LRB-2023-05
22/01406/FLL – Change of use and alterations to store and associated attic to form a dwellinghouse, 208b High Street, Perth, PH1 5PA

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LRB-2023-05
22/01406/FLL – Change of use and alterations to store and associated attic to form a dwellinghouse, 208b High Street, Perth, PH1 5PA

PAPERS SUBMITTED BY THE APPLICANT

Pullar House 35 Kinnoull Street Perth PH1 5GD Tel: 01738 475300 Fax: 01738 475310 Email: onlineapps@pkc.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100616551-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application) ☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	Gray Planning & Development Ltd		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Neil	Building Name:	AYE House
Last Name: *	Gray	Building Number:	
Telephone Number: *	07514278498	Address 1 (Street): *	Admiralty Park
Extension Number:		Address 2:	Rosyth
Mobile Number:		Town/City: *	Dunfermline
Fax Number:		Country: *	UK
		Postcode: *	KY11 2YW
Email Address: *	neil@grayplanning.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:		You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *		Building Number:	32
Last Name: *		Address 1 (Street): *	Leonard Street
Company/Organisation	The Bathroom Company	Address 2:	
Telephone Number: *		Town/City: *	Perth
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	PH2 8ER
Fax Number:			
Email Address: *	neil@grayplanning.co.uk		

Site Address Details

Planning Authority:	Perth and Kinross Council

Full postal address of the site (including postcode where available):

Address 1:	208B HIGH STREET
Address 2:	
Address 3:	
Address 4:	
Address 5:	
Town/City/Settlement:	PERTH
Post Code:	PH1 5PA

Please identify/describe the location of the site or sites

Northing	723602	Easting	311610

Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Change of use and alterations to store and associated attic to form a dwellinghouse

Type of Application

What type of application did you submit to the planning authority? *

☒ Application for planning permission (including householder application but excluding application to work minerals).

☐ Application for planning permission in principle.

☐ Further application.

☐ Application for approval of matters specified in conditions.

What does your review relate to? *

☒ Refusal Notice.

☐ Grant of permission with Conditions imposed.

☐ No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are a seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please refer to attached Grounds for Review Statement and list of documents

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? * ☐ Yes ☒ No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Please refer to attached List of Appeal Documents

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

22/01406/FLL

What date was the application submitted to the planning authority? *

04/08/2022

What date was the decision issued by the planning authority? *

08/11/2022

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

☐ Yes ☒ No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

By means of inspection of the land to which the review relates

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

visual inspection of the appeal site is necessary to better understand the site location and context in terms of its back land location, the constraints of the site and its form, the existing other land uses and their relationship to the appeal site, and the arrangements for pedestrian access via the vennel to High Street. A site visit will enable the Local Review Body to better understand why the reason for refusal should be reviewed.

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? * ☐ Yes ☒ No

Is it possible for the site to be accessed safely and without barriers to entry? * ☐ Yes ☒ No

If there are reasons why you think the local Review Body would be unable to undertake an unaccompanied site inspection, please explain here. (Max 500 characters)

The appeal site is partially occluded when viewed from Scott Street car park and completely occluded when viewed at High Street. The appeal site is accessed via a vennel, which is secured. Internally, the appeal site must be viewed to appreciate the existing conditions and to visualise the appellants plans to create more daylight and liveable space.

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. * ☒ Yes ☐ No

Have you provided the date and reference number of the application which is the subject of this review? * ☒ Yes ☐ No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? * ☒ Yes ☐ No ☐ N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? * ☒ Yes ☐ No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review * ☒ Yes ☐ No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mr Neil Gray

Declaration Date: 06/02/2023

GRAY PLANNING
AND DEVELOPMENT

THE BATHROOM COMPANY

GROUNDS FOR REVIEW OF A PLANNING DECISION

CHANGE OF USE AND ALTERATIONS TO STORE AND ASSOCIATED ATTIC TO FORM A DWELLINGHOUSE

208B HIGH STREET, PERTH, PH1 5PA (PLANNING REF: 22/01406/FLL)

Online E-planning ref: 100616551-001

February 2023
Our Ref: 2022_92

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Appendices

The following documents are referred to in this Grounds for Review Statement.

All such documents have been electronically uploaded to the ePlanning.Scot online portal.

Document GP01 – Decision Notice Application Ref: 22/01406/FLL dated 08.11.22.

Document GP02 – Report of Handling of Planning Application 22/01406/FLL

Document GP03 – Photographic record of existing situation

Document GP04 – Photographic record of proposed living space

Document GP05 – Edinburgh Design Guidance (2020)

Document GP06 – Perth and Kinross Council Placemaking Guidance (2020)

Document GP07 - Precedent Case 21_00318_FLL-DECISION_NOTICE-1614922

Full Planning application drawings and sections, application form, landowner certification all as submitted for planning approval.

1 INTRODUCTION

THE PROPOSED DEVELOPMENT AND REASONS FOR REFUSAL

1.1 These are Grounds for Review of a decision to refuse planning permission for the change of use and alterations to a store and associated attic to form a dwellinghouse. The appeal property at 208B High Street, Perth is located to the rear of the street-fronting 3 storey building (ground floor occupants Nationwide Building Society) and to the north of Scott Street car park. Here, a two-and-a-half storey building partially occludes the appeal site, which is a single storey structure which forms much of the appeal site, along with access along a gated vennel and pend to High Street. Broadly the site is in a back land position.

1.2 The property lies in the Conservation Area. Various other parts of the property at 208 High Street have been successfully converted over the years to form city centre living accommodation. This matter will be discussed in this appeal.

1.3 The Review request is submitted under Section 43A of the Town and Country Planning (Scotland) Act 1997 (as amended 2006). The Notice of Review has been lodged within the prescribed three-month period from the refusal of planning permission dated 8th November 2022 (**Appeal Document GP01**).

1.4 By Delegated Powers, the Head of Planning and Development of Perth and Kinross Council decided to refuse the application, as recommended by a Planning Officer in the Report of Handling (**Appeal Document GP02**). The single reason for refusal is per the Decision Notice (**Appeal Document GP01**), which states:

1. *The proposed dwellinghouse, by virtue of its constrained back-land location and poor internal design, would fail to contribute positively to the quality of the surrounding built environment. It would fail to create a coherent structure of spaces and buildings, or a safe, accessible, and easily navigable place for future occupiers and visitors.*

   Approval would therefore be contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

PROPOSED PROCEDURE TO BE FOLLOWED IN DECIDING THE REVIEW

1.5 We recommend the Local Review Body undertakes a site visit (accompanied) and considers further written representations in deciding the case.

1.6 With respect to the single reason for refusal, visual inspection of the appeal site is necessary to better understand the site location and context in terms of its back land location, the constraints of the site and its form, the existing other land uses and their relationship to the appeal site, and the arrangements for pedestrian access via the vennel to High Street. A site visit will enable the Local Review Body to better understand why the reason for refusal should be reviewed.

- The proposed dwelling would be formed in the southernmost portion of the single storey structure – visual inspection would allow Local Review Body to see the intricacies of the arrangement of buildings and spaces (Reason 1).
- Visual inspection of the neighbourhood will confirm there are several other vennels and tight city centre locations where conversion of vacant or under utilised buildings have successfully happened (Reason 1).
- The appeal site is partially occluded when viewed from Scott Street car park and completely occluded when viewed at High Street. The appeal site is accessed via a vennel, which is secured. Internally, the appeal site must be viewed to appreciate the existing conditions and to visualise the appellants plans to create more daylight and liveable space.

2 THE APPEAL SITE AND PROPOSALS

2.1 Full details of the planning application site, detailed site layout, technical land use considerations are contained in the planning application.

2.2 The proposal is to make internal and external alterations to change the use of an existing ground floor store and attic to form a single dwellinghouse with one bedroom. The external works include the replacement of existing east and west fenestration, the addition of three east-facing roof windows and one west-facing roof extension.

2.3 The existing situation is an attic store in the upper level which is vacant and is fully enclosed without any daylight penetration. In the lower level, there is an existing kitchen with store and a hallway with WC.

2.4 To assist in visualizing the existing situation, the appellants have provided photographs for this appeal (see appeal document **GP03**). These are summarized below with comments:

Photo	Description	Comment
1	Existing pend leading to appeal site.	Is not darkened or concealed. Can be improved by lighting and fencing (see proposals)
2	Amenity area to front door	Has potential to provide outdoor amenity space (see proposals)
3	Front door entry	Has potential to provide an open plan space for living (see proposals)
4, 5 and 6	Internal views of existing	Note existing windows, providing existing light penetration. Appeal proposals include for further light penetration through skylight and new openings.

2.5 The initial submitted plans showed provision for:

- New dormer with windows and a new roof light to introduce daylight into the upper attic space to form bedroom accommodation.
- New windows and new glazed front door, on ground level to form enhanced living space and introduce further daylight into the ground level.
- To improve energy efficiency and modernisation of the existing property's heating and insulation performance, a new insulated concrete floor with damp proof membrane along with new thermal stud walls, was proposed.
- An existing opening from the appeal property to an adjacent residential property would be blocked up and a new separating wall would be erected.

2.6 On initial review of the submitted plans, the planning authority requested revisions to these to provide further enhancements. These included (and are shown in the refused planning drawings as Version A) as follows:

- Addition of further 2no. roof lights to the existing attic space
- A gallery room has been formed at the upper level.

2.7 No parking or cycle provision is proposed. The proposal is compliant with the town centre location and the lack of provision is not a matter in this case, as discussed later.

2.8 The external vennel and amenity area is proposed to be improved and enhanced, as shown in the proposed development photographs, see appeal document **GP04**. This shows proposals for replacement of the existing timber fence with a modern, green-walled boundary fence and string-lighting. The appellants are also showing in **GP04** potential for an external seating area.

2.9 Following the requested revisions, internally, the proposal is for one bedroom, with adjacent shower and WC and gallery in the upper part of the converted property. This would be reached by a new internal staircase. On the lower level of the converted property would be an open plan living space (seating, TV) and kitchen / dining space. The photographs provided in **GP04** show the very high-quality detailing proposed to all new cabinets, worktops, WC and showering and kitchen fittings.

2.10 In total 3no. rooflight windows, a new dormer window, and a new ground level window with glazed front door would be provided (making the fenestration a particularly strong enhancement to the conversion of the property) – not only adding new visual architectural form to the external appearance of the property but most importantly flooding significantly more daylight into the converted property. That effect is discussed later in this Statement.

2.11 Details of the site and its design and finish is found in the drawings which were submitted for the planning application, as follows:

- Existing Elevations and Floor Plan (Drawing 01)
- Proposed Floor Plan, Roof Plan, Sections and Elevations (Drawing 10). Note there was a revision to this drawing, with Version A refused/
- Detail of window and glazed door detail (dimensions, specifications)
- Detail of velux window specifications

3 GROUNDS FOR REVIEW

3.1 Section 1 set out the Planning Authority's single reason for refusal. Based on the evidence presented in this appeal, the appellant contends that reason can be set aside, and planning permission can be granted for the proposed development. This is subject to the imposition of relevant, enforceable planning conditions.

3.2 This section will argue the following Grounds**:**

1. The location is back-land as the planning authority states a fact. However, it will be demonstrated that the location it is not constrained. It will also be demonstrated that there are other city centre back land property conversions which are positively bringing vacant or under utilised property into residential use, which is assisting the Council to revitalise and regenerate the city centre. The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

2. The internal living design is not poor as claimed. The introduction of significant daylight penetration by use of new and improved fenestration makes a significant enhancement to living conditions. The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

3. The proposal does not fail to create a coherent structure of space and buildings. The architect's thoughtful attention to the above fenestration, coupled with formation of new internal living spaces is suitable to accommodate a single or couple in this one bedroom proposed conversion. This type of accommodation is likely to appeal to first-time buyers, young people, students or professionals seeking close proximity to the city centre and its amenities. The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

4. The proposal does propose a safe, accessible and easily navigable place – the external spaces are considerably enhanced through refreshed boundary treatment, new lighting and more welcoming glazed front door and new fenestration. The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

3.3 Each of these points is expanded in the paragraphs below, with evidence presented and justification given to support the appellants case that planning permission should be granted.

3.4 Since refusal of planning permission as issued on 8th November 2022, the Scottish Parliament has since approved National Planning Framework 4 (NPF 4) which is a sea-change in development planning policy and legal terms. From 12th February 2023, NPF 4 will be part of the development plan, where all planning decisions must be based on. Therefore NPF4 forms a significant new policy framework which is also discussed in this Statement.

3.5 Not only do the proposals meet the provisions of the Development Plan, there are also material considerations which are relevant, add weight to and support the appellants case. These material considerations include:

- Other planning permissions granted for similar city centre conversions of vacant or under utilised buildings for residential use
- City centre space living standards, for one bedroom studio accommodation, Edinburgh examples.

1 – BACKLAND LOCATION, NOT CONSTRAINED

3.6 The planning authority's reason for refusal is the proposed design, siting and 'lack of landscaping' does not respect the character and amenity of the place.

3.7 The Planning Officer's Report of Handling (appeal Doc **GP02**) outlines his thinking referring to the PKC Local Development Plan and Placemaking Guidance. *"Policy 1A – Placemaking states that development must contribute positively to the quality of the surrounding built and natural environment. Policy 1B identifies ten placemaking criteria which all development proposals should meet. Of particular relevance to this site is criteria (a) "create a sense of identity by developing a coherent structure of streets, spaces, and buildings, safely accessible from its surroundings"; (d) "access, uses and orientation of principal elevations should reinforce the street or open space"; and (e) "all buildings , streets and spaces should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport"."*

3.8 The planning officer places emphasis on the "*surrounding built and natural environment*" – however it is a fact that the location comprises a back land development by virtue of its location. By its historical nature, and urban compact form, the property is constrained found to the rear of High Street and 'sandwiched' between the 3-storey building to its north and a 2-storey building to its south, including Scott Street public car park. However this characteristic is symptomatic of many other town centre situations particularly in the historic core. The surrounding built environment is dense, compact and not spacious. However this itself contributes to the character of the place, particularly as designated a conservation area.

3.9 Placemaking Supplementary Guidance states that "*Backland development consisting of one or more dwellings situated immediately behind one another is generally unsatisfactory in any location, but particularly when sited on modest sized plots or sharing a single access due to associated problems with: overlooking; noise and light disturbance; general loss of amenity; and adverse impact on the character of the area*." The Report of Handling (**GP05**) refers to how the applicant's agent explored alternative access options (e.g. entering the site via Scott Street car park, which it is said is better lit, overlooked. These matters are discussed further under the fourth Ground argued at paragraph 3.23 (safe, accessible and easy navigable space). This evidences that the agents tried to offer a solution, in recognition of the site constraints.

3.10 However the Report of Handling reads under Page 6 of **GP05**, stating "*Officers consider that had the application site incorporated the structures immediately to the north and south, that a*

better quality of design could have been achieved in terms of approach, internal quality and perhaps even private amenity space. In other words, the highly constrained nature of the current application site mean that any design solution would struggle to meet Placemaking criteria. To this end, officers have suggested an enlargement of the property to the south within the applicant's ownership". This narrative suggests the planning officer came to a position which the applicants did not wish to propose as the planning application site as defined in the planning red line boundary did not include the additional land referred to. The Planning Officer should not have been clouded in their fair assessment of the proposals before them with suggesting other options which the appellant did not wish to pursue for other reasons.

3.11 The Planning Officer has taken a narrow view on the proposal's compatibility with Policy 1A Placemaking. For example other positive aspects of the proposal which meet Policy 1A which says how new proposals "*should create and improve links within and, where practical, beyond the site*" – the appellants are proposing a considerable improvement to the pedestrian linkage between the High Street access point, via a narrow vennel. In its existing form it is dark, has limited daylight and navigable via stores, uneven surfaces. However the proposal is to considerably tidy this up, replace the existing timber boundary fence with a new 'green' planted and planter fence, lights and generally make the passage way more welcoming and enhanced. This improves the link within the site, to High Street and this fact has been over looked in the officer's argument about site constraints. The appellant has identified this weakness and proposes a positive improvement.

3.12 The planning officer has been silent on the significant positive improvements the development can bring to this back land location, which meets LDP Policy 3: Perth City, which states *"The Council will work with developers and landowners to <u>assist with site assembly to facilitate the development of underutilised land</u> and buildings and/or <u>to assist in the delivery of social and environmental benefits."</u>*

3.13 Using our emphasis underlined, the appeal proposal does develop under utilised land and buildings in the city centre and it does assist in the delivery of social and environmental benefits. It would improve the visual appearance, improve lighting and safety, improve social conditions by new housing opportunity in the city centre.

3.14 It can also be argued the proposal is compliant with Policy 10 'City, Town and Neighbourhood Centres'. This policy seeks to ensure that changes away from town centre uses are resisted unless there is demonstratable market evidence that the existing use is no longer viable. Policy 10 primarily is concerned with the ground floor of each building ensuring that there is a vibrancy at street level. In this instance, the unit under question is found on the ground and upper floor of the building and is not directly on the High Street itself. Policy 10 allows for upper floors of buildings to be converted to residential where the building is currently under-utilised and the proposed use as residential is compatible with surrounding uses. The building at present is only used for storage and is considered to be under utilised in this town centre location. It's change to housing will therefore provide a use which utilises the building to its full potential without detracting from the qualities of the town centre. The use as residential is also compatible with neighbouring uses where there is already some residential uses present. It is therefore considered that there are no concerns with the proposed use in this location.

3.15 There are other noted cases of city centre back land property conversions. Perth and Kinross Council approved an identical proposal - the conversion of a store to a single dwelling (one bedroom) to a back land property in the conservation area, of Crieff High Street. The application reference 18/00471/FLL, which was renewed successfully in 2021 (planning ref 21_00318_FLL) document ref **GP07**. In the planning officer's report of handling for the Crieff High Street case, the officer indicated no concerns about design and placemaking, for a one bedroom conversion, and he did not state any concern about the location or back land position of this property. The property also lying in the conservation area, the officer had no concerns about the impact of development on this policy.

3.16 The planning officer has been silent on the positive effects the proposal would have on revitalisation of the city centre. NPF 4 (as discussed at Paragraph 3.4) is relevant in this argument. Policy 27 of NPF 4 states "*a) Development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported*". Bringing resident use back into the city centre will enhance and improve the vitality and viability of the city centre.

3.17 The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

2 – INTERNAL LIVING SPACE

3.18 The single reason for refusal claims the internal living space design is poor.

3.19 The Planning Officer's Report of Handling (document **GP05**) states the following:

"In terms of the internal layout and quality of the proposal, the only vertical window which would serve the proposed ground floor kitchen/living space would look directly at a neighbouring building across a narrow gap of just 0.73 metres in width. The window has an internal reveal depth of 0.90 metres, and as such the amount of natural light reaching the kitchen/living area from this window would be extremely limited. It was only after the planning case officer queried the lack of natural light reaching the ground floor that revised drawings were submitted showing a first floor gallery with two additional roof windows intended to serve both the bedroom and kitchen/living space below. A proposed door between this space and the entrance hallway was also re-annotated as being "glazed" in revised drawings. Whilst these revisions have improved matters, the proposed ground floor space would still be rather dark and overly reliant on artificial lighting during daylight hours.

The proposed first floor bedroom would be better lit by virtue of the introduction of a west-facing roof extension, albeit with an underwhelming outlook across the adjacent private car park.

The provision of an accessible WC appears to make use of a space defined by the existing structural layout of the building, but is somewhat undermined by the fact that the proposed bedroom can only be accessed via staircase."

3.20 The planning officer is concerned about the limited natural light penetration via the kitchen window. However the proposal offers considerable additional new light penetration via three

new upper level windows (sky lights and dormer windows). The architects did respond positively to the planning officers stated concerns and they have proposed an innovative way to flood more light into the spaces. The internal spaces are open plan, at upper and lower level. Therefore the natural light is likely to be more evenly spread through the building, as opposed to a building which has rooms and enclosed spaces. Therefore the appellants disagree that the introduction of the new window openings (which are only practical for installation in the upper level) can provide adequate light penetration through the both levels of the building.

3.21 The planning officer has unenthusiastically acknowledged how "*these revisions improved matters*" but his comment that the ground level space would still be "*rather dark*" is a matter of subjective taste. The target market for the new home, is to be for first time buyer, young couple or single professionals. It is the appellants belief that the property will have sufficient daylight rather than relying on owners/tenants that may not habitat the property so often in daytime. The provision of artificial lighting is carefully designed as the images shown in the appeal document **GP04** show, the proposed scheme is very well appointed and extremely positively lit.

3.22 There is a considerable introduction of daylight penetration by use of new and improved fenestration. The planning officer has opined that a west facing roof extension could offer a solution to better improve lighting. However this is not the proposal the appellants have submitted, and it is not their intention to vary the plans. The outlook provided across the Scott Street car park is not unreasonable of many city centre locations particularly in higher density locations. This applies to Perth but also to other urban locations because of the nature of their surroundings.

3.23 The final comment by the planning officer on the use of existing structural conditions misses the point that the architects have devised a workable solution in the staircase, to overcome constraints within the internal space. This has not been credited in the planning officer's review of the case.

3.24 The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

3 – SPACE AND BUILDINGS COHERENCE – CITY CENTRE LIVING

3.25 The single reason for refusal opines the proposal fails to create a coherent structure of space and buildings. The appellants contend that the conversion of an attic and store building, which currently lies vacant and under utilised, can provide suitable residential accommodation in the form of a Studio. A Studio is defined as a one bedroom accommodation, with open plan kitchen and living space and a bedroom with en suite shower and WC. Whilst minimal in number of rooms, the space is practical and entirely suitable.

3.26 The City of Edinburgh Council positively encourages city centre living in small residential units, such as a studio. The Council's Design Guide (2020) (see Appeal Document **GP05**) states "*In order to ensure satisfactory amenity, dwellings should not fall below the following minimum*

internal floor areas: 36 sq m 'Studio dwelling'. The appeal proposal is measuring 37 sq m, which just matches the Edinburgh guidelines. The Edinburgh guidance also states "*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*".

3.27 Review of the proposed layout indicates that the spaces are single open plan spaces. There is a kitchen and living space open plan on the ground level and a bedroom and WC/shower with gallery on the upper level. The studio is very well designed to be very space efficient. The architects have applied imaginative solutions including the upper level gallery and storage space. The architect drawings also show consideration for the head room available to occupants for bedroom. Whilst the existing room spaces are constrained owing to main truss and beams overhead, this can be overcome by the imaginative use and location of the stair to upper level; and the use of the skylight windows to open up and penetrate daylight into the upper level is extremely effective.

3.28 National Planning Framework 4 (NPF4) Policy 15 supports development that is consistent with the principles of local living and 20 minute neighbourhoods, helping to ensure our homes and wider neighbourhoods meet all of our needs. As part of this, it recognises that affordable housing options, ability to age in place and housing diversity are an integral part of more liveable places. The proposed development is small scale, may be quite unusual given its scale and constrained location, however the appellants contend that this is part of the charm of offering such accommodation at a city centre location. It is feasible that the new home would be an excellent start home or studio home for young professionals seeking city living in a compact town centre as Perth.

3.29 National Planning Framework 4 (NPF4) Policy 14 is also relevant to the appeal. It states "*a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale."* The appeal proposal is suitable to improve the quality of the area and is an opportunity for such despite its small scale, it makes a positive contribution.

3.30 The appeal proposal meets LDP Policy 1 Placemaking, it does respect the existing building lines. The proposal also does retain the street or open space. Therefore it is unclear why the Planning Authority has said in its reason for refusal why the proposal fails on part d) of Policy 1A.

3.31 The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

4– SAFE, ACCESSIBLE AND NAVIGABLE PLACE

3.32 The single reason for refusal claims the accommodation does not provide safe, accessible or easily navigable place.

3.33 The Planning Officer has opined that the proposal fails to comply with part (e) of Policy 1A. However the appellant argues that the appeal proposal does create safe, accessible, inclusive place for people, which is easily navigable, particularly on foot, bicycle and public transport because of its central location and accessible passageway. The design proposals will significantly enhance safety and security in the surroundings and will transform this existing visual appearance.

3.34 The proposal is not contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

4 CONCLUSIONS

4.1 This Grounds for Review statement sets out the appellants case, that the one reason for refusal can be set aside, and planning permission should be granted. This is because:

- Despite being a back land location in a city centre, which is broadly supported by the Council's planning policies and placemaking guidance, the appellants have demonstrated that new residential accommodation can be provided particularly of the type which would attract young people, first time buyers or single / couple professionals who are seeking city centre living.
- The Council's city centre planning policies such as Town Centres First Policy X is therefore carries weight in the decision making, given that the proposed change of use is to help encourage movement back into city centres and revitalise these in a period of considerable decline across Scotland.
- Perth has a fantastic opportunity to match the modern city living aspects seen elsewhere such as Edinburgh or Dundee. Their planning policies encourage studio/ apartment floor layouts which are comparable to the appeal case.
- Contrary to the planning officer's view, the internal living space is suitable and does offer a type of accommodation which is lacking in the city centre and would appeal to young people or first time buyers. The improvements to the design, version A with more fenestration and deeper penetration of daylight is successful.
- Contrary to the planning officer's view, the proposal does create a coherent structure of space and buildings. The benefit of a site visit will clarify and confirm the enhancements proposed will make a positive contribution to city centre living.
- The proposal does propose a safe, accessible, and easily navigable place.
- On the grounds of these matters, the appeal does satisfy Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).
- With regard to other material considerations, it has been demonstrated that there are other precedent cases for granting planning permission for one bedroom residential in converted vacant buildings in city centre locations.
- It has also been demonstrated that other planning authorities such as City of Edinburgh Council positively encourage studio or apartment living in smaller spaces which are equally able to provide suitable living accommodation to the target market.
- There were no objections to the proposals from any neighbours, nor any concerns raised by stakeholders consulted by the planning authority.

4.2 It is respectfully requested therefore that the Local Review Body reconsider the proposals and find favour with the arguments set out in this Review and grant planning permission.

PLANNING APPEAL – ONLINE REFERENCE 100190819 -003

CHANGE OF USE AND ALTERATIONS TO STORE AND ASSOCIATED ATTIC TO FORM A DWELLINGHOUSE

208B HIGH STREET, PERTH, PH1 5PA

(PLANNING REF: 22/01406/FLL)

LIST OF DOCUMENTS FOR APPEAL

The following documents are relied upon to support the appeal case:

Please note other documents such as Local Development Plan, Supplementary Planning Guidance, Advice Notes, Scottish Government policy and guidance are not reproduced. We have assumed, at this stage, Perth and Kinross Council can provide these if necessary.

Appeal Document GP01 – Decision Notice Application Ref: 22/01406/FLL dated 08.11.22

Appeal Document GP02 – Report of Handling of Planning Application 22/01406/FLL

Appeal Document GP03 – Photographic record of existing situation

Appeal Document GP04 - Photographic record of proposed living space

Appeal Document GP05 – Edinburgh Design Guidance (2020)

Appeal Document GP06 – Perth and Kinross Council Placemaking Guidance (2020)

Appeal Document GP07 - Precedent Case 21_00318_FLL-DECISION_NOTICE-1614922

Full Planning application drawings and sections, application form, landowner certification all as submitted for planning approval 22/01406/FLL.

The Bathroom Company
c/o Muir Walker And Pride
Mercat House
1 Church Street
St Andrews
KY16 9NW

Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Date of Notice:**8th November 2022**

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Reference: **22/01406/FLL**

I am directed by the Planning Authority under the Town and Country Planning (Scotland) Acts currently in force, to refuse your application registered on 19th August 2022 for Planning Permission for **Change of use and alterations to store and associated attic to form a dwellinghouse 208B High Street Perth PH1 5PA**

David Littlejohn
Head of Planning and Development

Reasons for Refusal

1. The proposed dwellinghouse, by virtue of its constrained back-land location and poor internal design, would fail to contribute positively to the quality of the surrounding built environment. It would fail to create a coherent structure of spaces and buildings, or a safe, accessible and easily navigable place for future occupiers and visitors.

   Approval would therefore be contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

Justification

The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan.

The plans and documents relating to this decision are listed below and are displayed on Perth and Kinross Council's website at www.pkc.gov.uk "Online Planning Applications" page

Plan Reference

02

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REPORT OF HANDLING

DELEGATED REPORT

Ref No	**22/01406/FLL**	
Ward No	**P12- Perth City Centre**	
Due Determination Date	**18th October 2022 Extended to 28th October 2022**	
Draft Report Date	**31st October 2022**	
Report Issued by	**John Cooney**	**Date 1st November 2022**

PROPOSAL: Change of use and alterations to store and associated attic to form a dwellinghouse

LOCATION: 208B High Street Perth PH1 5PA

SUMMARY:

This report recommends **refusal** of the application as the development is considered to be contrary to the relevant provisions of the Development Plan. There there are no material considerations apparent which justify setting aside the Development Plan.

BACKGROUND AND DESCRIPTION OF PROPOSAL

The application property comprises land at the rear of 204-208 High Street, Perth, which is within the Perth Central Conservation Area and City Centre Secondary Uses Area. The immediate context includes the three-storey street-fronting building to the north, a two and a half storey building to the south which fronts the Scott Street car park, and a central single storey structure with double pitched roof which links these two taller buildings. It is the southernmost portion of this single storey structure which forms the substantive part of the application site, along with access along a gated vennel and pend to High Street. There is a separate gated pend beneath the two-storey southern building, but which is outwith the application site boundary but within the applicant's ownership. All of the buildings mentioned above appear to pre-date the creation of the adjacent public and private car parks in the mid-20th century and were once part of a burgage plot which extended much further south than is currently the case. In other words, the existing built form pre-dates existing planning policies and placemaking guidance.

The site is bounded to the east by 200-202 High Street with a narrow gap separating the application building from its neighbour. To the west is 210-212 High Street, and a private car park separated by a corrugated iron boundary treatment.

The proposal is for a change of use and internal and external alterations of the existing ground floor store and attic to form a single dwellinghouse with one bedroom. The external works include the replacement of existing east and west fenestration, the addition of three east-facing roof windows and one west-facing roof extension.

SITE HISTORY

11/01593/FLL	Conversion of attic space to form a one bedroom apartment *(at building fronting High Street)* 10 November 2011 - Application Approved
02/00276/FUL	Alterations and change of use of offices to 2 flats *(at building fronting High Street)* 5 April 2002 - Application Approved

PRE-APPLICATION CONSULTATION

None

NATIONAL POLICY AND GUIDANCE

The Scottish Government expresses its planning policies through The National Planning Framework, the Scottish Planning Policy (SPP), Planning Advice Notes (PAN), Creating Places, Designing Streets, National Roads Development Guide and a series of Circulars.

DEVELOPMENT PLAN

The Development Plan for the area comprises the TAYplan Strategic Development Plan 2016-2036 and the Perth and Kinross Local Development Plan 2 (2019).

TAYplan Strategic Development Plan 2016 – 2036 - Approved October 2017

Whilst there are no specific policies or strategies directly relevant to this proposal the overall vision of the TAYplan should be noted. The vision states *"By 2036 the TAYplan area will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where more people choose to live, work, study and visit, and where businesses choose to invest and create jobs."*

Perth and Kinross Local Development Plan 2 – Adopted November 2019

The Local Development Plan 2 (LDP2) is the most recent statement of Council policy and is augmented by Supplementary Guidance.

The principal policies are:

Policy 1A: Placemaking
Policy 1B: Placemaking
Policy 3: Perth City
Policy 5: Infrastructure Contributions
Policy 11: Perth City Centre Secondary Uses Area
Policy 14B: Open Space Retention and Provision: Open Space within New Developments
Policy 28A: Conservation Areas: New Development
Policy 32: Embedding Low & Zero Carbon Generating Technologies in New Development
Policy 52: New Development and Flooding
Policy 53A: Water Environment and Drainage: Water Environment
Policy 53B: Water Environment and Drainage: Foul Drainage
Policy 53C: Water Environment and Drainage: Surface Water Drainage
Policy 53E: Water Environment and Drainage: Water Supply
Policy 56: Noise Pollution
Policy 60B: Transport Standards and Accessibility Requirements: New Development Proposals

OTHER POLICIES

Placemaking Supplementary Guidance
Developer Contributions Supplementary Guidance

CONSULTATION RESPONSES

Scottish Water
No objection subject to standard guidance

Transport Planning
No objections to this proposal, but flag that with no off street parking residents will be required to park on-street or in off-street car parks. In addition, with very little outdoor space, there would be no space to store a bike within the vennel, so is likely to have to be stored within the property.

Development Contributions Officer
No contributions required for Transport and Education due to development type and size.

Structures And Flooding
No objections. Informative requested drawing applicant's attention to Supplementary Guidance on Flood Risk and Flood Risk Assessments.

Environmental Health (Noise Odour) - Noise
No adverse comments to make. Despite the presence of several air conditioning units within close proximity to the application, giving a worst-case scenario of all air conditioning units being on and presuming these are on during normal working hours for the commercial property which is a bank the

total sound pressure level would be 54dB at the units. Given the distance attenuation to proposed dwellinghouse acceptable levels should be achievable for airborne nois. There are other residential properties within close proximity to the existing air conditioning units and to my knowledge this Service have not received any complaints with regards to noise from these units. This Service also has powers under the Environmental Protection Act 1990 statutory nuisance to deal with any noise complaints.

Conservation Team
No objection as the site is accessed via a private pend and is not publicly visible. Content that the impact of the proposed development on the conservation area would be negligible.

REPRESENTATIONS

None

ADDITIONAL STATEMENTS

Screening Opinion	EIA Not Required
Environmental Impact Assessment (EIA): Environmental Report	Not applicable
Appropriate Assessment	AA Not Required
Design Statement or Design and Access Statement	Not Submitted
Report on Impact or Potential Impact eg Flood Risk Assessment	Not Required

APPRAISAL

Sections 25 and 37 (2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for the area comprises the approved TAYplan and the adopted LDP2.

In this instance, section 64(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 is relevant and requires planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of the designated conservation area.

The determining issues in this case are whether; the proposal complies with development plan policy; or if there are any other material considerations which justify a departure from policy.

Policy Appraisal - Principle

Policy 3 – Perth City of the Local Development Plan 2 sets out the Council's intention to work with developers to facilitate the development of underutilised

land and/or to assist with the delivery of social and environmental benefits identified in the Perth City Plan 2015-35. It also pledges to assist with the preparation of development proposals that are consistent with the Placemaking Supplementary Guidance.

Policy 11 – Perth City Centre Secondary Uses Area promotes a mix of different appropriate uses including residential.

As such, the principle of introducing new residences in this area of Perth City Centre may be acceptable, subject to assessment of placemaking matters including design and layout, residential amenity, drainage and flooding, and heritage.

Design and Layout
Policy 1A – Placemaking states that development must contribute positively to the quality of the surrounding built and natural environment. Policy 1B identifies ten placemaking criteria which all development proposals should meet. Of particular relevance to this site is criteria (a) *"create a sense of identity by developing a coherent structure of streets, spaces, and buildings, safely accessible from its surroundings"*; (d) *"access, uses and orientation of principal elevations should reinforce the street or open space";* and (e) *"all buildings , streets and spaces should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport*".

Placemaking Supplementary Guidance states that *"Backland development consisting of one or more dwellings situated immediately behind one another is generally unsatisfactory in any location, but particularly when sited on modest sized plots or sharing a single access due to associated problems with: overlooking; noise and light disturbance; general loss of amenity; and adverse impact on the character of the area."*

Furthermore, Scottish Planning Policy identifies six key attributes of the Placemaking process: Distinctive; Safe and Pleasant; Easy to move around and beyond; Welcoming; Adaptable; and Resource Efficient.

