordable rents, therefore, need to be set at a level which is viable in relation to development costs but is also affordable to people on low to medium incomes.
- 4.9 Rents at BRMA 30th Percentile continue to be a benchmark of affordability and are on average almost 30% less than market rents. BRMA 30th Percentile have been used as the basis for rent setting for Scottish Government's Mid-Market Rent Invitation and the maximum level that RSL grant funded mid-market rents can be increased to, with the local authorities' consent, under Scottish Government grant guidelines.
- 4.10 The Council's Affordable Housing Policy sets out a 'Definition of Priority Clients'; those people who are in housing need, who cannot afford to access accommodation through the regular functioning of the housing market and earn below average household income. Rents at the 30th Percentile are affordable to people within the defined client group earning less than the average household income of £44,000 per year. Affordability of rents is noted by both Scottish Government and Shelter Scotland as being less than 35% of income. BRMA 30th

Percentile rents can offer an affordable alternative for people on lower than average incomes.

- 4.11 Local Housing Allowance (LHA), set by the UK Government, is the maximum amount of benefit which a person can claim. LHA was formerly based on the 30th Percentile of rented homes from across the BRMA; the lowest priced third of the rental market in an area. LHA rates were frozen for four years from 2014, during this time LHA became disconnected from BRMA rates. In the same period construction costs, land values and market rents all increased. Scottish Government figures show that in 2018, across Scotland, it was the Lothian area (including Edinburgh) that had the biggest gap between LHA and the lowest third of the rental market. The table below sets out the difference.

Table 1: LHA, BRMA and market rents 2019

| Monthly Rents | LHA 2019/20 | BRMA 30th Percentile | Average Market Rent | Market Rent compared to BRMA 30 th |
|---------------|-------------|----------------------|---------------------|---|
| 1 Bedroom | £551.76 | £648.22 | £764.00 | +£115.78 |
| 2 Bedroom | £668.55 | £797.81 | £1,013.00 | +£215.19 |
| 3 Bedroom | £832.26 | £1,196.69 | £1,470.00 | +£273.31 |

- 4.12 In recognition of this, a motion was approved by Housing, Homelessness and Fair Work Committee on [29 August 2019](#) for the Convener to write to the UK's Chancellor of the Exchequer in support of Crisis's 'Cover the Cost' campaign. The campaign recognises the disconnect between LHA and market rents and asks that people write to the Chancellor to request that LHA be realigned to 30th Percentile.

Build to Rent Pipeline

- 4.13 Officers have engaged with the BTR sector and now have a pipeline of around 6,000 homes that can accelerate residential development on brownfield land. Purpose built rental accommodation responds to the housing needs of our city, supports economic growth, and is backed by considerable institutional investment. Sites such as Western Harbour and Edinburgh Park could deliver area regeneration at a scale and pace which has not been seen in our city for decades. Those sites alone could deliver almost 3,000 homes for rent before 2025.
- 4.14 On 31 July 2019, the application for 234 BTR homes at 159 Fountainbridge was approved by Development Management Sub Committee. The development includes 58 tenure blind affordable homes that will be owned and managed by the BTR operator Vastint and secured as affordable housing for a minimum of 25 years.
- 4.15 On 25 September 2019, planning applications for 330 BTR homes at Skyliner, Ocean Drive and 940 homes at Western Harbour were both approved by Development Management Sub Committee. These tenure blind affordable homes will also be affordable for a minimum of 25 years and secured by Section 75 Legal Agreement.
- 4.16 On 4 December 2019, a planning application by BTR operator Moda, for 476 BTR homes at Fountainbridge, was approved by Development Management Sub

Committee. Tenure blind affordable homes will be delivered on site and will be affordable for a minimum of 25 years, secured by Section 75 Legal Agreement.

4.17 Committee is asked to note Appendix 1, which sets out the BTR Pipeline.

5. Next Steps

- 5.1 Officers will continue to work with BTR developers to support the delivery of a potential pipeline of around 6,000 homes across the city over the next few years. The number of homes is an estimate at this stage, as some of the sites have only recently submitted planning applications and could still be subject to change. The Council is also aware of initial discussions being held with landowners on other sites, that could result in more BTR developments being brought forward.
- 5.2 Awareness raising, information and training will be provided for housing and planning officers on BTR and its role in supporting the delivery of Council objectives and commitments.

6. Financial impact

- 6.1 A pipeline of around 6,000 BTR homes could generate around £900 million investment in the city. These homes also bring significant benefits in terms of area regeneration, long term management and support for the local economy.
- 6.2 The SHIP 2020/25, approved by Housing, Homelessness and Fair Work Committee on [31 October 2019](#), identified a shortfall of £71.8 million in grant funding for affordable housing over the next five years.
- 6.3 Grant funding is not required for the delivery of affordable BTR homes. The 25% affordable homes from the BTR pipeline would have required grant of £90 million if being delivered by an RSL, based on average grant rates of £60,000 per property. Grant freed up from supporting delivery of mid rent housing could be targeted at delivery of social rented homes.

7. Stakeholder/Community Impact

- 7.1 Consultation and engagement with local communities will take place on a site by site basis. BTR creates opportunities for residents to have long term involvement in the ongoing management and maintenance of buildings and estates.
- 7.2 RSLs who are actively developing new housing within the city have been consulted on the proposal for BTR and were supportive. RSLs have been delivering affordable housing led BTR in Edinburgh for almost ten years. Consultation with RSLs will be ongoing as the city's BTR strategy develops.

8. Background reading/external references

- 8.1 [Approach to Build to Rent](#) report to [24 January 2019](#) Housing and Economy Committee.
- 8.2 Strategic Approach to Private Rented Sector report to [29 August 2019](#) Housing, Homelessness and Fair Work Committee.
- 8.3 Strategic Housing Investment Plan 2020-2025 report to [31 October 2019](#) Housing, Homelessness and Fair Work Committee.

9. Appendices

- 9.1 Appendix 1 – Build to Rent Pipeline

Appendix 1 – Build to Rent Pipeline.

| Site/Location | BTR Operator | BTR Homes (Approx.) | Affordable Homes (Approx.) | Planning Status |
|---|---------------------------|----------------------------|---|---|
| 159 Fountainbridge | Vastint | 234 | 58 | Granted |
| Skyliner, Ocean Drive, Leith | Legal & General | 338 | 84 | Granted |
| Moda, Fountainbridge | Moda | 470+ | 15 | Granted |
| Western Harbour, Leith | Forth Ports | 1,600 | 1,600 Estimate, subject to planning consents. | One of two applications granted – 940 homes |
| Citywide (4 sites) | Places For People Capital | 500 | 500 Estimate, subject to planning consents. | Various stages - Oxfangs Green approved. |
| Citywide – Market Led Mixed Use Sites (4 sites) | To Be Appointed | 2,050 | 625 Estimate, subject to planning consents. | Pre Planning |
| Citywide - Council Mixed Use Sites (3 sites) | To Be Appointed | 1,200+ | 420+ Estimate, subject to planning consents. | Pre Planning |
| Total: | | 6,400+ | 3,300+ | |

Planning Committee

2.00pm, Wednesday, 29 January 2020

Changes to the pre-application advice service – update

| | |
|---------------------|--|
| Executive/routine | |
| Wards | All |
| Council Commitments | 13 , 14 , 50 |

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the update on the changes to the Council's pre-application advice service agreed on [15 May 2019](#) and implemented on 1 July 2019; and
 - 1.1.2 agrees that a follow-up report on the changes be brought to Planning Committee once sufficient data has been collected on performance.

Paul Lawrence

Executive Director of Place

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Changes to the pre-application advice service – update

2. Executive Summary

- 2.1 This report updates the Planning Committee on the refreshed pre-application advice service (PAAS) introduced by the Council on 1 July 2019. The PAAS is functioning smoothly with 109 valid requests received as of 31 December 2019, representing £147,000 of income from the newly introduced charges. A quality assurance regime is being put in place to assess the quality of service being provided to customers.

3. Background

- 3.1 Pre-application advice refers to advice given to a prospective applicant before a planning application has been submitted. While providing pre-application advice is not a statutory planning function, in line with Scottish Government guidance the Council provides this service to support the efficient operation of the planning system. The annual costs to the Planning service of providing the PAAS are estimated at £231,000; this does not include the costs of input from other Council service areas.
- 3.2 In response to customer feedback on the quality of the PAAS, coupled with challenges with resourcing the service, Council officers developed proposals to improve the quality of the PAAS, as well as to make it financially sustainable by introducing 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.

4. Main report

- 4.1 The changes to the PAAS were enacted on 1 July 2019 and the new service has therefore now been in place for slightly under seven months. As of 31 December 2019, the Council had received 109 valid requests for the PAAS (inclusive of repeat requests), broken down as follows:
- 51 local development (small) requests;
 - 30 local development (medium) requests;

- 19 major development requests; and
- nine pre-position discussion requests.

- 4.2 The delivery of the refreshed PAAS has generally gone relatively smoothly to date with only modest procedural difficulties. Work is ongoing to improve how requests are made (migrating from the current email-based system to a web form with integrated payment) and to improve the financial reconciliation process. Both the provision of the service itself and the supporting activities (such as taking payment) are working well, and staff resources are being managed within the Planning service to deliver consistency of service.
- 4.3 The biggest risks to the continued smooth delivery of the project are the potential that consultees are unable to provide the Planning service with the input required to produce comprehensive responses and the need to manage the workload within the Planning service. Remedial actions to mitigate these risks are ongoing.
- 4.4 The key driver of the changes to the PAAS is improving customer service. To help the Council ascertain whether this goal has been realised, the project board is implementing proposals for quality assurance. There are four broad elements to the quality assurance monitoring regime which are each being introduced:
- 4.4.1 customer feedback – capturing the views of customers via surveys and other mechanisms such as the annual Customer Forum;
- 4.4.2 live review – peer review of ongoing cases;
- 4.4.3 retrospective review – peer review of completed cases; and
- 4.4.4 key performance indicators – statistical data on the service provided.

5. Next Steps

- 5.1 The Council will continue to deliver the refreshed PAAS.
- 5.2 As part of the refreshed PAAS, the Council is tracking the time spent responding to requests for PAAS by Council officers of each grade. The data yielded by this exercise will enable the Council to more accurately assess the costs to the Council of delivering the PAAS, informing the setting of charges in future. Any proposals to alter the charging regime will be the subject of a separate report.
- 5.3 Work is ongoing to further improve the PAAS, with specific areas including ongoing enhancement of staff procedure manuals, refining payment procedures to reduce delays, increasing the suite of optional additional services that customers can access and enhancing the meeting facilities provided for customers.

6. Financial impact

- 6.1 The [Council budget for 2019/20](#) assumed that the Planning service would receive a minimum income of £100,000 from the new charges for PAAS (pro-rata over three quarters of the financial year). The £100,000 figure was an estimate but not based upon the costs to the Council of delivering the PAAS and therefore was not used as a basis for setting charges.
- 6.2 As of 31 December 2019, the total income collected from charges for the PAAS was £147,000. It is important to note that this income does not represent a profit to the Council, it represents the costs of delivering the PAAS. It is also important to note that this figure cannot necessarily be used to project a full-year income year as a relatively high number of PAAS requests for major developments were received in the first two quarters (19 out of a projected full year total of 27) which suggests income may be weighted towards the first two quarters and lower in the remaining two quarters.
- 6.3 As agreed by Planning Committee, charges for the PAAS are being waived for any developments primarily concerning works relating to accessibility for people with disabilities. One customer has made use of this exemption to date with a cost to the Council in terms of forfeited income of £300.

7. Stakeholder/Community Impact

- 7.1 As set out above, the Council is enacting a quality assurance regime to enable it to monitor the quality of service being provided to customers. The regime is still in its infancy, but once the quantum of data is greater officers will be able to prepare regular reports on the quality of service being provided to customers.
- 7.2 The changes to the PAAS were discussed at the Planning and Building Standards Customer Forum on 10 September 2019.

8. Background reading/external references

- 8.1 Changes to the pre-application advice service and Edinburgh Planning Concordat report, Planning Committee on [15 May 2019](#).

9. Appendices

- 9.1 None.

Planning Committee

2.00pm, Wednesday, 29 January 2020

SESplan Operating Budget 2020/2021

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

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 ratifies the decision of the South East Scotland Strategic Development Plan (SESplan) Joint Committee to approve the SESplan Operating Budget 2020/2021 (Appendix 1);
 - 1.1.2 notes that contributions for 2020/2021 will be nil; and
 - 1.1.3 notes that future operating budgets and contributions will be reviewed in relation to outcomes of the Scottish Government's work on National Planning Framework 4 and provisions for Regional Spatial Strategy working.

Paul Lawrence

Executive Director of Place

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SESplan Operating Budget 2020/2021

2. Executive Summary

- 2.1 The Council is required to ratify the operating budget of the SESPlan the body responsible for preparing the Strategic Development Plan (SDP). The 2020/2021 proposed budget has been approved by the SESplan Joint Committee and this report seeks ratification of the decision. The operating costs will be met using SESplan reserves. There will be no contributions required from member authorities.

3. Background

- 3.1 SESplan is the SDP Authority for South East Scotland. It is a partnership of six-member authorities including Edinburgh, East Lothian, Midlothian, Fife, Scottish Borders and West Lothian, working together on strategic development planning matters.
- 3.2 SESplan has a notional core team of staff, however, due to departures of staff in advance of the removal of the current strategic planning duties as set out in the Planning (Scotland) Act 2019, SESPlan work is carried out by member authority staff guided by the Project Board, which reports to a Joint Committee. The Committee consists of two members from each member council. SESplan is resourced from equal financial contributions by the six-member authorities.
- 3.3 SESplan's key role is to prepare and maintain an up to date SDP for the South East Scotland area. The purpose of the SDP is 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. There is a requirement to review the SDP within four years of its approval. A Proposed Plan was submitted on 26 July 2017. Post examination of the Proposed Plan (SDP2) concluded on 20 July 2018 and a report of recommendations was submitted to Scottish Ministers. The Scottish Ministers rejected SDP2 on 13 May 2019. SESplan continues to be 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.

- 3.4 An annual operating budget is prepared by SESplan. The SESplan Joint Committee approved the SESplan Operating Budget 2020/2021 on 25 November 2019. SESplan financial rules require that this decision is ratified by member authorities.

4. Main report

- 4.1 The current financial year's operating budget is £183,248. At November 2019 underspend of £165,184 was forecast. This represents a significant saving on the approved operating budget for 2019/2020.
- 4.2 A total of £73,500 was included for technical support. Due to the absence of a core team and that SESplan has no scope to prepare a plan or supplementary guidance following the Scottish Ministers' rejection of SDP2 and the timescales for changes to strategic planning set out in the Planning (Scotland) Act 2019.
- 4.3 Fixed costs relate to existing ongoing contracts for the Objective Connect online portal, IT and website provision and maintenance and audit/professional fees.
- 4.4 The 2019/2020 operating budget was met from SESplan reserves with nil contributions for member authorities. To manage reserves, a rebate of £5,000 to each authority will be issued in this financial year. It is intended that this then be redirected to assist with consideration of Regional Spatial Strategies.
- 4.5 The SESplan Operating Budget 2020/2021 sets out total expenditure of £84,000.
- 4.6 In 2020/2021 the SESplan work programme will be only to fulfil its statutory requirements in respect of the existing legislation on strategic planning.
- 4.7 The work of SESplan will continue to be resourced via the member authorities, with an Acting Plan Manager to fulfil that statutory requirement and managed by the Project Board. The budget retains a provision of £65,000 should this be required for Regional Spatial Strategy consultancy work. For other fixed costs within 2020/2021, costs related to rents payable, travel and mobile line rental will be zero as there will be no dedicated SESplan Core Team. The largest spend is IT which includes the running and maintenance of the Objective Connect online portal.
- 4.8 The full budget is set out in the SDP Manager's report in Appendix 1 to this report.
- 4.9 Each member authority is liable for one sixth of the annual Operating Budget. Using the reserves built up in previous years and based on the assumptions outlined above, the SESplan Joint Committee agreed that nil contributions are made by the SESplan member authorities in 2020/2021.
- 4.10 The Planning (Scotland) 2019 Act removes the requirement for strategic planning that SESplan was set up to fulfil. Instead, authorities have a duty to prepare a Regional Spatial Strategy. This can be done by the authority acting alone or as part of a group of authorities. A further report will be brought to Planning Committee with proposed arrangements for Regional Spatial Strategy working.

- 4.11 The work, role and remit of SESplan and the requirement for strategic planning beyond 2020/2021 other than statutory requirements around audit, finance and governance is not clear at this stage. On that basis indicative operating budgets beyond 2020/2021 are not identified.
- 4.12 Future operating budgets will be reviewed against the outcome of the Scottish Government's work on National Planning Framework 4. Once National Planning Framework 4 is approved, SESplan will be formally disbanded. Any remaining financial reserves at that stage will be returned to the constituent authorities.

5. Next Steps

- 5.1 The decision on the report will be reported back to the SESplan Project Board and Joint Committee.

6. Financial impact

- 6.1 In respect of SESplan and financial considerations:
- 6.1.1 the Council has a statutory duty to be part of the SDP process;
 - 6.1.2 there is no budgetary impact in this financial year as all costs are being met from SESplan reserves; and
 - 6.1.3 there are no cost implications.

7. Stakeholder/Community Impact

- 7.1 There is no community impact arising from the report and no requirement for community consultation on the SESplan budget process. The report confirms the proposed 2020/21 budget as having zero cost to the Council and the Council's statutory duties in respect of SDP will be met through SESplan reserves.
- 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 [SESplan Development Plan Scheme 11](#)
- 8.2 [Report to Planning Committee 11 December 2017 SESplan Operating Budget 2019/20](#)

9. Appendices

- 9.1 Appendix 1 – SDP Manager’s Report to SESplan Joint Committee, 25 November 2019, Item 6 SESplan Operating Budget: 2019/20 and 2020/21 Budget

ITEM 6 – SESplan Operating Budget: 2019/20 and 2020/21 Budget

Report By: Pam Ewen, Chief Officer Planning, Fife Council and SESplan Board Chair

Purpose

This report presents an update on the SESplan Operating Budget for 2019/2020 and sets out the SESplan Operating Budget for 2020/2021 for Joint Committee approval.

Recommendations

It is recommended that the SESplan Joint Committee:

1. Note the updated forecast expenditure against the approved Operating Budget for 2019/2020 set out within Appendix 1 to this Report;
2. Approve a rebate of £5,000 per each of the six constituent Councils within the current 2019/20 financial year;
3. Approve the updated Operating Budget for 2020/2021 set out within Appendix 1 to this Report;
4. Note that member contributions for financial year 2020/2021 are nil;
5. Note that member authorities will be required to ratify decision 3 above; and,
6. Note that an Operating Budget for 2021/2022 will be brought to a meeting of the SESplan Joint Committee in late 2020.

Resource Implications

It is projected that significant savings will be achieved this financial year as SESplan continues to operate through the SESplan Board, Joint Committee and a virtual team across the constituent authorities. A projected expenditure of £18,064 and a saving of £165,184 is forecast for 2019/2020. To manage the reserve a £30,000 rebate, if Recommendation 2 above is approved, will reduce the reserve balance to £130,187 at 31 March 2020. Appendix

One to this report builds in the projection based on the recommended rebate. Total expenditure for 2020/2021 is projected to be £84,000. As a consequence of the reserves built up in 2019/2020 and the further savings and staffing assumptions outlined below for 2020/2021, it is proposed that nil contributions are made by the SESplan member authorities in 2020/2021.

Legal and Risk Implications

The budget for 2020/2021 is allocated in principle with a focus on consultancy fees given the future governance arrangements for SESplan. Future Operating Budgets will be required to be reviewed against the provisions of the Planning (Scotland) Act 2019 and the associated secondary legislation as it is published and further details are known.

Policy and Impact Assessment

No separate impact assessment is required.

1. Background

- 1.1 The SESplan Financial Rules set out that Operating Budgets for the next financial year should be proposed by the SDP Manager, approved by the SESplan Joint Committee and that decision ratified by the member authorities by the end of December.
- 1.2 In compliance with these rules, the SESplan Joint Committee at its meeting on the 26 November 2018 agreed to approve the Operating Budget for 2019/2020.

2. SESplan Operating Budget 2019/2020

- 2.1 The latest position on the SESplan Operating Budget for 2019/2020 as at November 2019 is included as Appendix 1.
- 2.2 Traditionally the largest spend by SESplan has been on staffing. As set out in Appendix 1, the approved Operating Budget 2019/2020 includes a total staffing budget of

£75,000. However, as SESplan continues to operate through the Board, Joint Committee and a virtual team across the constituent authorities, significant savings have been achieved this financial year. The absence of a SESplan core team and no requirement to provide a dedicated staffing resource or associated office costs results in a forecasted £91,684 underspend of fixed costs. The only fixed cost expenditure projected to be incurred this financial year relates to existing ongoing contracts for the online consultation portal (which hosts SESplan documents); the SESplan IT and web site provider; and the annual external auditing of SESplan accounts.

2.3 The approved 2019/2020 Operating Budget also includes an allowance of £73,500 for technical support/variable costs. As highlighted above, due to the absence of a core team and that SESplan is not within a plan preparation phase, no technical support/variable costs are projected to be incurred within 2019/2020.

2.4 The total expenditure within 2019/2020 is projected to be £18,064, which set against a budget of £183,248 results in a projected variance (underspend) of £165,184. This has resulted in the constituent authorities not being required to contribute the £60,000 income budgeted for in this financial year. Additionally, given the significant level of savings to assist in managing the reserve within the 2019/20 period, a rebate to each of the six constituent Councils of £5,000 would reduce the reserve by £30,000, as set out in Recommendation 2. This would also provide an opportunity for Councils to assist in collaboratively resourcing work on regional spatial planning through the Regional Growth Framework. The projected reserve at 31 March 2020 as set out in Appendix One is £130,187.

3. SESplan Operating Budget 2020/2021

3.1 As detailed in Appendix 1, the budget for 2020/2021 is allocated in principle with a focus on consultancy fees given the future governance arrangements for SESplan. The consultant fees are projected as £65,000 which reflects the total technical support/variable costs budget for undertaking any regional spatial planning consultancy work.

3.2 Staffing assumptions for 2020/2021 reflect the existing governance arrangements, with SESplan continuing to operate through the Board, Joint Committee and virtual team across the constituent authorities. This will continue to achieve significant operating cost savings. Again, as in 2019/2020, the only fixed cost expenditure projected to be incurred in 2020/2021 relates to existing ongoing contracts for the online consultation portal; the SESplan IT and web site provider; and the annual external auditing of SESplan accounts. Total fixed cost expenditure is projected to be £19,000.

3.3 As detailed in Appendix 1, the Budget for 2020/2021 sets out total expenditure of £84,000. Using the reserves built up in 2019/2020 and on the further savings and staffing assumptions outlined above, it is proposed that nil contributions are made by the SESplan member authorities in 2020/2021. This will result in a usable reserve balance going into 2020/2021 of £130,187 which is in excess of the one month's operating costs target reserve.

4. SESplan Operating Budget Going Forward

4.1 Future Operating Budgets will be required to be reviewed against the provisions of the Planning (Scotland) Act 2019 and the associated secondary legislation as it is published and further details are known.

Appendices

Appendix 1: 2019/2020 Operating Budget, Forecast and Variance and 2020/2021
Operating Budget

Report Contact

Pam Ewen, Chief Officer Planning, Fife Council

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Appendix 1: 2019/2020 Operating Budget, Forecast and Variance and 2020/2021 Operating Budget

| DESCRIPTION | 19/20 Budget | 19/20 Projection | 19/20 Variance | 20/21 Budget |
|---|-----------------|---------------------|-------------------|-----------------|
| Staff | 75,000 | 0 | (75,000) | 0 |
| Training | 1,000 | 0 | (1,000) | 0 |
| Rents Payable (Including Service Charge) | 4,292 | 0 | (4,292) | 0 |
| Travel | 1,500 | 0 | (1,500) | 0 |
| IT Hardware,Software and Maintenancer) | 15,500 | 14,564 | (936) | 15,500 |
| Mobile Line Rental | 206 | 0 | (206) | 0 |
| Audit/Professional Fees | 3,400 | 3,500 | 100 | 3,500 |
| Miscellaneous | 8,850 | 0 | (8,850) | 0 |
| Total Fixed Costs | 109,748 | 18,064 | (91,684) | 19,000 |
| Technical Support | | | | |
| Printing/Photocopying Costs | 4,000 | 0 | (4,000) | 0 |
| Consultant Fees | 65,000 | 0 | (65,000) | 65,000 |
| Postages/Frinking | 500 | 0 | (500) | 0 |
| Advertising/Marketing | 4,000 | 0 | (4,000) | 0 |
| Other Services (Contingency 10%) | 0 | 0 | 0 | 0 |
| Total Variable Costs | 73,500 | 0 | (73,500) | 65,000 |
| Total Expenditure | 183,248 | 18,064 | (165,184) | 84,000 |
| Contribs/Rebates To/From Other LA'S | (60,000) | 30,000 | 90,000 | 0 |
| Interest On Revenue Balances | 0 | 0 | | 0 |
| Total Income | (60,000) | 30,000 | 90,000 | 0 |
| Net | 123,248 | 48,064 | (75,184) | 84,000 |
| Usable Reserve balance (at 31 March 2019 Budgeted £197,979/actual £178,251) | 197,979 | 178,251 | | 130,187 |
| Take from/(add) to Reserves | 123,248 | 48,064 | | 84,000 |
| Usable Reserve balance (at 31 March 2019 Budgeted £197,979/actual £178,251) | 74,731 | 130,187 | | 46,187 |
| Usable reserves as % of expenditure | 41% | 721% | | 55% |
| Target Reserve (1 month's operating costs) | 15,271 | 1,505 | | 7,000 |
| (Shortfall)/Surplus on target reserve of 1month's operating costs | 59,460 | 128,682 | | 39,187 |

Planning Committee

2.00pm, Wednesday, 29 January 2020

Planning Improvement Plan – Progress Update

| | |
|---------------------|---------------------------------|
| Executive/routine | Routine |
| Wards | All |
| Council Commitments | 1,4,10-15,18,28 |

1. Recommendations

- 1.1 It is recommended that the Committee notes the progress being made on the implementation of the Planning service's Improvement Plan and progress against internal audit actions on developer contributions.

Paul Lawrence

Executive Director of Place

Contact: David Givan, Service Manager

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

Planning Improvement Plan – Progress Update

2. Executive Summary

- 2.1 The purpose of this report is to provide an update on progress made on the Council's Planning Improvement Plan (PIP) 2018/21 and on the recommendations of an internal audit on developer contributions.

3. Background

- 3.1 The PIP 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. In approving the PIP, Committee requested that progress updates be provided at six monthly intervals.
- 3.2 In [February 2019](#), the Committee considered a report setting out the Scottish Government's feedback on the Council's Planning Performance Framework 2017/18. This highlighted the need to speed up the implementation of improvements on decision making timescales, timescales for legal agreements and clearing legacy cases, i.e. applications more than a year old.
- 3.3 In [May 2019](#), the Committee received a report summarising implementation of actions over the first six months of the PIP. This showed that progress was being made across all action areas. However, the effect of this had yet to impact on time performance figures for application handling.
- 3.4 In [August 2019](#), time performance monitoring figures for Quarter 1 of 2019/20 were provided in the Business Bulletin. The Council's Planning Performance Framework, which is submitted annually to Scottish Government, was also reported for information.

4. Main report

- 4.1 Progress continues to be made on the implementation of the PIP 2018/21. A six-month update is provided in Appendix 1. This explains progress made over the last six months and some of the improvements planned for the next phase of the programme. It also includes as an annex the Quarter 2 time performance figures in the same format as reported in the Business Bulletin for Quarter 1.

- 4.2 Section three of the update report explains in more detail the progress made in terms of time performance and addressing legacy cases. It indicates that the actions implemented over the last six months are starting to have a positive impact on time performance figures generally. However, actions have yet to make a significant difference to time performance for major applications due to their longer end-to-end timescales. Progress on legal agreements and legacy cases has been made, but more still needs to be done.
- 4.3 These findings are consistent with feedback from the Customer Forum held in September 2019. This feedback points to the continuing need for change and improvement in the service, including attention to quality of outcomes and other matters beyond quantitative time performance.
- 4.4 Appendix 2 sets out progress against the actions recommended in an internal audit relating to developer contributions. These recommendations were set out in a report referred from the Governance, Risk and Best Value Committee to Planning Committee in [May 2019](#), where it was agreed that an update would be provided in December 2019.

5. Next Steps

- 5.1 Work will continue to implement actions in the PIP. Priority will continue to be given to actions relating to decision making timescales, to ensure that time performance improvements are sustained.
- 5.2 Lessons learned from pilot and trial working practices will be used to inform further actions and build the service's capacity to change and respond to challenges as they arise. This experience and monitoring will be used to keep the PIP under review and inform any refresh of it.
- 5.3 Proposed changes arising from a review of the pre-application advice service are the subject of a separate report at this meeting of Committee. These proposals address an aim to improve customer service.

6. Financial impact

- 6.1 The costs associated with implementing the proposed improvements in the current PIP will be met from the Planning and Building Standards service budget.

7. Stakeholder/Community Impact

- 7.1 The PIP includes actions suggested at the Customer Forum held in June 2018. The third meeting of the Forum was held in September 2019. Customer feedback on implementation of improvement actions and experience of the service generally was sought. The findings are informing the implementation of actions.

- 7.2 Support for communities remains an important action for the improvement programme, with community council training particularly relevant following community council membership changes in autumn 2019.