The proposed residence would have its primary entrance some 25 metres from the High Street frontage, accessed through a lit pend for the first ten metres where there is an access gate, then along an unlit vennel for the remaining distance to the proposed dwelling entrance door. This private open-air vennel is flanked by an existing single storey commercial building on the east, with no active frontages at ground level and six air conditioning units mounted above head height, whereas the western boundary is characterised by a mixture of high walls and corrugated steel sheets which separate the vennel from a private car park.

It is acknowledged that there are upper floor windows at neighbouring properties to the north and south. However, the likelihood of meaningful overlooking from these windows, if any, is undermined by the lack of ground floor activity, poor lighting and boundary treatment along the vennel, and the

remoteness of the entrance door from the public street. This all contributes to the access being unwelcoming and without a sense of safety for future occupiers or visitors. The applicant's agent did suggest that access could alternatively be arranged from Scott Street car park through a separate pend which is outwith the application site but within the applicant's ownership. However, whilst the car park is better lit than the vennel, the route across it, particularly after dark, would be more remote from natural overlooking and would fail to provide an appropriate sense of safety. In these respects, the proposal would fail to accord with Policy 1B – Placemaking.

In terms of the internal layout and quality of the proposal, the only vertical window which would serve the proposed ground floor kitchen/living space would look directly at a neighbouring building across a narrow gap of just 0.73 metres in width. The window has an internal reveal depth of 0.90 metres, and as such the amount of natural light reaching the kitchen/living area from this window would be extremely limited. It was only after the planning case officer queried the lack of natural light reaching the ground floor that revised drawings were submitted showing a first floor gallery with two additional roof windows intended to serve both the bedroom and kitchen/living space below. A proposed door between this space and the entrance hallway was also re-annotated as being "glazed" in revised drawings. Whilst these revisions have improved matters, the proposed ground floor space would still be rather dark and overly reliant on artificial lighting during daylight hours.

The proposed first floor bedroom would be better lit by virtue of the introduction of a west-facing roof extension, albeit with an underwhelming outlook across the adjacent private car park.

The provision of an accessible WC appears to make use of a space defined by the existing structural layout of the building, but is somewhat undermined by the fact that the proposed bedroom can only be accessed via staircase.

Whilst it is acknowledged that city centre development sites can be constrained, the nearest open green space is located approximately 500 metres away at North Inches, and the site is too small to incorporate private amenity space. Officers consider that had the application site incorporated the structures immediately to the north and south, that a better quality of design could have been achieved in terms of approach, internal quality and perhaps even private amenity space. In other words, the highly constrained nature of the current application site mean that any design solution would struggle to meet Placemaking criteria. To this end, officers have suggested an enlargement of the property to the south within the applicant's ownership as an alternative to the current proposal. That option remains open to the applicant, although would necessitate considerations as part of a new planning application.

As such, the general internal quality of the proposed dwelling would be poor, and would be further exacerbated by an unwelcoming approach route which would lack a sense of safety for occupants or visitors as described elsewhere

in this report. In these respects, the proposal fails to accord with Policy 1B – Placemaking and associated Placemaking Supplementary Guidance.

Residential Amenity
The proposal, by virtue of the orientation of its existing and proposed fenestration, would not harm the living conditions of neighbouring residents.

In terms of noise, whilst it is acknowledged that there are six air conditioning units located along the access vennel which leads from High Street to the proposed dwelling entrance, the Environmental Health Team are satisfied that these are unlikely to cause disturbance to future occupants, and any excessive noise issues could be addressed through statutory nuisance powers.

Low & Zero Carbon
The proposal is for change of use and alterations to an existing building, and as such is exempt from the requirements of Policy 32 - Embedding Low & Zero Carbon Generating Technologies in New Development

Roads
It is acknowledged that no car parking or cycle parking is proposed in this development. In light of the well connected, city centre location of the development, the lack of dedicated car parking provision would be acceptable. The Transport Planning team have not objected, and have noted that there is theoretical space to store a bicycle internally in the proposed dwelling. As such, the proposal would accord with the intent of Policy 60B - Transport Standards and Accessibility Requirements.

Drainage and Flooding

The application site is designated as having a low probability of surface water flooding by SEPA. Notwithstanding this, the Council's Flooding Team have not objected, nor have SEPA. In the event of approval, informatives would have drawn the applicant's attention to relevant flooding and water supply information. The proposal accords with the relevant parts of Policy 53 - Water Environment and Drainage.

Conservation Considerations & Visual Amenity

Whilst the proposal is in Perth Central Conservation Area, its position within a back-land location with limited public views is such that the proposed external changes would preserve the character and appearance of the Conservation Area. The proposal accords with Policy 28A Conservation Areas – New Development. In the event of approval, a planning condition would have sought addition detail of the proposed external cladding of the roof extension.

Natural Heritage and Biodiversity

The building is not of an age, material or construction type to have potential for protected species. In the event of approval, an informative would have

reminded the applicant of their responsibilities in the event that any protected species were encountered during the proposed conversion works.

Developer Contributions

The Developer Contributions Guidance is not applicable to this application by virtue of its type and size. Therefore, no contributions are required in this instance.

Economic Impact

The economic impact of the proposal is likely to be minimal and limited to the construction phase of the development.

VARIATION OF APPLICATION UNDER SECTION 32A

This application was varied prior to determination, in accordance with the terms of section 32A of the Town and Country Planning (Scotland) Act 1997, as amended. The variations incorporate a minor change to the application site boundary in the interests of accuracy, additional roof windows to the eastern roof slope, and internal layout changes.

PLANNING OBLIGATIONS AND LEGAL AGREEMENTS

None required.

DIRECTION BY SCOTTISH MINISTERS

None applicable to this proposal.

CONCLUSION AND REASONS FOR DECISION

The application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this respect, the proposal is considered to be contrary to the Development Plan. Account has been taken of the relevant material considerations and none has been found that would justify overriding the adopted Development Plan.

Accordingly, the proposal is refused on the grounds identified below.

Conditions and Reasons

1 The proposed dwellinghouse, by virtue of its constrained back-land location and poor internal design, would fail to contribute positively to the quality of the surrounding built environment. It would fail to create a coherent structure of spaces and buildings, or a safe, accessible and easily navigable place for future occupiers and visitors.

Approval would therefore be contrary to Policies 1A and 1B(a)(d)(e) of the Perth and Kinross Local Development Plan 2 (2019) and Placemaking Supplementary Guidance (2020).

Justification

The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan.

Informatives

None Required.

Procedural Notes

Not Applicable.

PLANS AND DOCUMENTS RELATING TO THIS DECISION

02

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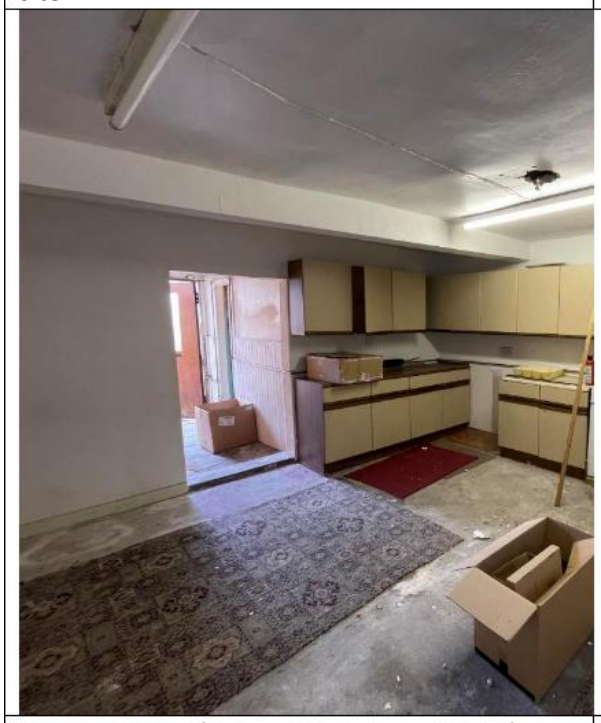
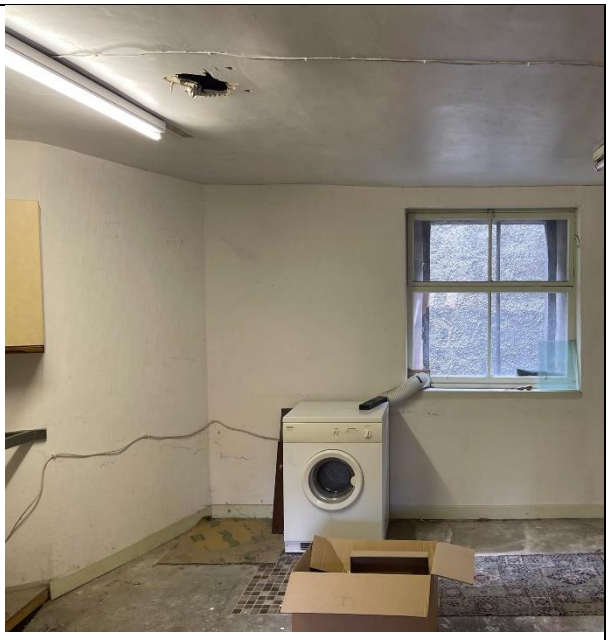
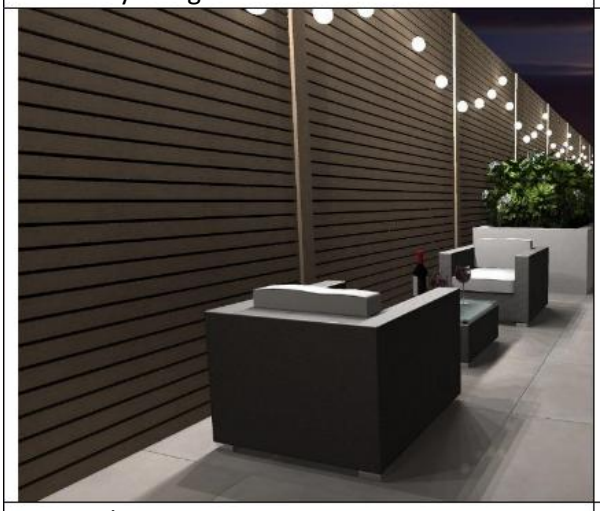
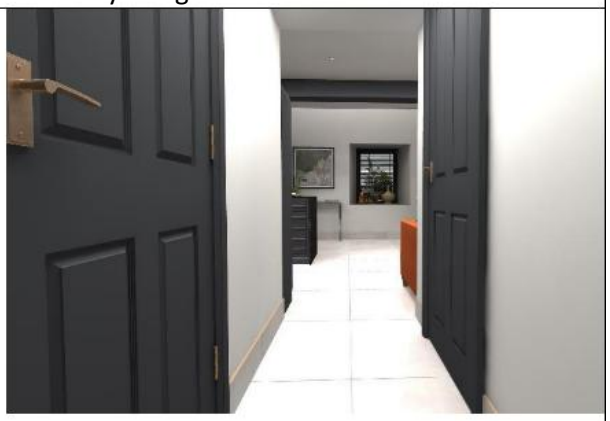
Appeal Document GP03 – Photographic record of existing situation

Existing Pend leading to front door of appeal site	Entrance point to appeal property
	
Internal view of existing space proposed for living	Internal view of existing space proposed for living

	
Internal space with existing skylight window	Internal space with existing living space window

Appeal Document GP04 – Photographic record of proposed living

Proposed Alley way light, landscaped and secure by design	Entrance point to appeal property, well lit, secure by design
	
External seating amenity space	Front entrance to proposed dwelling

Internal living spaces

BANGKOK

Edinburgh Design Guidance

January 2020

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

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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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;

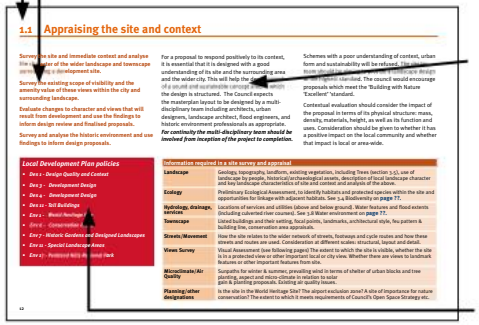
Designing places – landscape, biodiversity and the water environment; and

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.

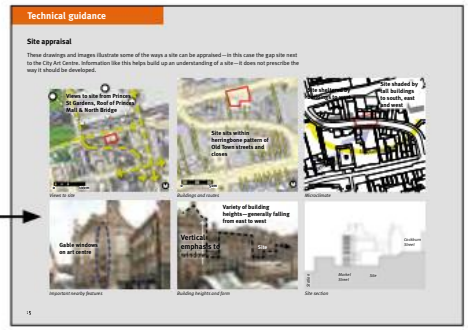
Main design principles introduce each section.



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

Technical guidance is contained in the grey pages.

Local plan policy references are included.



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 contribution they make to placemaking, 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 includes 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.

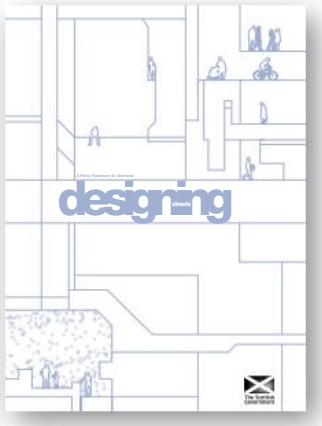
Each section provides guidance on specific topics that should be used as appropriate. It is important that it is read in conjunction with statutory development plans and other planning guidance depending on the type and location of development.

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

The new Planning (Scotland) Act 2019, an emerging National Transport Strategy, policies and programmes relating to Climate Change adaptation, 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.



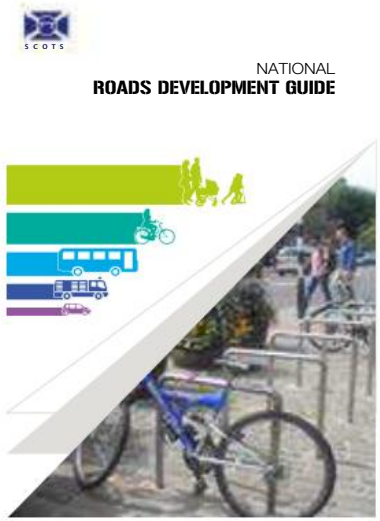
Creating Places and Designing Streets are the two planning policy documents for Scotland that relate to design. They set out government aspirations for design and the role of the planning system in delivering these. They are material planning considerations.

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.

Edinburgh

View to the Pentland Hills from Arthur's Seat

Tightly packed buildings in the Old Town - View towards the castle from Lawnmarket

Royal Circus in the New Town

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.

An Old Town Improvement Street: Cockburn Street

Modern Edinburgh colony houses - Leith Fort

Tenements in Bruntsfield - Gillespie Crescent

Edinburgh contains the greatest concentration of built heritage 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.

Suburban housing in south east Edinburgh

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 a 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.

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 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.

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*

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	Preliminary Ecological Assessment, to identify habitats and protected species within the site and opportunities for linkage with adjacent habitats. See 3.4 Biodiversity on ***page 106***
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 120***
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 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.

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.

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 14** 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.

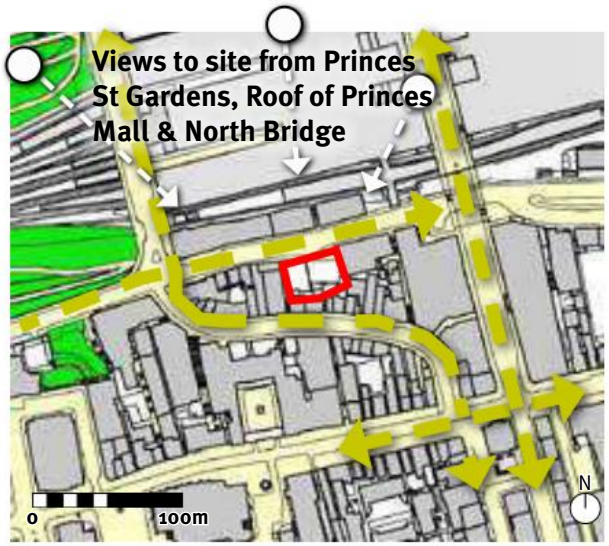
In some instances the use of tethered balloons or scaffolding structures will be required to allow people to understand the visual impact.

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 19 - 23*** for technical information and requirements.

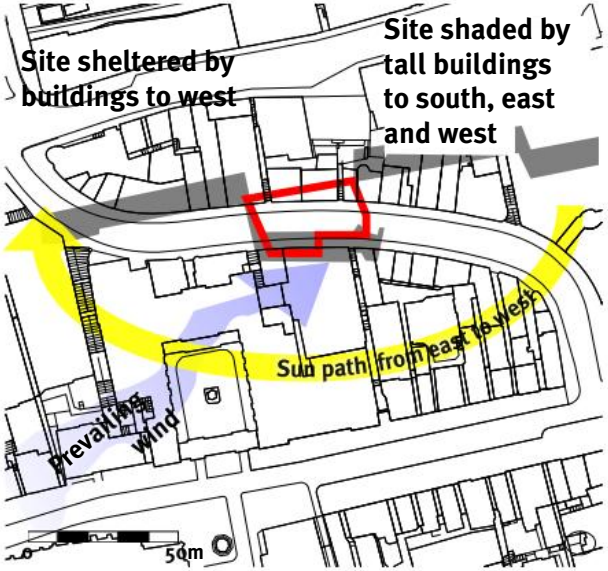
Site appraisal

These drawings and images illustrate some of the ways a site can 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.

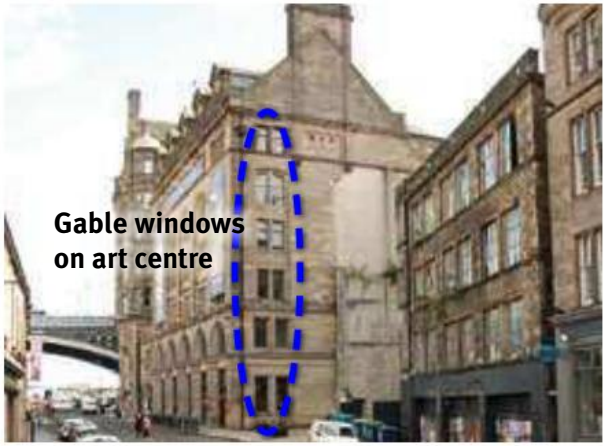


Views to site

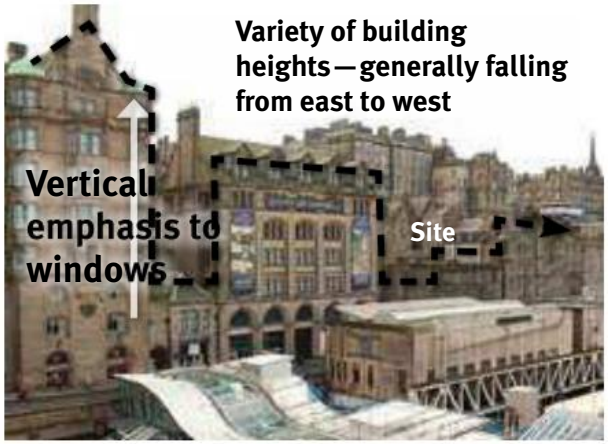
Buildings and routes



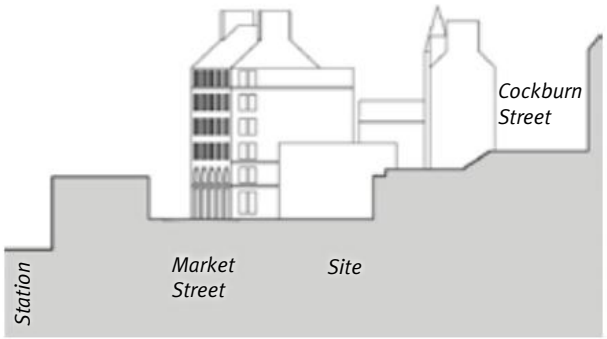
Microclimate



Important nearby features



Building heights and form



Site section

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:

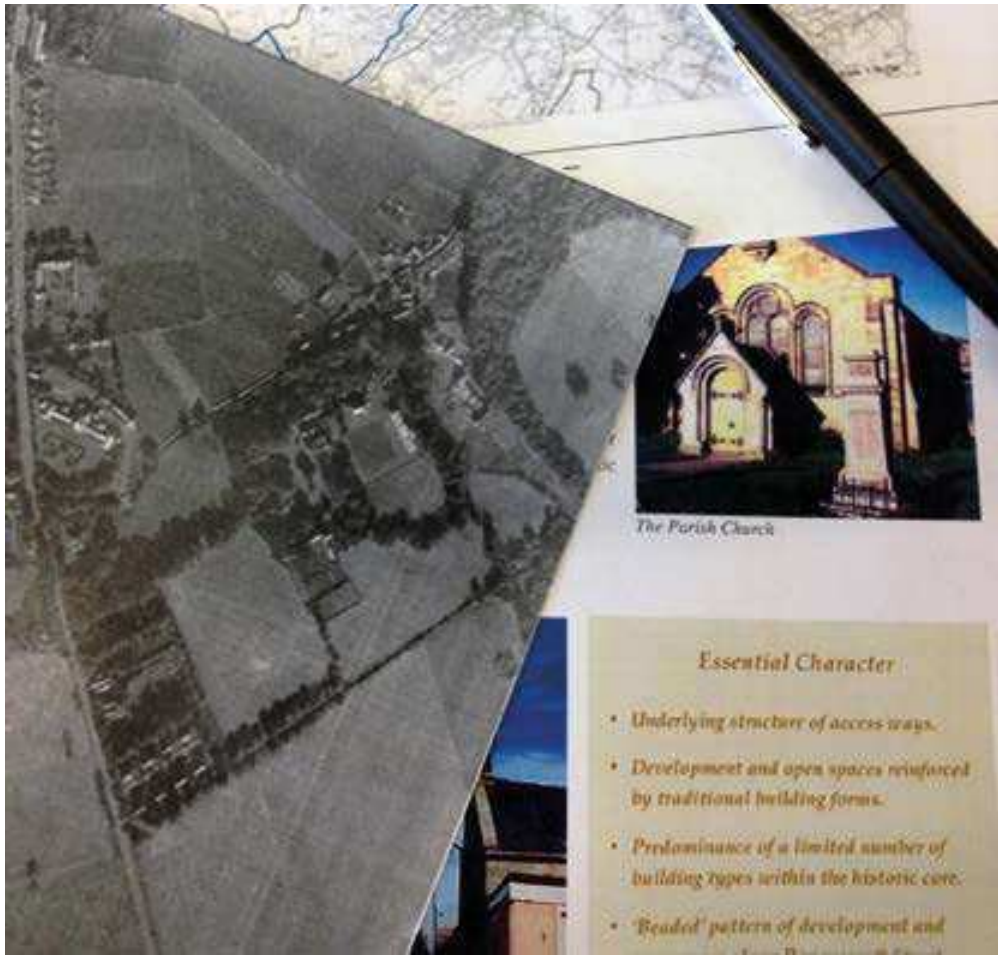
- Does the age, style, materials or any other characteristics of the building reflect those of a substantial number of other buildings in the conservation area?
- Does it relate in age, style, materials or any other historically significant way to adjacent historic buildings and contribute positively 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)



A range of 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).

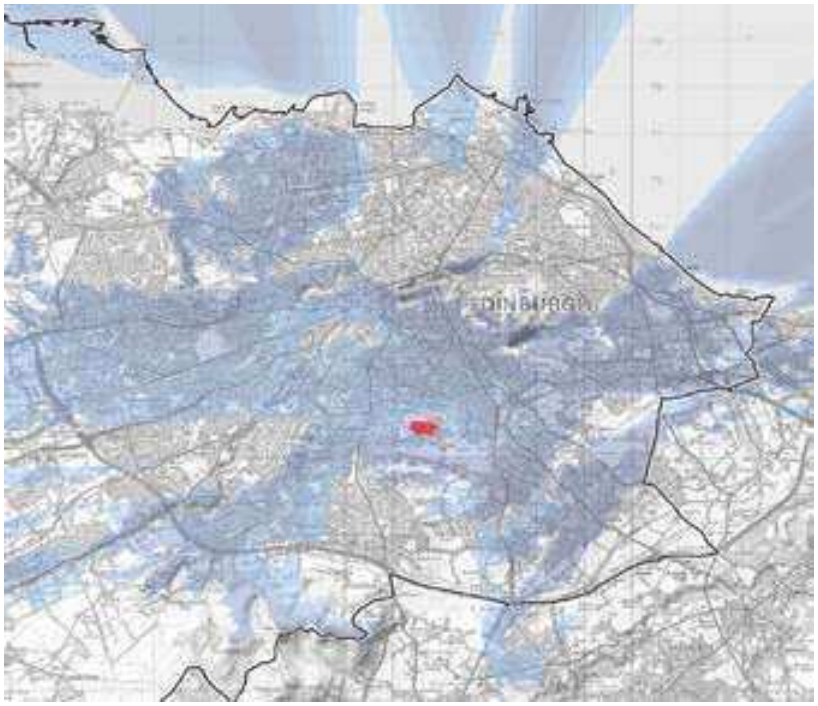
The visual assessment should be undertaken by a chartered landscape architect. An assessment of city, local views and protected views will be required. Views within any cultural heritage assessments or assessments of setting should be undertaken by the landscape architect in liaison with a suitably qualified historic environment professional. The assessment of these views should be to the same standard as the visual assessment. 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 should be included.
Confirm the number of viewpoints and their location on a location plan and agree with the planning authority
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.
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 15years later.
Provide a written appraisal assessing the landscape and visual effects of the proposal. 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.

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.

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.

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.



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 protected 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 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.

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

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 on ***page 44***.

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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.

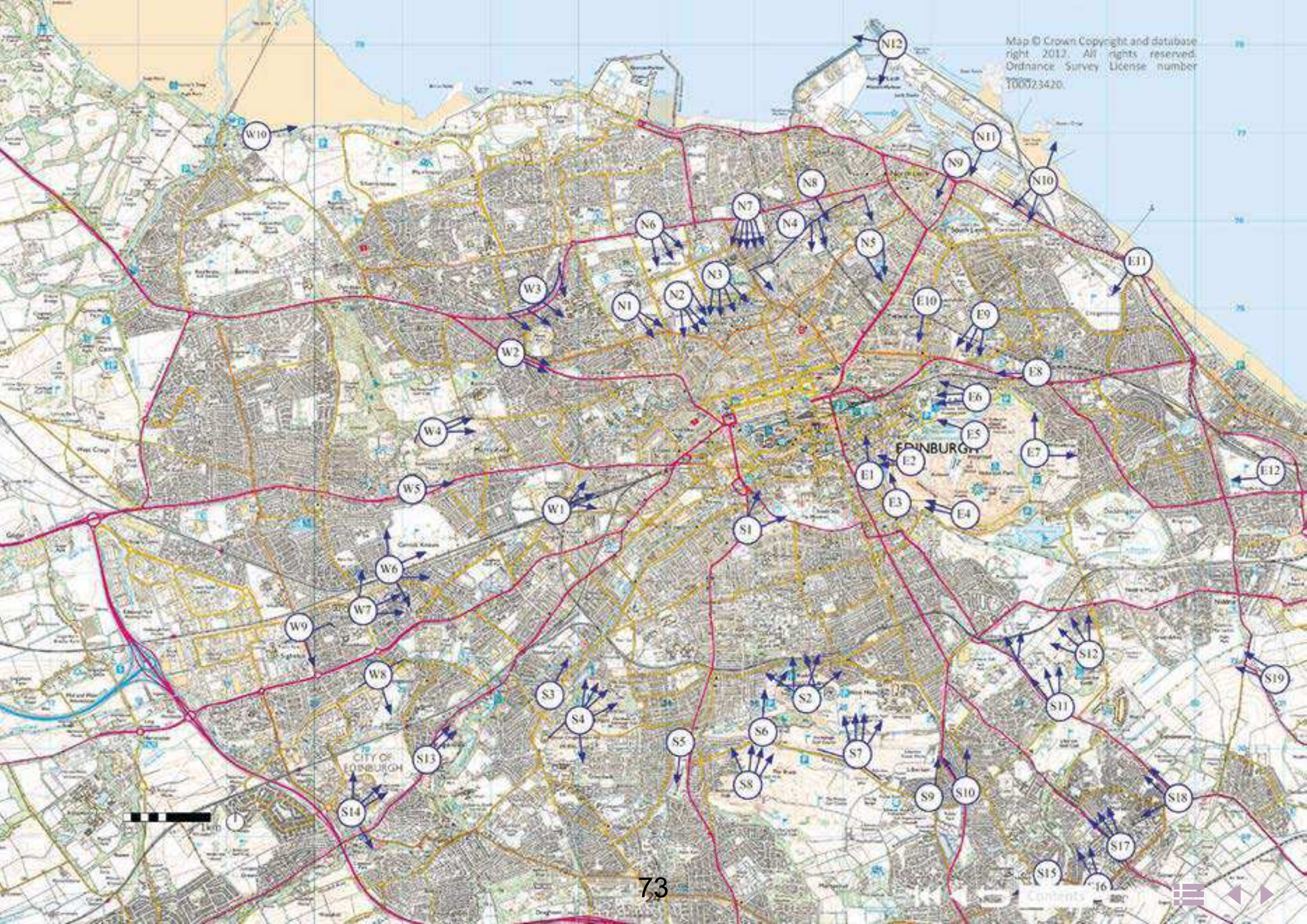
Key views that are to be protected are set out on the following pages, click on the links to view the information sheet. The key views are to be kept under review.

Reference point	Estimated height mAOD		Notes
view	A1	122 G L	lower level north rampart
	A2	133 G L	upper level north rampart
skyline	B	90	significant base of wooded hill below Monuments
	C	90	
backdrop	D		steep downward sightline, particularly from upper ramparts, brings shoreline into view beyond Calton Hill on either side, to north beyond Balmoral hotel tower; hill screens sea from central part of backdrop, but sight line is downwards
	E		

Calton Hill from the Castle ramparts **View No. C1a**

CITY OF EDINBURGH SKYLINE STUDY February 2009

View information sheet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CITY OF EDINBURGH
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List of Protected Skyline Views in the North of the City

N1a Carrington Road - Arthur's Seat
N1b Carrington Road - Charlotte Square dome, Castle & Hub spire
N2a Inverleith Park - Arthur's Seat
N2b Inverleith Park - Charlotte Square dome, Castle & Hub spire
N2c Botanic Gardens, west gate - along Arboretum Place to Castle
N2d Inverleith Park - St Mary's spires and west Edinburgh skyline
N3a Botanic Gardens - Arthur's Seat
N3b Botanic Gardens, in front of Inverleith House - Castle, Hub spire and Charlotte Square dome
N3c Botanic Gardens - Pentland Hills
N3d Botanic Gardens, in front of Inverleith House - St Mary's spires
N4a Eildon Road - Arthur's Seat
N4b South Fort Street - Salisbury Crags
N4c Newhaven Road and Warriston Path - Calton Hill
N5a Pilrig Park and Pilrig Street - Arthur's Street
N5b Pilrig Park - Calton Hill
N6a Ferry Road & Merchant Maiden Playing fields - Arthur's Seat
N6b Ferry Road at Merchant Maiden Playing Fields - Castle, Hub spire and Charlotte Square dome
N6c Ferry Road at Merchant Maiden Playing Fields - St Mary's spires
N7a Ferry Road at Goldenacre - Arthur's Seat
N7b Ferry Road at Goldenacre - Salisbury Crags
N7c Ferry Road at Goldenacre - Pentland Hills
N7d Ferry Road at Goldenacre - St Marys' spires
N7e Ferry Road opposite Clark Road and Eildon Street - Castle and Old Town skyline
N8 Newhaven Road and Victoria Park - Arthur's Seat
N9 Constitution Street, north end - Calton Hill monuments
N10a Inchkeith Island, Arthur's Seat - Arthur's Seat, Inchkeith Island
N10b Leith Docks - Calton Hill
N11a Leith Docks - Arthur's Seat
N11b Leith Docks - Calton Hill and Hub spire
N12a Leith Docks, west end - Castle and Hub spire
N12b Leith Docks, west end - Forth Bridge

List of Protected Skyline Views in the West of the City

W1a Western Approach Road raised bridge - St Mary's spires
W1b Western Approach Road raised bridge - Castle
W1c Western Approach Road raised bridge - Arthur's Seat
W2a Queensferry Road, west of Craigleith Road junction - Castle and Arthur's Seat
W2b Queensferry Road, west of Craigleith Road junction - St Mary's spires
W3a Telford Road, east of old railway bridge - Arthur's Seat
W3b Telford Road, near old railway bridge - Castle and Hub spire
W3c Telford Road, old railway bridge - St Mary's spires
W3d Telford Road - Pentland Hills
W4a Corstorphine Hill - Calton Hill and New Town Monuments
W4b Corstorphine Hill, south east end - Castle and Arthur's Seat
W5 Corstorphine Road, south of Zoo - Castle & St Mary's spires
W6a Carrick Knowe railway footbridge - Corstorphine Hill
W6b Carrick Knowe railway footbridge - St Mary's spires
W6c Carrick Knowe railway footbridge - Castle
W6d Carrick Knowe railway footbridge - Arthur's Seat
W6e Carrick Knowe - Pentland Hills
W7a Saughton Road south of railway bridge
W7b Saughton Road, south of railway - Castle and Hub spire
W7c Playing field east of Broomhouse Community Centre - Arthur's Seat
W8 Longstone - Pentland Hills
W9 Sighthill and Broomhouse - Pentland Hills
W10 Cramond foreshore looking east

List of Protected Skyline Views in the East of the City

E1a Pleasance - Salisbury Crags
E1b Pleasance Calton Hill
E2a Salisbury Crags, south side - Pentland Hills
E2b Salisbury Crags, Radical Road - St Mary's spires, Castle, Hub spire
E2c Salisbury Crags, Radical Road - Corstorphine Hill
E2d Salisbury Crags, Radical Road - Calton Hill
E3 Queen's Drive - Calton Hill
E4a Queen's Drive, Powderhouse Corner - St Mary's spires
E4b Queen's Drive, Powderhouse Corner - Castle and Hub spire
E5 Holyrood Park, Whinny Hill, Lonw Row - Calton Hill
E6a Holyrood Park, Meadowbank Lawn - Castle and Old Town
E6b Holyrood Park, St Anthony's Chapel - Castle and Old Town
E6c Holyrood Park, Meadowbank Lawn and St Anthony's Chapel - Calton Hill
E7a Holyrood Park, Dunsapie Loch - the sea
E7b Holyrood Park, Dunsapie Loch - Inchkeith Island
E8 London Road, Meadowbank - Calton Hill
E9a Lochend Park, upper level and Lochend Road South - Arthur's Seat
E9b Lochend Park - Arthur's Seat and Salisbury Crags
E9c Lochend Park, upper level - Calton Hill
E10 Easter Road - Salisbury Crags
E11 Seafield Road, Craigentinny - Arthur's Seat
E12 Magdalene Field - Arthur's Seat