8. Background reading/external references

- 8.1 [Planning Performance Framework 2018-2019](#), City of Edinburgh Council, July 2019
- 8.2 Report to Planning Committee, 12 December 2018, [Planning and Building Standards Improvement Plans](#)
- 8.3 Report to Planning Committee, 27 February 2019, [Scottish Government Feedback on Planning Performance Framework 2017 - 2018](#)
- 8.4 Report to Planning Committee, 15 May 2019, [Planning Improvement Plan – Progress Update](#)
- 8.5 Report to Planning Committee, 15 May 2019, [Internal Audit – Developer Contributions – referral from the Governance, Risk and Best Value Committee](#)

9. Appendices

- 9.1 Appendix 1 - Planning Improvement Plan 2018/21 Progress Update, January 2020.
- 9.2 Appendix 2 – Update on Recommendations from Internal Audit on Developer Contributions

Appendix 1 – Planning Improvement Plan 2018/21 Progress Update

1 Introduction

- 1.1 This is the second progress report on the Council's Planning Improvement Plan 2018-21. This report explains the progress made since the previous progress report in May 2019, sets out changes that have been made to the service and the intentions for the next phase of the improvement plan.
- 1.2 The Planning Improvement Programme identifies a series of key actions for the period 2018-21. These actions are structured around the Improvement Plan's core themes: Leadership and Management, Customer, and Performance and Continuous Improvement. Section 2 of this report sets out the actions delivered since May 2019 and an indication of the actions planned for the next phase. Section 3 includes analysis of our performance in terms of reducing the time taken to determine applications. It also provides some narrative to explain the details behind the figures.
- 1.3 In February 2019, a dedicated Planning improvement team was established to speed up progress on delivery of actions. This is comprised of three members of staff seconded from other Planning teams with support provided from the Building Standards Improvement team and other Council Services. The improvement team has been refreshed following staff moves.
- 1.4 Formal governance for the Planning Improvement Programme is now provided through an expansion of the Building Standards Improvement Board to include Planning in its remit. The new Building Standards and Planning Improvement Board has met several times since April 2019. As the Planning Improvement Programme continues to evolve over 2020, this will inform future updates of the Improvement Plan.
- 1.5 An annex provides Quarter 2 time performance figures, to complement those for 2019/20 Q1 reported in the Business Bulletin for Planning Committee in August 2019.

2 Progress on actions

2.1 The following table summarises the progress made under each of the three main improvement plan themes in the six months since the last update in May 2019 and sets out some of the actions to be implemented in the next phase.

| Leadership / Management | |
|---|--|
| Delivered – Second Six Months | Planned next phase |
| <p>Engaging all staff in the Improvement Plan A People Plan has been prepared to provide a clear framework for the identification and delivery of leadership and management actions including staff training and awareness.</p> <p>Staff Resources Over the last six months realignment of staff resources and teams has been trialled. This has been combined with an ongoing assessment of workload to respond to pressures in a more flexible and agile way. The contribution of this to an improvement in time performance figures has been evaluated.</p> <p>A staff survey and a stress risk assessment have been undertaken to better understand the views and needs of Planning staff. These are being used to inform change and improvement in the service.</p> <p>Managing performance and people skills Planning and Building Standards staff now form two learning sets for the Council's Future Engage Deliver leadership development programme. Further staff have joined corporate learning sets, and an additional round of learning sets is due to be set up early in 2020. The impact of this will be evaluated as part of the 'early adopter' status of the services.</p> | <p>Engaging all staff in the Improvement Plan Staff at all levels will continue to be engaged more directly in identifying and delivered service changes and improvements.</p> <p>Staffing New approaches to resource and workload alignment will continue to be explored and tested for effectiveness</p> <p>Team Manager Development The team managers' role will be developed to ensure that the needs of both the service and our customers are being delivered. This will include support from Human Resources (HR) colleagues as part of the new Leadership Framework and using external management expertise.</p> <p>Embedding new practices Team members will continue to expand their roles to include greater strategic involvement in service and performance improvements.</p> <p>Mentoring The mentoring system will continue to be developed with further opportunities being created for broader professional development.</p> |

The Planning service received the Royal Town Planning Institute's Learning Partner award in October 2019 as best practice in coordinating training for officers, elected members and community groups.

Mentoring

A more structured mentoring system has been introduced for Assistant Planning Officers and others working towards membership of the Royal Town Planning Institute.

Quality Assurance

Planning and Building Standards passed an annual external ISO 9001 audit held in September.

Recruitment

We have successfully recruited to the following additional posts:
 1 x Senior Planning Officers (Local) and
 1 x Senior Planning Officer (Major).
 We have moved quickly to fill permanent, secondment and maternity vacancies to minimise impact on performance.

Quality Assurance

We will continue to work with other services to develop a consistent approach across the Place Directorate.

| Performance and Continuous Improvement | |
|---|--|
| Delivered in first six months | Planned next phase |
| <p>Performance</p> <p>The following arrangements were introduced to speed up decision making timescales:</p> <ul style="list-style-type: none"> • re-alignment of staff resources across the service to improve the efficiency and quality of decisions; • detailed weekly monitoring reports by team of applications received, being assessed and determined.; • better use of the "stop the clock" protocol to provide more accurate measurement of the planning authority's own performance; and • ongoing review of processes with | <p>Performance</p> <p>Flexible and agile redistribution of workload will continue to be developed.</p> <p>Time performance monitoring will continue to be developed, with a particular focus on accurate capture of use of measures such as stop-the-clock and extensions to application determination timescales. These improvements will also provide more rapid feedback to teams, as has been developed for Building Standards.</p> |

| | |
|--|--|
| <p>regular staff training sessions</p> <p>The impact of these was discussed at the Customer Forum in September 2019.</p> <p>An enforcement workshop was held on short term lets.</p> <p>Information Communication Technology (ICT) Support and Development</p> <p>Weekly meetings have been held with the Council's internal Digital Services team and external partner CGI to resolve ongoing issues and identify development opportunities as part of improvement programme.</p> <p>A major hardware refresh was rolled out in October. A number of Microsoft Surface Pro machines, with detachable tablets for use on site visits, have been allocated to teams where this will have greatest impact. New laptops have been issued to other staff, including a small number of machines suited for specialist Geographical Information System (GIS) activities.</p> <p>Legal Agreements and Developer Contributions</p> <p>A new template for identifying developer contribution requirements in a consistent and efficient way has been developed and trialled.</p> <p>Training for all relevant staff on the end-to-end developer contributions process has been delivered – a recommendation of an Internal Audit on contributions.</p> <p>Committee Reports</p> <p>Improvements to the format of reports to the Development Management Sub Committee are being trialled.</p> | <p>ICT Support and Development</p> <p>The weekly meetings will continue to ensure ongoing commitment to resolving the ICT issues that impact on performance.</p> <p>Opportunities associated with the national Digital Planning project, and the City Region Data Driven Innovation programme, will be explored with the Digital Services team and external partners.</p> <p>Opportunities for automation of application processes will be explored. These will be developed where possible.</p> <p>Legal Agreements and Developer Contributions</p> <p>The other recommendations from the Internal Audit report on the developer contributions process will be implemented by Planning, Finance and Legal Services.</p> <p>Further information on progressing the audit recommendations is provided separately, in Appendix 2.</p> <p>The status and use of Supplementary Guidance on Developer Contributions and Infrastructure Delivery will be kept under review.</p> <p>Training</p> <p>An ongoing training programme for staff will continue to be implemented.</p> <p>Design Quality</p> <p>Lessons learnt from the internal review process and the Edinburgh Urban Design Panel will continue to be shared with case officers and changes introduced to strengthen the approach to raising design quality.</p> |
|--|--|

| <p>Training Training workshops were held for members of the Planning Committee on a number of topics, including economic viability of affordable housing and design guidance.</p> <p>A new Planning Committee training and awareness programme 2019/20 was presented in a report to the August Committee.</p> <p>The staff training programme was delivered.</p> | <p>Learning from Others</p> <p>Lead practice in other authorities will be identified, including through liaison with Heads of Planning Scotland performance sub-committee, and Glasgow.</p> <p>Lessons from the Building Standards improvement programme will be applied to change and improvement in Planning.</p> |
|--|--|
| Customer Improvements | |
| Delivered last six months | Planned next phase |
| <p>Website</p> <p>The service has been liaising with colleagues during the upgrade of the Council's website, giving consideration to opportunities to improve information available on planning pages.</p> <p>Pre-Application Advice</p> <p>Following consultation, a revised service was introduced. A structured and specified level of advice has been introduced to address customer needs and streamline resources to support the efficient operation of the planning application process.</p> <p>Handling Complaints</p> <p>A review of issues raised in complaints addressed in is now part of the feedback cycle which is considered by staff leading on the Customer theme. This informs actions in the overall change and improvement programme as appropriate.</p> | <p>Website</p> <p>Customer feedback on using the Planning section of the upgraded Council website will be used to inform its development.</p> <p>Pre-Application Advice</p> <p>Early findings and next steps for the revised pre-application advice service are the subject of a dedicated evaluation reported separately.</p> <p>Handling Complaints</p> <p>The use of complaints to inform service change and improvement will continue to be developed.</p> <p>Community Council Training</p> <p>Further community council training is being arranged, particularly to assist new members following the renewal of memberships in October 2019.</p> |

Community Council Training

Community council training workshops were held in May 2019.

Community briefings on the City Plan 2030 project were scheduled for November 2019.

Customer Engagement

The third annual Planning and Building Standards Customer Forum event took place in September 2019 and was well received. Themes raised include communication, consistency of decision making and time performance.

Feedback indicated that changes to working practices were beginning to have positive impacts, but more needs to be done for major applications and key stages in the process, such as consultee input. It also indicated that other aspects of performance, such as quality of outcome, need to be addressed.

Working with Other Services

Planning has continued to work with other Services on a range of Council projects.

Sharing Information

We have continued to use the [Planning Edinburgh](#) blog to update customers on City Plan 2030, let people know about consultation events and procedural changes and share research and technical information.

Customer Engagement

Further customer engagement will be carried out, informed by practice in Building Standards. Another annual Forum will be held in 2020.

Communicating with Customers

Protocols for handling customer enquiries by email and telephone have been developed and will be trialled before full roll out.

Working with Other Services

The Planning change and improvement programme will be closely coordinated with changes in other Council services to ensure that opportunities for improvement to customer service are explored and learning is shared.

3 Progress on Reducing Application Timescales

- 3.1 The following section provides information on applications received in the six months from April to end October 2019 and some mid-year analysis of application timescale statistics. An annex provides detailed figures and some comments for Quarter 2.

Table 1: Number and Type of Applications Received

| Application Type | 2017/18* | 2018/19* | 2019/20 (first 6 months) |
|---|-----------------|-----------------|-------------------------------------|
| Major Development | 24 | 31 | 19 |
| Non-Householder | 1276 | 1181 | 577 |
| Householder | 1641 | 1631 | 849 |
| Listed Building and Conservation Area Consent | 1055 | 1113 | 548 |
| Other | 293 | 237 | 144 |
| Total | 4289 | 4193 | 2137 |
| * Figures for 17/18 and 18/19 have been adjusted to reflect backdated validations | | | |

- 3.2 Over the six months, the Council received 2,137 applications at a rate of between 290 - 360 applications per month. The number of major applications received in six months indicates a slightly higher rate to that in 2018/19. The number of householder applications indicates a similar rate to last year. There appears to be a similar rate of receipt of non-householder applications compared to 2018/19. There has been a slight decrease in the number of listed building/conservation area consent applications. There appears to be an emerging increase in the number of “other” applications, which are predominately advertisement consents. For all types of applications, it remains to be seen whether these trends will continue in the second half of 2019/20.
- 3.4 Table 2 set outs information on the time taken to determine applications in the last two quarters. Figures for each quarter are provided in the annex below.
- 3.5 The figures indicate that time performance has improved for majors, locals, householder and listed building/conservation area applications. This has been despite a steady and high level of incoming applications.
- 3.6 It is considered that the new working practices introduced during this period have helped contribute to these positive trends. However, further progress is needed to meet the relevant targets.

Table 2: Performance - % of applications determined within target timescales*

| Application Type | 2017/18 Comparator | 2018/19 Comparator | 2019/20 (first 6 months) | Target |
|---|-------------------------------|-------------------------------|-------------------------------------|---------------|
| Major Development | 13% | 16% | 37% | 70% |
| Non-Householder | 60% | 57% | 64% | 70% |
| Householder | 76% | 78% | 86% | 90% |
| Listed Building and Conservation Area Consent | 56% | 54% | 69% | 70% |

*Four months or as agreed with applicant for major applications, two months or as agreed with applicant for others.

- 3.7 There were nine major applications determined in Quarter 1 and seven in Quarter 2. Six of these were determined either within the four-month target or within an agreed timescale (either through processing agreement or extension). The use of these tools has contributed to an overall improvement in time performance, though the overall proportion is still far short of the target 70%. Increased use of stop-the-clock is expected to help further, though this will take some time to have an impact. A total of six major legacy cases were determined in this six-month period.
- 3.8 The time taken to conclude legal agreements continues to impact on determination timescales. However, new measures including a template for contributions and a model legal agreement have been introduced. These are expected to have a positive impact on time performance in due course.
- 3.9 A priority is to clear legacy cases (defined as over a year old). Between March and October 2019, 30 legacy cases were resolved. 20 were granted, 9 refused and 1 withdrawn. However, over the same period, 28 applications turned one year old and became new legacy cases. As of late October 2019, 70 legacy cases remained, only a small reduction from the total in March 2019. 30 of these cases are minded to grant, which highlights the significance of the legal agreement process to resolving legacy cases.

| | Mar-18 | Mar-19 | Oct-19 |
|---------------------------------|--------|--------|-----------|
| Legacy Cases | 89 | 72 | 70 |
| <i>of these minded to grant</i> | | | 30 |

- 3.10 In Quarters 1 and 2 there were 544 enforcement cases received and 452 cases closed. 135 of the cases submitted were short term lets, of which 58 were closed. 86% of these were closed within 6 months, exceeding the target proportion of 80%. 14 notices were served on short term lets, all but one within the 6-month target period. This has required significant officer resource, which has had some impact on other types of enforcement case. Across the six months, 71% of other cases were closed within 3 months, below the target proportion of 80%.

4 Conclusion

- 4.1 The new working practices identified in the Planning Improvement Plan are having a positive impact on time performance monitoring information. Figures for the first six months of 2019/20 have all seen positive change, despite a continuing high level of incoming caseload.

- 4.2 However, time performance is not yet meeting overall targets, and further development of working practices is needed to ensure that improvements can be sustained. Use of relevant tools needs to be developed further, and further work to resolve legacy cases is required.
- 4.3 Other more qualitative aspects of the service's performance, including customer service, relationships and quality of outcomes will also require development over the next phase of the improvement programme.

Annex – Time Performance Information Quarter 2 (1 July – 30 September 2019)

| Major Applications 2019 – 2020 | | | | |
|--|---------------------|------------|----|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 11 | 6 | | |
| Number determined | 9 | 7 | | |
| Number (and %) determined within 4 months or agreed timescales (target =70%) | 3 (33%) | 3 (43%) | | |
| | 6-month figure: 37% | | | |
| Number (and %) determined with Planning Processing Agreements and/or Agreed Extensions of Time | 3 (33%) | 3 (43%) | | |
| Comments | | | | |
| <p>The three applications determined on target in Q2 were a housing development at Bath Road in Leith, a university development at King’s Buildings and new development at the Botanic Gardens. All had agreed extensions of time, the latter also had a processing agreement.</p> <p>Three other developments were refused (one at Marionville Road, two at Old Dalkeith Road). The former missed its target due to a delay in signing off and issuing the decision. The latter were non-allocated sites for which the applicant did not agree to a processing agreement or time extension, and which could not go to a committee meeting within target as there was another hearing on.</p> <p>One legacy application (i.e. older than one year) was determined in this quarter.</p> | | | | |

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

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

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

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

| Short term Let Enforcement Cases 2019 – 2020 | | | | |
|--|-----------------------|---------------|----|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 66 | 69 | | |
| Number closed | 19 | 39 | | |
| Number (and %) closed within 6 months (target 80%) | 14 (77.7%) | 36 (92.3%) | | |
| | 6-month figure: 86.2% | | | |
| Number of notices served | 5 | 9 | | |
| Number (and %) served within 6 months (target 80%) | 5 (100%) | 8 (89%) | | |
| | 6-month figure: 92.9% | | | |
| <p>Comments</p> <p>Performance on dealing with short term let cases has improved further in the second quarter. However, the number of short term let cases continues to grow and this puts pressure on maintaining performance including resourcing other enforcement investigations (see below).</p> | | | | |

| All Other Enforcement Cases 2019 – 2020 | | | | |
|---|-----------------------|----------------|----|----|
| | Q1 | Q2 | Q3 | Q4 |
| Number submitted | 192 | 217 | | |
| Number closed* | 162 | 232 | | |
| Number (and %) closed within 3 months (target 80%) | 109 (67.3%) | 172 (74.1%) | | |
| | 6-month figure: 71.3% | | | |
| Number of notices served | 8 | 8 | | |
| Number (and %) served within 3 months (target 80%) | 5 (62.5%) | 2 (25%) | | |
| | 6-month figure: 43.8% | | | |
| <p>Comments</p> <p>The new City wide Enforcement team set up at the beginning of June 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.</p> | | | | |

| 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 | | |
| Number of applications where more than 6 months since Minded to Grant decision | 26 | 20 | | |
| <p>Comments</p> <p>In this quarter there has been a 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 reduce the number of future applications falling into this category.</p> | | | | |

Appendix 2

Internal Audit on Developer Contributions May 2019 (PL1802)

Update on Recommended Actions

The internal audit report and full recommendations are available [here](#).

| Recommendation | Status Update |
|---|--|
| 1 Backlog of legacy developer contributions | |
| 1.1 Recommendation – review of developer contributions held in the Finance database <ul style="list-style-type: none"> • Agreed management action - review of developer contributions held in the Finance database • Owner: Stephen Moir, Executive Director of Resources • Agreed Implementation Date: 30 September 2020 | In progress Being progressed through by Finance with input from Planning and other services as appropriate. |
| 1.2 Recommendation – retrospective review of historic developer contribution legal agreements <ul style="list-style-type: none"> • Agreed Management Action – retrospective review of historic developer contribution legal agreements • Owner: Paul Lawrence, Executive Director of Place • Agreed Implementation Date: 30 September 2020 | In progress Being progressed through joint working led by Planning, with Finance, Legal and Transport officers. |
| 2 End-to-end developer contributions processes, procedures and training | |
| 2.1 Recommendation – process documentation, guidance, and standardised documentation <ul style="list-style-type: none"> • Agreed Management Action – process documentation, guidance, and standardised documentation • Owner: Paul Lawrence, Executive Director of Place • Agreed Implementation Date: 31 March 2020 | In progress Key elements of an end-to-end process have been introduced. Next steps include the integration of all elements into a full end-to-end process. |
| 2.2 Recommendation – quality assurance <ul style="list-style-type: none"> • Agreed Management Action – quality assurance • Owner: Paul Lawrence, Executive Director of Place • Senior Solicitor. Agreed Implementation Date: 31 December 2020 | In progress Quality assurance measures will interface with the end-to-end process required by recommendation 2.1 above. |
| 2.3 Recommendation – legal agreements and rates <ul style="list-style-type: none"> • Agreed Management Action – legal agreements and rates • Owner: Stephen Moir, Executive Director of Resources • Agreed Implementation Date: 30 June 2019 for implementation of template application of revised hourly charge; and 30 June 2020 for completion of first annual review of hourly charges | Partly Completed Review of hourly charges has been updated. First annual review to take place by end June 2020. |
| 2.4 Recommendation – Induction and refresher training <ul style="list-style-type: none"> • Agreed Management Action – induction and refresher training • Owner: Paul Lawrence, Executive Director of Place • Agreed Implementation Date: 30 September 2019 | Completed. Training was undertaken in September 2019. Additional training being provided. |

| 3 Ongoing Management of Developer Contributions | |
|--|--|
| <p>3.1 Recommendation – identification and allocation of developer contributions</p> <ul style="list-style-type: none"> • Agreed Management Action – identification and allocation of developer contributions • Owner: Paul Lawrence, Executive Director of Place • Agreed Implementation Date: 31 March 2020 | <p>Partly Completed. All invoices now issued through the Council's Finance system (PPSL). On-going discussion between Planning and Finance to improve the service for both sections and the customer.</p> |
| <p>3.2 Recommendation – ongoing maintenance of developer contributions</p> <ul style="list-style-type: none"> • Agreed Management Action – ongoing maintenance of developer contributions • Owner: Stephen Moir, Executive Director of Resources • Agreed Implementation Date: 30 September 2020 | <p>In progress Being progressed through by Finance with input from Planning and other services as appropriate.</p> |

Planning Committee

2.00pm, Wednesday 29 January 2020

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

Executive/routine
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Transport and Environment Committee has referred a report on the Place Directorate Internal Audit to the Planning Committee for consideration of the outstanding actions which relate to the committee's remit.

Laurence Rockey

Head of Strategy and Communications

Contact: Sarah Stirling, Committee Services

E-mail: sarah.stirling@edinburgh.gov.uk | Tel: 0131 529 3009

Referral Report

Place Directorate – Internal Audit Action Update

2. Terms of Referral

- 2.1 An update was provided following Internal Audit's annual opinion for the City of Edinburgh Council for the financial year ended 31 March 2019 and the outcomes of Internal Audits completed at the end of the 2018/19 Internal Audit Plan which had either a Council-wide finding and were applicable to all Directorates or were specific to the Place Directorate.
- 2.2 The Transport and Environment Committee agreed:
 - 2.2.1 To note the 2018/19 Internal Audit opinion and the associated summary findings from the final audits undertaken in the plan relevant to the Place Directorate.
 - 2.2.2 To note the position in respect of the current open and overdue internal audit findings relating to the Place Directorate, particularly in respect of the actions which were within the responsibility of Transport and Environment Committee.
 - 2.2.3 To refer the report to Planning Committee and Policy and Sustainability to consider the outstanding/overdue actions which related to their Committee remit.
 - 2.2.4 To refer the report and any feedback from the Committee to the next available meeting of the Governance, Risk and Best Value Committee.

3. Background Reading/ External References

- 3.1 [Webcast of the Transport and Environment Committee – 5 December 2019](#)

4. Appendices

- 4.1 Appendix 1 – Report by the Executive Director of Place

Transport and Environment Committee

10.00am, Thursday, 5 December 2019

Place Directorate – Internal Audit Action Update

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

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 Note the 2018/19 Internal Audit opinion and the associated summary findings from the final audits undertaken in the plan relevant to the Place Directorate;
 - 1.1.2 Note the position in respect of the current open and overdue internal audit findings relating to the Place Directorate, particularly in respect of the actions which are within the responsibility of Transport and Environment Committee;
 - 1.1.3 Refer this report to Planning Committee and Policy and Sustainability to consider the outstanding/overdue actions which relate to their Committee remit; and
 - 1.1.4 Agrees to refer this report and any feedback from the Committee to the next available meeting of the Governance, Risk and Best Value Committee.

Paul Lawrence

Executive Director of Place

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Place Directorate - Internal Audit Action Updates

2. Executive Summary

- 2.1 This report follows Internal Audit's annual opinion for the City of Edinburgh Council for the financial year ended 31 March 2019 and the outcomes of Internal Audits completed at the end of the 2018/19 Internal Audit Plan which have either a Councilwide finding and are applicable to all Directorates or are specific to the Place Directorate.
- 2.2 No 'Critical' Internal Audit findings were raised during the course of 2018/19 and the total number of findings and High rated findings raised had decreased when compared to prior years. However, a number of significant weaknesses in the Council's overall control environment were identified by Internal Audit.
- 2.3 It was the Chief Internal Auditor's independent and professional opinion that the Council's established control environment; governance and risk management arrangements had not adapted or evolved sufficiently to support effective management of the changing risk environment and the Council's most significant risks, putting achievement of the Council's objectives at risk.
- 2.4 Consequently, Internal Audit reported a 'red' rated opinion, with an assessment towards the middle of this category, reflecting that significant enhancements are required to the Council's established control environment; governance; and risk management arrangements to ensure that the Council's most significant risks are effectively mitigated and managed. This outcome remained unchanged when compared to the Internal Audit opinion presented for the 2017/18 financial year.
- 2.5 The completion of the 2018/19 Internal Audit plan brought with it a number of reports which identified management actions for the Place Directorate to address.

3. Background

- 3.1 The objective of Internal Audit (IA) is to provide high quality independent audit assurance over the control environment established to manage the Council's most significant risks, and their overall governance and risk management arrangements in accordance with Public Sector Internal Audit Standards (PSIAS) requirements.

- 3.2 It is the responsibility of the Council's Chief Internal Auditor to provide an independent and objective annual opinion on the adequacy and effectiveness of the Council's control environment and governance and risk management frameworks in line with PSIAS requirements. The opinion is provided to the Governance, Risk, and Best Value Committee and should be used to inform the Council's Annual Governance Statement. The IA Opinion for 2018/19 was considered by Governance, Risk and Best Value Committee on [13 August 2019](#).
- 3.3 Where control weaknesses are identified, Internal Audit findings are raised, and management agree actions and timescales by which they will address the gaps identified.
- 3.4 It is the responsibility of management to address and rectify the weaknesses identified via timely implementation of these agreed management actions.
- 3.5 The IA definition of an overdue finding is any finding where all agreed management actions have not been implemented by the final date agreed by management and recorded in Internal Audit reports. Management actions are kept under review on a regular basis and revised timescales can be identified as the actions are being implemented. If the revised implementation date is after the original date agreed by management, these will show as overdue.
- 3.6 IA is not the only source of assurance provided to the Council as there are a number of additional assurance sources including: external audit, regulators and inspectorates, that the Committee should equally consider when forming their view on the design and effectiveness of the Council's control environment, governance and risk management arrangements.
- 3.7 On 13 August 2019, Governance, Risk and Best Value Committee requested that a summary of outstanding overdue IA actions should be reported to the relevant Executive Committee.

4. Main report

Internal Audit Opinion 2018/19

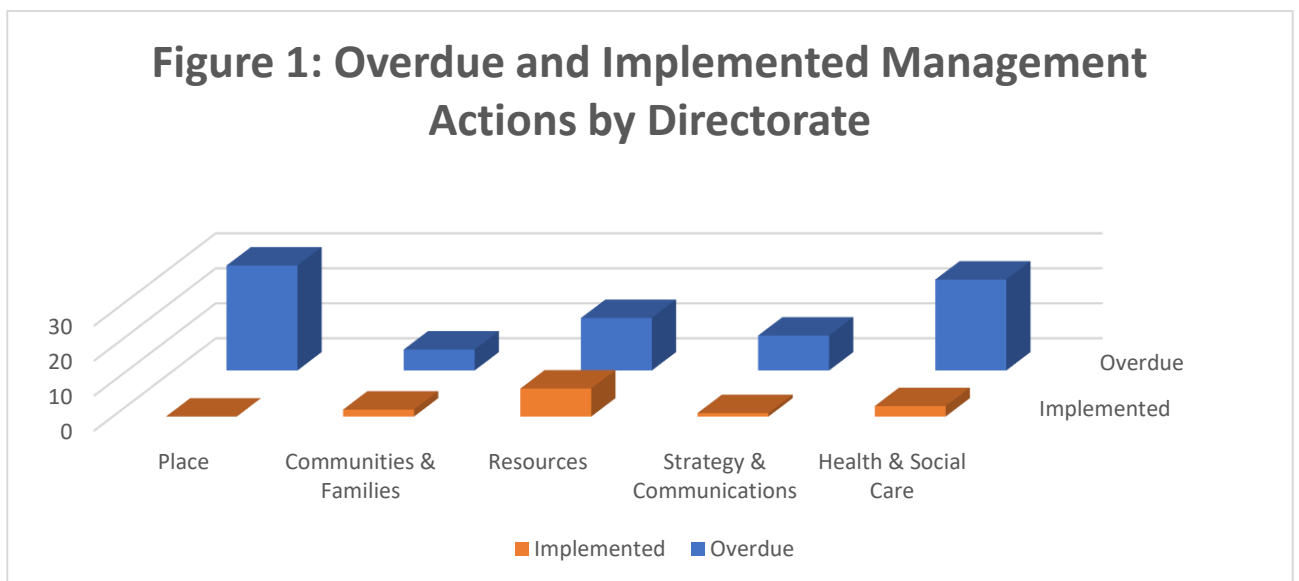
- 4.1 IA considered that significant enhancements were required to the Council's control environment, governance and risk management arrangements to ensure that the Council's most significant risks were effectively mitigated and managed and raised an overall 'red' rated opinion, with an assessment towards the middle of this category. This opinion aligned with the outcome reported for the 2017/18 financial year and was subject to the inherent limitations of internal audit (covering both the control environment and the assurance provided over controls).
- 4.2 No 'Critical' IA findings were raised for 2018/19 and the total number of findings (including High rated findings) raised had decreased when compared to prior years, which highlighted some positive improvement. However, a number of new and significant weaknesses in the Council's control environment had been identified,

together with an increased trend in the percentage and ageing of overdue IA findings as at 31 March 2019 in comparison to prior years.

- 4.3 Consequently, whilst it was IA’s opinion that whilst some progress was evident, the Council’s established control environment; governance; and risk management frameworks had not yet adapted sufficiently to support effective management of the changing risk environment and the Council’s most significant risks, putting achievement of the Council’s objectives at risk.