List of Protected Skyline Views in the South of the City

S1a Bruntsfield Place - Castle
S1b Bruntsfield Links, south side - Castle
S1c Bruntsfield Links and Meadows - Arthur's Seat & Salisbury Crags
S2a Blackford Hill crest - Castle, spires and Firth of Forth
S2b Blackford Hill, Royal Observatory - Castle, spires & Firth of Forth
S2c Blackford Hill - the sea with Inchkeith Island
S2d Blackford Hill - Arthur's Seat and Salisbury Crags
S2e Midmar Drive - Arthur's Seat and Salisbury Crags
S2f Blackford Hill Crest - Corstorphine Hill
S3 Colinton Road - St Mary's spires
S4a Craiglockhart Hills - St Mary's spires
S4b Wester and Easter Craiglockhart Hills - Castle and Hub spire
S4c Wester Craiglockhart Hill - Salisbury Crags
S4d Wester Craiglockhart Hill - Arthur's Seat and sea
S4e Craiglockhart Hills - Pentland Hills
S5 Braidburn Valey Pentland Hills
S6 Braid Hills Drive West - Castle, Hub spire & Barclay Church spire
S7a Braid Hills Drive East - Castle, Hub spire & distant mountains
S7b Braid Hills Drive, east end - Calton Hill
S7c Braid Hills Drive, east end - the sea
S7d Braid Hills Drive, east end - Arthur's Seat and Salisbury Crags
S7e Braid Hills Drive, east end - Pentland Hills
S8a Buckstone Snab - Castle, Firth of Forth and distant hills
S8b Buckstone Snab - the sea
S8c Buckstone Snab - Arthur's Seat
S8d Buckstone Snab - Corstorphine Hill
S9 Liberton Drive along Alnwick Hill Road to Arthur's Seat
S10a Liberton Cemetery - Arthur's Seat and Salisbury Crags
S10b Junction of Liberton Brae and Kirkgate - Castle
S11a Old Dalkeith Road, by Craigmillar Castle - Castle
S11b Old Dalkeith Road, by Cameron Toll - Salisbury Crags
S11c Old Dalkeith Road, south of Cameron Toll - Arthur's Seat and Salisbury Crags
S12a Craigmillar Castle - Inchkeith Island
S12b Craigmillar Castle, upper battlements - Castle and Hub spire
S12c Craigmillar Castle - Salisbury Crags
S12d Craigmillar Castle - Arthur's Seat
S13a Lanark Road, Dovecot Park - St Mary's spires
S13b Lanark Road, Dovecot Park - Castle and Hub spire
S14a Clovenstone Community Woodlands - Corstorphine Hill
S14b Clovenstone Community Woodlands, west side - St Mary's spires
S14c Clovenstone Community Woodlands, west side - Castle and Hub spire
S14d Clovenstone Community Woodlands - Pentland Hills
S15 Captain's Road - Pentland Hills
S16a Hyvots Bank, Gilmerton Dykes - Castle and Hub spire
S16b Gilmerton Dykes Street - Arthur's Seat and Salisbury Crags
S17a Gilmerton Road, near junction with Ferniehill Road - Castle and Hub spire
S17b Gilmerton Road - Salisbury Crags
S17c Gilmerton Road - Arthur's Seat
S18a Junction of Old Dalkeith Road and Ferniehill Road and Moredun Park Road - Castle and Hub spire
S18b Moredun Park Road - Arthur's Seat and Salisbury Crags
S18c Ferniehill Road, east end - Pentland Hills
S19 A68, near Wester Cowden - Castle, Hub spire and Old Town
S20 A68, near Wester Cowden - Arthur's Seat

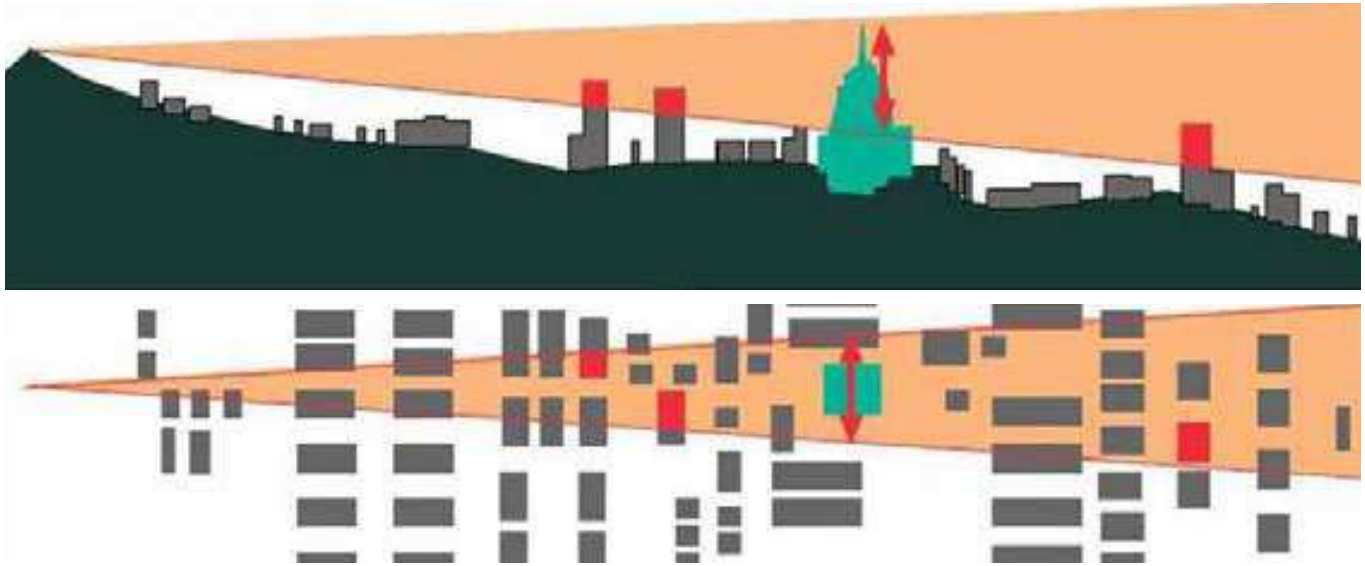
List of Protected Skyline Views in and around the City Centre

C1a Castle Ramparts - Calton Hill
C1b Castle Ramparts - Inchkeith Island
C1c Castle Ramparts - Arthur's Seat
C1d Castle Ramparts - Pentland Hills
C2a Camera Obscura - Calton Hill
C2b Camera Obscura and Castle Esplanade - Pentland Hills
C2c Junction of Ramsay Lane and Castlehill - Firth of Forth
C3a North Bank Street - Corstorphine Hill
C3b Milne's Close - Firth of Forth
C4a Royal Mile, Lawnmarket - the sea
C4b Royal Mile, North/South Bridge junction - the sea
C5a North Bridge - Calton Hill
C5b North Bridge - Firth of Forth
C5c North Bridge - Salisbury Crags
C6 Jeffrey Street and Cranston Street - Calton Burial Ground monuments
C7a Waterloo Place and Regent Terrace - Arthur's Seat and Salisbury Crags
C7b Carlton Terrace Tron spire - along Regent Terrace
C7c Royal Terrace, east end - Greenside church tower
C8a Calton Hill - Arthur's Seat and Salisbury Crags
C8b Calton Hill - Pentlend Hills
C8c Calton Hill - Castle, Hub spire, St Giles crown and Tron spire
C8d Calton Hill - along Princes Street
C9 Waterloo Place and Princes Street - St Mary's spires
C11a Junction of Queen Street and North Castle Street - east along Queen Street
C11b Junction of Queen Street and Dublin Street - west along Queen Street
C11c Dublin Street - east along Albany Street
C11d Junction of George Street and Frederick Street - east to St Andrew Square column
C11e Junction of George Street and Frederick Street - west along George Street
C12 East half of George Street - Firth of Forth Central
C13 George Street at Charlotte Square - Firth of Forth
C14 Princes Street - Calton Hill
C15 Queensferry Street - along Melville Street to St Mary's spires
C16a Dean Bridge - north to Rhema church tower
C16b Dean Bridge - Firth of Forth
C16c Dean Bridge south-west view
C16d Dean Bridge - Corstorphine Hill and Dean Gallery towers
C17 West Maitland Street - along Palmerson Place
C18 Queensferry - Road Fettes College

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);
- 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.



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 statement

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

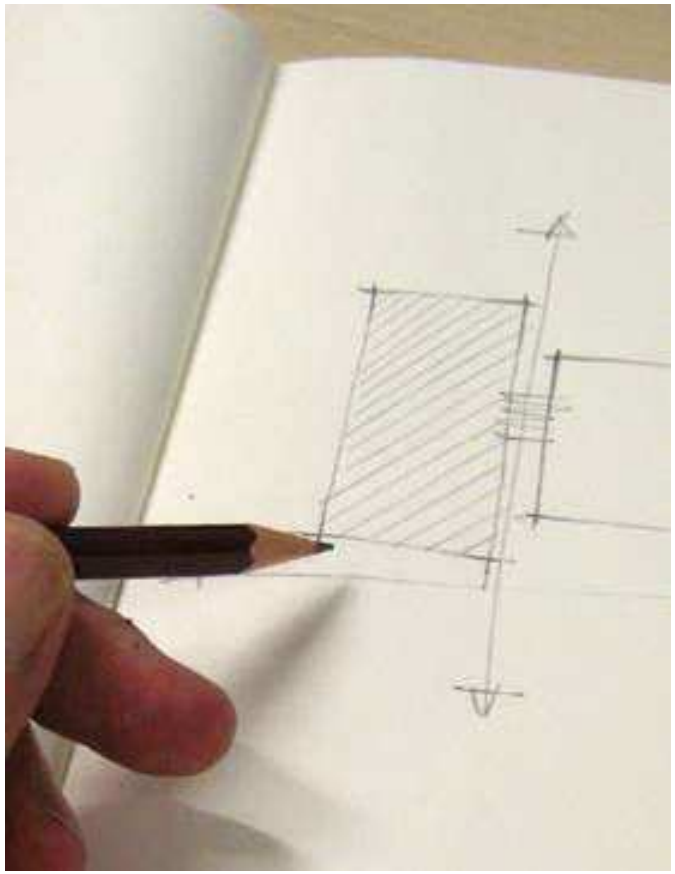
Design statements are required for local developments in the following areas:

- 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.

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.

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 Designing Places 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 long term.
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.

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 masterplans 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 3.1)*** 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, 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.

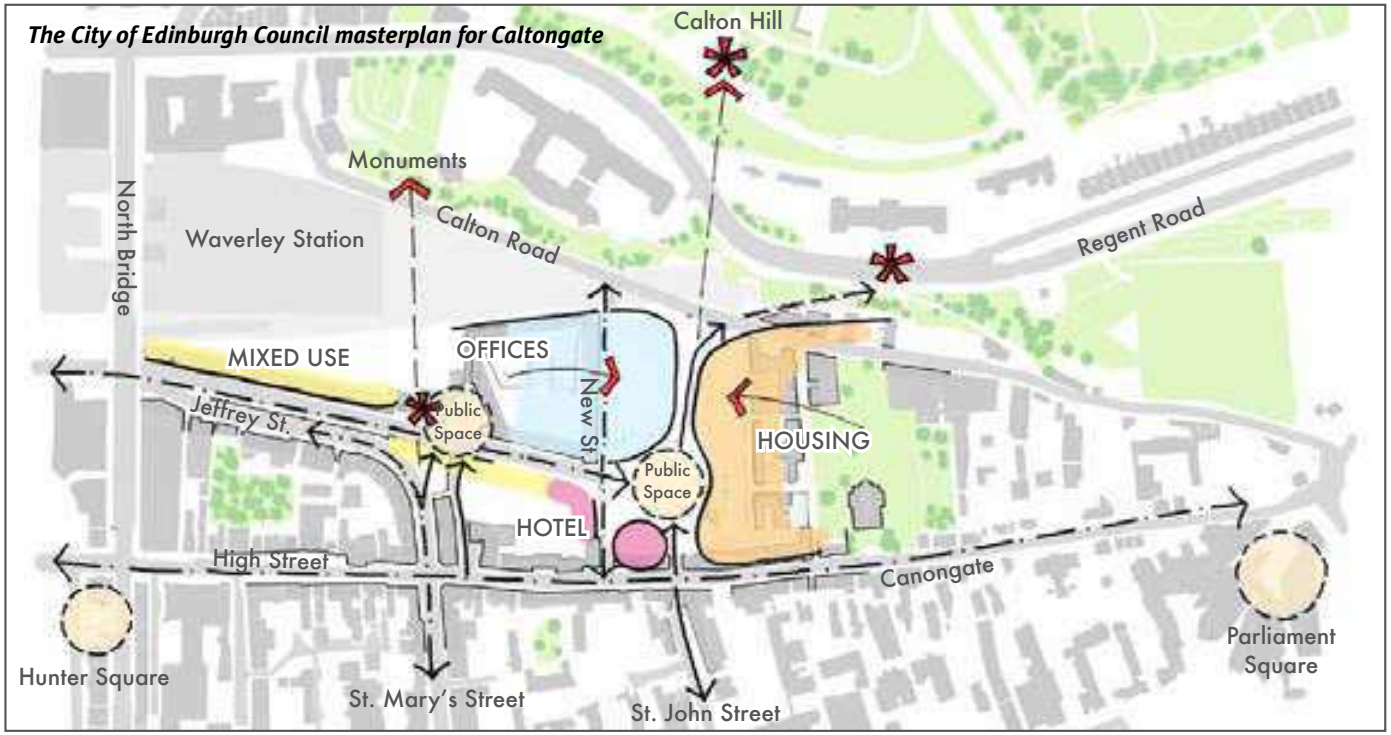
Opportunities for travel should be prioritised in the order of walking, cycling, public transport, then car, and should ensure equal access opportunities for people with disabilities. Design considerations should therefore reflect this user group hierarchy, by giving particular focus to the individual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

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.

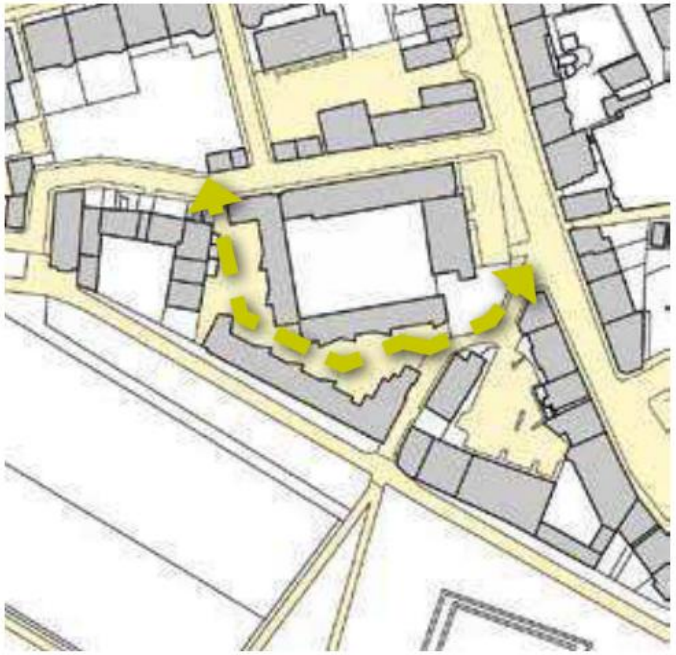
Creating a masterplan and following it

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.

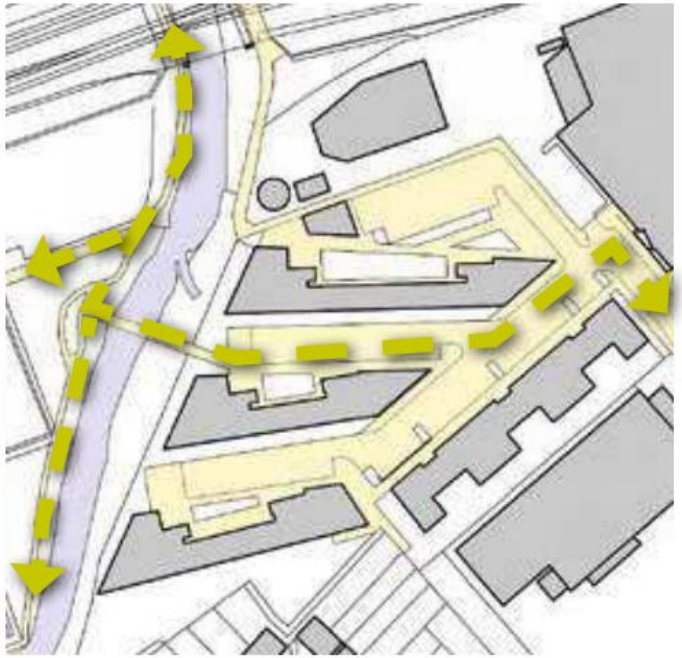


New public realm and link created between Canongate and Calton Road (the building on the right is still under construction).



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 connecdtions 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.

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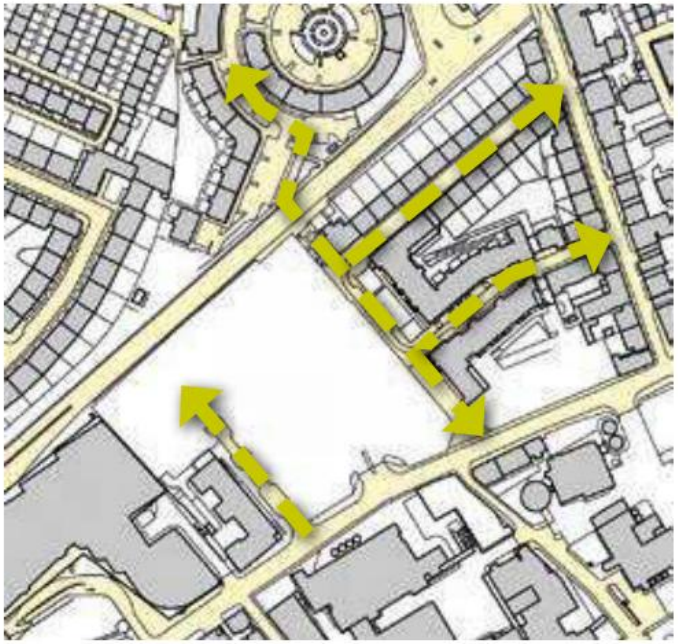

Shared surface in housing—Cakemuir Gardens.
The houses come right up to the edge of the carriageway. The tight space that results means that motor vehicles have to move around slowly. This helps make the space safe for pedestrians and children playing.

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.

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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.

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.

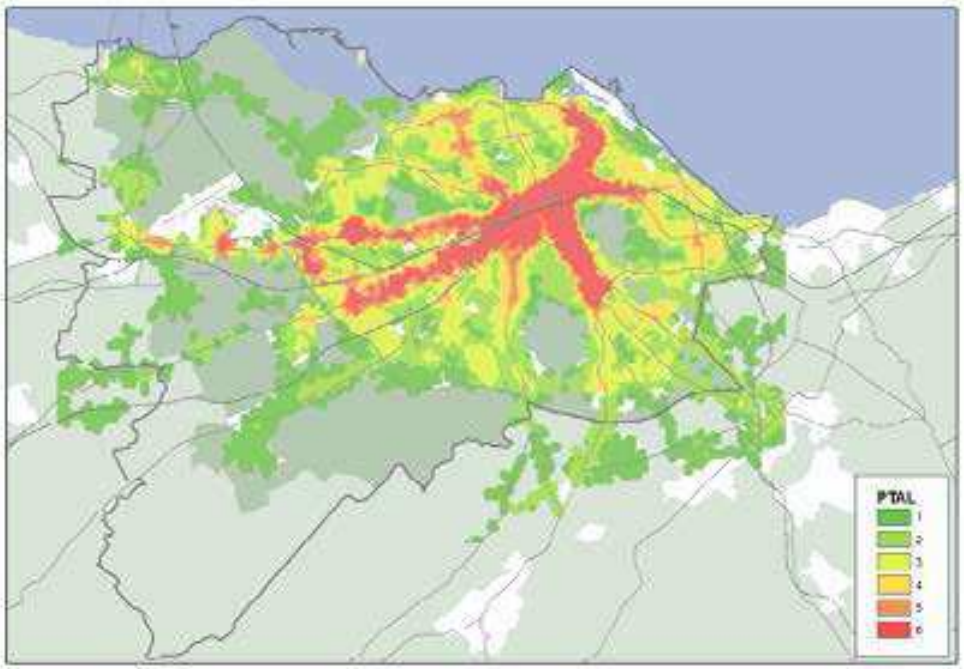
Terraced housing—Wauchope Terrace
Terraced housing is one way of delivering houses with front doors and back gardens that makes efficient use of land.

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.

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) (m^2) — 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) (m^2) — the Gross Floor Area of the ground floor.

Net Floor Area (m^2) - 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.

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/ ite area
0.35 Footprint/site area
5.3 Average number of storeys
1 Car parking/dwelling 115m² GFA per car parking space

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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

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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.

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.

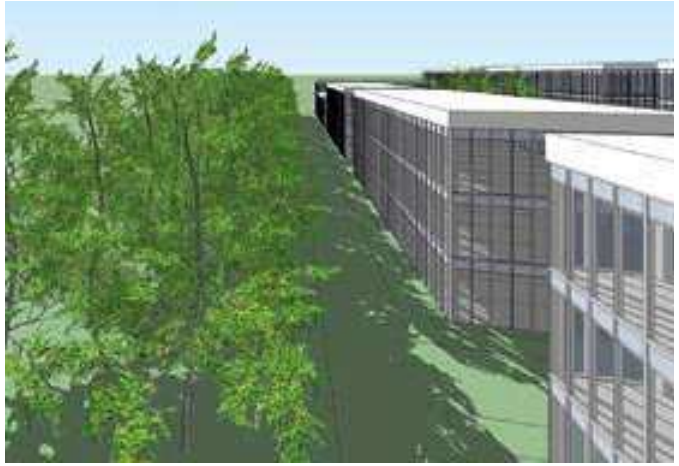
Where suitable landscape features do not exist it may be necessary to create a substantial woodland edge to provide shelter and landscape structure. These should allow the necessary space for native woodland habitat to achieve maturity and accommodate multi-user paths and links to the wider countryside. 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.

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

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.



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

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.

Integrating trees—Malta Terrace
Existing trees have been carefully integrated into this housing development

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.

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.

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)***

Reusing an existing building—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

- **New public art works should match the quality of existing works, and make a positive 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 art 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. 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.

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.

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

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.

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.

Bicycle stands outside the Scottish parliament

Statue of Greyfriars Bobby drinking fountain for people and dogs

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

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.

Quality

Projects should involve the highest aesthetic standards, structural and surface durability, innovation and 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 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.

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.

Local Development Plan policies

- ***es 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.

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 it 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.

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.

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

Matching the height of existing mews—Circus Lane
This newly built house matches the eaves and ridge heights of the adjacent historic mews buildings.

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.

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***

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).

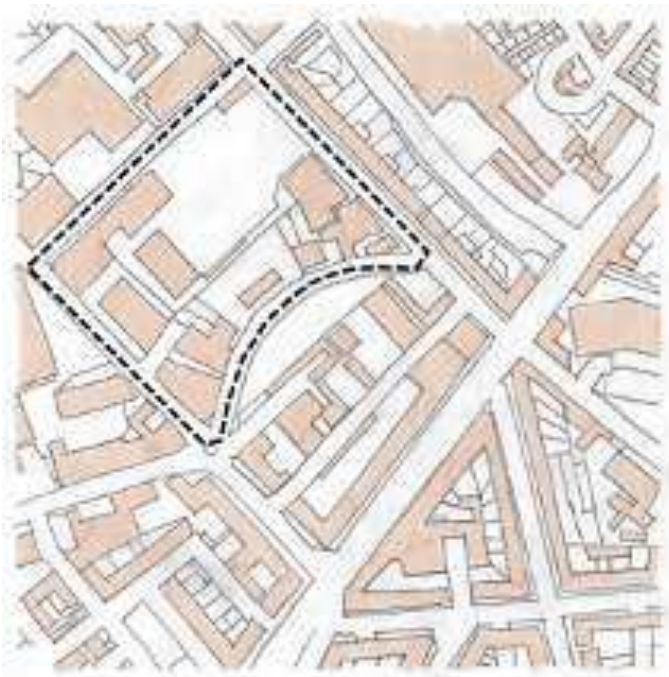
Layouts should be designed to be attractive for all users and particularly pedestrians, cyclists and people with disabilities.

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.

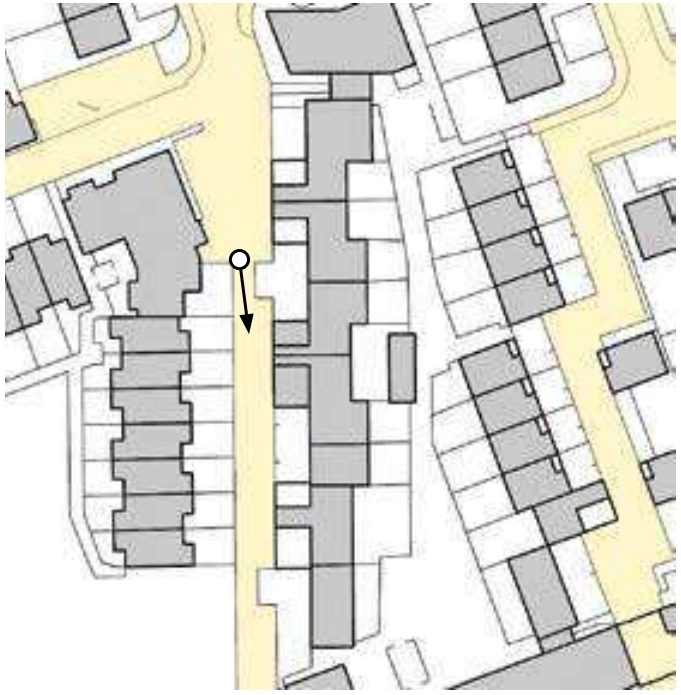
The orientation of buildings should inform internal layouts to maximise the benefits of solar gain and daylight and reduce energy demand. Building design should also consider measures to mitigate impact of summer overheating. Exposure and the need to provide shelter should also influence the layout of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

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

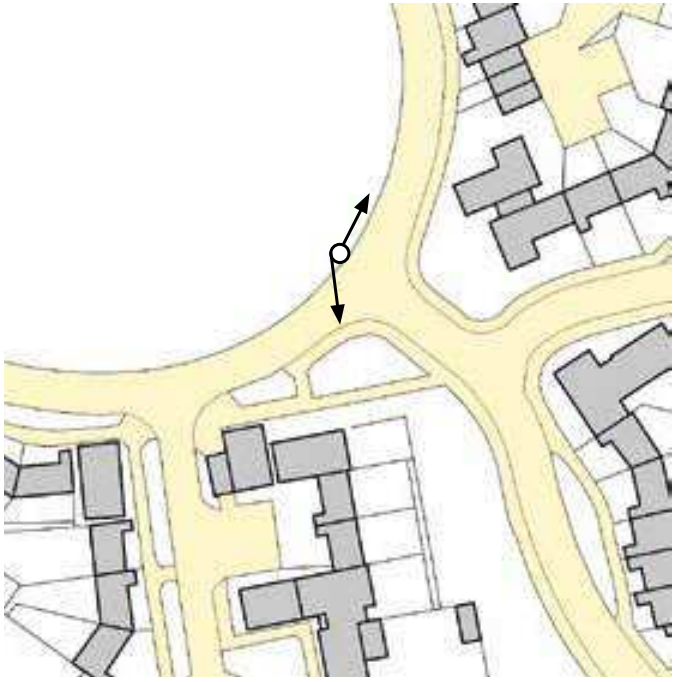


Infill development in a villa area:
The proposed building (shown in red) is roughly the same size in plan as its neighbours and is positioned so that its frontage is the same distance from the road as its immediate neighbours.

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.



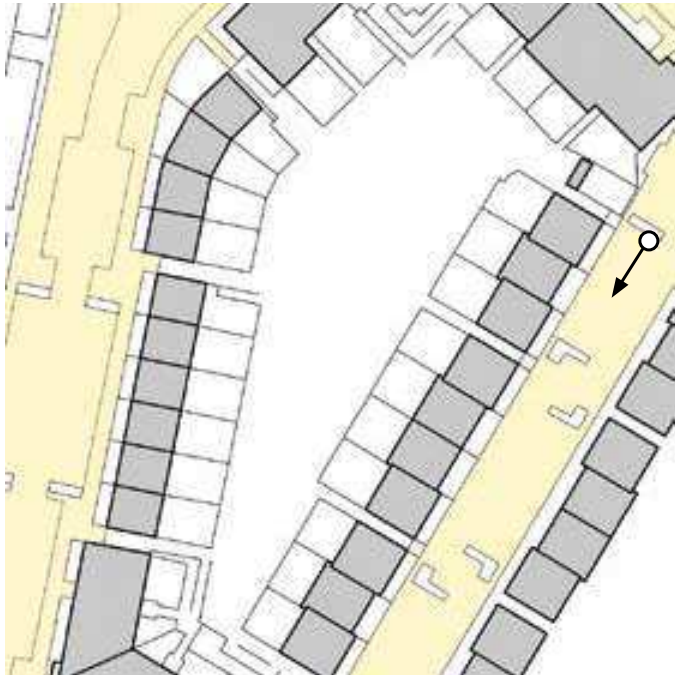
Varied building positions—Cakemuir Gardens
Varying the positions of the buildings in relation to the street helps create an interesting sequence of streets and spaces in the development—contributing to its attractiveness as a whole.



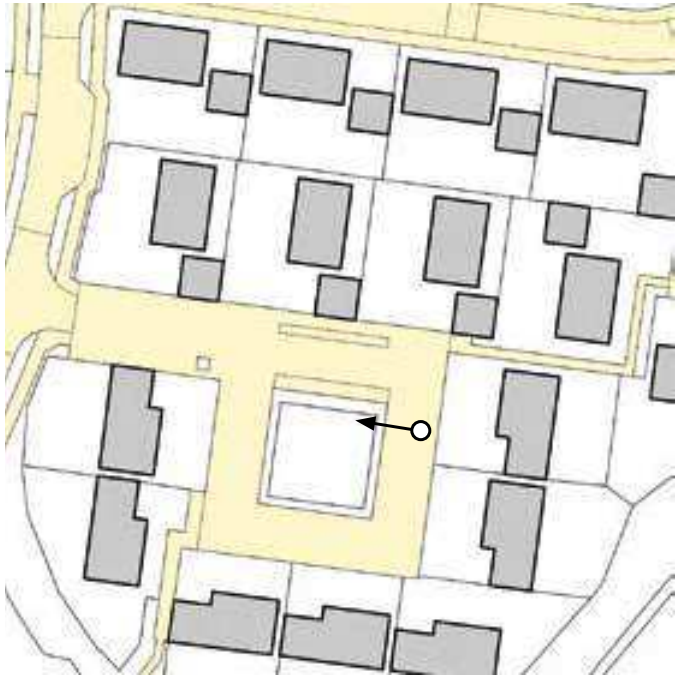
Creating contrasting spaces
Positioning the flats and houses close together, provides space for a green in the middle of the development. This large space creates an interesting contrast with the streets around.

Courtyards—Brighouse Park Gait
Small groups of housing can be made to form courtyards.

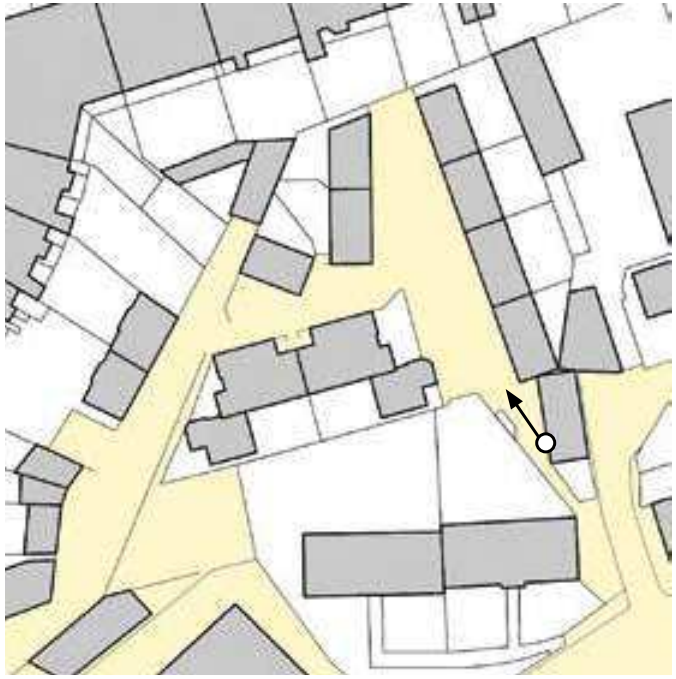
Image courtesy of Steve Tiesdell Legacy Collection



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
Image courtesy of Steve Tiesdell Legacy Collection

Image © Tim Francey

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.
Image courtesy of Steve Tiesdell Legacy Collection

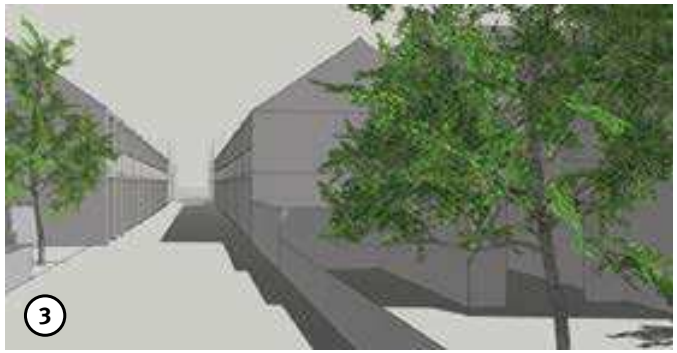
Positioning trees carefully—Allerton Bywater, England
Trees are an integral part of this housing development, lining the streets throughout the development.
Image courtesy of Steve Tiesdell Legacy Collection

A range of spaces—Accordia, Cambridge
In this development in Cambridge, the houses are placed 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.

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.
Image courtesy of Steve Tiesdell Legacy Collection

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 61*** '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.

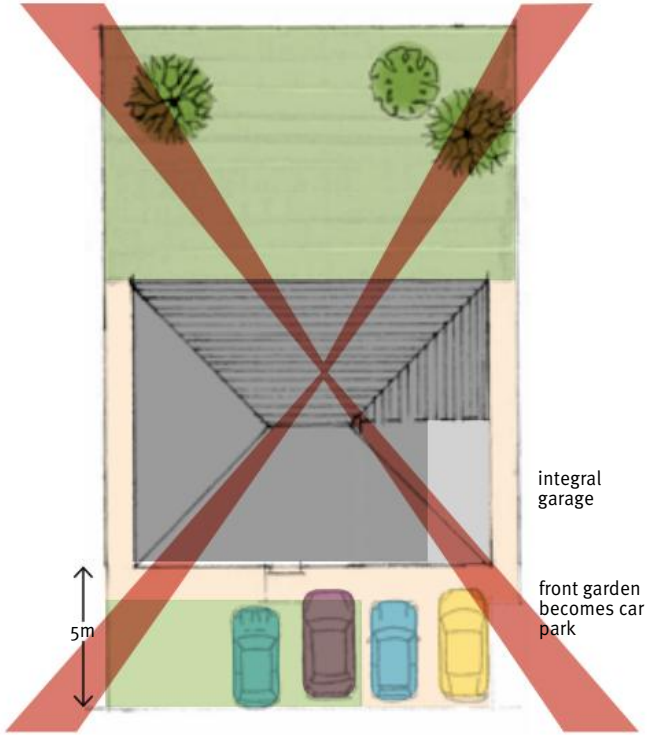
Where car parking is required on larger developments, a range of solutions that use land efficiently and are well integrated within a high quality public realm should be delivered. A number of these options are explored in the following Technical guidance.

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

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.