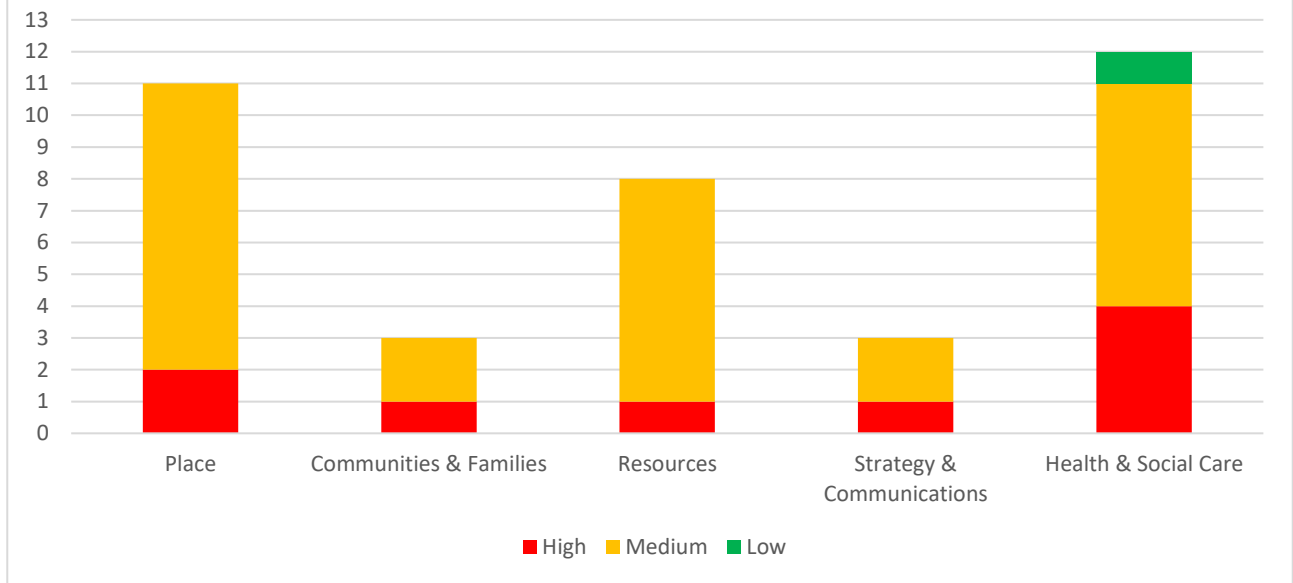
Open and Overdue Internal Audit actions as at 23 September 2019

- 4.4 At 23 September 2019 the Council had a total of 87 overdue management actions as outlined below in Figure 1. Of these, 73 were outstanding actions with 14 which had been passed to IA for review across the directorates/divisions.



- 4.5 Of these 87 management actions, nine are associated with High rated findings. Two of these are the responsibility of the Place directorate, as detailed in Figure 2 below:

Figure 2 - management actions with more than one revised completion date since July 2018



- 4.6 There are 12 IA's which have been carried out and which the Place Directorate has outstanding/overdue actions. Of these, there are 29 management actions which are being progressed but are not yet closed.
- 4.7 A summary of these actions is outlined in appendix 1. This update covers the actions as outstanding at 22 October 2019.
- 4.8 There have been five further actions added to the outstanding management actions for Place Directorate. Of these, three have been implemented and evidence is with IA for closure. Two further actions are currently being progressed and should be closed shortly.
- 4.9 In addition to these actions, which are deemed to be both open and overdue, there are a range of findings that are currently open but are not overdue. These continue to be tracked and managed by the Executive Director of Place and the Place Directorate Heads of Service.

5. Next Steps

- 5.1 The Place Directorate is actively managing the response to the internal audit findings and progress against these is reviewed at the Corporate Leadership Team on a monthly basis. The Executive Director of Place continues to review the IA actions relevant to the Place Directorate on a quarterly basis at Senior Management Team meetings. In addition, the Culture, Place Development and Place Management teams also review IA actions regularly (as appropriate) to ensure

regular review, identification of issues, timely completion, evidence and closure of IA actions. This remains a priority for all Divisions within the Directorate.

6. Stakeholder/Community Impact

- 6.1 As with all internal audit related findings, this report highlights that the Council is currently exposed to a level of risk that puts achievement of its objectives at risk and which could potentially impact services delivered and support provided to citizens, stakeholders, and community groups.

7. Background reading/external references

- 7.1 None.

8. Appendices

- 8.1 Appendix 1 - Internal Audit Overdue Management Actions as at 22 October 2019.

Appendix 1 – Place Internal Audit Overdue Management Actions as at 22 October 2019

Glossary of terms

- Project – This is the name of the audit report.
- Owner – The Executive Director responsible for implementation of the action.
- Issue Type – This is the priority of the audit finding, categorised as Critical, High, Medium, Low and Advisory.
- Issue – This is the name of the finding.
- Status – This is the current status of the management action.
 - These are categorised as Pending (the action is open and there has been no progress towards implementation), Started (the action is open and work is ongoing to implement the management action), Implemented (the service area believe the action has been implemented and this is with Internal Audit for validation).
- Agreed Management action – This is the action agreed between Internal Audit and Management to address the finding.
- Estimated date – the original agreed implementation date.
- Revised date – the current revised date. **Red** formatting in the dates field indicates the last revised date is overdue.
- Number of revisions – the number of times the date has been revised post implementation of TeamCentral. **Amber** formatting in the dates field indicates the date has been revised more than once.
- Contributor – Officers involved in implementation of an agreed management action.

Transport and Environment

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|--|------------------------------|-----------------------------|--|
| <p>Street Lighting and Traffic Signals</p> <p>Traffic Signals: UTC system access controls</p> <p>Page 402</p> | Medium | Implemented | <p>Access rights will be removed for staff leaving (or changing) roles with access rights for all users reviewed annually. An annual frequency is appropriate as users require access to the Council network in order to access the UTC. If leavers are removed from the Council network, they would need to download the UTC application onto a personal device to maintain access to the system.</p> | 30/09/2019 | N/A | <p>This action remains overdue. Management action is being taken to address this.</p> |
| <p>Street Lighting and Traffic Signals</p> <p>Street Lighting and Traffic Signals: Process and quality assurance documentation and training</p> | Low | Pending | <p>Street Lighting and Traffic Signals Operational Guides will be developed, implemented, and reviewed to ensure that processes align with current regulatory requirements. Operational Guides will be implemented within six months of implementation of the Roads Improvement Plan, or by 30 September 2019, whichever comes first.</p> | 30/09/2019 | 30/07/2020 | <p>A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale.</p> |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|---|------------------------------|-----------------------------|--|
| <p>Trams to Newhaven</p> <p>Tram Project Governance</p> | Medium | Pending | <p>Recommendation agreed. The action note, and outstanding matters log will be reinstated as a standing agenda item. The Board will monitor progress of outstanding actions and matters and ensure that completion of follow-up action supporting decisions is completed.</p> | 30/08/2019 | 29/11/2019 | <p>A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale</p> |
| <p>Port Facility Security Plan</p> <p>Resilience and Risk Management</p> <p>Risk Register</p> <p>Page 403</p> | Low | Pending | <p>The most appropriate risk register to record and manage the specific risks associated with the operation of Hawes Pier will be identified; and the risks will be recorded; rated; and matched to the established controls.</p> | 31/05/2019 | 30/11/2019 | <p>Information has been shared with Internal Audit to close this action. Awaiting feedback.</p> |
| <p>Fleet Review</p> <p>Project management and governance framework – Stakeholder Engagement</p> | High | Pending | <p>An internal/external stakeholder engagement plan will be developed; approved by the project Board and applied throughout the project. Any key stakeholder engagement actions will also be reflected in the project plan.</p> | 28/06/2019 | 31/12/2019 | <p>A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale.</p> |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|--|------------------------------|-----------------------------|---|
| Fleet Review Project Management and Governance Framework Procurement Strategy and Plan Page 404 | High | Pending | A procurement and strategy plan will be designed along with the procurement team; approved by the project Board and used to support the procurement process; The request for procurement will include requirements in relation to paperless processes and compatibility with existing fleet systems; and the contractual position with CGI regarding telematics will be confirmed prior to commencement of procurement. | 30/07/2019 | N/A | This action remains outstanding and urgent management action is being progressed to address this outstanding action. |
| Fleet Review Project management and governance framework | High | Started | Project board to be finalised and evidence submitted indicating terms of reference, meeting scheduling and meeting notes | 29/03/2019 | 31/12/2019 | A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale. |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|--|------------------------------|-----------------------------|---|
| Fleet Review Project management and governance framework Page 405 | High | Started | Agreed. The guidance designed by Strategy and Insight will be applied to support the Fleet project management framework; Agreed – all documentation noted above will be prepared to support the project; Project documentation will be approved by the Project Board. Status reporting will be provided to Strategy and Insight for inclusion in the CLT Change Board pack; and agreed – actions will be documented; allocated; and monitored to confirm their completion. | 28/06/2019 | 31/12/2019 | A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale. |
| Waste and Cleansing Health & Safety Significant incident / emergency procedure Incident and Escalation Procedures | Medium | Started | Arrange workshop with Resilience to understand the requirements of significant incident and escalation procedures. Develop the procedure and arrange tool box talks with staff to cascade the procedure. | 28/09/2018 | N/A | This action remains outstanding and urgent management action is being progressed to address this outstanding action. |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|--|------------------------------|-----------------------------|---|
| Waste and Cleansing Health & Safety Operational health and safety roles and responsibilities - site and equipment checks | Medium | Started | 1. and 2 - In conjunction with Property and Facilities Management, produce list of site and equipment checks to be carried out and agree responsibilities. | 31/07/2018 | 31/10/2019 | A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale. |
| Waste and Cleansing Health & Safety Operational health and safety roles and responsibilities | Medium | Started | 3. and 4 - Co-develop H&S Roles and Responsibilities for each site and provide to relevant Managers on site. | 31/10/2018 | 31/10/2019 | A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale. |

Planning

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|--|---|------------------------------|-----------------------------|--|
| <p>Implementation of the Building Standards Continuous Improvement Programme</p> <p>Document and resource management system</p> | High | <p>August: Overdue</p> <p>October: Implemented</p> | <p>ICT are working closely with the Council's IT provided, CGI, to deliver an up-to-date version of the document management and case management systems (Ilox and Uniform) and their associated software systems and will ensure that these are delivered in Quarter 2 2018/19.</p> | 28/09/2018 | 30/09/2019 | <p>Information has been provided by the service to Internal Audit to evidence that this action has been implemented.</p> |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|---|------------------------------|-----------------------------|--|
| Planning and S75 Developer Contributions Backlog of Legacy Developer Contributions | High | Pending | <p>Planning has worked with Finance to identify the status of legacy contributions identified in 2015. Planning accepts that the status of the remaining £2.3 million backlog needs to be identified, and any associated actions identified and recorded. Whilst an agreed implementation date of 30 September 2020 is noted below, priority will be given to completing these actions as quickly as possible.</p> <p>1. The audit recommendations detailed above will be implemented. Finance and planning will work together to determine the risk-based sample to be included in the review for the sample selected, Planning will determine whether or not the terms of the agreement have been fulfilled. Where agreements have been fulfilled, Finance will determine whether developer contributions have been received and applied, where agreements have not been fulfilled and the Council is holding</p> | 31/01/2016 | 30/09/2020 | <p>This action followed an internal audit undertaken in 2015. A follow up audit was carried out in 2018 and these issues were identified as still requiring action. As a result, the original action was reopened. The service has set a realistic target date for re-implementing this action however it remains under review to ensure that the action can be delivered in time.</p> |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|-------------|------------|---------------------------------|---|------------------------------|-----------------------------|-------|
| Page 409 | | | <p>developer funds, the management action specified at 2.3 below will be applied.</p> <p>2. An internal record will be maintained of agreements that have not been fulfilled to prevent services from drawing down contributions to support any development work. Developers will not be advised that agreements are void and no longer applicable, as (under legislation) only developers can seek to discharge the agreement; and</p> <p>3. and 4 where agreements have not been fulfilled and funds are held by the Council, the developer will be contacted (where they can be traced) to ascertain whether they would accept reimbursement of funds. Where this is the case, a value should be agreed between the Council and the developer that reflects interest and indexation (where applicable) and reimbursed.</p> | | | |
| | | | | | | |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|---|------------------------------|-----------------------------|--|
| Planning and S75 Developer Contributions End to end developer contribution processes, procedures, and training | High | Pending | <p>Planning has a continuous programme of officer training which has included legal agreements, developer contributions and the Action Programme. Planning have scheduled refresher training on contributions and invited officers from other services.</p> <p>1. All Internal Audit recommendations related to induction and refresher training will be implemented as detailed above. The training will include those employees from Planning; Finance and Legal Services who are involved in the developer contributions process; and 2. Training content will be reviewed at least annually and will be updated (when required) to reflect any legislative and process changes.</p> | 30/09/2019 | N/A | Training for staff delivered in September 2019, with mop up session in November 2019. Action completed in timescale. |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|--|------------|---------------------------------|---|------------------------------|-----------------------------|---|
| Local Development Plan (LDP) Financial Modelling | High | Started | Challenge of infrastructure proposals will be performed at the LDP Action Programme oversight group. Complete and agree Financial Model of 2018 LDP Action Programme Annual Report to CLT and Finance and Resources Committees; Prepare update to Financial Model in line with next LDP project plan. | 31/03/2018 | 29/05/2020 | This action has been delayed to take account of information required from Scottish Government. A revised implementation date has been submitted. |
| Page 411 Local Development Plan Governance arrangements over infrastructure appraisals | Medium | Started | Establish and agree appropriate roles, resources and the responsibilities for delivery the above matters as an early action in the project plan for LDP 2. Oversight will be provided by the Project Board to ensure that all individual appraisals performed across Service Areas have applied these recommendations. (sept 18) | 31/03/2018 | 29/05/2020 | This action has been delayed to take account of information required from Scottish Government. A revised implementation date has been submitted. |

Policy and Sustainability

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|--|------------------------------|-----------------------------|--|
| Drivers Recording and addressing driving incidents | Medium | Pending | A monthly reconciliation between the incidents reported to Fleet Services and those recorded on SHE will be performed, with line managers advised re any gaps on the SHE system that need to be addressed; | 01/04/2019 | 30/04/2019 | This action remains outstanding and urgent management action is being progressed to address this outstanding action. |
| Drivers Recording and addressing driving incidents | Medium | Pending | Quarterly analysis of driving incidents will be performed and provided to Service Areas with a request that any recurring themes or root causes are incorporated into ongoing driver training; | 01/02/2019 | 30/04/2019 | This action remains outstanding and urgent management action is being progressed to address this outstanding action. |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|--|------------|---------------------------------|--|------------------------------|-----------------------------|---|
| Drivers Recording and addressing driving incidents | Medium | Pending | Six monthly reporting will be provided to the Corporate Leadership Team (CLT) together with details of relevant actions taken. | 01/10/2019 | | This action remains outstanding and urgent management action is being progressed to address this outstanding action. |
| Drivers Driving Assessments and Training | Medium | Started | The decision will be approved by the CLT and the Corporate Policy and Strategy Committee; and the draft Driving policy and supporting procedures will be updated and implemented; | 29/03/2019 | 10/06/2019 | This action remains outstanding and urgent management action is being progressed to address this outstanding action. |
| Drivers Management and use of Driver Permits and fuel FOB cards | Medium | Started | On a driver's last working day, the line manager will recover the leavers driving permit and fuel FOB and return those to Fleet Services, driving permits will be cancelled and destroyed, with details removed from the system; | 01/04/2019 | 31/12/2019 | A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale. |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|--|------------|----------------------------------|--|------------------------------|-----------------------------|--|
| Drivers Management and use of Driver Permits and fuel FOB cards | Medium | Started | Fleet Services will perform an exercise to remove all historic leavers from their database and advise the external third party who performs the annual licence checks to ensure that no subsequent checks are performed on former employees. | 01/02/2019 | 31/12/2019 | A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale. |
| Page 4 of 4 Drivers Ongoing compliance with driving hours regulations | Medium | Started | Fleet Services will reconcile its records of Council/agency drivers and their line managers with HR records on a quarterly basis to ensure that it is complete and accurate. | 01/02/2019 | 31/10/2019 | A revised implementation date has been submitted as management have assessed that it was not possible to implement this action within the original timescale. |
| Historic Unimplemented Findings ED1501 Issue 1 Resource risk with delivering the SEAP programme | Medium | Recommendation 1a Started | (i) The Communications Plan will be rolled out. | 31/01/2016 | 31/12/2019 | The original management action agreed on this has not been progressed in the manner envisaged. In implementing this action, consideration must be given the Council's overall approach to Sustainability. It is envisaged that |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|----------------------------------|--|------------------------------|-----------------------------|--|
| | | | | | | evidence to explain the progress with this action will be submitted to Internal Audit in early December. |
| <p>Page 415</p> <p>Historic Unimplemented Findings</p> <p>ED1501 Issue 1 Resource risk with delivering the SEAP programme</p> <p>Paul Lawrence, Executive Director of Place and SRO</p> | Medium | Recommendation 1b Started | <p>(ii) A risk register will be developed as part of the reporting to Committee. Resourcing the Sustainable Energy Action Plan (SEAP) is still an ongoing concern. As the Council Transformation Programme progresses, it will be crucial to ensure existing resources are in place (as far as possible) to ensure delivery of the SEAP.</p> | 30/04/2016 | 31/12/2019 | <p>The original management action agreed on this has not been progressed in the manner envisaged. In implementing this action, consideration must be given the Council's overall approach to Sustainability. It is envisaged that evidence to explain the progress with this action will be submitted to Internal Audit in early December.</p> |

Cross-Committee (Cross-Directorate)

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|--|-------------|---------------------------------|---|------------------------------|-----------------------------|---|
| <p>Resilience and Business Continuity</p> <p>Resilience responsibilities</p> <p>Page 416</p> | <p>High</p> | <p>Started</p> | <p>Operational resilience responsibilities for completion and ongoing maintenance of Directorate and Service Area Business Impact Assessments; Resilience plans; and coordination of resilience tests in conjunction with the Resilience team will be clearly defined and allocated. The total number of employees with operational resilience responsibilities will be determined with reference to the volume of business impact assessments and resilience plans that require to be completed and maintained to support recovery of critical services.</p> | <p>20/12/2018</p> | <p>11/12/2020</p> | <p>This action relates to an audit of the Council's approach to Resilience. Following discussion between colleagues in the Resilience and Internal Audit team, a revised implementation date has been agreed.</p> <p>Implementation of this action relies on services working closely with the Council's Resilience team.</p> |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|--|------------------------------|-----------------------------|--|
| <p>Resilience and Business Continuity</p> <p>Objectives for operational resilience responsibilities</p> <p>Page 417</p> | High | Started | <p>Corporate; management; and team member objectives for operational resilience responsibilities (for example completion of Service Area Business Impact Assessments; Resilience Plans; and coordination of Resilience tests) will be established, with ongoing oversight performed by Directors and Heads of Service to confirm that these are being effectively delivered to support the resilience responses included in both the Directorate and Council's annual governance statements.</p> | 31/07/2019 | N/A | <p>Implementation of this action relies on services working closely with the Council's Resilience team.</p> <p>This action remains outstanding but is being urgently progressed.</p> |

| Audit/Issue | Issue Type | August Status/ Status Update | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Notes |
|---|------------|---------------------------------|--|------------------------------|-----------------------------|---|
| <p>Resilience and Business Continuity</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements respect of third party providers</p> <p>Page 418</p> | High | Started | <p>Assurance should be obtained annually for statutory and critical services from third party service providers that their resilience plans remain adequate and effective; and have been tested to confirm that the recovery time objectives for systems and recovery time and point objectives for technology systems agreed with the Council were achieved. Where this assurance cannot be provided, this should be recorded in Service Area and Directorate risk registers.</p> | 28/06/2019 | 30/06/2020 | <p>This action relates to an audit of the Council's approach to Resilience. Following discussion between colleagues in the Resilience and Internal Audit team, a revised implementation date has been agreed.</p> <p>Implementation of this action relies on services working closely with the Council's Resilience team.</p> |

Planning Committee

Craigmillar Park Conservation Area Character Appraisal Review

2.00pm, Wednesday, 29 January 2020

Executive/routine

Wards

15 – Southside/Newington

Council Commitments

[15](#)

1. Recommendations

- 1.1 It is recommended that Committee approves the revised Craigmillar Park Conservation Area Character Appraisal (CACA).

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, Service Manager, Place Development

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Craigmillar Park 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 Craigmillar Park Conservation Area Character Appraisal (CACA). The revised appraisal has been the subject of consultation with the Craigmillar Park Association and the Grange and Prestonfield Community Council.

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 and Meadows, 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](#).

4. Main report

- 4.1 The Craigmillar Park Conservation Area was originally designated in March 1996 and was extended in March 2007. The character appraisal for the area was approved in 2003.

- 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. The Historical Development section has been augmented with additional detail, but there have been no significant amendments to the Structure and Key Element sections. A comprehensive list of listed buildings has also been included. A substantial number of format changes have been made and it is not possible to clearly highlight changes. No changes to the conservation area boundary are proposed.
- 4.4 The draft revised Craigmillar Park CACA was the subject of a consultation with the Craigmillar Park Association and the Grange and Prestonfield Community Council during September and October 2019. They reviewed an initial draft of the appraisal and submitted comments which have been incorporated in the final version of the appraisal.

5. Next Steps

- 5.1 Once approved, the revised 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 photocopied on request for customers with difficulties accessing the web version. Demand for this service is expected to be low and the minimal additional costs could be absorbed in existing budgets.

7. Stakeholder/Community Impact

- 7.1 The draft revised Craigmillar Park CACA was the subject of a consultation with the Craigmillar Park Association and the Grange and Prestonfield Community Council during September and October 2019. The aim of conservation area status is to enhance the quality of the area. This has the potential to improve quality of life and supports sustainable communities.

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 [Craigmillar Park Conservation Area Character Appraisal.](#)

9. Appendices

- 9.1 Appendix 1 - Revised Craigmillar Park Conservation Area Character Appraisal.
- 9.2 Appendix 2 - Map of Craigmillar Park Conservation Area.

Appendix 1 - CRAIGMILLAR PARK CONSERVATION AREA CHARACTER APPRAISAL (29 January 2020)

Location and Boundaries

The Craigmillar Park Conservation Area is situated approximately two miles south of Princes Street, in the Newington district, close to the Cameron Toll shopping centre. It is centred on the Victorian residential development around the A701 (Liberton Road/Craigmillar Park/Mayfield Gardens), which is one of the main arterial routes into the City from the south.

The northern section lies north of the Edinburgh Suburban and Southside Junction railway line and was formally part of the Mayfield Estate. It is bounded on the north by West Mayfield, on the east by Mayfield Gardens and the Waverley Park Conservation Area, on the west by Moston Terrace and the south by Mentone Gardens. The central section comprises the properties on Craigmillar Park; it is bounded on the north and east by the railway line (following the course of the Pow Burn), the former East Suffolk Road Halls of Residence and the former playing field at the end of Crawford Road. To the south it is bounded by Lady Road. The southern section comprises the Gordon Terrace area, a long narrow strip bounded on the east by Liberton Road (the A701) and the west by the Gordon Terrace frontage properties.

Dates of Designation/Amendments

The Conservation Area was designated in 1997. The Craigmillar Park Conservation Area Character Appraisal was approved on 27 November 2003. In 2007, the boundary was extended to include the Victorian villa area to the west of Craigmillar Park, through to Mayfield Road, as well as the properties on the north side of Lady Road including the early houses at its west end.

Statement of Significance

The Craigmillar Park Conservation Area is principally a Victorian residential suburb developed as part of Edinburgh's southward expansion in the nineteenth century.

CONSERVATION AREA CHARACTER APPRAISALS

Purpose of Character Appraisals

Conservation Area Character Appraisals are intended to help manage change. They provide an agreed basis of understanding of what makes an area special. This understanding informs and provides the context in which decisions can be made on proposals which may affect that character. An enhanced level of understanding, combined with appropriate management tools, ensures that change and development sustains and respects the qualities and special characteristics of the area.

“When effectively managed, Conservation Areas can anchor thriving communities, sustain cultural heritage, generate wealth and prosperity and add to quality of life. To realise this potential many of them need to continue to adapt and develop in response

to the modern-day needs and aspirations of living and working communities. This means accommodating physical, social and economic change for the better.

Physical change in Conservation Areas does not necessarily need to replicate its surroundings. The challenge is to ensure that all new development respects, enhances and has a positive impact on the area. Physical and land use change in Conservation Areas should always be founded on a detailed understanding of the historic and urban design context.”

From PAN 71, Conservation Area Management.
www.scotland.gov.uk/Publications/2004/12/20450/49052

How to Use This Document

The analysis of the Craigmillar Park 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 area. Issues specific to the area are discussed in more detail and recommendations or opportunities identified.

This document is not intended to give prescriptive instructions on what designs or styles will be acceptable in the area. Instead, it can be used to ensure that the design of an alteration or addition is based on an informed interpretation of context. This context should be considered in conjunction with the relevant Local Development Plan (LDP) policies and planning guidance.

HISTORICAL ORIGINS AND DEVELOPMENT

In the nineteenth century, development to the south of Edinburgh met an increasing demand for high-quality houses with private gardens, at a much lower density than in the New Town, and this type of housing progressed steadily southwards until the end of the century. A major factor that stimulated this development to the south of the city was the construction of the new southern approach. This had begun in the late eighteenth century with the completion of South Bridge, in 1788. By 1795, it had been proposed to continue this road south to open up more ground for house feuing, and by 1806 the road (as Minto Street) had reached the southern boundary of the Newington Estate at Mayfield Loan (now West and East Mayfield). This was still a service road for the new development, but, in about 1812, the broad avenue of Minto Street was continued southwards as a major new turnpike road, connecting to the existing network at the present Gilmerton Road and Liberton Road. The impressively

wide new road became one of the principal approaches from the south. The expansion into the area was also facilitated by an improved transport links. In 1871, horse-drawn trams were introduced and the railway which had a station at Newington, was opened in 1884.

The ground covered by the Craigmillar Park Conservation Area was open farmland until the 1850s. The northern section of the Conservation Area formed part of the lands of Mayfield, immediately to the south of the Newington Estate, originally feued from the Burgh Muir in the sixteenth century. The central and southern sections, to the south of the Pow Burn, were part of the lands of the Gilmours of Craigmillar and Liberton.

The western half of the original Mayfield Estate forms the northern section of the conservation area. Mayfield, also called Newlands, was an estate of 16 acres created in 1704 by Walter Porterfield, surgeon and burghess of Edinburgh. Duncan McLaren, Lord Provost of Edinburgh (1851-1854) and MP for Edinburgh (1865-81), acquired the estate in 1863. McLaren feued the estate for villa and terraced housing to a plan by David Cousin, although only two terraces on the east side of Mayfield Gardens were built to Cousin's plan. By the time of McLaren's death, in 1886, the lands of Mayfield were almost entirely built over. Bright's Crescent was named for his brother-in-law, John Bright MP, Glenorchy Terrace was named for his ancestral home; and Moston Terrace for his property in Cheshire.

In 1872, encouraged by the success of the feuing of Mayfield, Sir Robert Gordon-Gilmour began to feu out Craigmillar Park, as East and West Craigmillar Parks. The existing Dumfries and Carlisle road, that separated the two, was named Craigmillar Park. The Post Office Directory plan for 1873 shows as 'feuing ground' a network of proposed streets, including a crescent-shaped communal garden area to the east of the main road. Villas are shown already in place on Craigmillar Park. The Directory of 1877 also shows the more geometric terraced proposals, in which David Cousin was involved.

Gilmour's East Craigmillar Park scheme was slow to feu behind the main road, and a significant change in land use occurred when Gilmour leased all the remaining unfeued land in 1895 to form a 9-hole golf course.

Craigmillar Park Golf Course

Craigmillar Park Golf Course opened for play in February 1895. It was a time of rapid growth in golf, particularly for the increasing number of fellow workers across the city who made up golf teams, but who did not have a course on which to play. Craigmillar Park's course was advertised as being within a three minute walk of the Craigmillar Park tram terminus and of Newington Suburban Station. The course was about a mile long, and had been laid out by a Mr Day of Musselburgh. At a meeting of the club committee, in January 1895, it was announced that about 50 ladies and gentlemen had been admitted members. The club was unusual, for the time, in having no restrictions on membership and was open to women players from the outset. The membership continued to grow and resulted in the need for a clubhouse, which was opened on 5 October 1895. The Arts and Crafts style clubhouse was designed by Alexander Lorne Campbell (1871-1944), a founding member of the Craigmillar Park Golf Club and brother of the Club's President, Archibald Campbell. In 1904, Gilmour's

agents renewed feuing on Lady Road leading to the loss of one of the fairways, and Craigmillar Park Golf Club moved to a new site on Blackford Hill. The pavilion was sold to the Edinburgh Northern Hockey Club, but was also used by other sports clubs. The pavilion is a rare example of a late nineteenth century small scale former golf clubhouse. In October 2015, listed building consent was granted for the relocation of the clubhouse to a new landscape setting within the field following the granting of planning permission for the erection of 10 dwelling houses in the field. The exterior of the pavilion has been partially restored.

Gilmour abandoned the 1873 feuing plan for East Craigmillar Park, and developed the land for a completely different purpose. In 1905, a new system of teacher training was proposed and a campaign began to build colleges at Edinburgh, Glasgow, Dundee and Aberdeen. This resulted in the establishment of Moray House College of Education. The need to provide halls of residence for women students was recognised, and Gilmour's land at East Craigmillar Park was purchased for this purpose in 1913 by the Edinburgh Association for the Provision of Hostels for Women Students, a consortium of four education bodies with support from the Government and the Carnegie Trust. The architect, Alan Keith Robertson (1881-925), architect to the Scottish Education Department, obtained the contract. Through his partnership with Thomas Aikman Swan, one of Sir Robert Lorimer's assistants, Robertson will have been well aware of the work by other Lorimer assistants at Canadian universities and this seems to have been a major influence on Robertson. The Lorimer-style Arts and Crafts student residence blocks grouped round a grassed quadrangle were first occupied in session 1916-17. This very North American campus layout was unknown in Scotland, and these were the first purpose built residences developed exclusively for women students in Scotland. In June 1928 two further buildings were completed in accordance with the original scheme on the south side of the quadrangle by Robertson's successor Frank Wood. The advent of central heating however meant that most of the chimneyheads were omitted. In 1939, the hostels and grounds were taken over by the War Department and acted as a prisoner of war camp for German naval officers. They reopened as hostels in October 1945. They continued to function as student residences until their conversion into private apartments in 2004.

The southern section of Gilmour's housing development was designed to have a high-level crescent above the main road and separated from it by a communal garden. This crescent, originally called South Craigmillar Park (and later Gordon Terrace), has some fine and substantial red-sandstone villas dating from the closing years of the nineteenth century.

There was little change in the overall form of the Conservation Area during the twentieth century. However, the development of the Cameron Toll shopping centre and the University's King's Buildings complex, in the immediate vicinity, resulted in increased traffic levels. The street of houses at Cameron March to the south-west of the Conservation Area dates from 1991.