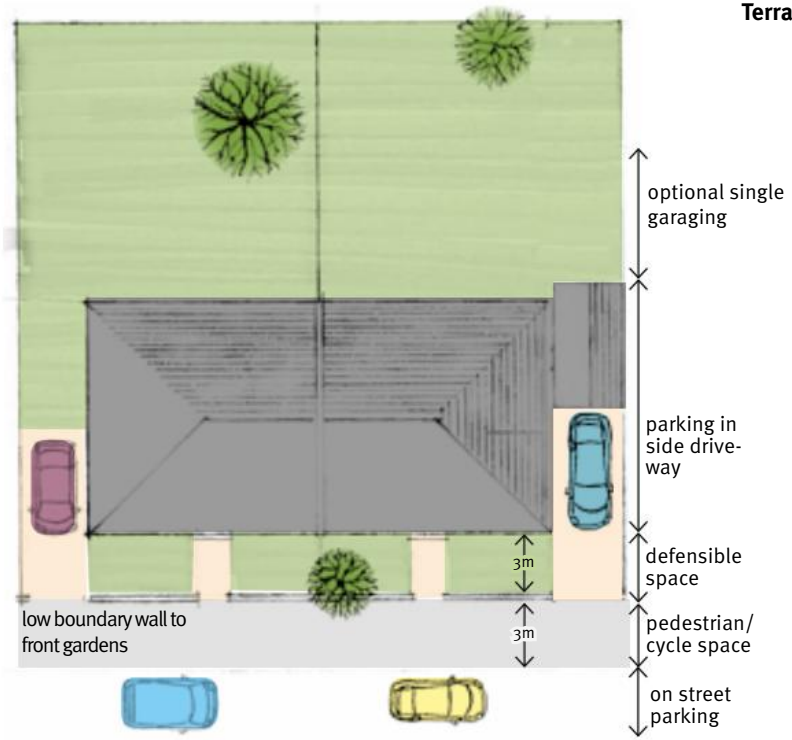
Many modern housing developments locate the car in front of the dwelling thereby creating a streetscene which is dominated by the car. This guidance seeks to encourage sensitively located car parking and facilitate high quality places for all users.



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

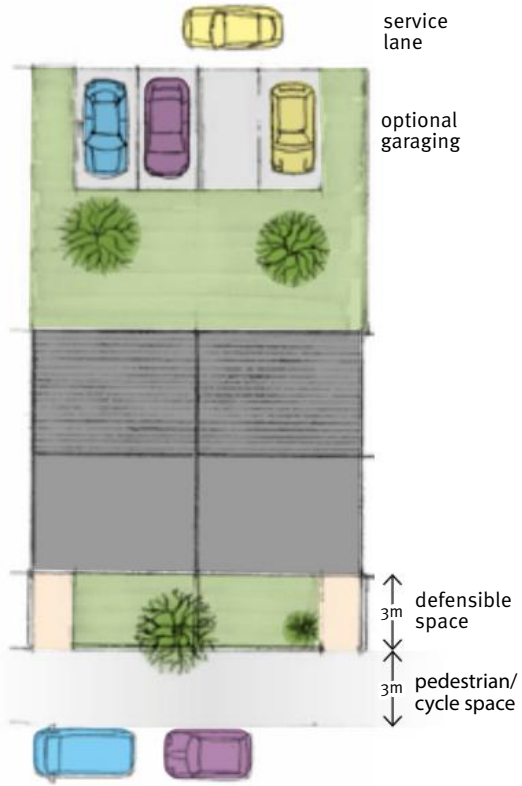
Good examples of parking options within dwelling plots where dwellings are pushed forward to create defensible space and avoid parking within the front garden

Semi detached plots example with parking to side & on street



Dwellings at Redhall House Drive pushed forward on the plot with strong boundary treatment and defensible space to the front

Terraced plots example with parking to rear and on street



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.

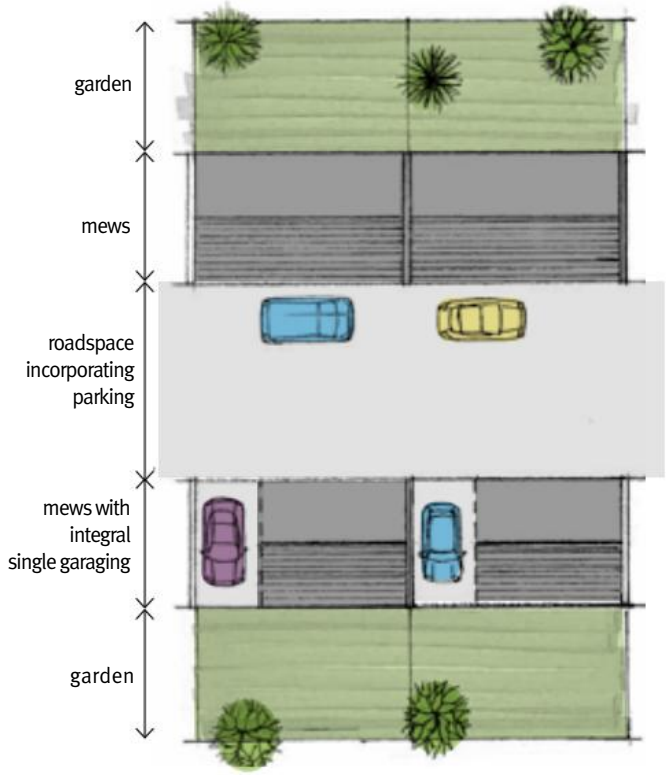
The use of integral garages and off-street parking to the front of buildings should generally be avoided. However, Grange Loan, Eyre Place and Wallace Gardens illustrate successful approaches which deliver high quality living environments including the use of boundary treatment to form defensible space.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

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.

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

Good mews plots examples with integral garage / on street parking



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

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

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

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.

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

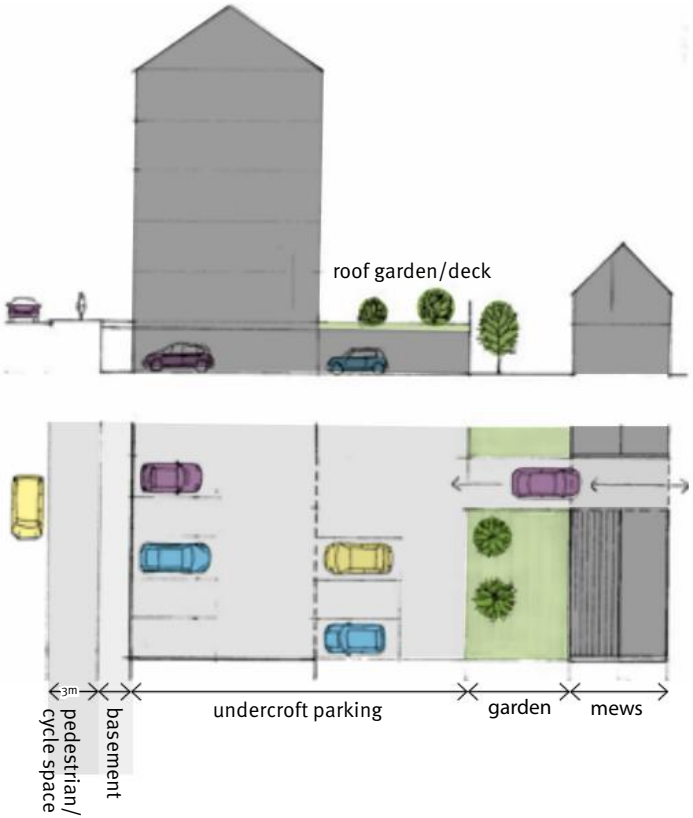
Mixed use developments

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.

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

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

Good flatted development example with undercroft parking & mews to rear



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 treepits 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.

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.

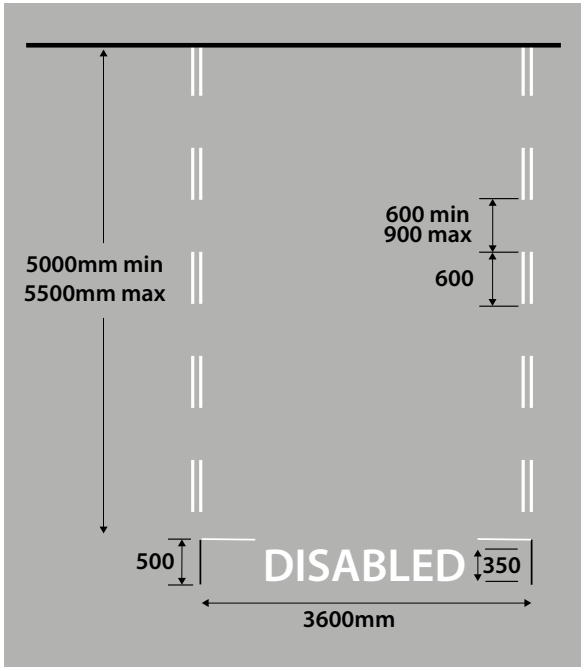
To ensure this, a proportion of all car parking areas must be accessible for people with mobility impairments, including wheelchair users (whether driver or a passenger).

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

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.



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 'C.7 Cycle Parking in New Developments' and should also reflect section 8.3 of Cycling by Design which also details storage facilities.

Long stay cycle parking, Buccleuch Place Lane Student Housing

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 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.

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.

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.

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

'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.

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

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.

Car club spaces, Quartermile

Parking Standards

Parking Standards (the Standards) are used as guidance for influencing 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 63)***. The Standards also align with Planning Use Classes, and are shown for different classes of development on ***page 64***.

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.

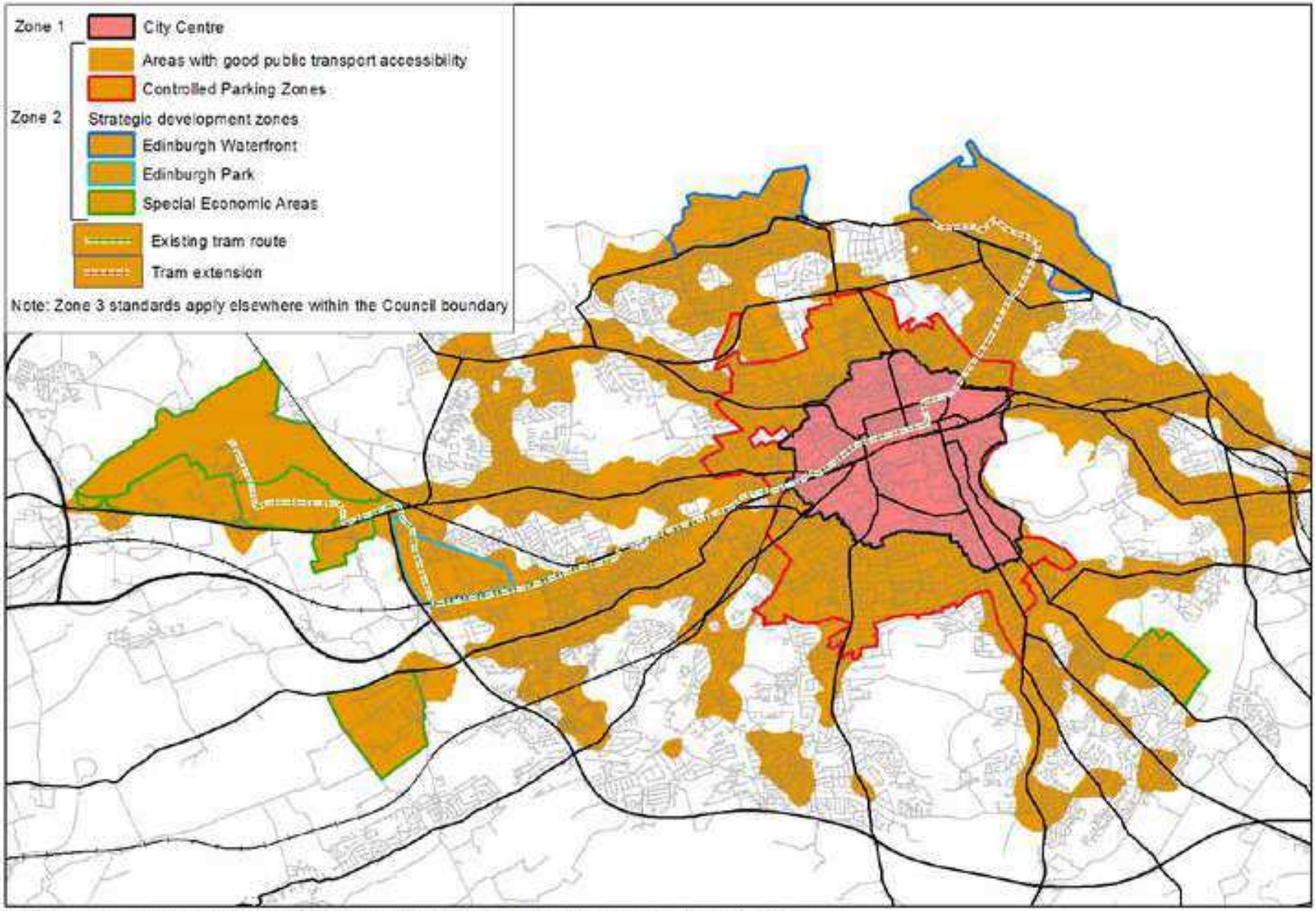
Depending on circumstances, applications for new developments must include reasoned justification for the parking provision proposed. To enable this, appropriate transport information is required for all developments – this should detail the impacts of the development in terms of anticipated parking levels and all forms of access to the site. Transport information provided should 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.

The Parking Standards zones reflect the area's accessibility to public transport.. 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).



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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	
	Zone 1	Zone 2	Zone 3	Employees	Customers	Employees	Customers
Class 1 Shops							
Retail Warehouse (public use)	1 per 500m²	1 per 50m²	1 per 30m²	1 per 500m²	1 per 1000m²	1 per 4000m²	1 per 2000m²
Retail Warehouse (trade only)	1 per 3000m²	1 per 360m²	1 per 180m²	1 per 1000m²	1 per 2000m²	1 per 8000m²	1 per 4000m²
Shops ⇦ 500m²	1 per 100m²	1 per 50m²	1 per 25m²	1 per 250m²	1 per 500m²	1 per 2000m²	1 per 1000m²
Shops 500m² to 2000m²	1 per 150m²	1 per 70m²	1 per 40m²				
Shops ⇨ 2000m²	1 per 150m²	1 per 70m²	1 per 40m²				
Class 2: Financial/Professional Services	1 per 100m²	1 per 50m²	1 per 25m²				
Accessible parking - minimum provision	One space 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 20m²	1 per 14m²	1 per 11m²	1 per 75m²		1 per 20 car spaces	
Accessible parking - minimum provision	One space 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 3000m²	1 per 385m²	1 per 210m²	1 per 150m²	1 per 1000m²	1 per 2000m²	1 per 8000m²
Class 5: General Industry	1 per 3000m²	1 per 385m²	1 per 210m²	1 per 150m²	1 per 1000m²	1 per 2000m²	1 per 8000m²
Class 6: Storage/Distribution	1 per 3000m²	1 per 385m²	1 per 210m²	1 per 150m²	1 per 1000m²	1 per 2000m²	1 per 8000m²
Accessible parking - minimum provision	One space 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.						

Development by planning use class	Car Parking MAXIMUM per parking zone			Cycle Minimum	Motorcycle Minimum
	Zone 1	Zone 2	Zone 3		
Class 7 Hotels	1 per 5 bedrooms	1 per 2 bedrooms	1 per bedroom	1per 10 bedrooms	1+1 per 20 car spaces
Coach parking	Coach parking will be assessed on a site by site basis				
Accessible parking - minimum provision	One space 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 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.				
	Zone 1 and 2		Zone 3		
Class 9 Housing (including flats: sui generis)					
Studio/ 1 room*	1 per unit**		1 per unit	1 per unit	1 per 25 units
2 rooms*				2 per unit	
3 rooms*			1 per unit		
4 or more rooms*			1 per unit	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
	Zone 1	Zone 2	Zone 3		
Class 10 Non-Residential Institutions					
Schools/nurseries	1 per 150 pupils	1 per 30 pupils	1 per 20 pupils	1 per 9 pupils	1 per 5 car parking spaces +(1 per 250 pupils)
Libraries (m² Public Floor Area)	1 per 150m²	1 per 68m²	1 per 50m²	2 per 100m²	1 per 5 car parking spaces
Church/community hall	1 per 120m²	1 per 50m²	1 per 40m²	1 per 67m²	1 per 10 car parking spaces
Accessible parking - minimum provision	One space 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.				

	Zone 1	Zone 2	Zone 3		
Class 11 Assembly & Leisure					
Cinemas/theatres	1 per 24 seats	1 per 10 seats	1 per 6 seats	1 per 50 seats	1+1 per 20 car spaces
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
Swimming (m² pool area)	1 per 60m²	1 per 25m²	1 per 15m²	1 per 10m²	1+1 per 20 car spaces
Accessible parking - minimum provision	One space 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.				

	Zone 1	Zone 2	Zone 3		
Sui Generis - Motor Trade: display area	1 per 80m²	1 per 56m²	1 per 50m²	1 per 7 staff	1+1 per 20 car spaces
Sui Generis - Motor Trade: spares	1 per 40m²	1 per 28m²	1 per 25m²		
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 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.

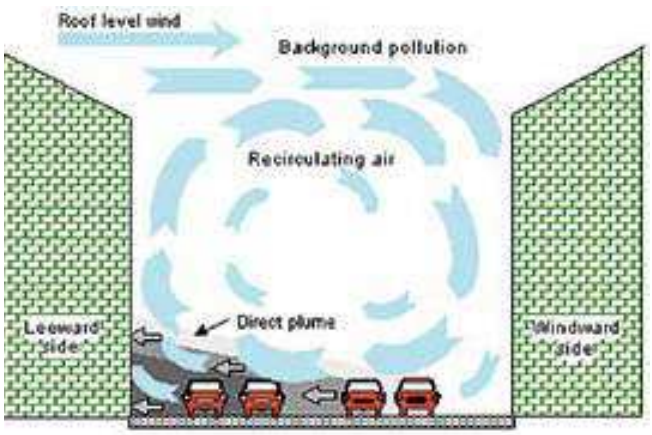
Where possible, new trafficked roads should align to prevailing winds which may help with pollutant dispersal, alternatively, the creation of a buffer zone between busy roads and buildings could be another practical solution to pollution exposure.

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.



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.

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.

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.

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 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.

Heat Opportunities Mapping Supplementary Guidance has been adopted by City of Edinburgh Council. The Guidance considers the potential to establish district heating and/or cooling networks and associated opportunities for heat storage and energy centres 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.

Minimising energy use through careful design—Garvald Street
This housing development achieved a BREEAM excellence award in recognition of it 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 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.

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.

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.

Stone

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

Much of Edinburgh's sandstone was hewn from local quarries that are now closed; most famously Craigleith 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 Craigleith 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.

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.

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.

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.

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.***

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.

In-Situ Concrete—Museum of Scotland
This concrete is used to sculptural effect on the museum building.

Concrete used sculpturally—Horse Wynd
The sculptural potential of concrete is exploited in the Parliament wall with the patterned surface and integration of lights

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.

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.

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.

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.

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.

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.

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. 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.

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

Positive contrast - Old Fishmarket Close, off High St
The use of render and timber contrast positively with surrounding stone buildings.

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.

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.

Metal roofing in a historic context—Canongate
Stainless Steel roofing has been used on the Scottish Parliament.

Traditional roofing materials
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.

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.

Frameless glazing—Festival Theatre, Nicolson Street
The refined detailing of the frameless glazing helps create a striking modern addition to the street.

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.

Curtain Walling - Buccleuch 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***

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.

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 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.

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.

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 exoectation 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.

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.

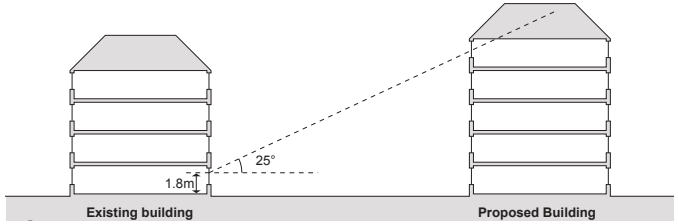
It is important to understand the difference between the levels of daylight before and after the proposed development is in place. Applicants should provide assessment information showing the amount of daylight in an existing building before and after the proposed development is in place in order to 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.

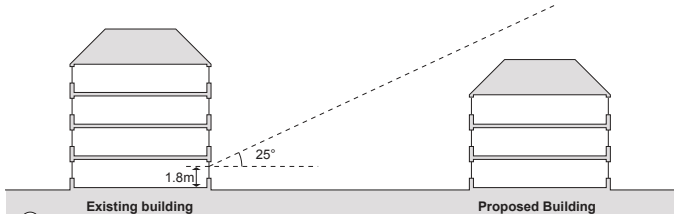
The vertical sky method can be measured using more complex methods that are set out in the BRE guide.

If 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 for calculations:

Daylight to bathrooms, stores and hallways will not be protected. Daylight to gables and side windows is generally not protected.



Measuring Vertical Sky Component 25° method example 1
This situation may fail to provide reasonable levels of daylight to the existing building.



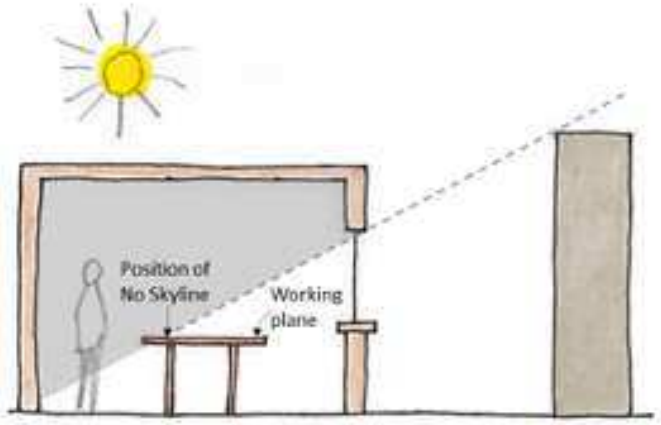
Measuring Vertical Sky Component 25° method example 2
This situation would provide reasonable levels of daylight to the existing building.

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%
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* 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.



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.*

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

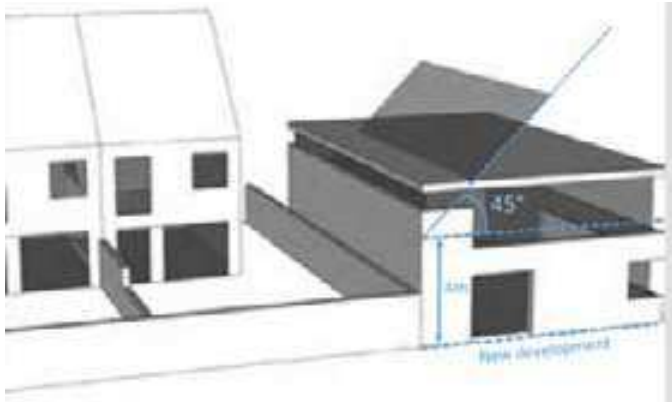
Each of these spaces will have different sunlight requirements however half the area of gardens or amenity spaces should be capable of receiving potential sunlight for more than two hours during the spring equinox. This will be assessed using hour by hour shadow plans for each hour of 21 March.

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 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 falling in the neighbouring garden might be affected. To take account of orientation, the 45° line should be drawn at the following heights above 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



45° 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.

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.

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.

Housing type	Examples:
Flats - self-contained premises within a building which is divided horizontally - some may have an entrance taken directly from the street	• 4 in a block • Tenement • Studio apartments • Maisonettes • Colonies • Garden flats
Houses - self-contained dwelling with an entrance taken from the street Detached	• Semi-detached • Terraced • Town house • Cottage • Bungalow • Mansion

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.***

Tenure blind housing at Gracemount— 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.

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.

Student Housing - St Leonards Street

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.

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:

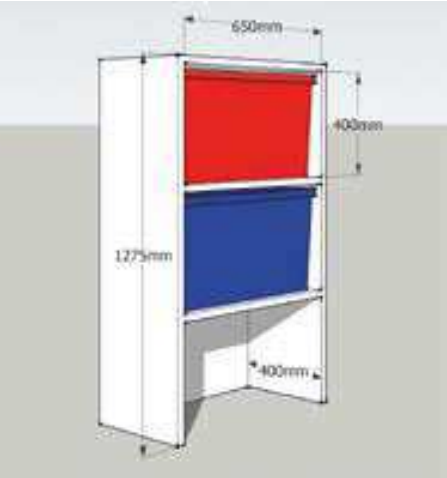
36m²	Studio dwelling;
52m²	One bedroom dwelling;
66m²	Two bedroom dwelling;
81m²	Three bedroom dwelling; and
91m²	Three bedrooms or more with enhanced storage designed for growing families.

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).



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. 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 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, needs to be considered from the outset of the design process.

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 0.4m2additional storage space, despite the reduction in overall floorspace of 4m2.

Traditional 1 bedroom flat

52 m² total floorspace
34 m² habitable space
2.6 m² storage

1 bedroom flat minus lobby

48 m² total floorspace
37 m² habitable space
3 m² storage

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.

Active frontages and housing—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 unslightly 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.

The use of bins with underground storage at Morgans Lane helps to minimise the impact of waste collection facilities.

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.

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 for Architects and Developers document***. Once agreement has been made, Waste Services will issue a letter of agreement detailing this and any further requirements.

Type of Premises	Contact with Waste and Cleansing	Type of Advice Given
Housing	Required	Detailed advice (***Instructions for Architects and Developers***) to support agreement over full waste management strategy for development.
Mixed housing and other, e.g. commercial	Required	Detailed advice (Instructions for Architects and Developers) to support agreement over full waste management strategy for housing element only. Can give only high level advice about need for waste segregation and off street storage of waste bins for other (commercial) elements of the development.
Commercial only	High level advice can be given	Can give only high level advice about need for waste segregation and off street storage of waste bins.
Council building, e.g. school, etc	Required	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 for collection crews.

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 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 items on collection day.

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 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.

Delivery of such a network is consistent with the development of the ***Central Scotland Green 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***.

Large public open space— Figgate Park
This public park is a major component of the green/blue network.

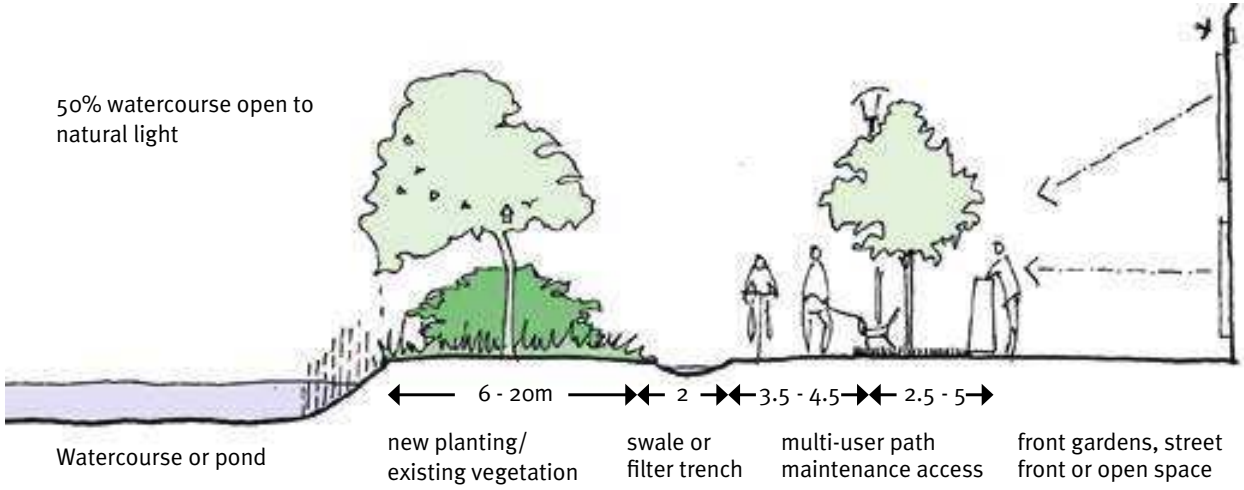
These sketches illustrate how green/blue networks can be integrated within a range of development scenarios and at different scales.

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.

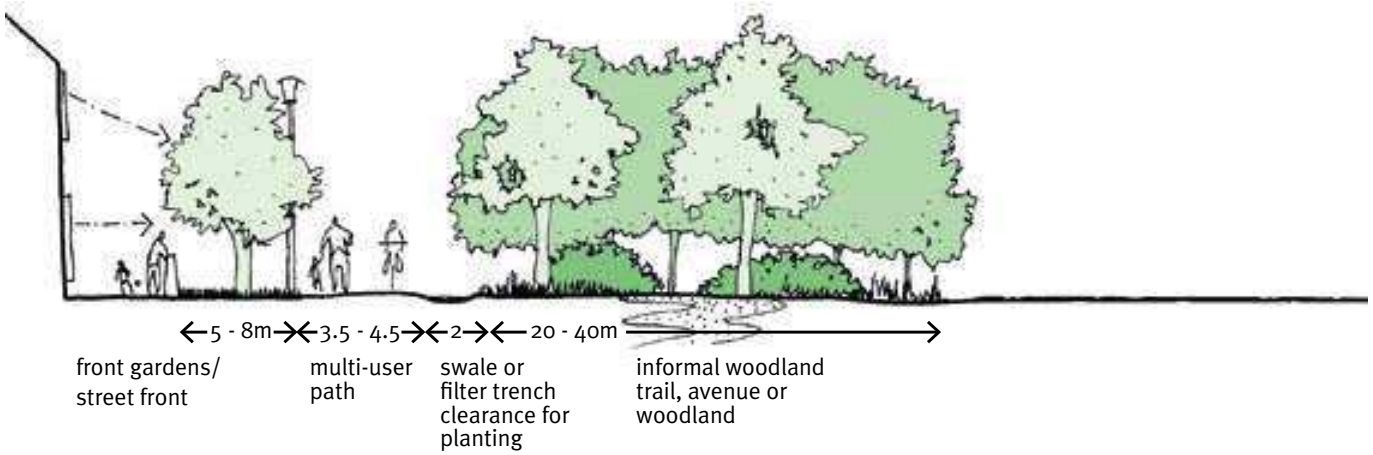
If buildings are proposed close to a watercourse, a full appraisal of flooding scenarios is required ***(see section 3.8)*** and early discussions with the Council's Flood Risk Unit. Buildings proposed on brownfield sites, adjacent to water courses except in exceptional circumstances, require at least a 15m setback to create opportunities to reinstate natural bank sides.



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.

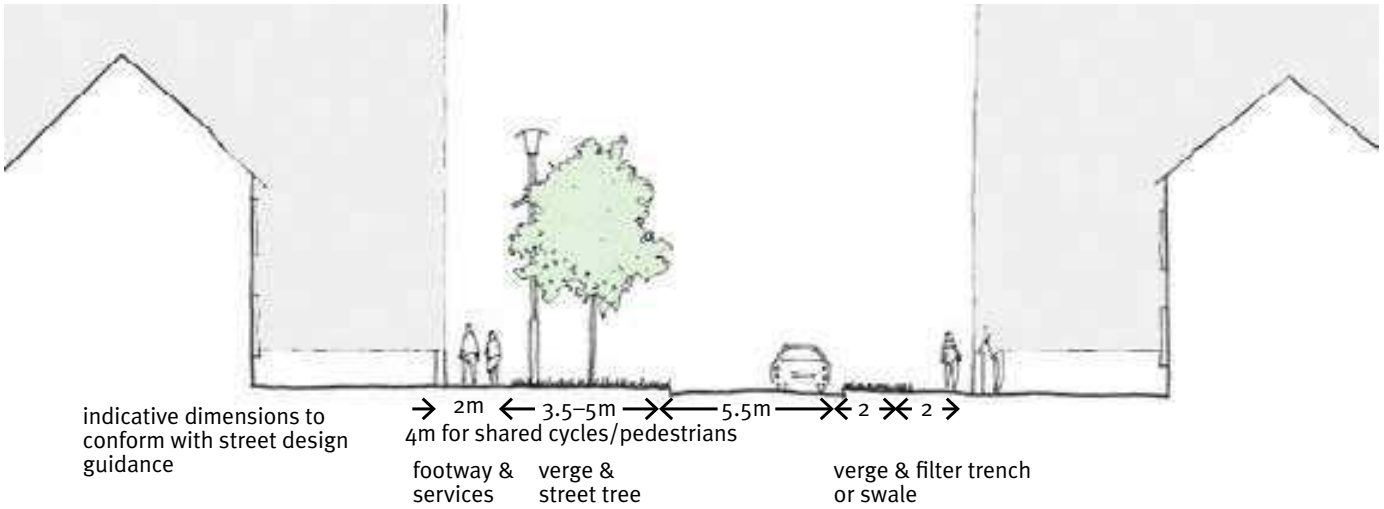
In order to promote natural bankside conditions, only riverside walls with significant archaeological value should be retained. Other retaining walls should generally be replaced with soft engineering solution. In areas of historic importance mitigate the potential for natural banks by the use of other 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.

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.

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.



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.

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.

New local greenspace, Lochend

Small open space in the 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.

Aerial view of Broomhills Park (Barratt East of Scotland Ltd)

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.***

Terraced slopes and shared surface 'home zone' street at Gracemount.

New play area in Granton meets 'good' play value.

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).

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.

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.

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.

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.

3.4 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.

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 (EcIA) should be required. If necessary the EcIA 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.

Soprano pipistrelle bat (Pipistrellus pygmaeus). *Image: SNH/ Lorne Gill*

Edinburgh Living Landscape:
A pictorial meadow for pollinators and amenity benefit.

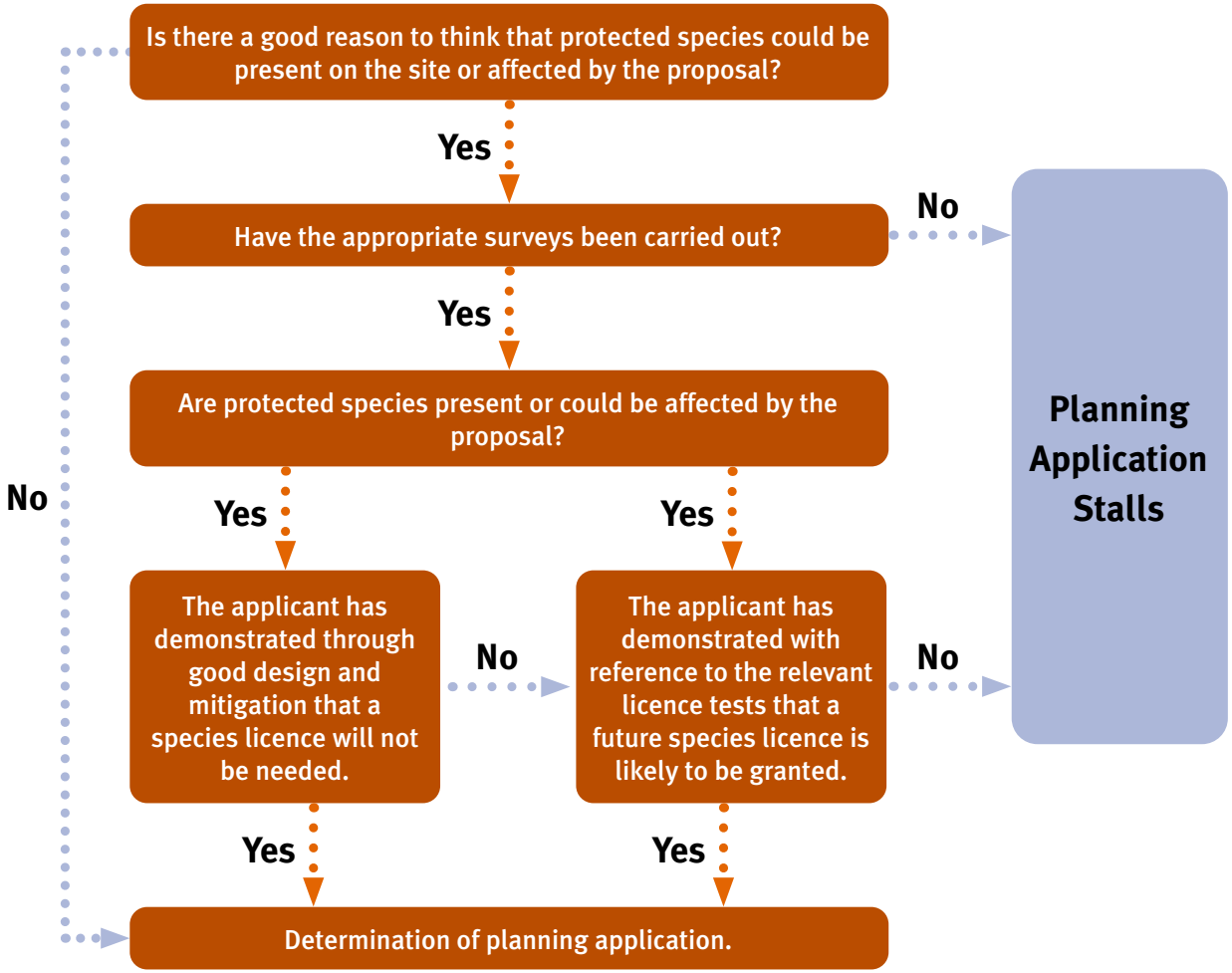
Protected species – the importance of providing the necessary information

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.

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:

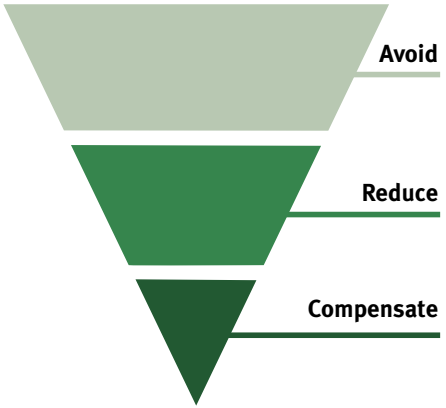
Scottish Government Green Infrastructure Design and Placemaking

SNH Pollinators in 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.



Initially efforts should be proposed to prevent or avoid impacts

if avoidance is not possible, measures should be made to minimise and reduce any unavoidable impacts

a last resort should be some sort of compensation planting or habitat provision - this would likely be secured by conditions allied to the grant of any planning permission.

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.

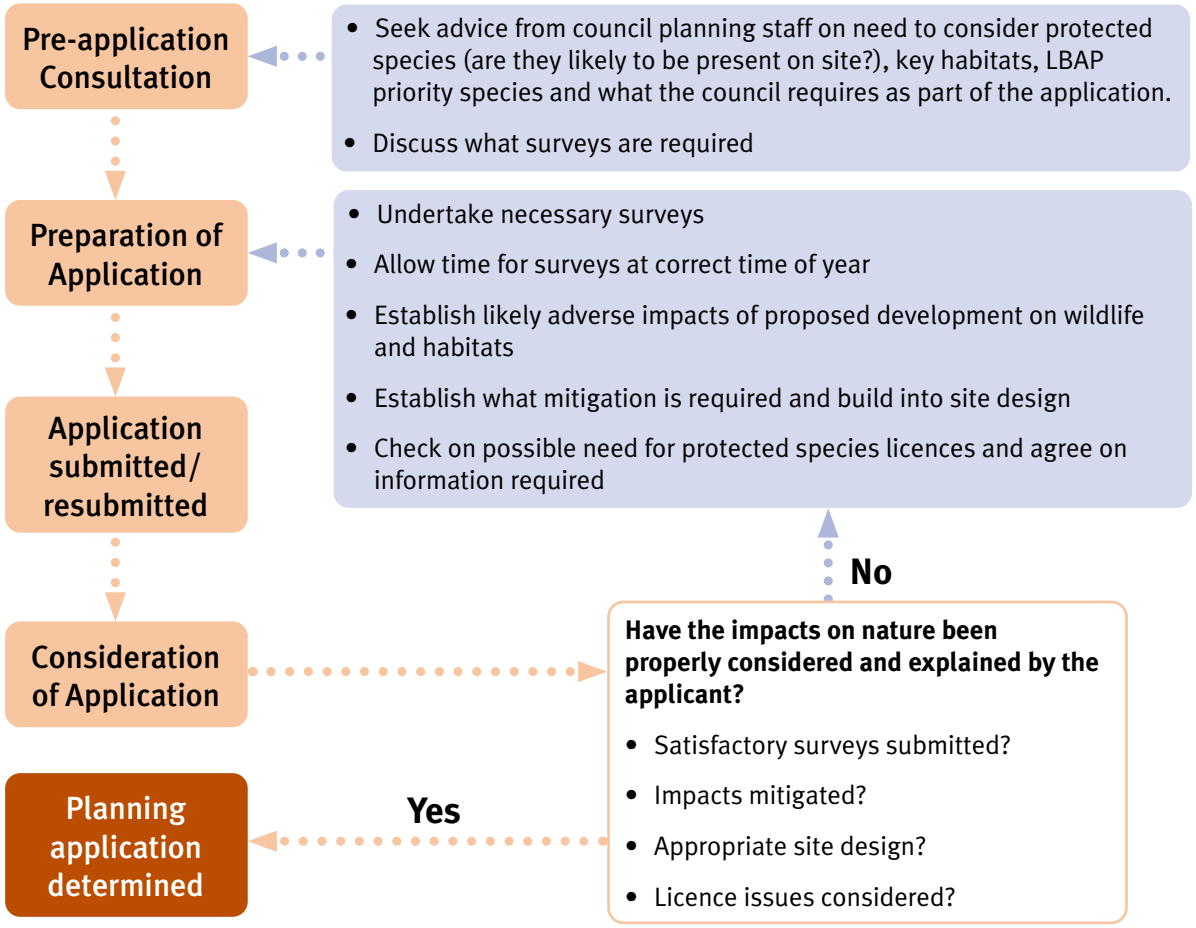
Management

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



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.

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).

**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.*

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.

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.

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

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).

Otter *(Lutra lutra)*
Otters are active on several watercourses in Edinburgh and any development within 200 m of suitable water habitat should survey for this European Protected Species. Picture SNH/Lorne Gill.

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.

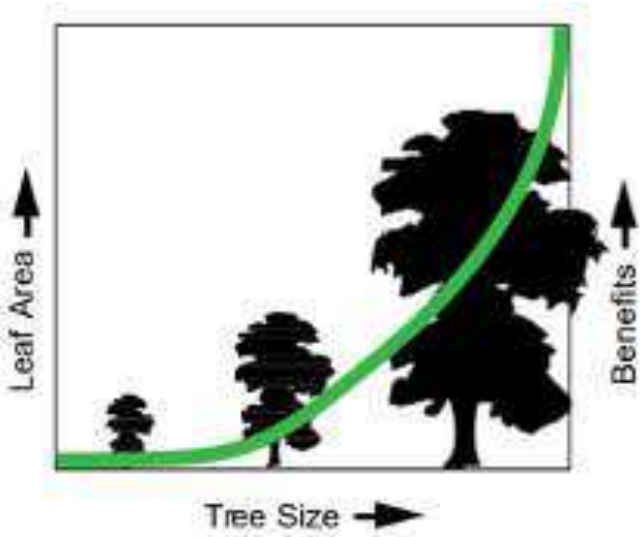
Protect retained trees and areas identified for new tree planting during construction.

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.



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.

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.

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 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 Tree Constraints Plan 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 Tree Constraints Plan should demonstrate how consideration was given to the retention of trees in the proposed site layout.

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 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, 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. The creation of wooded ridges should be included in proposals wherever practicable.

Birch Trees - Forthquarter Park

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.

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.

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. Min 300mm depth of topsoil. Tree shelters may be required depending on site conditions (e.g. wind exposure, rabbits, etc).
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 a dimensioned tree pit/trench detail with topsoil & soil ameliorant specification, details of drainage, staking and accessories.
Trees - paved spaces	Semi mature, 30-35 cm girth.		2m clear stem, underground guyed. Provide a dimensioned tree pit/ trench detail to demonstrate adequate soil volume and load bearing support for surrounding paving. Also include topsoil & soil ameliorant specification and drainage & accessory details.
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 or similar. 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/m^2.		Use of graded and site subsoil free from compaction.
Bulbs	Specify by species, grade nr/m^2 and diameter.		
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.

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 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 planting locations;
- Grass and wildflora seed mixes and specification;
- Tree pit details, including topsoil & soil ameliorant specification, drainage, means of support, protection and accessories; 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 supress 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.

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 ***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.

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.

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:

- 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.

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.

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.

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.

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.

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) 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 features are available to designers including porous paving, green roofs, swales, bioretention trenches, detention basins and ponds.

In greenfield sites 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 leave a legacy of hidden structures that have the potential to fail and should only be used in exceptional circumstances

SuDS retention basin and swales, Kirkliston

Permanent pond and swales with wetland planting at new development in Kirkliston form an attractive part of the landscape setting of the development and enhance biodiversity in the area.

Sustainable Urban Drainage Systems

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 schemes should be designed to comply with CIRIA C753 The SuDs Manual and should gain agreement from Scottish Water.

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 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 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 beautiful;
- conveys water through the site above ground in swales, biorentention 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 Requirement	Why 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 Roads;*** ***Green Infrastructure - Design & Placemaking;*** ***Delivering Sustainable Flood Risk Management;*** ***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

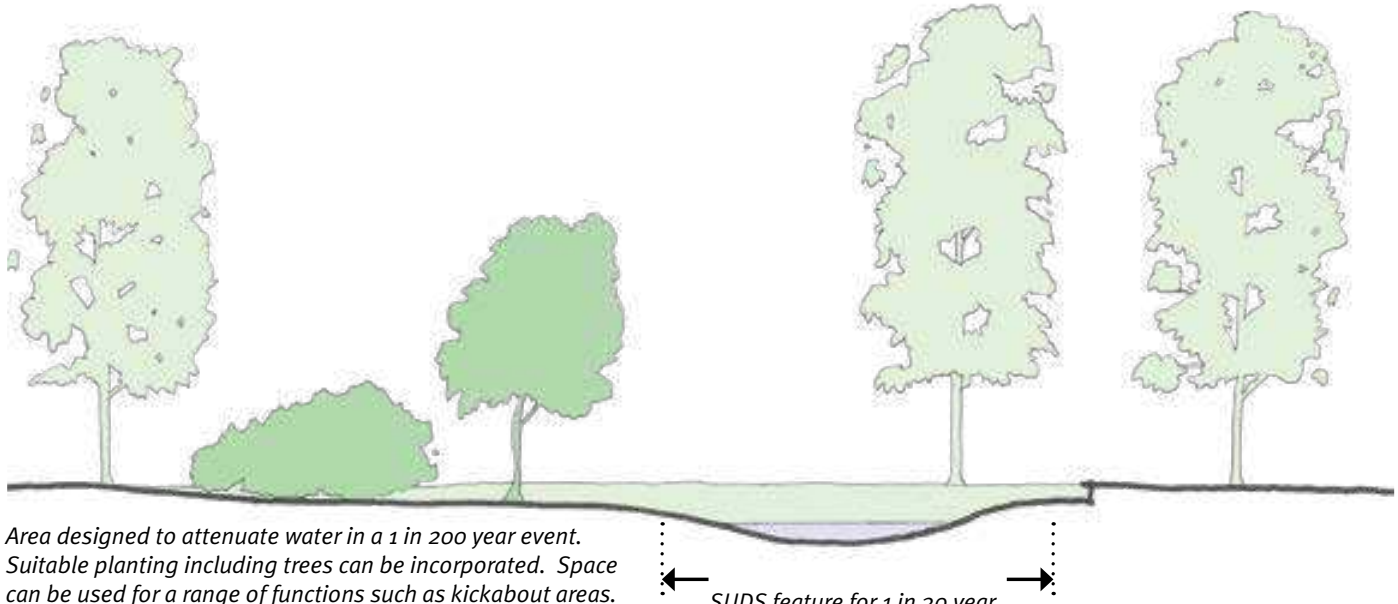
A Surface Water Management Plan is a document required by the Council to assess the flood risk from surface water and ensure that runoff from the development does not increase flood risk to properties elsewhere. The Surface Water Management Plan should identify a drainage strategy for events up to a 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.***

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.

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;



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.

- 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 fate, whichever is the lower.

SUDS—Upton, England
This SUDS feature is sensitively integrated into the development

locked up culvert
Where possible, culverts should be opened up.

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

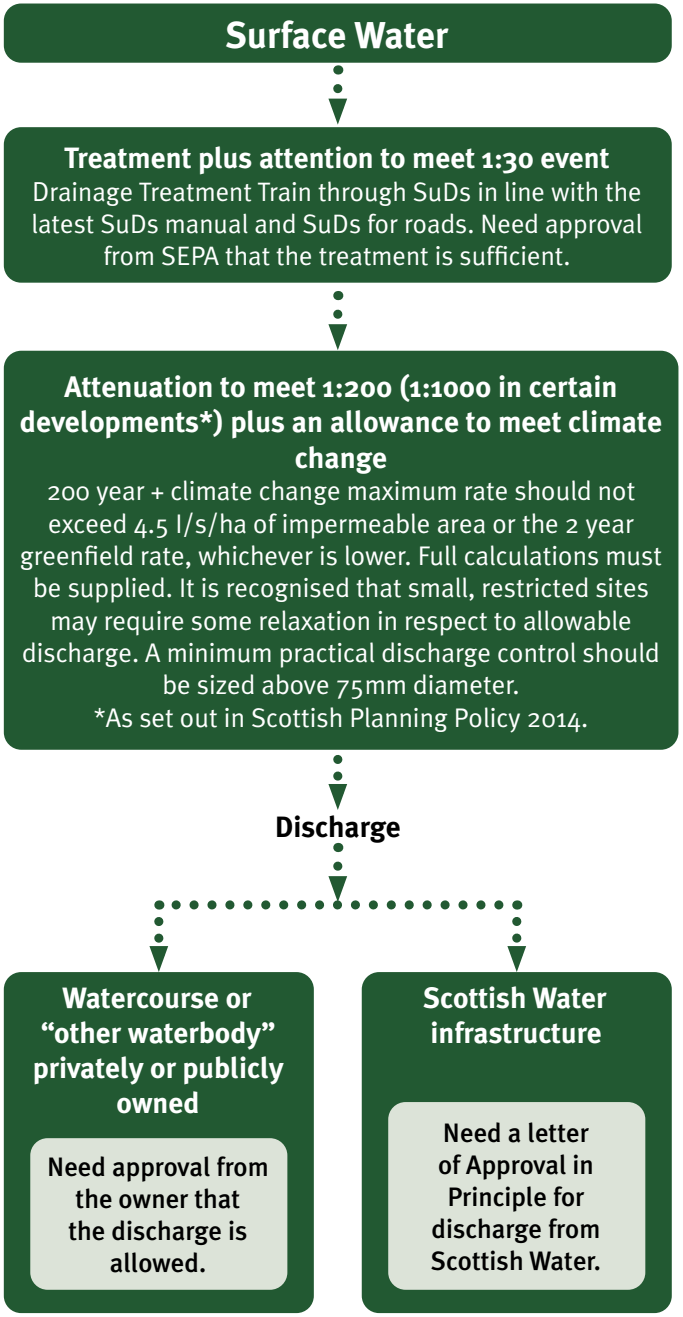
In line with the SPP, culverted watercourses should be opened up (de-culverted), where appropriate, and a natural river environment incorporated into the development design outline. Culverts and particular screens on culvert inlets can cause flooding and are a maintenance liability for the owner and 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.

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.

Discharge Points for the drainage system



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 construct 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.

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, is available online.

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.

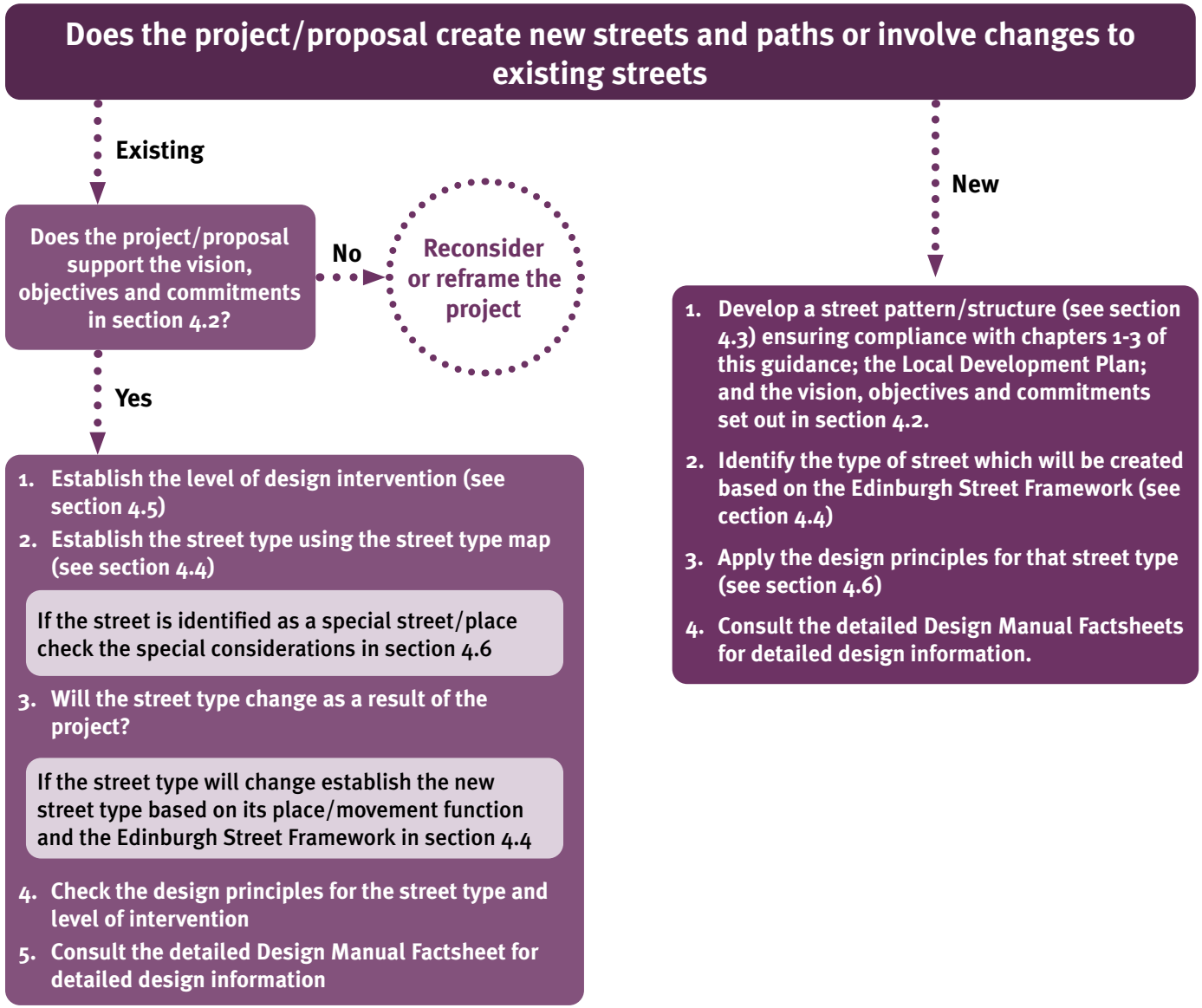
How is the Edinburgh Street Design Guidance structured and how do I use it?

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.

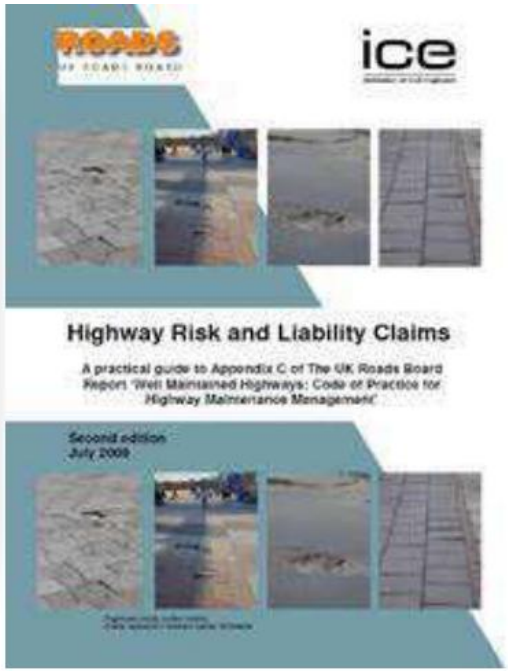
Additional information:

- 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:

- re welcoming, inclusive and accessible to all;
- re 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
- re 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 differences 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 (under production)

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 (under production)

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 (under production)

M4. Tactile Paving

P2. Promoting Pedestrian Movement and Activity

P8. Pedestrian Streets (under production)

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

Poundbury, Dorset - Source: WSP

Flood management and Sustainable Urban Drainage systems (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) (under production)

W2. Drainage (under production)

F5. Street Trees (under production)

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 (under production)

G6. Speed Reduction and Traffic Management

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 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, horonized 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)***

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.

designing case study

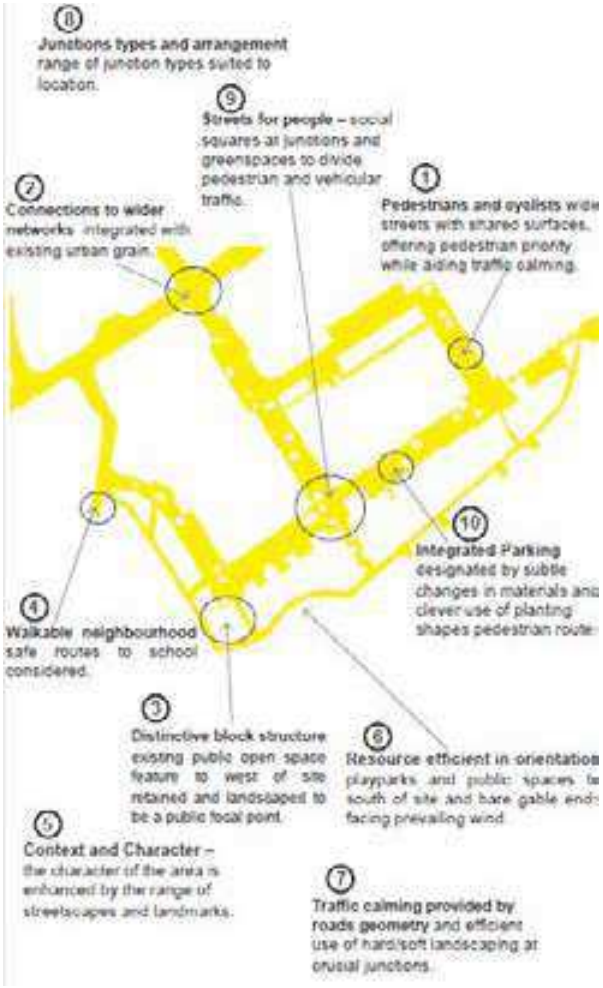
Location: Gracemount
Developer: Cruden Homes; City of Edinburgh Council 21st Century Homes
Size: 1.2 hectares; 99 new affordable homes
Type: New Residential
Stage: Planning Permission in Principle for overall masterplan.First phase completed

This development complies with four of the five Designing Streets Policies:

- ✓ Street Design should consider place before movement.
- ✓ Street Design Guidance as set out in Designing Streets can be a material consideration in determining planning applications and appeals.
- ✓ Street Design should meet the six qualities of successful places, as set out in Designing Places.
- ✓ Street Design should be based on balanced decision making and must adopt a multidisciplinary collaborative approach.
- ✗ Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Background

This development is the first phase of affordable housing within a larger master planned area of houses for sale. As part of the 21st Century Homes initiative, City of Edinburgh Council developed an initial master plan for the wider Gracemount area. It outlined the approach to all basic aspects of the design, such as maximum storey heights,housing typologies, public space, private space and boundary treatments, waste management and lighting.
For the first phase of development, the master plan was developed in more detail. The Design Team had pre-application discussions with CEC Planning, Transport and Refuse, and a Planning Officer is on the client project team in an advisory role, ensuring a degree of continuity throughout this and following phases. The site layout is based around two new roads, the main street is on the axis of the listed Gracemount House, providing views through trees along this route for character and orientation. The new crossroads form an important junction, with the majority of three and four storey flats located around this area. Elsewhere, housing comprises houses and a 'colonies' type arrangement (upper and lower villas with front doors at opposite sides).
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 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.



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.

Source: Designing Streets, page 9

Edinburgh Street Framework

Type of Place

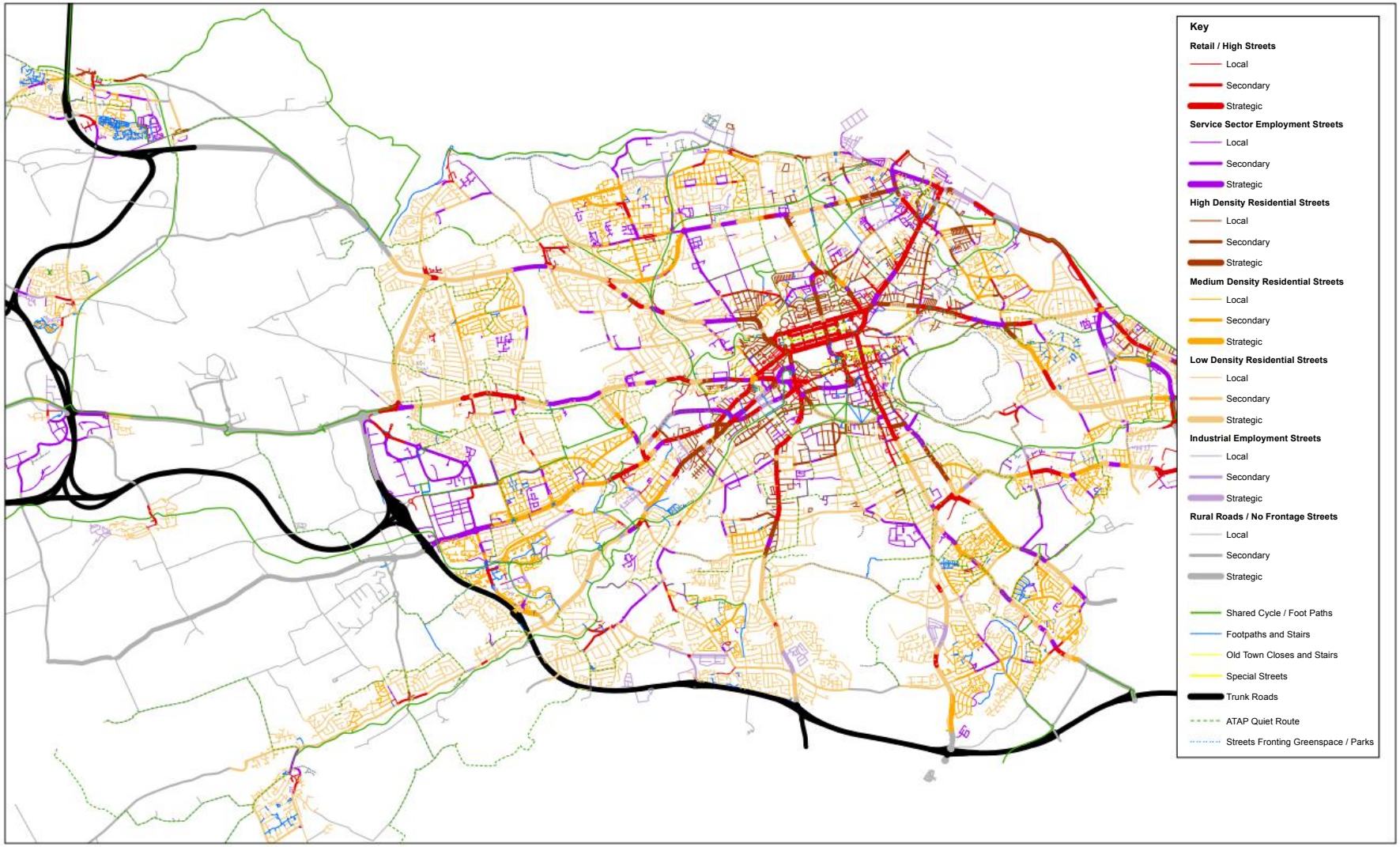
		Rural roads/No frontage	Industrial Employment	Low Density Residential	Med Density Residential	High Density Residential	Service Sector Employment	Retail/ High Streets
Significance of Movement	Strategic							
	Secondary							
	Local							
Other streets and paths	Footpath/ cycleways	(shared by pedestrians 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 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.



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.

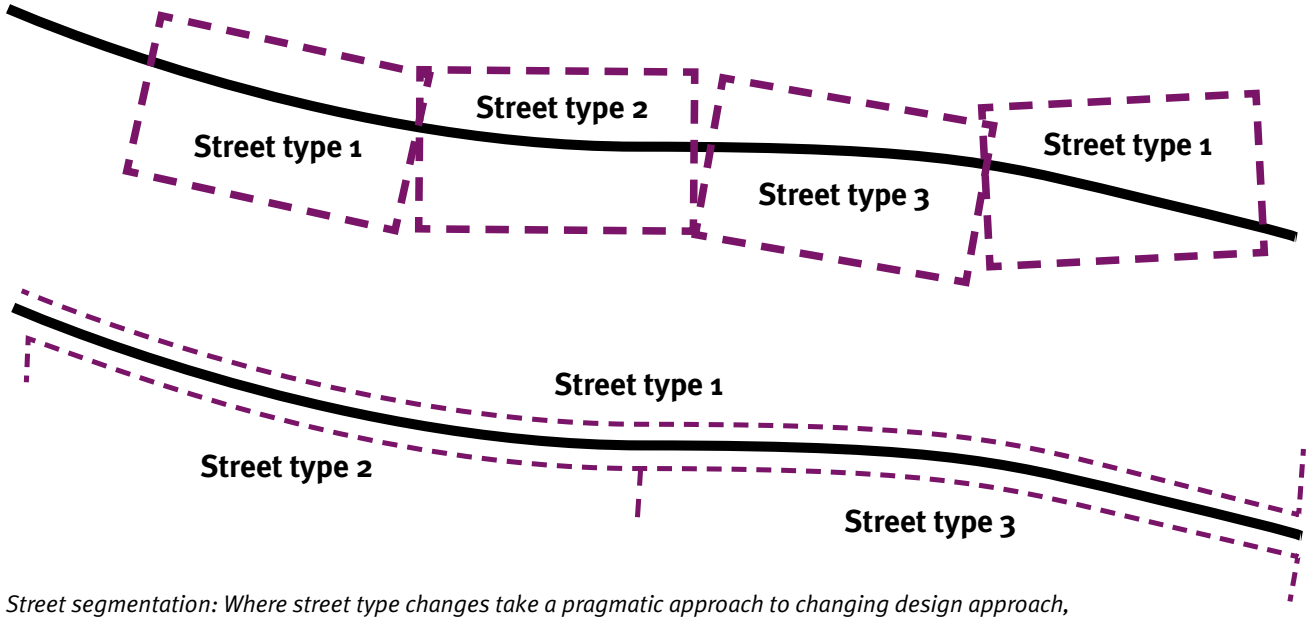
Where streets have more than one land-use, for example with both retail and residential functions, the predominant ground level use should be seen as the main influence on the balance between place and movement.

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.



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.

Design principles/ intervention	Actions Required	Type and extent of work
Basic	**Tidy up** Get rid of unnecessary street furniture that is easy to remove, combine or relocate (bins, signs, seats) **Declutter** Do not retain street furniture and road sign/ marking unless there is a clear case for retention	Small scale maintenance and renewals projects that are based on periodic inspections and/or reports and requests from third parties, e.g. single pothole repairs, isolated footway repairs <25m in length, single (pairs) of tactile or drop kerb installations, new single signs, new crossovers for single buildings etc. Also applies to other services that use, maintain and manage streets including utility providers.
	Improve Improve standards of streets with smaller budget and limited specs so that they are accessible for all and support street uses/ activities	Small scale capital (carriageway and footway) renewal schemes and other small scale capital schemes including road safety projects, new crossings, traffic calming schemes incorporating physical measures, junction refurbishments, bus stops including build outs, and road cycle schemes.
Standard	Rethink and redesign Apply basic design principles but also aim for significant street re-design and roadspace reallocation.	Medium to large scale capital (carriageway and footway) renewal schemes and other medium to large scale capital schemes such as large scale traffic management, bus priority and cycle priority schemes.
Innovative	**Consider innovative approaches when creating new streets or completely reconstructing existing ones**	This level should be considered for street/area based public realm or economic development projects. Previous examples include High Street, Leith Walk and Grassmarket where the whole street layout has been/is being reconfigured from building to building. Also should be considered when creating new streets associated with developments.

"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.

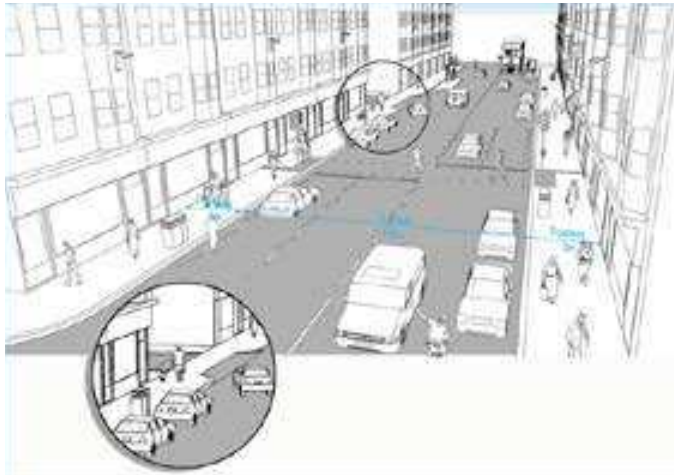
"Standard" Design Principles / Requirements supplement these basic treatments and focus on establishing a much higher standard of street. The majority of these requirements already feature in some of our streets, but the aim is to make sure all parts of Edinburgh offer such streets to our residents and 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.



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 its category.

Key design principles to be adhered to include:

- **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).

Street type

Summary statement covering this type of street

Design principles

Reference to relevant factsheet section

Design Principles: RETAIL HIGH STREETS STREETS (STRATEGIC, SECONDARY AND LOCAL)	
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.	
STREET LAYOUT	**Factsheet reference**
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

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
- he 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)

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.

STREET LAYOUT	Factsheet reference
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
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
INNOVATIVE	
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

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 (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. 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
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
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
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
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: SERVICE SECTOR EMPLOYMENT STREETS (STRATEGIC, SECONDARY AND LOCAL)

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.

STREET LAYOUT	Factsheet reference
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. 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
STANDARD	
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
INNOVATIVE	
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

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 (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
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 / Parks 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 1.5m, 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
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 located on walls/boundaries or existing 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
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)

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.

STREET LAYOUT	Factsheet reference
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 (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
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
INNOVATIVE	
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
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 (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
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, 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
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
INNOVATIVE	
Use street furniture and planting as part of speed control strategy and to encourage activity on street.	G6,F1,F5

Design Principles: MEDIUM DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY AND LOCAL)

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	
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
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. 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 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)

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.

STREET LAYOUT	Factsheet reference
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
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
INNOVATIVE	
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

FABRIC/MATERIALS	Factsheet reference
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
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
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
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
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	
Consider shared space at key locations, PT interchanges etc.	P8
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc).	W1

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
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	Factsheet reference
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, F

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 ***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***

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.

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

Footpath through The Meadows

Path across St Andrews Square

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

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.