Craigmillar Park College and St Margaret's Ladies College

The Education Act (Scotland 1872) made secondary education up to 14 compulsory for all. Although women's' attendance at university was now possible, degrees for women only came in the 1890s.

In response to the pressure for girls' schools, two schools were established in the Conservation Area. The first advert for Madame Muriset's Craigmillar Park College, a high class private boarding and day school for girls of all ages, in premises at 6 Crawford Road appeared in 1890. Madame Muriset was assisted by a large staff of masters and lady teachers and the college offered classes in languages, music, art, dancing, English, Geography, Nature Study, Arithmetic, Geometry and Algebra, and emphasised outdoor pursuits: 'Besides Garden Games, Tennis and Netball, the college is close to Blackford Hill and Arthur's Seat, where the boarders are taken during the week, as well as for other country walks. They may also enjoy a day's skating, etc. Arrangements may be made for swimming and riding lessons.' The College pupils took an active part in the community organising concerts and collections for Boer War widows and orphans. Madame Muriset retired in 1932, by which time the college was also accepting 'little boys', and, in December of that year, three generations of girls who 'had come under her able tuition' came together at Craigmillar Park Church Hall to thank her for the 'sound educational grounding which had stood them in good stead in the years that followed.'

The second, and more significant, was St Margaret's School for Girls (originally St Margaret's Ladies College), also founded in 1890. The original house in East Suffolk Road and its identical sister-school in Egypt Terrace (later Cluny Drive) in Morningside were built by James Buchanan, who had identified the fast-growing suburbs of Newington and Morningside as suitable areas for establishing schools for the successful education of able and less academic girls. His architect James Pearson, produced schools with classrooms on the ground floor with staircases at both ends and a large assembly hall above, and both sat in large playgrounds. Buchanan's insurance against the project failing was that the houses could readily be converting into pairs of desirable semi-detached houses for which there was a good market.

Both schools were a short walk from stations on the new district railway and this meant that pupils and staff could easily transfer to the other school for particular lessons or for organised sports and games. After the golf course moved to Blackford Hill the pavilion was sold to the Northern Hockey Club and two hockey pitches were laid out for weekend games and rugby - St Margaret's was able to lease the pitches for weekdays. They already had a tennis court, and there were public courts in Crawford Road.

The school's success led to steady expansion in property acquired in the adjacent streets for boarding accommodation and specialist teaching, in the process taking over most of the other private schools in south Edinburgh - Cranley, St Denis, Grange Home, St Hillary's.

The first major addition to the school was Ormidale, a large nineteenth century villa (circa 1897), with a prominent three-stage entrance tower to the left of the main

elevation. It sits on a corner site on the north side of East Suffolk Road with substantial grounds which could accommodate tennis courts. It was acquired by the school in 1937 and named St Margaret's. Later alterations were needed to integrate it into the school. James Anderson owned a large chemical manufactory in Leith and the house was originally built for his retirement. Anderson is perhaps the archetypal successful industrialist and self-made man of substance who retired to a mansion designed for him in the leafy southern suburbs, occupied then largely by affluent professionals. Other houses commissioned by lesser Edinburgh merchants were subsequently built in Gilmour's later feuing around Gordon Terrace.

Craigmillar Park Bowling Club

The site of the Craigmillar Park Bowling Club on Gilmour Road had been left as an open space when the houses in Gilmour Road were built. In 1903, Colonel Gilmour, granted a lease for the use of the site as a bowling green. Rapid progress was made in laying out the green and building the clubhouse and the club was officially opened on 11 June 1904. The green and clubhouse are a visual asset to the area, whereas the 1885 Waverley Tennis Squash and Sports Club at 22 Suffolk Road is largely hidden.

Will Fyffe

The area also has associations with Will Fyffe (1885 –1947), the famed Scottish music hall artist and character actor. Fyffe who was born in Dundee, wrote '*I belong to Glasgow*', and died after falling from a hotel window in St Andrews. He had a home in Craigmillar Park at Taybank, 17 Suffolk Road.

Royal Blind School

The former Royal Blind School at West Savile Road/Craigmillar Park dates from 1874 and was one of the earliest developments in the area. The School was founded in 1835 by Mr James Gall, an Edinburgh printer, to provide specialised educational support. The school then grew in 1875 from the amalgamation of the educational unit of the Royal Blind Asylum. The Board of Royal Blind took the decision to consolidate their campuses at Canaan Lane, and the Craigmillar Park campus closed in June 2014. Consent was granted in July 2019 for the demolition of later additions to the school and the conversion of the original school building and lodge into 21 residential units, plus the lodge and 27 new builds, totalling 49 units.

STRUCTURE

The southern boundary of the Conservation Area forms a visual edge between the planned urban area of stone-built Georgian and Victorian houses and the mixture of modern suburbs and semi-rural (and now commercial) development to the south. This city gateway feature is clearest at the junction of Lady Road with Craigmillar Park, and is an important element of the Conservation Area.

Craigmillar Park, Liberton Road, Lady Road, Esslemont Road and Mayfield Road are busy main routes, which contrast with the much quieter adjoining residential side streets.

The area lying to the east of Craigmillar Park is primarily comprised of Victorian semi-detached buildings on substantial plots. Adjacent to these are the former Halls of Residence sited in a substantial landscape setting with views across to Arthur's Seat. The former Craigmillar Park Free Church provides a landmark building within this area. Terraced properties are more prevalent in the area to the west of Craigmillar Park.

Craigmillar Park, which forms the spine of the Conservation Area, is lined with substantial buildings, set back from the road, with mature gardens. Gordon Terrace is set on a steep wooded embankment rising away from Liberton Brae and is developed with sizeable Victorian and Edwardian buildings on large plots on its west side only. The east side is open and gives clear views to the east and south. The views to the west are closed by the King's Building campus of Edinburgh University.

The area enjoys a fairly low density, with a mixture of detached, semi-detached and terraced mainly Victorian stone houses. The open character of the area affords fine views outwards towards Arthur's Seat, and Blackford Hill.

KEY ELEMENTS

Townscape

There is a distinct pattern of detached, semi-detached and terraced mainly Victorian houses oriented towards the street frontages, set within significant gardens. Consistency is provided by the very regular building lines, with all properties set back behind a front garden. The mature gardens soften the stone buildings and create an open landscaped structure which characterises the Conservation Area. The properties also have significant rear gardens.

The detached properties on the east side of Craigmillar Park, Gordon Terrace and the south side of West Mayfield, in particular, are very low density with large back gardens. Some of the largest villas have their original coach houses, particularly along the main road. Most of the roads and building lines are linear, but this is punctuated by the crescents at Crawford Road and Bright's Crescent.

The former residence halls/playing field off East Suffolk Road/ Crawford Road forms a peaceful backwater consisting of five former residence halls arranged around a large quadrangle with striking views to Arthur's Seat and Craigmillar Castle. A major component of the special character of the building complex is its sheltered rural setting and the high quality of views into and out of the site. Newington cemetery, lying just over the north eastern boundary of the Conservation Area, increases the open landscaped feeling in this area.

At the southern end of the Conservation Area, development on the side streets south of Hallhead Road is of more mixed form, with a number of more recent, but still

substantial, houses. Gordon Terrace has some very large Victorian villas in spacious grounds. They are sheltered from the traffic noise by a strip of dense vegetation that slopes steeply between Gordon Terrace and Liberton Road. This strip forms a narrow, private, linear park with paths through it and gated entrances from Gordon Terrace and Liberton Road. The long stone retaining wall to the bank of the park along Liberton Road is a distinctive feature. Gordon Terrace is the only part of the area that is on a slight hill.

The building lines are consistently set back, with good sized, mature gardens with many trees and shrubs. The relationship of the open spaces, trees and characterful buildings create a high quality of urban design, making it one of the most attractive entrances into the city. Externally, most of the buildings have changed little since they were constructed, solidly built of stone and slate, with many rich features characteristic of Victorian buildings, including distinctive low stone walls, making the buildings within gardens readily visible.

The area is characterised by the consistent and unspoiled quality of the Victorian buildings and the important relationship of the buildings, trees, gardens and open spaces. Victorian detailing contributes to the street picture, establishing a pleasing rhythm of bay windows, chimney stacks, original dormers and prominent doorway features.

Architectural Character

The architectural character of the area is predominantly solid Victorian, with grey sandstone walls and slate roofs. There is some limited use of red sandstone (available from Dumfries from the 1880s as a result of new railway links), mainly in Gordon Terrace and East Suffolk Road church. The high quality stone-built architecture of limited height provides homogeneity through building lines, heights and massing. The predominant use of traditional building materials: local sandstone for buildings and boundary walls and Scots slate for roofs provides a significant degree of uniformity. Low stone boundary walls define the physical seclusion of the villas.

The buildings are relatively plain compared to many more ornamented Victorian buildings, but there are notable features such as decorated stone entranceways, cast iron balconies, finials, balustrades, dormers and bay windows. Some of the grander detached houses and terraces on Craigmillar Park and Gordon Terrace incorporate turrets, Italianate towers and crow step gables.

The strong and regular pattern of the buildings along street blocks is complemented by the regular rhythm of solid chimneys, doorways, bay windows, dormers and roof details.

Windows tend to be very large, with a vertical emphasis, typically wooden sash and case. The slate roofs are pitched, often with gables over the windows. The substantial chimneys are characteristic of this period of building, when fires in each room were the main form of heating. The architectural character is generally uniform, with buildings of two and three storey. The front gardens are enclosed with low walls, with high walls at the sides and rear. Many original iron railings were removed during the

Second World War and in some places have been replaced by wooden fencing or non-standard railings which are not of traditional materials or to scale.

The only significant tenements are a short stretch on Mayfield Road, incorporating a parade of shops, and a longer row on the south side of Mentone Terrace.

The three churches within the Conservation Area form solid landmarks. The corner location and substantial spire of Mayfield Salisbury Church is a major feature marking the northwest corner of the Conservation Area.

A number of buildings within the conservation area are included on the statutory list of buildings of historic or architectural interest:

- 2-28 (even numbers) Moston Terrace and 13 Bright's Crescent (Category: C). A two storey and attic, 29 bay, near symmetrical terrace of houses, which dates from circa 1880. The highly eclectic range of details, including shouldered-arched doorways with contrasting colonettes and panelled doors, fish-scale slates and scalloped flashings, and decorative carved cornices to the ground floor windows.
- Mayfield Salisbury Church, including Church Hall, Mayfield Road and West Mayfield (Category B). A Gothic church by Hippolyte J Blanc, dating from 1876-1879. The 48 metre high spire was added in 1894 and is a local landmark.
- 18 West Mayfield, former Manse to Mayfield Salisbury Church (Category B). An asymmetrical two storey and basement Gothic style house with a single storey wing, which is now used for a variety of church purposes. Designed by Hippolyte J Blanc and dates from 1876, with modern alterations.
- 20 and 20A West Mayfield, Mayfield House (Category C). A two storey symmetrical classical house, which dates from circa 1870. The southern section of West Mayfield was largely designed in the 1870s by W Hamilton Beattie and J C Hay.
- 21 West Mayfield (Category C). A two storey, symmetrical classical house with single storey wings' which dates from circa 1870 with twentieth century alterations.
- 10 Mayfield Gardens (Category C). A two storey and basement house dating from circa 1870 with classical details and modern additions on a corner site.
- 17-21 (Odd numbers) Crawford Road (Category C). A late nineteenth century. two storey and attic, seven bay near symmetrical, classical terrace of three houses. Very similar in character and detail to Nos 7-9 Granby Road. Unusual triple house arrangement, with good quality decorative detail.

- Royal Blind School and Gate Lodge, West Savile Road and Craigmillar Park (Category C). The former Royal Blind School was built as a Female Blind Asylum, was designed by Charles Leadbetter and dates from 1874. Three storey and attic, French-style with central entrance tower and flanking wings.
- Craigmillar Park Church (formerly Mayfield Church) including War Memorial, Craigmillar Park (Category B). A cruciform-plan Gothic church (1878) with hall (1899) adjoining to north.
- 19 Craigmillar Park, large villa with central tower (Category C), wide cast iron balconies and fine carved detailing at the entrance. Modern extension at rear.
- Former Club House, Crawford Road (Category C), now relocated and rotated within the public open space to the south of the new houses. A single storey, five bay, rectangular-plan, Arts and Crafts style former sports pavilion by Alexander Lorne Campbell, and dating from 1895. This is the first recorded building by the prominent architect.
- Former Craigmillar Park Free Church, East Suffolk Road (Category: B). Perpendicular Gothic church dating from 1898. A red sandstone perpendicular Gothic church, by Sydney Mitchell & Wilson, with an incomplete tower, but which is complemented by an adjoining octagonal hall, positioned to close the vista at the end of East Suffolk Road. The memorial stone of the church was laid by the Rev Dr Whyte, the Moderator of the Free Church Assembly, in May 1898. The congregation had previously worshipped in the Free Tron, Chambers Street, and at East Suffolk Road they initially met in the upper hall of St Margaret's school. The building was later acquired and used by St Margaret's School and an upper floor was inserted at the gallery level. It has been in use as the Iqra Academy since the closure of the school in 2011.
- 6 East Suffolk Road (Lodge) and 1-13 (Inclusive numbers) and 20-22 (inclusive numbers) East Suffolk Park (Category B). A symmetrically arranged group of five Arts and Crafts Lorimer-style residence blocks around a spacious rectangular green. The former Halls of residence date from 1914. Their character and setting are unique in Scotland, but have clear echoes in the campuses of the Canadian universities of Alberta and McGill. They are notable for their Arts and Crafts style and the formal arrangement around an open green. The substantial landscape setting is a major component of the special character of the building complex. In 2004, the halls of residence were converted for residential accommodation.
- 7 and 8 Gilmour Road (Category C). A late nineteenth century two storey symmetrical pair of classical houses.

- 7 and 9 Granby Road (Category C). A late nineteenth century two storey symmetrical pair of classical houses. Facing and similar in design to Nos 8-10 Granby Road.
- 8 and 10 Granby Road (Category C). A late nineteenth century two storey symmetrical pair of houses with classical details.
- 50, 50A and 52 Craigmillar Park (Category C). A late nineteenth century two storey and attic, four bay asymmetrical house with baronial and classical detailing.
- 10 and 12 Lygon Road (Category C). A four bay pair of symmetrical houses with baronial detailing.
- 1-5 (inclusive numbers) Gordon Terrace (Category C). A late nineteenth century two storey and attic, 12 bay asymmetrical terrace with baronial detailing. Slightly bull faced, coursed cream sandstone with red sandstone ashlar dressings.
- 169 Mayfield Road and 43 Esslemont Road (Category B). A two storey and attic, three-bay rectangular plan house. Squared and snecked sandstone with polished ashlar dressings. A rare domestic work by H E Clifford, dating from 1911 for Mrs Margaret Huison Russell (Lamont-Campbell).
- 21 Hallhead Road, Rankine House (Category B). A two storey near T-plan Arts and Crafts house. Squared and snecked rubble with polished ashlar dressings and some brick window surrounds. Eaves course; irregular quoins and margins. Designed by Arthur Balfour Paul and built for Miss Jean Rankine Brown in 1923.
- 9 Gordon Terrace, Netherbrae (Category B). A two storey nearly rectangular-plan freestyle house. Squared and snecked red sandstone with polished ashlar dressings. West Coast materials and details predominate in this 1897 house by W N Thomson of Leith for Henry Duncan Christie.
- 10 and 10A Gordon Terrace, Cademuir (Category B). A two storey irregular plan freestyle house with classical details. Squared and snecked red sandstone with polished ashlar dressings. Designed by W N Thomson of Leith and built in 1901 for W B Lindsay Esq, coal and iron merchant of Leith.
- 1 Gordon Terrace, South Park (Category B). A late nineteenth century, two storey and attic, three bay house with classical details and three stage, central entrance tower.