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

Frequently Asked Questions

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 Mangement) 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 that 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.		Appraisals are required for all applications.
Flood Risk Assessment	Refer to flooding guidance set out on the Council's website. See Chapter 3.8 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 3.8 of this Guidance.		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.		For all applications unless identified that it is not required at pre- application.
Tree survey	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	A strategic assessment of a range of issues relating to the design of streets that can include the following issues: • 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. ***Designing Streets*** (page 58) contains more information about Quality Audits.	N/A	For applications for planning permission in principle that involve the design of streets and routes particularly where there are tensions between different objectives.

SITE & CONTEXT APPRAISALS			
Description	**What should it contain/do?**	**Scale**	**What it is required for?**
Stage 2 quality audit	In accordance with the Transport for Scotland - Transport Assessment & Implementation: A Guide.	N/A	Applications for full planning permission and approvals of matters specified in condition that involve the design of streets and routes.
Transport information	For all developments the following information is required: • 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). For larger developments the following additional transport information will be required: • 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.	N/A	Transport information is required for all developments. The following are indicative of when additional transport information is required: Description — Gross Floor Area Greater than: Housing — more than 50 dwellings Business — 10,000m² Industry — 10,000m² Storage and distribution — 10,000m² Other developments — 5,000m²
Noise Impact Assessment	• In accordance with requirements of Scottish Government's Techical Advice Note - Assessment of Noise.	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). If public realm improvements are required in the immediate vicinity of a development, the boundary line should include these areas.	1:1250 (1:2500 acceptable in countryside).	For all planning applications.
Existing and proposed floor plans	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.

INFORMATION REQUIRED			
Description	**What should it contain/do?**	**Scale**	**What it is required for?**
Existing and proposed elevations	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	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)	Existing 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.	1:500 or 1:200 (a scale bar should be shown).	For all planning applications where there are external works and landscape proposals.
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. See chapter 3.6 of this Guidance.	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 with product specification. This should include levels against Ordnance Survey datum. See chapter 3.7 of this Guidance.	1:200 preferred. 1:500 may be appropriate on larger sites where 1:200 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.

INFORMATION REQUIRED			
Description	**What should it contain/do?**	**Scale**	**What it is required for?**
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.	1:200 preferred. 1:500 may be appropriate on larger sites where 1:200 would not fit onto A1 paper.	For all applications where existing trees are to be removed.
Tree protection plan	Plan showing trees to be protected including root protection areas, protective barriers and any other tree protection measures - see chapter 3.5 of this Guidance.	1:200 preferred. 1:500 may be appropriate on larger sites where 1:200 would not fit onto A1 paper.	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. See chapter 3.6 of this Guidance.	N/A	For all applications where soft landscape is proposed and where there are existing areas of trees/ woodland that require management
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	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.
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	This to make sure that all levels are suitable.
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.

INFORMATION REQUIRED			
Description	**What should it contain/do?**	**Scale**	**What it is required for?**
Environmental protection surveys	• 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

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

The City of Edinburgh Council thanks the following organisations for their support in the developed of the Factsheets:

- **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.

Pedestrian Environment

P1 Street as a Place
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
F6 Street Lighting

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

Note: Grey factsheet titles shall be available at a later date.

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

Public Transport

PT1 Designing for Public Transport
PT2 Bus Stops
PT3 Bus Priority

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)

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

Storm Water Management

W1 Sustainable Urban Drainage Systems (SUDS)
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 Craigentinny 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 Craigentinny 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.

PERTH & KINROSS COUNCIL

Placemaking Guide

Adopted March 2020

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Introduction

1

Placemaking has a critical part to play in the success of our cities, towns and villages. It is integral to the environmental, economic and social dynamics that shape our lives and influence our activities.

> **"Good placemaking can provide communities with an important cultural context; a sense of pride and belonging; and a sense of local and national identity."**
>
> **(Scottish Government, 2015)**

Perth and Kinross has a tradition of inspiring designers. Sir Patrick Geddes, who is widely regarded as the founder of modern town planning, was educated in Perth and keenly influenced by the conditions he observed as a child. Geddes encouraged exploration and consideration of the "whole set of existing conditions", studying the "place as it stands, seeking out how it has grown to be what it is, and recognising alike its advantages, its difficulties and its defects".

This document develops the placemaking criteria and gives further guidance on how to achieve the policy requirements provided in the Local Development Plan and provide clear explanations as to how to achieve high quality development that responds to the unique setting of the Perth & Kinross Council area.

> **"Town-planning is not mere place-planning, nor even work-planning. If it is to be successful it must be folk-planning."**
>
> **(Geddes, 1915)**

The Placemaking Process

What is Placemaking?

Placemaking is the collaboration of all parties committed to producing sustainable, well-designed places and homes which meet people's needs by harnessing the distinct characteristics and strengths of each place to improve the overall quality of life for people. Delivery of good placemaking is dependent on the following:

- a shared vision;
- the appropriate skills;
- working together.

When assessing a potential new development, there are many stages within the process, regardless of the size, type or applicant. To demonstrate that you have considered all the issues that apply to a proposal, you need to provide evidence that you have understood the local context and engaged with the key stakeholders.

Preparing the Development Proposal

Identify Aims and Objectives

Whether it is an extension on a house or a strategic development site, there are always aims and objectives for any new development. It is important that you establish these from the outset through an examination of the site or proposal. A quick analysis of the Strengths, Weaknesses, Opportunities and Threats (SWOT) is a valuable way of demonstrating that you have considered the issues that are important to this development.

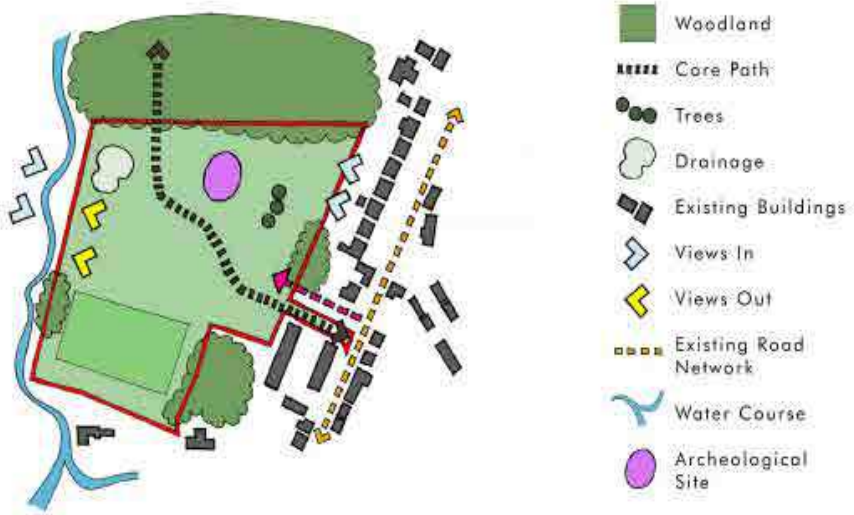
Example of SWOT Analysis

Strengths	Weaknesses
• Enclosed woodland setting. • Good potential vehicular access. • Established open space. • Good footpath connections. • Walking distance of centre.	• Narrow access points. • Sloping site with levels that have been cut and filled. • Adjacent to industrial unit. • Impact on local amenity space.
Opportunities	**Threats**
• South facing site. • Attractive views out into surrounding countryside. • Good recreational facilities including open space and footpaths. • Sloping site that could create attractive design. • Mixed tenure site.	• Loss of mature trees. • Loss of habitat for endangered species. • Loss of open space. • Expensive design due to slope.

Collate Baseline Information

For larger or more sensitive proposals, the collation of baseline data is a crucial part of the process. This can be very detailed environmental data such as local habitats or archaeology within the site but it can also be as simple as what type of windows are used in the local street or whether the proposal can be served by Public Waste Water Treatment Works. The size, type and location of the proposal will determine the information that you will need when making an application.

Example of a site analysis diagram



This example demonstrates some of the key issues that will need to be addressed including proximity to a watercourse and access points into the site.

Draft Site Appraisal

An initial site appraisal can help guide your proposal and identify the key issues. The following areas should be looked at as part of a site appraisal:

Site Features

- Consider existing interfaces of a site - this helps determine the type of edge treatment that is needed, e.g. permeable, screened or visually open.
- Consider landscape character and landscape setting such as skylines and landmarks as well as key views into and out of the site.
- Existing buildings on the site.
- Watercourses, waterbodies and associated habitats within and adjacent to the site, and site hydrology - natural drainage pattern and water features of the site
- Natural features and habitats (e.g. trees or woodland and type, species diverse grassland or type of coastal habitat).
- Identify any flooding/drainage issues.
- Archaeological or historic interest both in and close to the site, including the setting of listed buildings and conservation areas.
- Local built character of the surrounding area.

Linkages

- Access into the site (larger sites will require a Transport Appraisal or Statement).
- Access to public transport.
- Consider pedestrian/cyclist desire lines, access points & linkages to wider routes.
- Existence of and relationship with green/blue networks.
- Power/heat supply.

Kenmore village has a distinctive local character

Photographs and aerial mapping can visually support your site analysis and highlight key opportunities and constraints.

Aerial image of site at Luncarty

Establish Site Ownership

This can be a vital question if you are proposing to develop a large strategic site that may have multiple owners. Before any investment is made in creating a vision, you should ensure that joint working has been established so that the landowners are in agreement in terms of the development of the site. This is particularly significant for access and developer contributions to community facilities.

Identify the Impact on Neighbours

Whether it be a local community group, Historic Environment Scotland or your next door neighbours, it is vital that you communicate from the outset about your proposal. Ensure that you have identified all the local residents, agencies or companies that might be affected by your development. For larger sites, detailed guidance on the consultation process is provided in the next section.

Illustrate a Vision

It is valuable to provide an early vision for the project. Detail what it is you are proposing, how you intend to deliver it and what the end result will be. A simple statement of your main objectives can be extremely helpful in ensuring early consensus and as a continual reference point during the project. This will also be helpful for larger projects to allow the initiation of the feasibility and budget checks.

Implementation Planning

For any proposal, you should consider from the outset how you intend to implement your proposal. For minor applications, this might be who you intend to undertake work (architect, builder etc). A trained architect, planner or landscape architect can support your application and ensure that you meet the requirements in terms of placemaking and design.

In the case of larger sites, an Implementation Strategy forms a vital element of any Masterplan. Any application should describe the arrangement between the partners involved in implementing the development. This should include a single point of contact for the communities during the development stages. The Implementation Strategy should also address existing and potential sources of funding, how these will be secured and likely timescales.

Designing for the future

It is now a vital requirement for us to all to reduce carbon emissions and improve sustainability. All applicants seeking to undertake development in Perth & Kinross should consider from the outset incorporating the following measures wherever possible in order to increase the long-term sustainability of their development:

- Energy
- Orientation & passive design
- Surface water runoff
- Ecology
- Construction & materials
- Retrofitting Sustainable Design

Where a design statement is required as part of a development proposal (see **Policy 2 of the Local Development Plan**), developers should demonstrate how the key sustainable design principles have been taken into account as part of the proposal. Details of what is expected from a Design Statement are provided in checklists in the **Applying the Policy** section.

Preparation Checklist:

- **Identify aims and objectives through SWOT analysis.**
- **Collect baseline information regarding a site.**
- **Examine site ownership and put in joint working measures if applicable.**
- **Identify the impacts on your neighbours.**
- **Undertake site appraisal including: analysis of site features, local context and linkages.**
- **Draft an Implementation Strategy if applicable.**
- **Develop a vision of your proposal.**
- **Consider incorporating sustainability measures into the proposal.**

Community Engagement on Proposals

Identify and Engage with Key Stakeholders

Early engagement with Scottish Environment Protection Agency, Historic Environment Scotland and Scottish Natural Heritage will allow you time to respond to any issues that they raise. This may prevent your proposal being delayed during the application process. Issues that may involve these government bodies should be identified through the site appraisal process. **Please check with the respective bodies for further information on how to consult them.**

Who does the proposal affect?

For any new development, it is vital that you communicate your ideas at an early stage in the process. In the case of minor applications, this could be simply discussing your idea with your neighbours before you submit an application. It is recommended that discussion should take place prior to submitting an application so they can visually see the proposal.

For more major projects, you should involve community representatives, including the local Community Council. Community Planning in PKC can provide contact details for local groups in the area. This can assist any proposal to allow community input from an early stage as well as ensure collaborative working and the deliverance of better services. To deliver a truly great place to live, you need to identify local needs and respond to community aspirations.

Engage with Local Action Partnerships

There are five Local Action Partnerships:

- Perth City
- Kinross-shire, Almond & Earn
- Strathearn & Strathallan
- Highland & Strathtay
- Eastern Perthshire

These Action Partnerships are made up of elected members, communities and public services and can provide direction on local priorities. Early engagement will identify local priorities in terms of social needs and develop an understanding of the potential social inequalities of the area. Any new proposal should respond to these local needs and provide evidence of how they can assist in creating sustainable, successful, new and regenerated communities.

For further information about consultation, look at the PKC website: www.pkc.gov.uk/consultation

Contact Development Negotiator for PKC

In parallel with the community planning process, any large development will need to be in close contact with the Council regarding Developer Contributions. This will identify more specific needs within the local area including open space provision, education requirements, transport infrastructure and community facilities. Early dialogue is beneficial as these requirements will have a specific impact on how the proposal can be designed and delivered. The Local Development Plan provides requirements for allocated sites. The Developer Contributions and Affordable Housing SG proides further information.

Pre-Application Consultation

Perth & Kinross Council encourages and welcomes early discussions with applicants and developers prior to the submission of any application. The submission of a fully detailed and comprehensive application allows all parties involved to achieve timely and quality decisions.

Further information on the pre-application process can be viewed here.

Major developments of 50 or more homes require a Proposal of Application Notice (PAN) before a planning application is submitted. This will form part of the pre-application consultation (PAC) process to be carried out between the developer and the community. This ensures that communities are made aware of and have an opportunity to comment on certain types of proposals before a planning application is submitted.

It is the developer's responsibility to undertake this consultation although the exact format will depend on the nature and scale of the development. A PAC is there to help improve the quality of planning applications. This can help identify need to be submitted at the planning application stage.

For smaller proposals, the same early engagement can ensure that there is a reduction in the number of objections to an application. It is important that all parties are kept informed about issues and requirements.

Key issues to establish through the PAC:

- Discuss proposal with PKC Planning Department
- Provide an opportunity for individuals and communities to contribute
- The timing of public involvement and the recognition that early involvement is likely to be more productive. Provide contact information for project managers and the construction team who can respond to complaints
- Ensure the community know who to speak with if they have any problems or questions regarding the proposal
- Always provide evidence of how you feel the consultation went by sending your report to the Community Council prior to submitting it to the Council
- Provide details of any aspects of the development that could change or what is fixed and what is up for debate
- Give the community a chance to contribute to details such as landscaping and materials

Engagement Checklist:

- Identify and engage with key stakeholders.
- Who does the proposal affect?
- Engage with Local Action Partnership.
- Contact Development Negotiator for PKC.
- Publicise the Masterplan and organise events.

Applying the policy

All proposals should meet all the following placemaking criteria:

(a) Create a sense of identity by developing a coherent structure of streets, spaces, and buildings, safely accessible from its surroundings.

(b) Consider and respect site topography and any surrounding important landmarks, views or skylines, as well as the wider landscape character of the area.

(c) The design and density should complement its surroundings in terms of appearance, height, scale, massing, materials, finishes and colours.

(d) Respect an existing building line where appropriate, or establish one where none exists. Access, uses, and orientation of principal elevations should reinforce the street or open space.

(e) All buildings, streets, and spaces (including green spaces) should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport.

(f) Buildings and spaces should be designed with future adaptability, climate change and resource efficiency in mind wherever possible.

(g) Existing buildings, structures and natural features that contribute to the local townscape should be retained and sensitively integrated into proposals.

(h) Incorporate green infrastructure into new developments to promote active travel and make connections where possible to blue and green networks.

(i) Provision of satisfactory arrangements for the storage and collection of refuse and recyclable materials (with consideration of communal facilities for major developments).

(j) Sustainable design and construction.

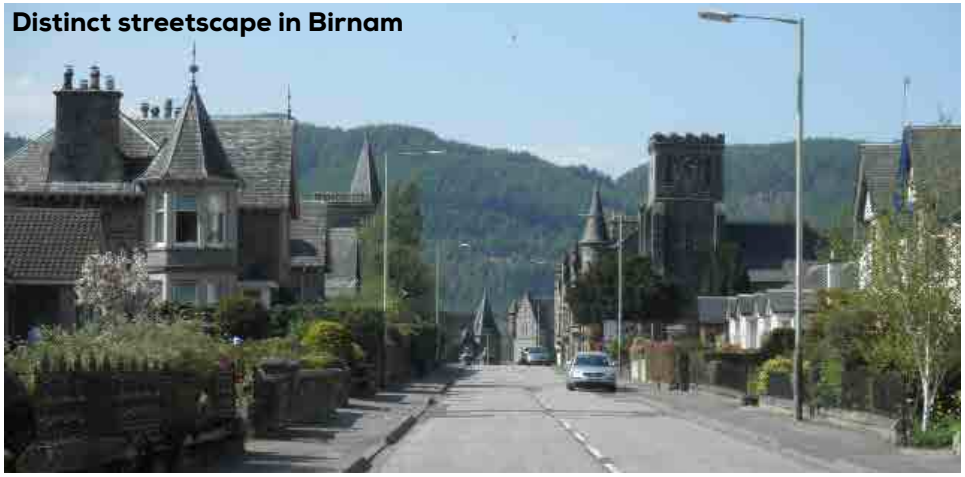
The Scottish Government identifies six key areas to research and respond to in the Placemaking process:

1. Distinctive
2. Safe & Pleasant
3. Easy to move around and beyond
4. Welcoming
5. Adaptable
6. Resource efficient

1. DISTINCTIVE

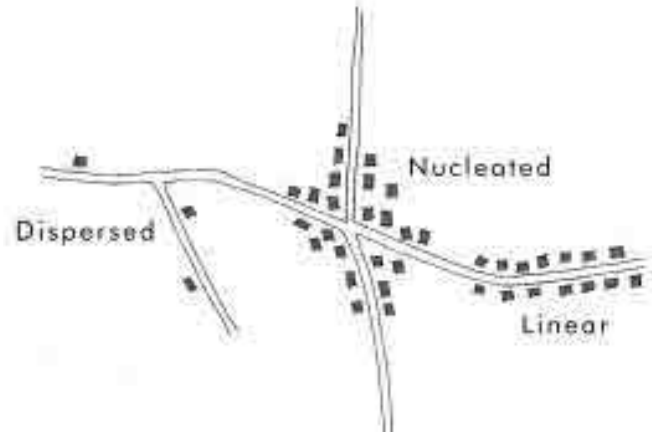
Built Heritage

The towns and villages of Perth and Kinross offer us a wealth of visual stimulus, with a huge range of architectural styles, building uses and landscapes. A medieval core for many settlements provides a herringbone pattern with pends, wynds and vennels that is scaled at a very human level, designed long before the influence of cars. The formal approach of the Georgian period can be seen with townhouses adhering to the classical rules of symmetry. In smaller villages, row housing is often present, terraces with a mixture of sizes and forms. The late 19th and early 20th century saw the advent of villas, larger detached or semi-detached houses that sat back off the street with front gardens. The latter part of the 20th century saw considerable expansion of settlements, with development that is less responsive to its locality and landscape.



Distinct streetscape in Birnam

Examples of different types of settlement pattern



Settlement patterns are determined by their origins, with layers of development providing distinctive form and density. New development requires to be connected to these features, acknowledging the local buildings and streets rather than standard house types and road geometries. A townscape appraisal is a valuable way to analyse urban character.

In more rural locations, understanding the settlement distribution and origins of human habitation can be assisted through the use of historic maps and local site analysis. When making an early analysis of the built heritage, always check for Listed Buildings or Conservation Areas to ensure your design does not have an adverse impact on the local heritage setting.

Existing Buildings and Structures

In cases where there are existing buildings within the site, conversion should be considered as part of the proposal. Often these buildings or structures can provide a focus for the development and further the sense of identity within an area. In cases where they are a significant landmark to the settlement or area, the building/s should retain the outer façade to identify their original use. Where the buildings are listed, these will have to be preserved and enhanced through conversion and should be incorporated into the proposal. There will be a presumption against their demolition.

Creation of New Focal Points and Landmarks

New development has the opportunity to create new landmarks and focal points both within the site and for the wider area. This can be done through the design of key buildings that demonstrate a meeting point or crossroads. These can be created though thinking about the long views into a site and by establishing a hierarchy of building forms within the streetscape. The creation of public space within a site can also provide a focus, reinforced through public artwork and street furniture.

The Museum & Art Gallery is an A listed building and an iconic landmark within Perth

Perth Concert Hall has created a new focal point within the city

Streetscape

A wide variety of types and styles currently characterise and may be considered acceptable within Perth and Kinross streetscapes. The physical structure of a place is defined by a network of streets and spaces. A figure ground analysis of the local built form can be a useful way of understanding the pattern of building to street or space. This helps define the "urban grain" of an area, whether it is narrow, informal streets or larger, regular blocks.

Urban grain is essentially a description of the pattern of plots in an urban block. When this pattern is dominated by small plots, it is described as fine urban grain. Redevelopment and roadbuilding has had a huge impact on places, creating a coarse grain with less permability. Services and shops that would once have been located in walkable distances from homes are now in blocks to accommodate cars. The finest urban grain is likely to located where the greatest activity takes place. Urban grain can be coarser away from the centre which reflects the less intense demands on movement.

Fine

Coarse

Vibrant streetscape in the centre of Perth

The scale of built form should be respected, ensuring that the pattern and form of building lines, setbacks, rooflines and elevations are harmonious with the surrounding townscape. Street proportions, open space and focal points should all be scaled appropriately to their local area. Frontage, plot widths and boundary treatments all contribute to the character of an area, as well as the roof pitch and frontage design of the buildings.

Street Lighting

Lighting can have a significant contribution to safety, reduction in crime, creating a sense of safety and enhancing the appearance of an area at night-time. It can help to create a sense of hierarchy in terms of streetscape and make a place more navigable. The design of street lighting can also ensure greater footfall in the evening providing a night-time economy for areas of mixed use. Any lighting strategy should be designed at the outset with careful thought to new planting and the location of buildings.

Attractive lighting in Perth supports the night-time economy

Street Furniture

Street furniture can also assist in creating a sense of place and should be planned as part of the overall design concept. It should encourage human activity and not place barriers on key pedestrian routes. New street furniture should be of direct benefit for its users and integrated into the overall appearance of a new development. The design should be creative and reflect its locality whether a conservation village or an urban street. Avoid clutter on footways and use build-outs. There may be times when street furniture such as textured surfaces, benches and planting can guide pedestrians to ensure safety.

Public Art

Public art can contribute to a sense of place and create a local identity. They can create significant landmarks for an area that eventually becomes synonymous with the character of a place. Artwork provides a context to our public experience, demonstrating our view of the area, a reference to the current economic or social climate, a statement to future generations. The creation of artwork by local artists should be encouraged in new developments, reflecting the Council's commitment to innovation, local identity and contemporary culture. To promote this, there may be a requirement for a public art percentage from new developments in the Perth and Kinross area.

Sculptures celebrating Beatrix Potter in Birnam

Material, Colour and Details

Although the predominant, and therefore most noticeable, traditional buildings in Perth and Kinross tend to be simple rural houses, cottages and steadings in stone, harling and slate, the district does contain a wealth of various building styles reflecting the history of building development in the area.

Materials

Local buildings were traditionally built in materials sourced within the area and have often contributed to the unique character of a settlement. New development should reflect this and source high-quality, sustainable materials from local sources whenever possible. Use of timber can provide a high-quality, natural finish if sensitively designed. Whilst local materials might not always be feasible, the use of stone detailing, individual walls or boundary treatments can assist in the overall sense of local character.

Harling and timber finish provides a sense of rhythm in Muirton

Timber and sheet metal blend well within the rural landscape

Coloured fibre cement panels contrast with the use of render and cement at Broxden Dental Centre

Colour

Choice of colour can have a clear visual impact on the surrounding area. An individual house in the rural setting can dominate the landscape if the choice of colour does not fit with the local palette. Colour can also define specific parts of a building. Contrasting colour on doors or windows can create simple detail that enhances the overall design and creates visual interest. On a larger development, a consistency in terms of colour can help unify a new site and create a sense of place for residents.

Colour uniformity in Muirton

Detailing

Careful consideration of finishes and detailing can allow development to integrate effectively into the local context. A key principle is to look for, identify and use good examples of local building characteristics which can be found in the area and around the site. This can help build a new house which is in harmony with its neighbours and can ensure that extensions and conversions respect the existing building.

Good detailing will not only improve the appearance of the house but will make it more durable and weatherproof. There is considerable scope for modern architecture and building techniques to support new lifestyles but an honest contemporary approach can be matched with local building characteristics to provide attractive modern living. It requires sensitivity and care by the designer but will not necessarily result in additional expenditure.

Examples of how the form of a building can determine details such as window openings and roof pitches

Scale, Height and Massing

New development should acknowledge the scale and form of the surrounding buildings. This can make a huge difference to the visual impact of a development. Whilst it is not desirable to copy traditional buildings, it is important to harmonise with them. The vernacular of rural Perth and Kinross was rectilinear, single storey structures with gabled ends or hipped roofs. The urban equivalent was larger but retained a similar rhythmic pattern that provided a harmonious form. Frontage width versus plan depth should be addressed by looking at the local context.

Proportion

Proportion is a fundamental element of architecture, and relates to the building as a whole and also as sections working harmoniously together. Individual elements of a building must work together to create a coherent design that balance. The building envelope, windows and doors, eaves and roof ridgeline should all work in balance with each other. Whether symmetrical or asymmetrical, the overall composition should be balanced and proportionate. If window openings are too small or too close to the eaves, the building can look out of balance. Traditional houses maintained a balance of proportions between walls and openings. By responding to the local character through the building lines, eave heights and lintel heights, new development can relate positively to their local surroundings whilst allowing for contemporary design.

Extension to Dunning Primary School compliments the traditional building

Roofs

Modern housing can sometimes lack the balance between plan depths to roof mass, resulting in visually dominant roofs. Roof massing in the context of the building envelope should create a proportionate balance, reflecting or interpreting the traditional form. In developments of more than one house, the design of the group roof forms should be carefully considered, designing the overall visual composition and rhythm of the roofline. Steeper roof pitches are considered more durable and easily maintained. They can also can provide useful storage or habitable accommodation within the roof space.

Boundary Treatments

The quality and character of boundaries between public and private space play a significant role in the creation of legible and attractive streets. Boundary treatments can define an area and are an active part of the public realm. As such, they require special attention in any new development's design. Traditional boundary treatments such as course rubble walls and non-coniferous hedges can help anchor any new development to its local setting. Maintenance for these should be considered from the outset.

Beech hedge in Gannochy

DISTINCTIVE DESIGN STATEMENT CHECKLIST:

	Major Application	Local Application	Householder Application
Built Heritage	?	?	?
Streetscape	✓	✓	?
Materials, Colour & Details	✓	✓	✓
Scale, Height & Massing	✓	✓	✓
Boundary Treatments	✓	✓	X

2. SAFE & PLEASANT

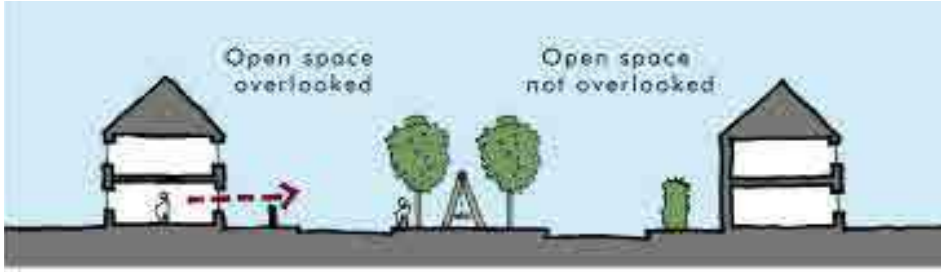
Safer by Design

The front of the buildings within a street, park or open space should create an active frontage, with windows and doors overlooking the street. This creates opportunities for eyes on the street, providing a sense of safety and welcoming appearance. When gables face the street, these should incorporate windows or other openings, providing further opportunities for passive surveillance. Building frontages should positively address the main streets within the development, representing their civic role within the settlement.

Public Spaces

Centrally placed and overlooked public spaces that are easily accessed can provide an important focal point within a development or a settlement. The existing public spaces of Perth and Kinross are extremely popular both as a service to their local community and as a focus for the wider public, attracting visitors and tourists through a range of uses including Highland Games and farmers' markets.

Windows and door openings face onto open space



New public space requires to be considered from the outset of the design process, avoiding the creation of left over space that has little purpose or function. Open spaces should be sited and orientated to provide sunny, accessible areas that are sheltered from the prevailing wind and defines the character of the area. Their siting can provide opportunities for central points or nodes for active travel and reen networks. For further information, see the Open Space SG.

South Inch in Perth is used for a wide range of activities all year round

Semi-Private Spaces

Semi-private spaces, such as small front gardens, closes and courtyards, have traditionally been defined through the buildings and residents that live within them. These spaces were often to mark the transition between public external space and private living areas. A clear distinction between public and semi-private should be made in any new development, with boundary treatments that provide an attractive and long-lasting edge that provides a sense of enclosure.

Shared courtyard space at Cuthill Towers

Private Garden Spaces

All new houses should benefit from private garden space, for drying clothes, accommodating pets, children's play, quiet enjoyment, etc. Front gardens do not constitute private garden space. Private spaces require to be sized appropriate to the property they serve, proportionate to the size and layout of the building. Appropriate screening with hedges, walls or fencing may be necessary to ensure that the garden space is not overlooked from surrounding houses or gardens. Private spaces must be designed so that residents have a reasonable amount of sun/daylight. They should not be closely bounded by high walls or buildings.

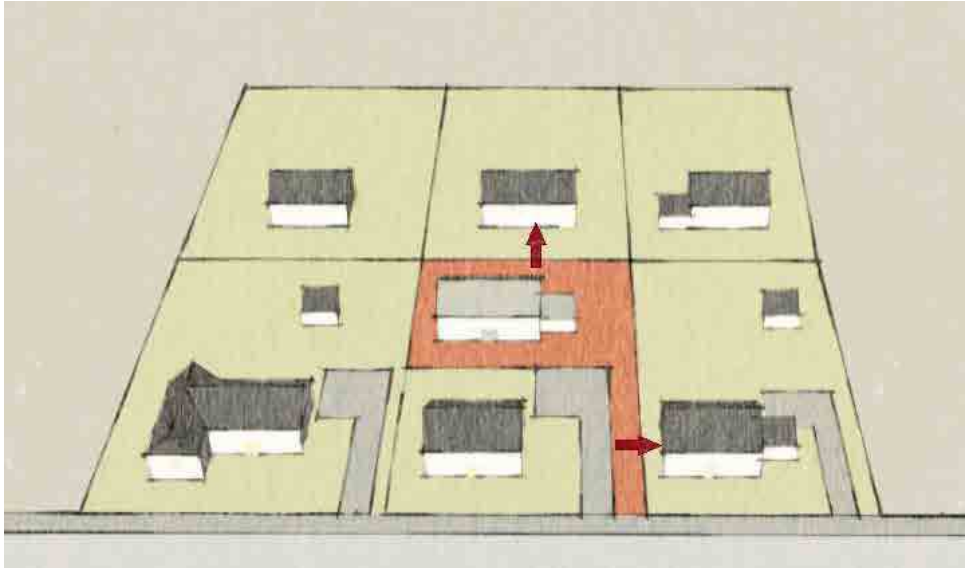
As a rule, it is good practice to provide a minimum of 60 square metres for private space for a 1-2 bedroomed house and 80 square metres for 3+ bedrooms. Each dwelling should have a minimum garden depth of 9 metres.

Effects on neighbouring properties

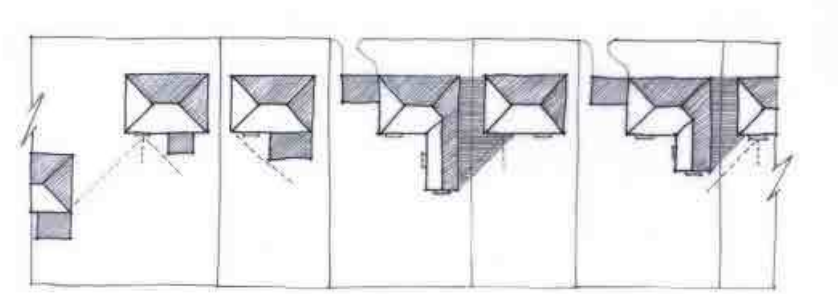
It is vital when considering any new development that you consider the privacy and amenity of neighbours. Intrusive views into neighbouring properties can create long term tensions that could easily prevent if the design is carefully considering. The more closely spaced dwellings are, the more important it is to consider the amenities of occupiers of adjoining houses and gardens. Privacy may be infringed through a poorly designed layout in a large housing development or the construction of an extension which allows direct views into a neighbouring property. New buildings must be carefully sited to avoid undue loss of daylight or sunlight to the habitable room windows and private garden ground of the neighbouring property.

Key issues to consider are:

- **The effect that any development has on the internal living space of neighbouring residential properties.**
- **The impact that overshadowing has on neighbouring properties includng garden ground.**
- **The privacy of adjacent properties both internall and within the garden.**
- **Access to any new development and who this might effect in neighbouring properties.**



Example of backland development which is generally not supported. The amenity of neighbouring properties would be impacted by the new dwelling and additional driveway.



Example sketch of shadow analysis

Greenspace

Any development should recognise the wider recreational and link with the wider recreational and access value of greenspace and green networks. Understanding the wider footpath network and open space provision of a settlement helps to identify the local needs and how any new development can create better connections to greenspace. This reaffirms the identity of a place, making it a more attractive place to live. It creates an environment which supports healthy lifestyles and encourages outdoor recreational activities that can improve physical and mental wellbeing. When creating new open space provision, the design should consider how to create attractive linkages into the wider green network through pedestrian/cycle access. For further information see the Open Space Provision for New Developments SG.

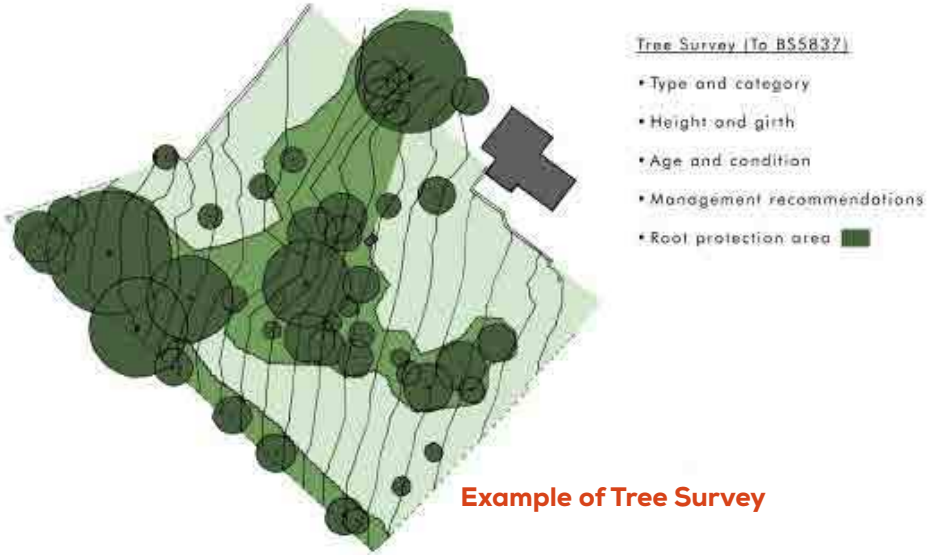
MacRosty Park provides excellent access into the wider footpath around Crieff

Shelter Belts

In sites where there are conflicting winds, appropriate shelter should be created through planting and the design of the street pattern. Sites with existing trees or woodland adjacent can provide further opportunities for shelter but excessive shading should be avoided as it prevents solar gain.

Tree Survey and Retention of Existing Trees

The natural landscape features within a site should be well designed and enhance the local character of the settlement. Woodland and trees can form an attractive visual backdrop to buildings, framing development and enhancing opportunities for local biodiversity. Healthy woodlands can also play a part in managing flood risk. Existing trees and hedgerows should be assessed through a professionally accredited tree survey. These features should be retained whenever possible.



Example of Tree Survey

Cycle storage at Invergowrie Primary School

Designing Out Air Pollution

Good quality air is an important part of human health. It is vital that we recognise this in the development process and design out exacerbating factors to support the reduction in air pollution. Many strategies are interlinked with other key placemaking requirement. For instance, providing sustainable forms of travel, alternative heat and energy sources and new planting can all contribute to quality design. Furthermore, the internal design of a building can contribute to cleaner air. New development should therefore ensure the following:

- The Air Quality Management Area measures at Crieff High Street and Perth should not be contravened. Any proposals will require to demonstrate that they do not elevate pollution levels in these areas.
- Buildings and street layouts should be designed to allow for the dispersal of pollutants and should prevent areas of concentrated pollution sometimes known as street canyons.
- Orientation of buildings and room positions should be designed to reduce exposure to polluting factors such as busy roads.
- Use sustainable design construction methods to prevent any exacerbation of pollution.
- Create linkages between sustainable forms of travel, providing more opportunities to make journeys without a car.
- Air pollution can be designed out by seperating open space, and pedestrian or active travel routes away from areas of traffic.

Drainage and SUDS Requirements

As well as locating inappropriate development away from areas at risk from flooding the Council will seek to ensure that new development does not contribute to flooding and increased surface water run-off. This shall be considered through the preparation of a Drainage Impact Assessment The proposal will need to conserve any existing water bodies within the site and address how they could be incorporated into the design of development. In addition, any potential flooding issues should be established early on in the process and highlight whether there is a need for a flood risk assessment and/or a drainage impact assessment. See the Council's **Flooding Supplementary Guidance** for more details.

Where drainage is required, SuDS (sustainable drainage systems) are in place to reduce the total amount, flow and rate of surface water run-off as well as providing treatment before discharging into a storm sewer or watercourse. Besides water management, SuDS should also deliver multiple benefits for amenity and biodiversity. The **Open Space Supplementary Guidance** includes detailed advice on SuDS. Any design should take account of any flood risk assessment findings.

There are a range of options available:

- The ownership and responsibility for maintenance of each SuDS element is clear and long term management is in place.
- SuDS are designed to match the site context and respond to factors such as run-off rates, ground conditions and topography, as well as the size, type and density of the development.
- Planting in and around SuDS solutions can enhance the habitat for wildlife including aquatic birds, invertebrates, amphibians and reptiles. Consideration of how amphibians in particular will migrate through a site should be incorporated into design and through the use of wildlife kerbs or underpasses.
- In terms of handling water, designs should promote the use of porous surfaces in order to minimise run-off, particularly during periods of intensive rain. The following table provides a list of posisble approaches.

SuDS in North Inch designed as a water feature and riparian habitat within the park

Pervious pavements	Materials that reduce flow by allowing water to infiltrate into subsoils or underground reservoirs
Infiltration Trenches	Stone filled trenches that temporarily store stormwater run-off to allow exfiltration into surrounding soil.
Filter Trenches and Strips	Shallow stone-filled trenches or vegetated strips to minimise run-off
Swales	Vegetated channels leading to further treatment, particularly effective alongside roads or pathways.
Basins	Vegetated depressions used for temporary storage or run-off, reducing peak flows.
Ponds & Wetlands	More environmentally beneficial and attractive alternatives to basins, providing both storage and treatment.
Rain Gardens	Domestic scale solutions such as planters and planted areas in gardens to attenuate and treat run-off
Green Roofs & Walls	Planted surfaces that can store and filter run-off, and provide wildlife, aesthetic and cooling benefits.
Rain Water Harvesting	Collection of rainwater for use in a building or garden, reducing consumption and storm water flows.

SAFE & PLEASANT DESIGN STATEMENT CHECKLIST:

	Major Application	Local Application	Householder Application
Safer by Design	✓	✓	?
Neighbours	✓	✓	✓
Greenspace	✓	?	X
Shelter	✓	✓	?
Air pollution	✓	?	X
SUDS	✓	?	X

3. EASY TO MOVE AROUND & BEYOND

Movement & Streets

Human settlements have always been focused in areas that could access food and water. Longer distance routes have therefore been a vital part of the economic growth of Perth and Kinross, from drover's tracks to military roads, and the success of settlements has relied heavily on access to resources. This is still crucial and presently promoted through the focus of development within the tiered settlements of Perth and Kinross (**LDP2, page 15**). Proximity to existing transport networks, utilities and community infrastructure should all be considered when siting and designing development.

The layout of access roads should respond to landscape views by creating vistas. It should aim to create a distinct and legible non-labyrinthic pattern that helps orientation by providing foci and visual and spatial continuity, including larger scale continuous connections across a site and beyond. The layout should be based on a clear hierarchy of roads that differ in their function, length or continuity and spatial arrangement across its width.

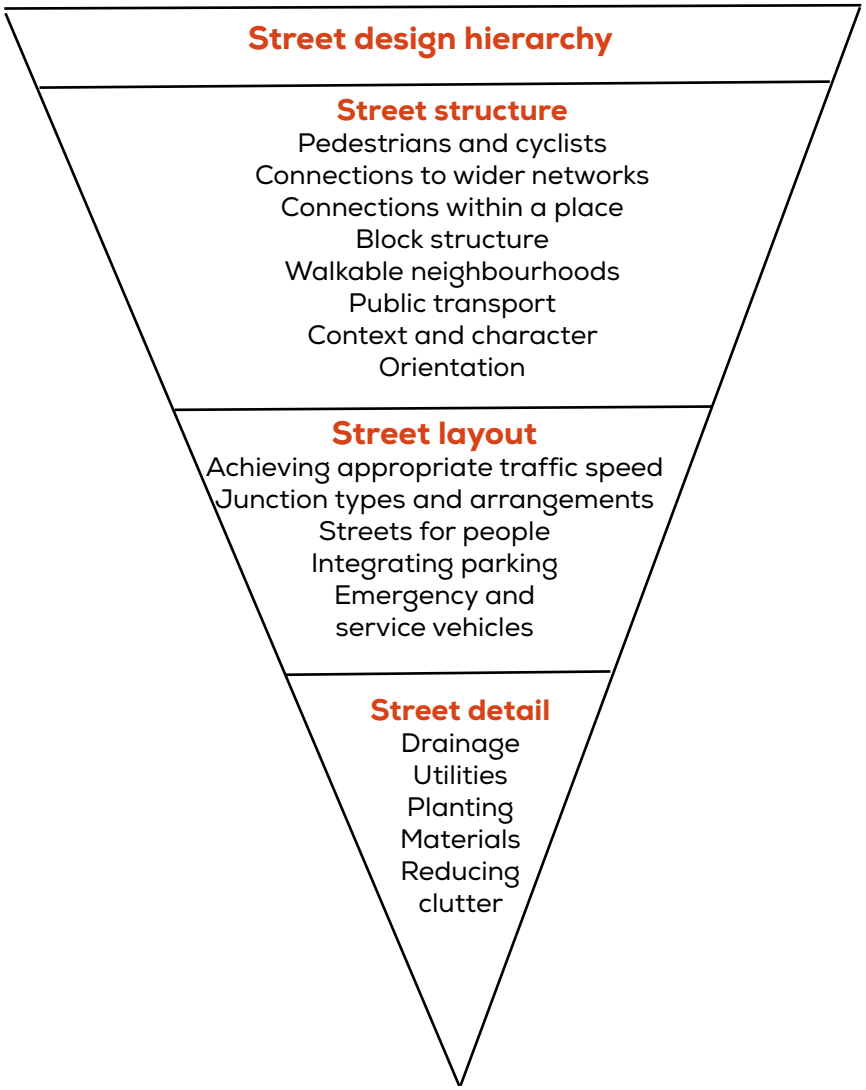
Traffic calming through these labyrinthic, short range visibility patterns should not become the defining factor of the street layout of a new development as it can result in non-legible townscapes where there is no larger scale continuity and it is hard for people to orientate. It can also remove the benefit of vistas into the landscape which contribute to the amenity, distinctiveness, a sense of place and a sense of orientation (such as in Crieff High street looking towards the Highland Boundary Fault or in Edinburgh New Town looking towards the Firth of Forth). Rather, it should be achieved with other measures such as alternate planting or car-parking.

Map demonstrating road hierarchy

When designing a new development, it is important to consider buildings and spaces before creating the road network. Streets should be shaped by the activities that take place within them, promoting interaction, ease of movement and the role that they play within civic life. Design should therefore respond to the following:

- Site features such as topography and views into the wider landscape.
- Orientation (easy to move around) and overall legibility of the geography of the development (the layout needs to have a strong and memorable rationale).
- Hierarchy of streets and street typologies (these can be shown in profile in their spatial arrangements and function).
- Relationship between buildings to the streetscape.
- Streetscene and spaces between buildings.

Street design hierarchy diagram taken from Desiging Streets



Cycle Routes and Cycle Friendly Infrastructure

Cycle routes and infrastructure must be considered as part of any new development. Access to safe and direct routes for cyclists can reduce car usage significantly, so providing links to the existing cycle network can help to create attractive new places. The following are considerations for any new cycle infrastructure:

- Create safe routes that provide consistency and allow for a wide range of users.
- Identify the most logical route for cyclists, allowing navigable and accessible destinations.
- As with pedestrian routes, identify key desire lines that minimise detours and delays.
- Create surfaces that are smooth and well-maintained with gentle gradients.
- Create attractive new routes that make cycling an attractive option by allowing seperation from cars.

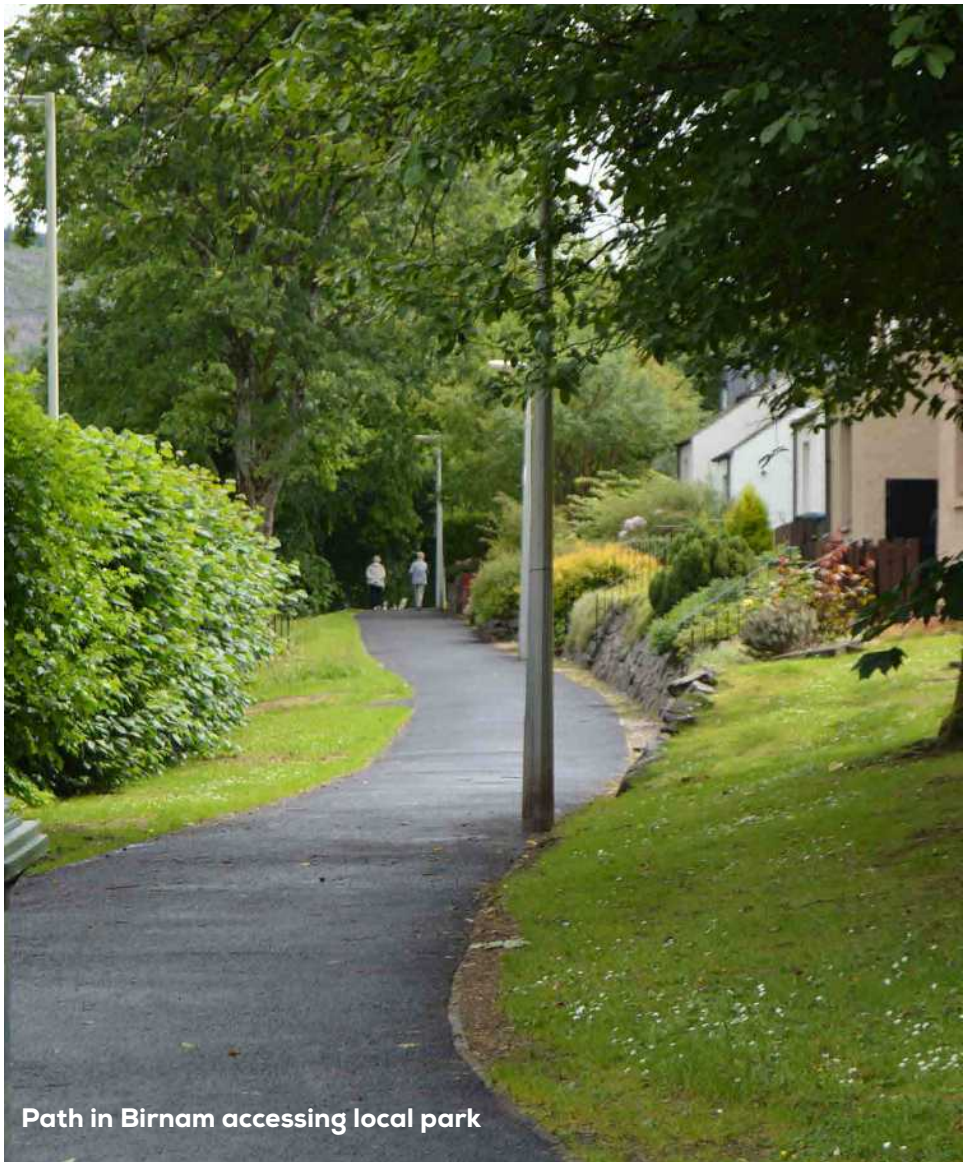
Berth Park SuDS pond and cycle route (Springfield)

Public Transport Modes

Access to public transport should be considered from the outset and is linked directly to the street hierarchy that is designed in larger developments. It is important that new developments can accommodate public transport routes and discussions with local public transport operators should be initiated during the identification of key stakeholders. A swept path analysis can help to determine whether streets can accommodate larger vehicles.

Provision for bus stops and access to railway stations can significantly reduce car usage. Creating active travel nodes that are linked to public transport supports an integrative approach to travel. Providing a realistic alternative for people within the new development will, however, depend on the size and density in terms of service levels as well as the locality of the site. Sites that are located near good public transport links are far more desirable than those that have little or no provision.

The siting of public transport stops and the relationship that this has to key pedestrian desire lines should be identified and exploited. Locating bus stops near junctions creates greater access to them. Ensuring that they are overlooked and are of quality design will make them more attractive to use. Creating streetscape features and landmark buildings can allow users to use bus stops more confidently, creating identifiable places that act as nodes within the new development.



Path in Birnam accessing local park

Access and Paths

"Desire lines" are the most likely routes people will walk from one place to another. Identifying the routes that people are most likely to take through the site informs its design and ensures the integration of any new routes into an existing settlement. New development should also create permeable places where development relates to the surrounding routes. It is desirable where possible to provide more than one through route into a new site as this provides a number of opportunities for people travelling into the development as well as through it.

The footpath network should be analysed to establish the hierarchy of existing streets. This will assist in creating the most permeable design, merging the new site into the existing network of footpaths. Sites work best if they provide a range of choices, The access network is extensive throughout Perth and Kinross, and provides an invaluable recreational facility for residents and tourists. It is essential that existing access is preserved and enhanced through new development and is particularly integral to edge of settlement developments. Rights of access are a material consideration of planning applications. The Core Path Plan details existing rights of way within the area.

Further information on creating safer walking, cycling and wheeling routes for everyday journeys can be found on the Sustrans Scotland website.

Green/Blue Network Connections

Green and Blue Infrastructure is a network of strategies that assist development, providing "ingredients" for solving urban and climatic challenges by building with nature. The main components of this approach include flood management, climate adaptation, less heat stress, more biodiversity, food production, better air quality, sustainable energy production, clean water and healthy soils, as well as increased quality of life through recreation and providing shade and shelter in and around villages and towns. Green and blue infrastructure also serve to provide an ecological framework for social, economic and environmental health of the surroundings. A multifuntional blue/green network can form a structural backbone and an attractive framework for new development. The Council's **Green Infrastructure Supplementary Guidance** provides a guide on incorporating green infrastructure within a development and should be used when designing a new development.

Existing and new watercourses or water bodies, including SuDS, as a basis for a green corridor, can provide recreational and wildlife resource. Buffers and appropriate planting can provide for wildlife shelter and movement, with paths kept to one side. The opportunity to restore the water environment should also be considered, where appropriate, through the development process. Planting in and around SuDS solutions can enhance the habitat for wildlife including aquatic birds, invertebrates, amphibians and reptiles. SuDS should be carefully considered as it is a legal requirement to integrate it in at the earliest stage of the design. The Council's **Flood Risk Supplementary Guidance** provides further advice on this.

Habitat Connections

Any new development should reinforce the local and wider habitat network, supporting habitat enhancement and preventing the fragmentation of wildlife. This can be done through the identification of key linkages between sites and the development of new routes. Animals, just like humans, develop desire lines over generations which, when altered, can have a detrimental effect on the wider habitat. These should be identified early on in the designing of a site to ensure that key routes are retained whenever possible or compensated for.

Any proposal should show how habitat connections and wildlife corridors within and through the site will be maintained, enhanced and created. Consideration of how amphibians in particular will migrate through a site should be incorporated into design and through the use of wildlife kerbs or underpasses.

Amphibian wildlife curb

Sustainably designed urban development can restore some of our diminishing urban wildlife resources. An evaluation of the suitability of the new site and existing species in the area can inform the provision of an enriched environment through measures such as:

- Incorporation of wildflower areas and pollinator corridors
- Integrated bat roosts in new buildings
- Integrated swift nesting bricks in new buildings
- Facilitation of hedgehog commuting through gardens

Muirton wild flower meadow

EASY TO MOVE AROUND AND BEYOND DESIGN STATEMENT CHECKLIST:

	Major Application	Local Application	Householder Application
Movement & Streets	✓	✓	?
?	✓	?	X
Cycle Routes	✓	?	X
Public Transport	✓	?	X
Access & Paths	✓	✓	?
Green/Blue Infrastructure	✓	✓	X
Habitat Connections	✓	✓	?

4. WELCOMING

Landscape Impact

Perth and Kinross is an area with a number of distinct landscape characters, from the lowland river corridors to the highland moorland and plateaus. These features are integral to the shaping of the historic settlements, the traditional industries and the styles of buildings. Placemaking plays a major role in maintaining but also developing these unique characteristics, ensuring that we conserve and evolve our communities for future generations. For further infomration on landscapes, please refer to the Landscape SG.

Before proposing any site for development, it is vital to research the designations within that area and check the LDP policy.

National and local designations:

- **There are four National Scenic Areas located within the Perth and Kinross region: Loch Rannoch & Glen Lyon, Loch Tummel, the River Tay and the River Earn.**
- **Special Landscape Areas, a regional designation, are spread across the Perth and Kinross area covering about 27% of the land.**
- **There are 42 gardens and designed landscapes that influence the design of any new development.**
- **There are 6 Wild Land Areas in Perth & Kinross.**

Orientation of Development

The landform of an area informs the land cover, land uses, the microclimate and human activity. It inter-relates with waterways and this in turn is interconnected with the siting and shaping of settlements. Any development must consider the wider landform and the hydrology patterns which inform the site. It should also respond to the relationship existing development has to the landform and topography and which elements of the landscape informs important parts of a settlement's setting.

Views and Skylines

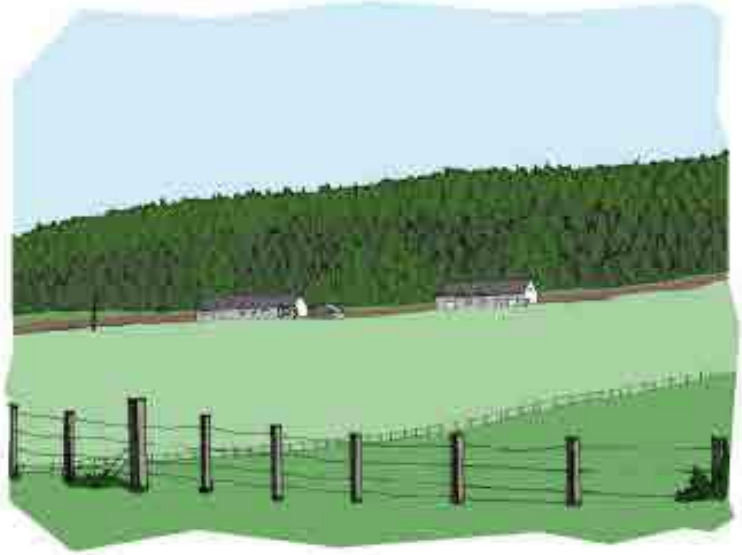
Wider views are largely determined by the landform of an area. Highlands, river valleys, woodland and open agricultural land can create enclosure and exposure, influencing how a settlement fits into the landscape. Long, medium and short views into any development require to be analysed, identifying where buildings and viewpoints will be affected. Roads, cycle lanes and footpaths around the site should be assessed, as this will be the first impression someone will have of the development. Using mapping, photographs and illustrations, new developments must provide evidence that the visual impact of the development has been acknowledged.

Ridgelines

New development should not dominate ridgelines and should accommodate appropriate setbacks or planting to prevent conspicuous breaks in the horizon. Trees can provide a backdrop reducing the impact of the built form on the settlement.

View of Invergowrie Primary School from the core path

New houses in the Ochil Hills sit within the landform



Key Points

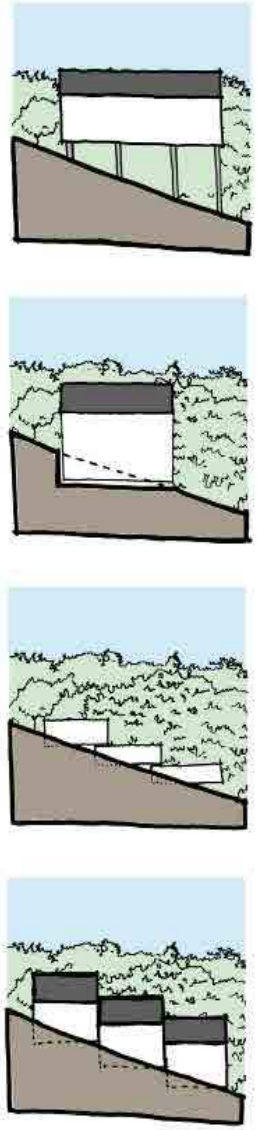
Any design of a new site should identify areas where new development will be visible from (often called visual receptors). It should provide an understanding of the affect that the new development will have on these views and whether the site can visually fit into the surrounding landscape in the context of these viewpoints.

Analysis of key views into the site

Slopes

Any sites located on slopes should use the existing landform to create the design rather than creating platforms through the cutting and filling of land. The challenge of this can encourage more creative responses to a site design and allow for a distinctive quality that works with the contours rather than challenging them. Extensive alteration of the topography can also result in damage and loss of existing trees and other existing features of value and character.

Challenging site topography is often perceived as a constraint but can actually create an opportunity for innovative design proposals that work with the unique form of the site. Build with the slope, be creative with garden space or consider different housing types. Retain valuable site features that can provide new landmarks and an individual sense of place, presenting opportunities for planting and open space.



Different approaches to designing buildings on a slope

Planting and Landscaping Requirements

Planting and trees are important contributors to placemaking. New planting should reflect the local patterns of vegetation within an area, using it to define private and public spaces, creating a more attractive streetscape and assisting in the existing biodiversity networks. Appropriate types of vegetation should be considered that will define the character of the area and allow local flora and fauna to flourish. Planting choices should as far as possible reflect, and be sourced from, the surrounding local native habitat. Large mature trees, ancient woodland and riparian woodland, provide the greatest biodiversity value and should be incorporated into the design.

Native planting is preferred, although other flowering and fruiting varieties can enhance the mix. These provide a wildlife resource and enhance the setting through changing colours and textures. Other suggestions include:

- planting community orchards, or fruit trees in gardens to create a virtual orchard
- including a mix of hedging varieties
- providing larger growing native trees in larger open spaces

The **Open Space SG** provides more guidance regarding planting.

Planting can add colour and interest to an area as well as providing vital habitats

Edge of Settlement

As towns and villages expand, the edge of settlements is often the siting of new developments. These can be prominent sites in terms of visibility, often the point of entrance into a settlement and the transition between countryside and town. This edge requires careful consideration, incorporating the possibility of longer term growth with shorter term visual impact. An overall visual composition of the settlement boundary including buildings, rooflines, boundary treatments and structural landscaping should all be assessed to create a positive edge to the settlement and the surrounding countryside. A landscape framework such as a tree belt or an attractive open edge with appropriate planting should be an integral part of the design. Native trees, landscaping and hedges should be used in settlement edges as this will help integrate the settlement edge into the surrounding rural landscape and support habitat connectivity.

WELCOMING DESIGN STATEMENT CHECKLIST:

	Major Application	Local Application	Householder Application
Landscape Impact	✓	✓	?
Orientation of Development	✓	✓	✓
Planting & Landscaping	✓	✓	X

Harsh edge to settlement with no landscaping

Village entrance responsive to landscape and local character

5. ADAPTABLE

Density

The design of a development should create a strong sense of local identity that complements its surrounding area. New development should form pleasant, walkable neighbourhoods that support local facilities and reduce the need for cars. The settlements of Perth and Kinross have traditionally evolved over time with a mixture of uses located within close proximity to allow the community to access a range of services.

In recent years, new development has been focused on detached or semi-detached housing, often located on the edge of settlements and at a medium to low density. Sometimes, this has resulted in new development having little variation and being difficult to navigate. The creation of higher density around new nodes or focal points can not only provide a strong sense of place but also sustain any new local services. Creating new neighbourhoods through a range of densities, built form and layout can allow for a local sense of identity. This requires careful consideration of house types, building groups and proportionate spaces between buildings.

Methodology for establishing site capacity

The Local Development Plan has calculated capacity ranges for each allocated site. The methodology involves identifying the developable area of each site based on physical constraints and developer requirements such as open space and infrastructure needs. A baseline of 80% was assumed for each site initially with 20% retained for landscaping. The developable area percentage was then amended further depending on the individual site characteristics and any known or suspected constraints.

The percentage of developable area identified for a site was then used to calculate the capacity. Three ranges of density were used in this calculation:

- High density from 26 to 40 units
- Medium density from 16 to 25 units
- Low density up to 15 units

Density ranges were chosen based on the context of the site, the surrounding urban grain and the impact that the site has on local infrastructure. The capacity of windfall sites should be calculated using the same methodology.

Proposals outwith identified capacity ranges

If a planning application proposes a density that falls out with the capacity range for a site in the Local Development Plan, the applicant should demonstrate that the following questions have been answered:

- Does the design provide the necessary open space requirements as defined by the planning authority?
- Has the design met the required landscaping and biodiversity requirements?
- Do the additional units create concerns on the capacity of the local road network and/or impact on other relevant local area transport matters?
- Can the local community facilities absorb the number of inhabitants?

- Is there capacity in the local primary school to cope with this development?
- Does the applicant provide the required percentage of affordable housing?
- Does the design provide a high level of residential amenity?
- If private garden grounds are provided, do they meet the minimum requirements as defined by the planning authority?

Parking is seperated from housing at Cuthill Towers

Parking Arrangements

The integration of parking should be designed to reduce the visual impact of large numbers of cars and provide flexibility. Extensive areas of car-park should be avoided near areas where people live. If car-parks cannot be avoided the design should consider the car-park's appearance and potential for shared use as public space when it is not in use. Planting can help create an adaptable area and provide habitat opportunities.

On-Street Parking

This can support the reduction of traffic speeds and allow for both residential and visitor car parking. Informal arrangements rather than rigid standards should be explored and an analysis of the positive and negative affects should be undertaken before decisions are made as to the numbers it can accommodate.

Off-Street Parking

Off-street parking will often be required to accommodate residential parking. Parking provided within the plot should not dominate the front gardens of houses. Courtyards or side parking can provide useful alternatives to this approach. Good natural surveillance should be integrated into any courtyard design.

Parking for Disabled People

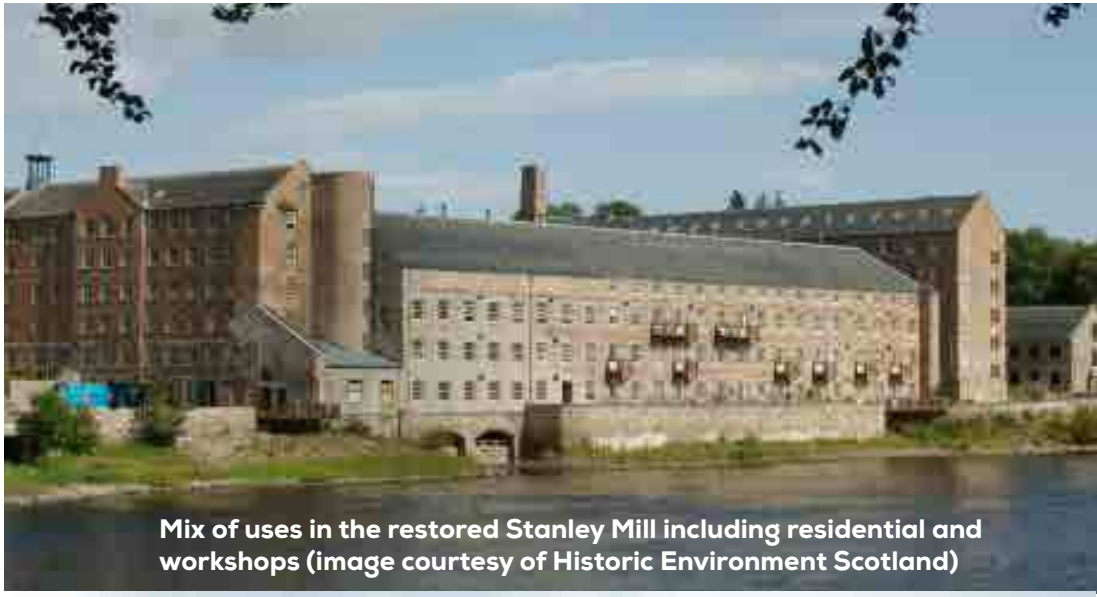
Parking bays should be designed so that drivers and passengers can access the car easily. Consider the width and the use of dropped kerbs to allow for easy access to footways.

Mix of Uses

A mix of uses within new development can help create more sustainable communities, providing opportunities for facilities and services that can serve the wider community. Traditionally, settlements have had a mix of housing, industry and shops all within walking distance, allowing for people to live and work within their local community. Although the invention of the car has allowed us to travel greater distances to access employment and services, the principle of providing a community with a range of opportunities that creates safer, inclusive places will ultimately create a more sustainable environment. This mix of uses could be housing, shops, community facilities, open spaces or employment, producing potential focal points around which residential development can be concentrated.

Mixed Tenure

A mixture of housing can further assist in a local sense of community and social cohesion, which allows for owner-occupiers, rented and shared ownership. A variety of tenure that is visually integrated into new development and distributed evenly across the community allows for greater inclusivity. "Pepper-potting" or more structured "clustering" of social housing is considered to improve social mobility and prevent the segregation of different socio-economic groups.



Mix of uses in the restored Stanley Mill including residential and workshops (image courtesy of Historic Environment Scotland)

Mix of tenure in Muirton

Affordable Housing

There is a range of affordable housing that can be provided within a development. Scottish Planning Policy defines affordable housing as "housing of a reasonable quality that is affordable to people on modest incomes... affordable housing may be in the form of social rented accommodation, mid-market rented accommodation, shared ownership, shared equity, discounted low-cost housing for sale including plots for self-build, and low-cost housing without subsidy". The following types are recognised as affordable:

- "Affordable Rent" can be social rented accommodation from a Council or a housing association at an affordable rent or mid-market rented accommodation which is slightly higher than social rents but lower than private rent.
- "Low cost ownership" can be housing where a household buys a share of a house at 25%, 50% or 75% and pays an occupancy charge for the remaining share of the property or shared equity where the buyer purchases 60-90% of a property and the remaining portion of held by the Scottish Government with no occupancy charge.

Any new development with an affordable housing requirement should offer a range of suitable housing that will assist the local area.

Community Facilities

New development can have a significant impact on community facilities. In order to ensure sustainable communities, proposals should research local needs and identify whether the proposal can work closely with the infrastructure capacity process but can also help support existing resources such as community halls, local toilets, car parking and sports facilities. These types of issues can be identified through close communication with the Community Planning Partnership groups.

Broxden Dental Centre provides the local community with dental care as well as an important training centre for dental students

Access for All

To create a truly sustainable community, places should be adaptable and able to provide for lifetime neighbourhoods. The location, design and layout of any new development should be considered in terms of adaptability and longevity. New development should provide places that support independent living for all, from the design of the streets to the adaptability of buildings. For larger developments, a range of homes should be provided with services and facilities easily accessible to ensure social inclusion. Travelroutes and the supporting infrastructure should be considered carefully in order to cater to a wide range of users, and the co-location of key services such as healthcare and social care facilities can allow for ease of access.

ADAPTABLE DESIGN STATEMENT CHECKLIST:

	Major Application	Local Application	Householder Application
Streets	✓	✓	X
Parking	✓	✓	?
Mix of Uses	✓	?	X
Mixed Tenure	✓	✓	X
Community Facilities	✓	?	X
Access for All	✓	✓	?

6. RESOURCE EFFICIENT

Energy Efficiency

New development should reduce reliance on fossil fuels through the use of alternative sustainable forms of energy production including energy storage solutions where feasible.

- Energy efficiency measures have been considered in order to achieve energy savings in new development or retrofit to existing development

Energy efficiency measures can include wall insulation, cavity insulation, solid wall insulation, loft insulation, floor insulation, double and triple glazing, water tank and pipe insulation and draft proofing

- Technologies that can be used to provide heat and electricity to a building, emitting low or no net CO2 emissions, have been considered and incorporated in the proposal where possible.

Heat pump at Mains of Mawcarse

Biomass plant at Crook of Devon

These can include, solar hot water, air and ground source heat pumps, micro wind turbines, solar photovoltaic (PV), biomass heating, Combined Heat and Power (CHP), efficient gas boiler and efficient appliances and communal or district heating

The Council's Environmental Health and Development Management teams should be consulted at the earliest possible opportunity in order to fully consider any potential impacts when selecting renewable and low carbon energy options. Supplementary Guidance on Renewable and Low Carbon Energy providing further infomration is expected to be published later this year.