Natural Heritage

The buildings are set in substantial gardens which complement and soften the architecture. The feeling of spaciousness in the Conservation Area depends largely on the size of its gardens, and the small but significant green private open space formed by the quadrangle within the former halls of residence at East Suffolk Road.

The densely vegetated railway line (identified as a wildlife corridor in the Edinburgh Biodiversity Action Plan), which links to Newington Cemetery, forms the eastern boundary of the Conservation Area. They make an important contribution to the character and appearance of this part of the Conservation Area. The extensive green spaces with their mature landscape framework provide a pleasant open outlook at the ends of Suffolk Road /Crawfurd Road and views to the wider landscape. The most significant vista defining the character of this part of the Conservation Area is the view of Arthur's Seat from the quadrangle.

There are five narrow 'Nature Strips' bordering Granby, Suffolk and Gilmour Roads in the West Craigmillar Park area. The Craigmillar Park Association commissioned a conservation and biodiversity report and with support from the Council's Green Spaces Department, south side, a team of volunteers is now progressively following the report's recommendations. The overgrown laurel bushes are being removed or substantially reduced and bulbs and native trees are being planted. There has already been a significant improvement in appearance – and in public safety.

Trees and shrubs encourage wildlife, provide shelter and serve as barriers to noise and pollution. The varied planting, trees, shrubs, hedges and flowers, within the gardens also contribute significantly to the character of the area. Mature trees make a particularly significant contribution to the landscape framework and are an important part of the diversity of wildlife habitats. There are significant tree belts along the eastern section of Suffolk Road.

The Craigmillar Park Bowling Club forms an attractive open space on Gilmour Road but is essentially private land. Public open space is severely limited - at the southern tip of the area, in the angle of Liberton Road and Mayfield Road, there is a small park through which the Braid Burn runs.

Activities and Uses

Although the area is predominantly residential, it is punctuated by several other uses: a veterinarian surgery on Mayfield Road; the Waverley Lawn Tennis and Squash Club, which was established in 1885; the bowling club on Gilmour Road; and the hotel at the south end of Craigmillar Park. The area has two small parades of shops on Craigmillar Park, which were originally associated with the former railway station, and on Mayfield Road. Many of the properties, principally along the main roads, have been converted into hotels or guest houses. St. Margaret's School, which opened in East Suffolk Road in 1890, had expanded over the years along the former residential properties on East Suffolk Road and had occupied the Craigmillar Park Free Church. In 2002, the school constructed a modern building on former garden ground on East Suffolk Road. The school closed in 2011 and the East Suffolk Road property was converted to a care home with the church used as the Iqra Academy.

Most of the buildings within the Conservation Area were built as single family dwellings. This predominant use remains, but many of the buildings have been subdivided into flats because the original houses were very large. Often this has not meant any physical change to the external appearance of the properties, with the exception of outside staircases providing access to the upper properties.

However, the propensity is towards residential use with the conversion of the Royal Blind School and the Suffolk Halls to apartments.

The Conservation Area is well served by the numerous bus routes along Craigmillar Park with smaller numbers on Mayfield Road, Dalkeith Road and Lady Road/Esslemont Road.

The Cameron Toll shopping mall is a district centre bringing traffic through the area, although its award-winning design, by Michael Laird, and setting within the land contours and dense planting mean it is unobtrusive, when viewed from the Conservation Area.

MANAGEMENT

Legislation, policies and guidance

Conservation Areas

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that Conservation Areas are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local authorities have a statutory duty to identify and designate such areas.

Special attention must be paid to the character and appearance of the Conservation Area when planning controls are being exercised. Conservation Area status brings a number of special controls:

- The demolition of unlisted buildings requires Conservation Area Consent;
- Some permitted development rights, which allow improvements or alterations to the external appearance of dwelling houses and flatted dwellings, are removed; and
- Works to trees are controlled (see Trees for more detail).

The removal of buildings which make a positive contribution to an area is only permitted in exceptional circumstances, and where the proposals meet certain criteria relating to condition, conservation deficit, adequacy of efforts to retain the building and the relative public benefit of replacement proposals. Conservation Area Character Appraisals are a material consideration when assessing applications for development within Conservation Areas.

Alterations to windows are also controlled in Conservation Areas in terms of the Council's guidelines. Specifically, PVC windows are not permitted.

Listed buildings

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.

Planning guidance

More detailed, subject-specific guidance is set out in Planning Guidance documents. Those particularly relevant to the Craigmillar Park Conservation Area are:

- Guidance for Householders;
- Guidance for Businesses;
- Listed Buildings and Conservation Areas;
- Developer contributions and affordable housing;
- Edinburgh Design guidance;
- Communications Infrastructure; and
- Street Design Guidance.

In addition, a number of statutory tools are available to assist development management within the Conservation Area.

Article 4 Direction Orders

The Town and Country Planning (General Permitted Development) (Scotland) Order 1992, amended 2012, (abbreviated to GPDO), restricts the types of development which can be carried out in a Conservation Area without the need for planning permission. These include most alterations to the external appearance of 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.

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 Craigmillar Park 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.

Trees

Public and private mature trees contribute to the character of the Conservation Area. Larger trees are also complementary to the scale of Craigmillar Park's wide streets and large villa grounds.

Trees within Conservation Areas are covered by the Town and Country Planning (Scotland) Act 1997 as amended by the Planning Act 2006. This Act applies to the uprooting, felling or lopping of a tree having a diameter exceeding 75mm at a point 1.5m above ground level. The planning authority must be given six weeks' notice of the intention to uproot, fell or lop trees. Failure to give notice will render the person liable to the same penalties as for contravention of a Tree Preservation Order (TPO).

Tree Preservation Orders are made under planning legislation to protect individual and groups of trees considered important for amenity or because of their cultural or historic interest. When assessing amenity, the importance of trees as wildlife habitats will be taken into consideration. There is a strong presumption against any form of development or change of use of land which is likely to damage or prejudice the future long term existence of trees covered by a Tree Preservation Order. The removal of trees for arboriculture reasons will not imply that the space created by their removal can be used for development.

Appropriate planting is encouraged in areas which have lost a substantial number of large trees or would benefit from such planting, particularly on corner sites where large trees could easily be accommodated. Tree maintenance which preserves the scale, character and outline of the tree will be promoted. Replacement trees should be selected to form appropriate settings for individual houses and contribute to an integrating framework for the whole area. Framework trees should be substantial, long lived, hardy, and interesting in form. They should be in scale with and provide a setting for the buildings.

Trees in the City contains a set of policies with an action plan used to guide the management of the Council's trees and woodlands.

Assessing Development within the Craigmillar Park Conservation Area

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

General Criteria

General issues to be taken into account in assessing development proposals in the Conservation Area include the appropriateness of the overall massing of development, its scale (the expression of size indicated by the windows, doors, floor heights, and other identifiable units), its proportions and its relationship with its context i.e. whether it sits

comfortably. Development should be in harmony with, or complimentary to, its 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 Craigmillar Park.

New Buildings

New development should be of good contemporary design that is sympathetic to the spatial pattern, scale and massing, proportions, building line and design of traditional buildings in the area. New development should also reflect the proportion and scale of the traditional window pattern. The quality of alterations to shop fronts, extensions, dormers and other minor alterations should also be of an appropriately high standard.

The development of new buildings in the Conservation Area should be a stimulus to imaginative, high quality design, and seen as an opportunity to enhance the area. What is important is not that new buildings should directly imitate earlier styles, rather that they should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own. Therefore, while development of a gap site in a traditional terrace may require a very sensitive design approach to maintain the overall integrity of the area; in other cases modern designs sympathetic and complimentary to the existing character of the area may be acceptable.

Alterations and Extensions

Proposals for the alteration or extension of properties in the Conservation Area will normally be acceptable where they are sensitive to the existing building, in keeping with the character and appearance of the particular area and do not prejudice the amenities of adjacent properties. Extensions should be subservient to the building, of an appropriate scale, use appropriate materials and should normally be located on the rear elevations of a property. Very careful consideration will be required for alterations and extensions affecting the roof of a property, as these may be particularly detrimental to the character and appearance of the Conservation Area.

Definition of ‘Character’ and ‘Appearance’

Conservation Areas are places of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.

The character of an area is the combination of features and qualities which contribute to the intrinsic worth of an area and make it distinctive. Special character does not derive only from the quality of buildings. Elements such as the historic layout of roads, paths and boundaries, paving materials, urban grain and more intangible features, such as smells and noises which are unique to the area, may all contribute to the local scene. Conservation Area designation is the means of recognising the importance of all these factors and of ensuring that planning decisions address these qualities.

Appearance is more limited and relates to the way individual features within the Conservation Area look.

Care and attention should be paid in distinguishing between the impact of proposed developments on both the character and appearance of the Conservation Area.

OPPORTUNITIES FOR DEVELOPMENT

Development opportunities for infill or replacement may arise within the area and will be considered in terms of the relevant guidance. The Edinburgh Design Guidance, Guidance for Householders and Listed Buildings and Conservation Areas explain the Council's approach to design in historic contexts.

The unsympathetic subdivision of garden grounds can erode the quality of a building's form and proportion, and the historic relationship between buildings.

OPPORTUNITIES FOR ENHANCEMENT

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

Streetscape

Careful consideration needs to be given to floorscape which is an essential part of the overall appreciation of Craigmillar Park's rich townscape heritage. Repair and renewal work to street surfaces should be carefully detailed and carried out to the highest standards using quality natural materials.

High Buildings

Craigmillar Park 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 outside the Conservation Area.

Repair, Maintenance and Alterations

The character of the Conservation Area is maintained through regular maintenance of the built fabric in appropriate quality materials. Alterations must maintain the character

and appearance. The reinstatement of boundary enclosures to the original pattern would benefit the overall architectural character of the area.

Biodiversity

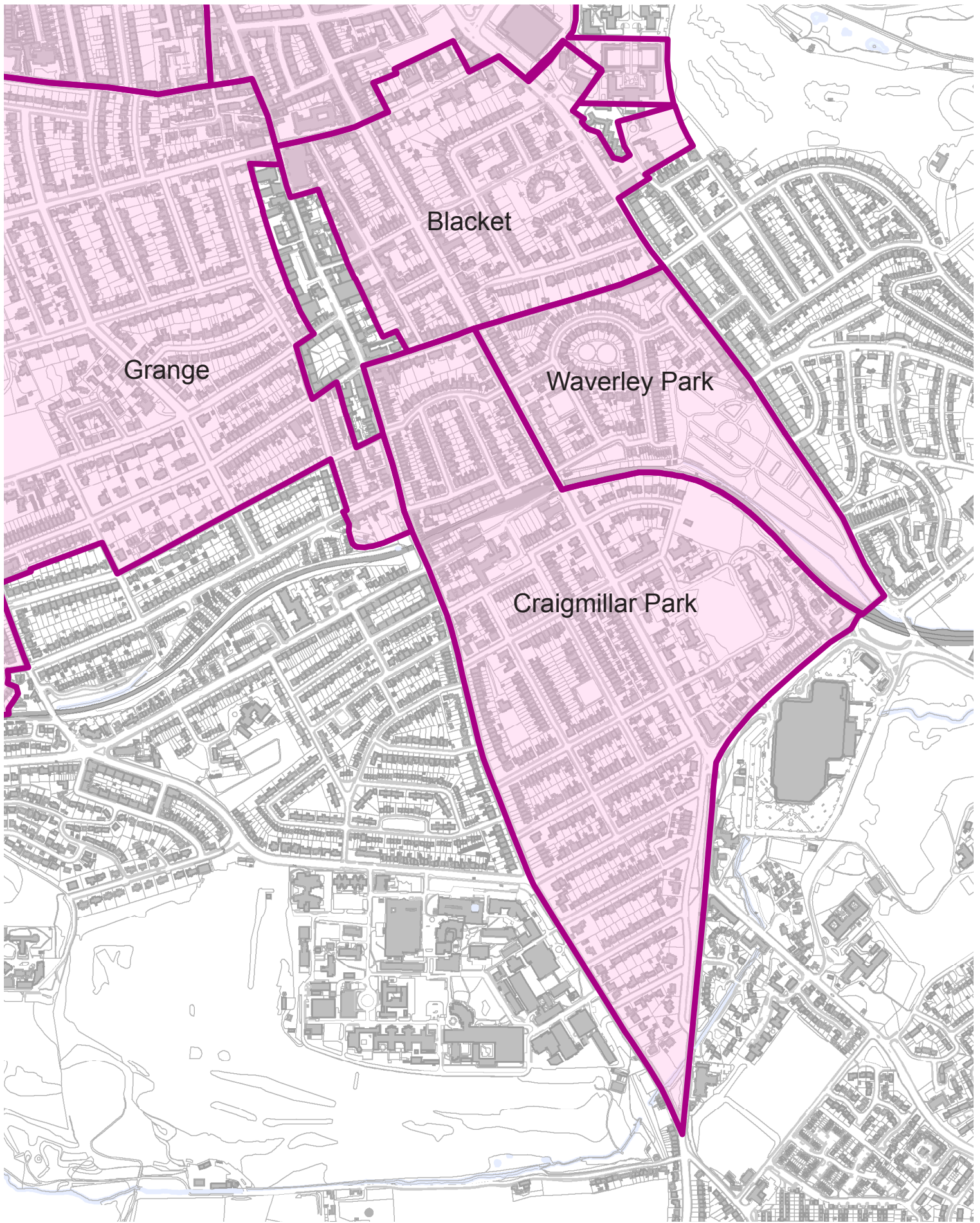
Measures to enhance biodiversity within open spaces are encouraged. Opportunities may be constrained by the limited open space available but the ongoing work in the Nature Strips, referred to above, should continue to encourage biodiversity.

Redevelopment and Changes to Building Tenure

Even where externally buildings may not alter greatly, changes in the property market affect the uses to which buildings are put, and these can affect the character and setting of buildings. The commercial market for small hotels continues to be challenging and some have reverted to sub-divided dwellings. These additions to the housing market can be welcome, providing they do not impinge adversely on traditional villa areas with unsympathetic additions and infilling. Another trend has seen some loss of normal family housing to specialised housing uses such as student accommodation, HMOs and short term lets. Changes in the housing market have to be managed carefully if the character of the Conservation Area and its social diversity are not to be damaged.

Signage

The large number of guest houses and hotels, especially on the main road, have resulted in a significant number of signs. Signage, including public signage, should be controlled so that it does not adversely affect the character of the Conservation Area. However, little progress, if any, has been made.



Craigmillar Park & neighbouring conservation areas

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