Passive Design

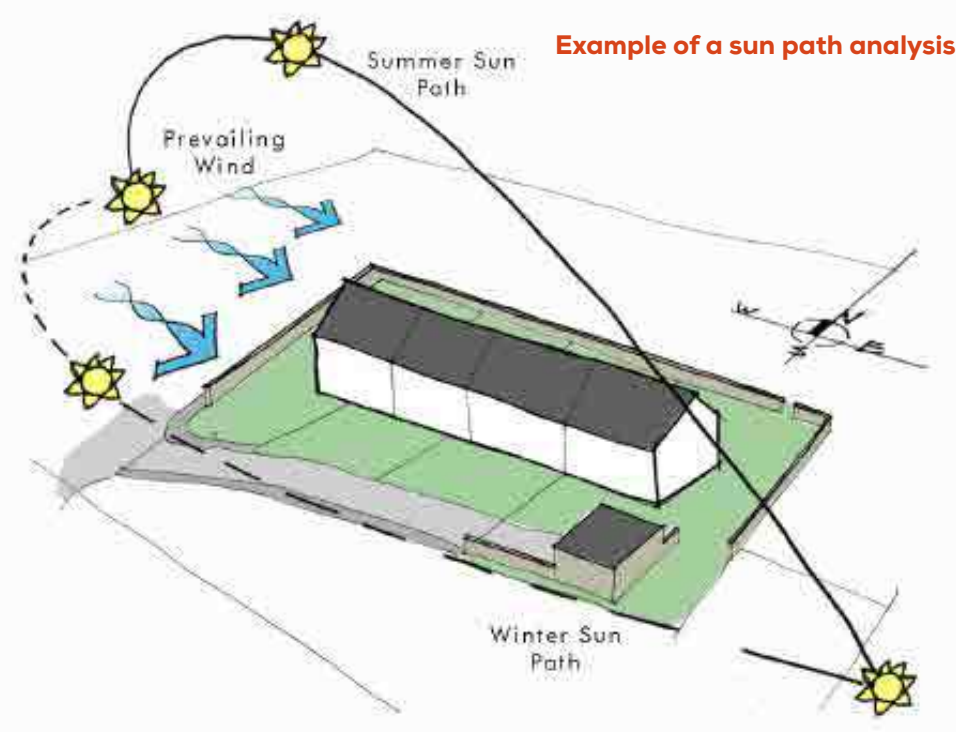
The principles of sustainability should be incorporated in the design, layout and orientation of new neighbourhoods, streets as well as individual dwellings.

- The layout of streets and/or the siting of building(s) maximise opportunities for solar heat gain, natural ventilation and daylighting throughout the year
- Street widths and building placement ensures that there is good daylight exposure to building frontages and key public spaces - wider east-west streets will expose south-facing buildings, allowing for good day lighting and natural heating

Skylights, light monitors, clerestories, light shelves, light tubes, atria, courtyards, and glass or glass-block partitions and doors all contribute to increasing natural light in buildings. Technologies that can be used to provide heat and electricity to a building, emitting low or no net CO2 emissions, have been considered and incorporated in the proposal where possible.

- Landscaping and planting is designed to reduce exposure to wind, provide shading and mitigate against the `urban heat island` effect

Deciduous trees can be planted near buildings to provide shade in the summer, whilst allowing heat and light through in the winter. 'Wind cowls' can be placed on the roof of buildings which respond to breezes and circulate air through the building.



Example of a sun path analysis

The microclimate of a development can assist in the usage of both inside and outside space and provide natural energy sources in terms of lighting and heating. A response to this microclimate is therefore integral to creating sustainable development that works in the long-term. Working with the existing landform, streets should be aligned against the prevailing wind direction to avoid wind tunnels. Furthermore, buildings should have a southerly aspect for private spaces and living room, taking advantage of the maximum hours of daylight.

Construction & Materials

New development should maximize the use of materials from sustainable resources and the use of sustainable construction methods. Materials to be used in construction projects are responsibly sourced and are sourced from local suppliers wherever possible. The Council will also encourage the use of recycled materials on site. The proposal should minimise the impact (e.g. noise and air pollution) of construction activities on its neighbours.

Existing and new watercourses or water bodies, including SUDS, as a basis for a green corridor, can provide recreational and wildlife resource. Buffers and appropriate planting can provide for wildlife shelter and movement, with paths kept to one side.

Construction waste is limited as much as possible in order to reduce environmental impact and also save on significant costs of landfill.

On-site waste can be minimised by:

- **Design that utilises whole units of construction materials**
- **Appropriate storage of materials on site - minimises loss of re-usable material**
- **Separate out waste materials at source to aid re-use on site or recycling**
- **Wood or natural materials can be utilised for composting and/or biofuel energy generation**

The production of a Site Waste Management Plan (SWMP) for a proposal can help reduce the amount of waste produced during the construction phase and manage site waste more efficiently. More information can be found here.

The issues outlined above should be considered within a 'construction management plan' which will generally be covered by planning condition for major developments.

Retrofitting Sustainable Design

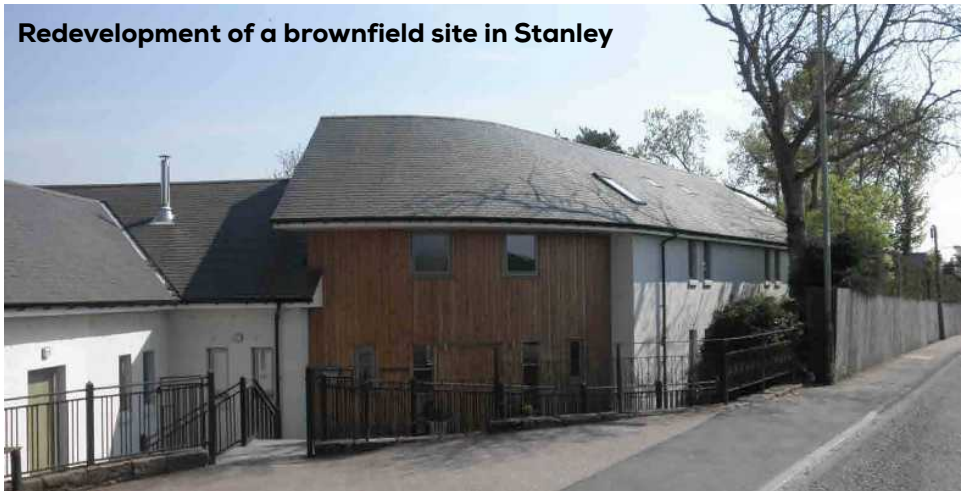
New build development represents approximately 1% of the total housing stock each year, highlighting the importance of addressing the sustainability of the existing housing stock. There are a number of technologies that can contribute to the reduction of carbon emissions from the existing housing stock. These technologies are generally focused around energy efficiency in premises through increasing the thermal efficiency of a building so that less energy is required.

Improving efficiency is a combination of improving insulation and using the most efficient way of producing heat and energy. Measures such as cavity wall insulation, micro Combined Heat and Power (CHP), solid wall insulation and air/ground source heat pumps have the potential to achieve large carbon savings and some funding streams are available for such initiatives. Despite a high up-front cost there are long term economic benefits for the property owner through energy cost savings.

Previously Developed Land

Developments located on brownfield sites can contribute to sustainability as they make the most efficient use of previously developed land. Retaining existing buildings can be more sustainable than demolishing and rebuilding, which has associated embedded carbon emissions. Further, sustainable design and construction lends itself easily to refurbishment schemes, offering cost effective opportunities for development.

Previously developed land also tends to be well served by an existing sustainable transport and utilities network, reducing the need to redirect services and the energy needed to do this. Contamination, however, is a key consideration when developing on brownfield land and sites must be fully assessed for potential contaminants prior to development.



Redevelopment of a brownfield site in Stanley

Historic Environment

Approximately 19% of Scotland's housing stock was built before 1919, long before Carbon Emissions Reduction Targets, Building Regulations and Energy Performance Certificates were enacted. It is therefore important to consider the energy efficiency of historic buildings to discover possibilities to reduce their carbon footprint. At the same time it is important to consider the conservation and preservation of the character and appearance of historic buildings.

Historic Environment Scotland have recognised the importance of improving the efficiency of Scotland's historic building stock and provided guidance on the subject.

Steading conversion at Cuthill Towers uses the original buildings

Recycling Facilities and Initiatives

It is vital to minimise the waste produced from a development once the buildings are lived in. In terms of water usage, harvesting rainwater using run-off from roofs can provide an alternative source for grey water or irrigation. On-site composting and recycling should be provided if possible and any storage needs for recycling should be designed sufficiently to provide good access for collection. These issues need to be integrated into any design scheme at an early stage.

Innovative design at Wolfhill with green roofs

RESOURCE EFFICIENT DESIGN STATEMENT CHECKLIST:

	Major Application	Local Application	Householder Application
Energy Efficiency	✓	✓	?
Passive Design	✓	✓	?
Constrcution & Materials	✓	✓	?
Retrofitting Sustainable Design	?	?	X
Recycling Facilities	✓	?	X

Technical Guidance on Placemaking

5

The following is guidance on how to approach specific types of planning applications in relation to placemaking principles. These can be treated as part of the Placemaking Supplementary Guidance but also as standalone documents that will be updated as and when required. The guidance covers the following application types:

- Householder Applications
- Masterplanning
- Shopfronts & Advertisements
- Urban Infill
- Windows & Doors in Listed Buildings & Conservation Areas

Any issues regarding **Housing in the Countryside** are dealt with in the **Supplementary Guidance** produced seperately.

Householder Applications

An extension to a building can be conceived to either appear as an integral part of the original architecture or, alternatively, it may be of a contemporary or contrasting design. In the former, an extension may go unnoticed. In the latter case the extension would purposefully be different yet aim to be equally compatible and complementary. It is not often appreciated that the best extensions are architecturally attractive in their own right. Both approaches require particular skill and the Council recommends that you seek professional advice from someone trained and experienced in designing buildings. A well designed extension can enhance a property.

Permitted Development

Certain types of development can be carried out without planning permission. This is known as permitted development, and covers a wide range of minor developments. While there may be instances where planning permission is not required, the following Council guidelines are best practice and should be considered in the context of any proposal. You can find more out about permitted development rights here.

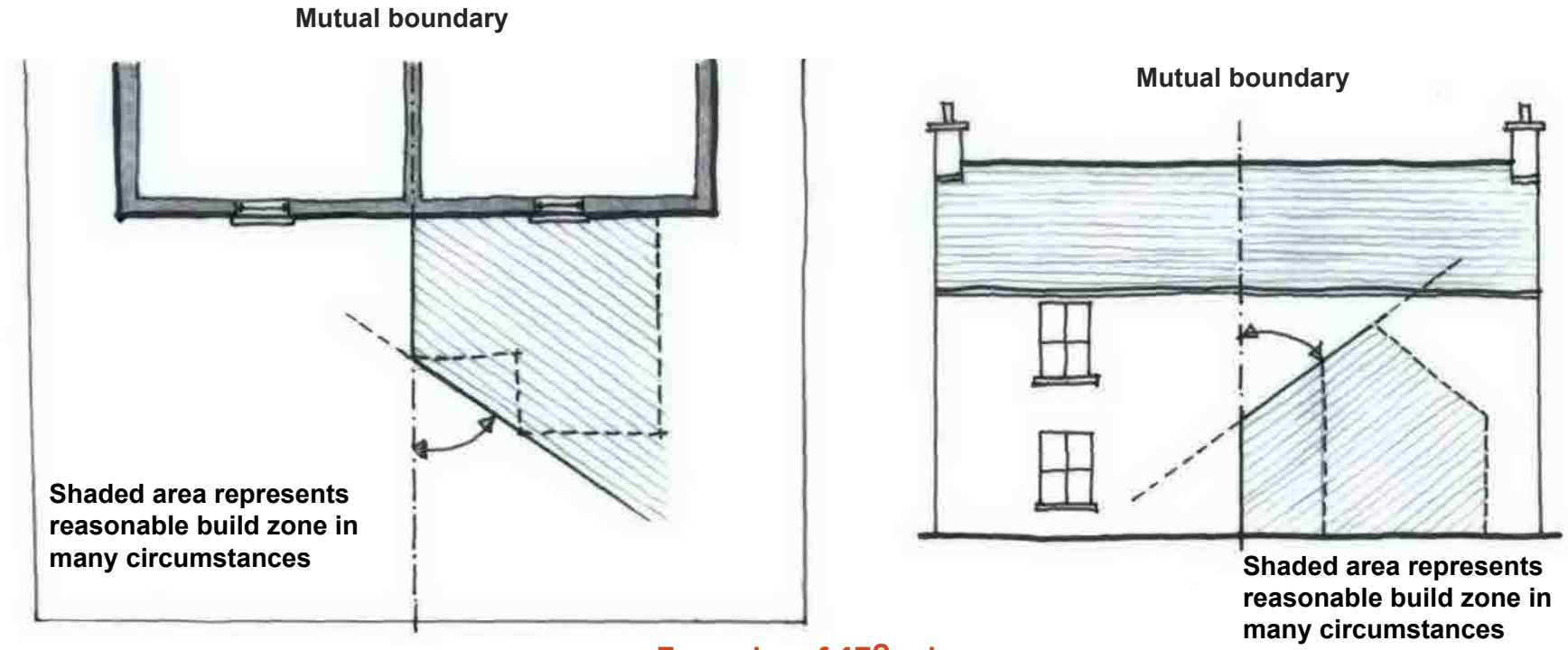
Effects on Neighbouring Property

Extensions can intrude, to a greater or lesser extent, on the privacy and amenity of neighbours. The more closely spaced dwellings are, the more important it is to consider the amenities of occupiers of adjoining houses and gardens. Privacy may be infringed through the construction of an extension which allows direct views into a neighbouring property or a secluded garden.

Extensions must be carefully sited to avoid undue loss of daylight or sunlight to the habitable room windows and private garden ground of the neighbouring property (particularly when affected garden is small); the appearance and orientation of the extension must be considered from the neighbour's house or garden.

An extension built directly along a boundary line may be acceptable with the agreement of the neighbouring property but you need to think about long term access and maintenance. There may be an opportunity for neighbours to share a party wall and consequent drainage arrangements for their mutual benefit.

Overshadowing



Examples of 45° rule

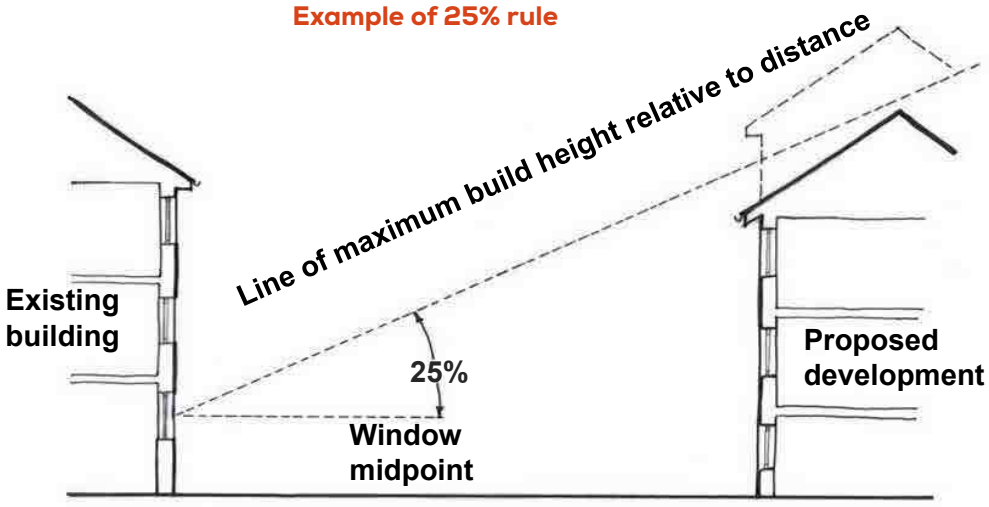
A single storey rear extension of 4m depth, from the original building's rear wall, would in many circumstances be acceptable; even if directly on a property boundary. Thereafter the extension would have to step back from the boundary at an angle of 45 degrees from a point 4m from the original back wall of the property.

Some relaxation of these standards may be considered where the extension is to the north of an affected neighbour or not impacting on a neighbouring habitable room window.

Daylight

The climate of northern Britain relies heavily on diffuse sun light as the principal source of daylight. The availability of natural light can be anticipated by the resultant block form of a building, its topography, aspect and relationship to surroundings. Any proposed extension should maintain and allow for a reasonable level of natural daylight to internal living space of a neighbouring residential property. Established practice determines that 25° is a suitable maximum obstruction path which should be afforded directly to a front or rear aspect. Beyond this point, windows to living spaces may become adversely affected through relative shadow paths.

Example of 25% rule



Overlooking

- Windows should be located to avoid, or otherwise minimise, overlooking adjoining houses and private gardens.
- Overlooking may in certain occasions be resolved through the use of rooflights or boundary screening as appropriate.
- Balconies above ground floor level, roof gardens, decking and raised patios will generally be resisted where they diminish the privacy of neighbouring houses and gardens or raise safety concerns.
- Windows of habitable rooms should generally be a minimum of 9m from rear boundaries which they overlook unless adequate and appropriate screening is utilised.

Scale, Shape and Form

Extensions should respect the shape, scale and proportions of the existing building and relate to the roof pitch and original building depth.

- In most cases an extension should be a subordinate addition in all respects.
- New roof ridges should not normally exceed the height of the original. A new ridge line which is set lower than that of the original will generally be more acceptable.
- Extensions should seek to achieve a building depth which respects traditional building forms and avoids dependence on artificial lighting and ventilation.

Detailing

Detailing is key to the successful integration of designs for extensions. Extensions to older properties may benefit from matching stone coursing and mortar specification. Details can determine the character of a building; over-elaborate detailing on an extension where the original architectural style is of a seamless and modest appearance would be inappropriate. Details such as lintels, sills, eaves and verges have to be carefully considered to help integrate any proposed extension.

The Scottish Government provides further details about householder applications here.

Modern extension on traditional building reflecting the simple vencular of the original building

Materials

The Placemaking Guide emphasises the importance of using appropriate materials to the surrounding context. When it comes to extensions, using materials that reflect the existing building helps to create a harmonious addition.

Timber extension blends in sympathetically with the stone building whilst using a contraasting material

When designing your extension:

- Choose materials characteristic of the existing building.
- Ensure that the colour of the materials is harmonious with the exiting building.
- Chose high quality materials that are sustainable and long-lasting.
- Recycle materials whenever possible and avoid unsustainable materials whenever possible.

Types of Householder Applications

There are a range of householder applications that require careful thought before making an application. The following section provides some guidance the issues that a planning officer will consider when assessing a submission.

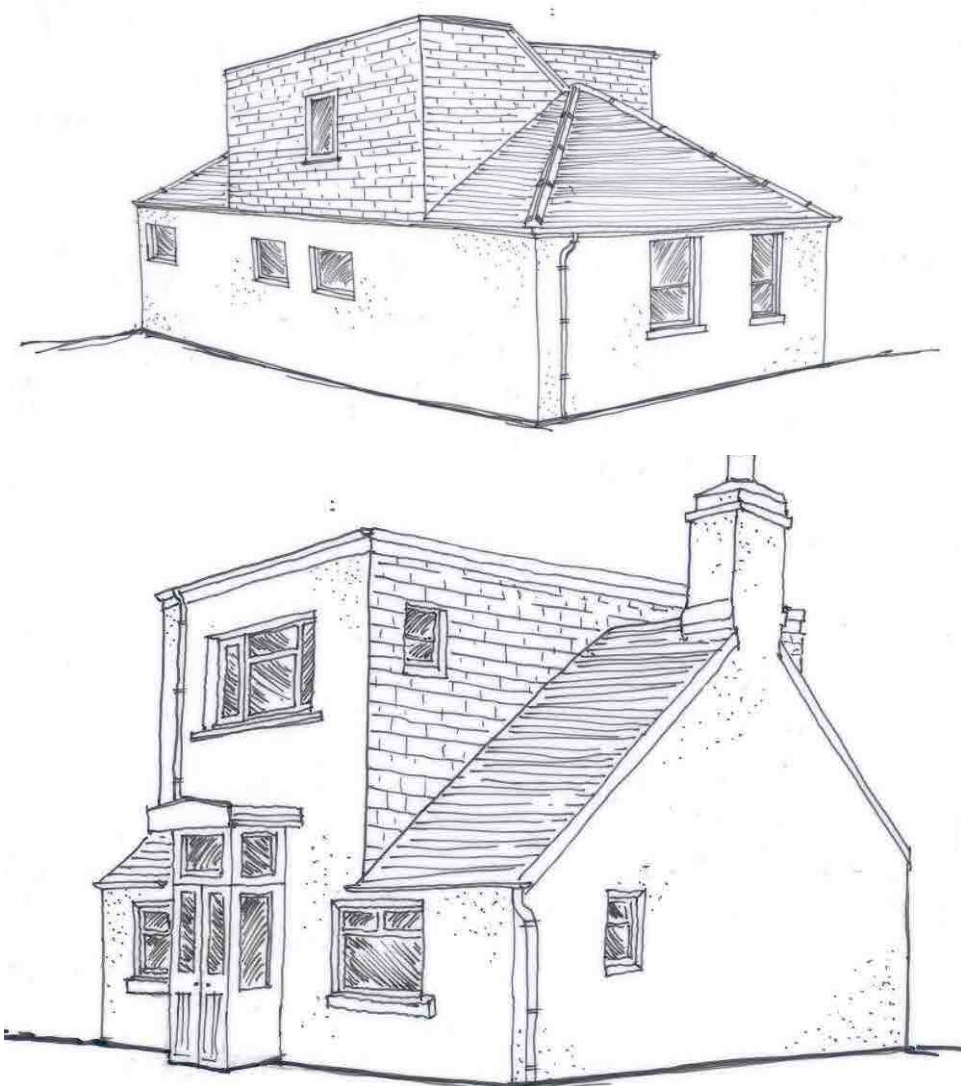
Roof extensions and alterations

It is important that roof extensions and alterations fit with the local street character. Think carefully about the context before:

- Converting an existing hipped roof into a gabled roof.
- Altering the streetscence by changing the roofscape and space between buildings.
- Creating over dominant dormer windows.

An appropriate dormer extension should as a minimum:

- Be set below the ridgeline of the roof.
- Be set back from the wall-head.
- Be generally of pitched roof form.
- Be physically contained within the roof pitch.
- Relate to windows and doors in the lower storey(s) in terms of character, proportion and alignment.
- Have the front face predominantly glazed.
- Not extend more than half the length of the roof plane.



Poor responses to roof pitch

Front extensions

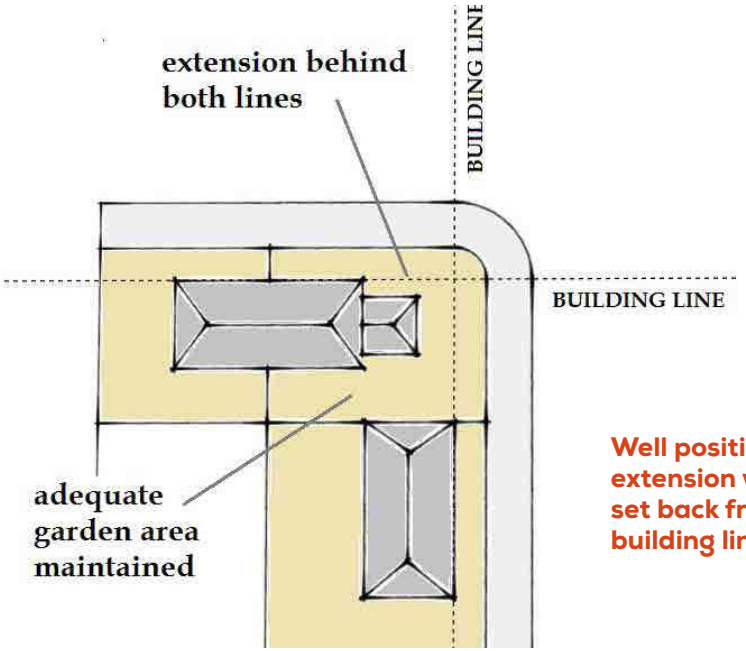
Front extensions should generally be avoided, in particular:

- Where they dominate the principal elevation of the property
- Where visual impact on an established streetscape is evident

However:

- Modest porches or canopies may be an acceptable addition, providing that the rhythm of a repeating streetscene is not impaired. A well designed porch can occasionally enhance the character and appearance of a dwelling.

Modest porch painted to match the windows



Well positioned side extension which is set back from the building lines

Side extensions

- Provide an adequate and distinct separation between properties.
- Set back the extension from the frontage of the building to establish subordination to the existing building.
- Lower the roof ridge level on extensions to establish a separate identity to extension.
- Ensure that windows on extensions provide adequate light whilst ensuring privacy to neighbouring properties.

Rear extensions

- Appropriately designed rear extensions are generally preferable to side and front extensions, particularly on traditional and historic properties.
- If the plot and original building can accommodate it, then a two storey extension may receive planning permission providing the design is satisfactory and there is no unacceptable loss of sunlight, daylight or privacy to adjoining properties.

Rear extensions can provide greater opportunites for contemporary design

Conservatories & sun rooms

- Designs should be site specific and proportionate to its location. Choose materials appropriate to the building.
- Site conservatories to the rear of properties and of an appropriate height.
- Proposals for a new conservatory on a listed building should ensure that the original stonework inside a conservatory remains unpainted and that the colour and materials of the conservatory respects the building and wider area.

Outbuildings & garages

Generally, these buildings should:

- Be subordinate to the original building and should not obscure the approach to the house.
- Be set back from the frontage.
- Be built with materials which respect the house and its surroundings.

Balconies, roof terraces and decking

Generally, balconies and roof terraces should avoid:

- Being located too close to boundaries.
- Overlooking neighbouring properties.
- Dominating or detracting from the appearance of the house.
- Over-dominant lighting that adversely impacts on neighbours.

Decking

Generally should be designed:

- Close to ground level, whilst working with garden levels.
- Of a simple design (including barriers and steps).

Flues & fuel storage facilities

Whilst wood burning stoves and biomass boilers located within the house do not require planning permission, the flue and any fuel storage facility may require permission. It is best to check with the Council before installation. A building warrant will be required to cover installation, the flue and fuel storage. This advice covers domestic stoves and boilers up to 45kW (heat) output.

Decking that works well with garden levels

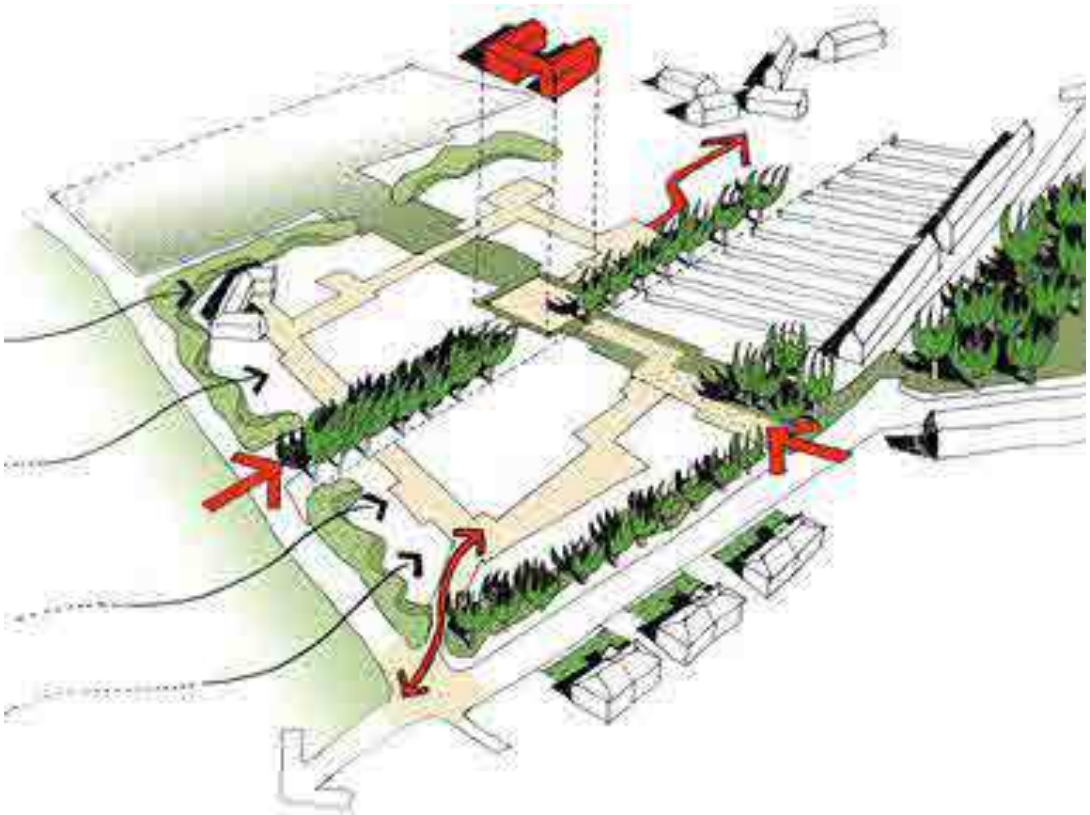
Masterplanning

A Masterplan is not simply a document, a layout or a vision for a site. A Masterplan is a process that requires to be undertaken in order to reach the decisions, the vision, the layout that you determine for a site. The following section provides a checklist of what Perth & Kinross Council requires in terms of a Masterplan.

Muirton redevelopment Masterplan provided a clear framework from the outset that was then delivered in phases

- **Engage with the local community. How does the proposal relate to local needs and aspirations? Read more on Community Engagement here.**
- **Initiate pre-application discussion with the Council to discuss early design decisions, open space requirements and road layouts.**
- **Confirm requirements on access and services with key agencies.**

THE MASTERPLAN PROCESS:



Concept sketch indicating movement patterns and open space connectivity (Proctor & Matthews Architects)

1. Determine the status of your site

- Check LDP for designations & any site specific requirements
- Identify relevant policies and guidance
- Establish site ownership and identify key stakeholders

2. Develop initial idea and design concept

- Study the wider context and site features to draft an appraisal
- Form a vision for the project and identify aims and aspirations
- Prepare conceptual design and initial sketches
- Draft your Implementation Strategy
- Start the pre-application consultation process early and leave room for flexibility and input from stakeholders

3. Finalise the detailed proposal

- Take the outcome of consultation on board and continue discussions with key stakeholders to refine the detailed proposal
- Go through the development checklist below to make sure your proposal meets all the requirements
- Complete the Sustainability Statement

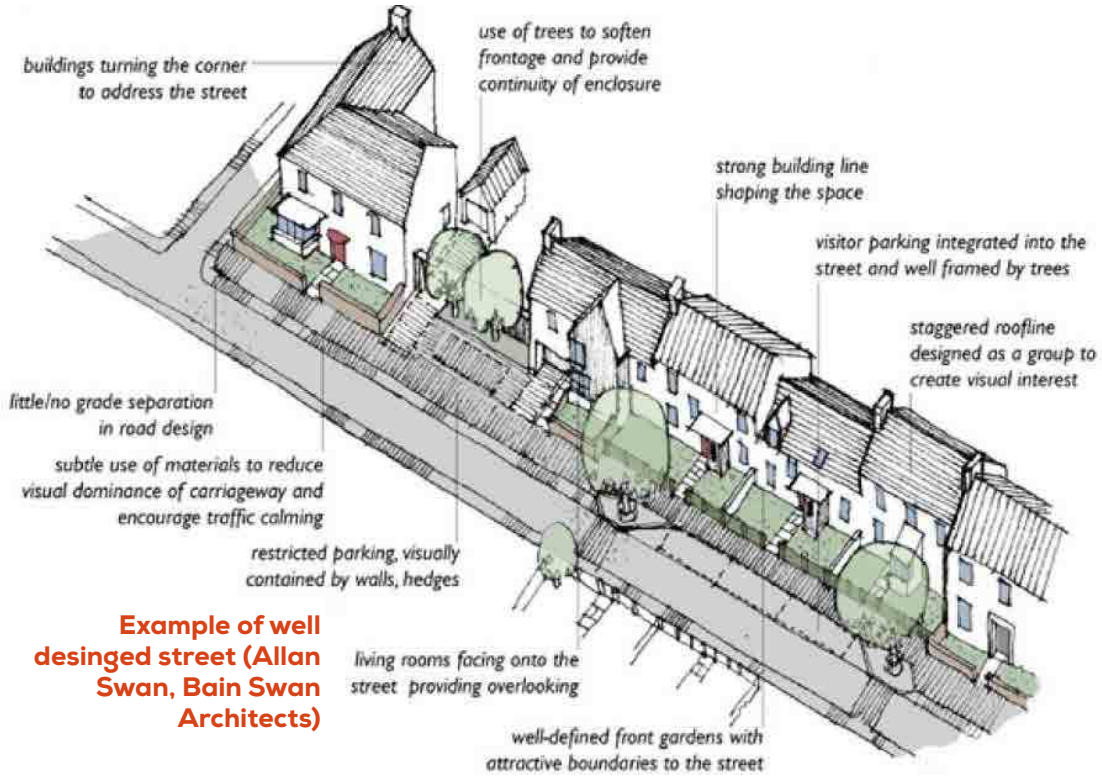
4. Submit planning application

- Show how the proposal evolved throughout the design process
- Have a look at the submission checklist. Make sure drawings and illustrations are clear and easy to understand

Distinctive

- Materials, colours and details fit in with the character of the area.
- Historic features such as listed buildings and their settings are preserved where possible and incorporated with the proposal.
- Appropriate boundary treatment is used to define new settlement edge and provide a clear division between public and private space.
- The proposal provides active frontages to the street and attractive private spaces to the rear.

Use 3D visuals to illustrate heights and massing and materials (Proctor & Matthews Architects)



Example of well desinged street (Allan Swan, Bain Swan Architects)

- Density, scale, height and massing are appropriate for the given context without creating a poor imitation of what exists.
- The development creates new points of interest (e.g. key views, distinctive design) to help people navigate around the site.
- Street furniture is designed well and located carefully to avoid clutter.
- Enhance streetscapes and car parking with wide pavements or shared surfaces, street-trees or swales.

Safe & Pleasant

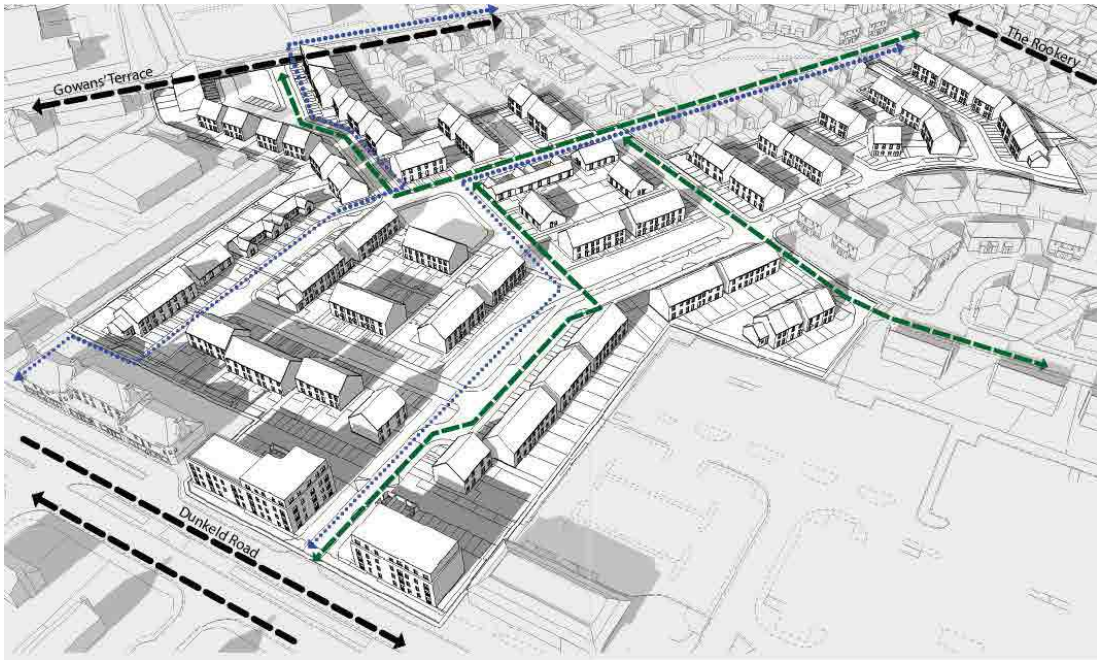
- Flood risk has been considered and mitigated against. Drainage and SUDS are considered from the outset and are designed, based on the existing natural drainage patterns and as part of the wider green infrastructure
- The arrangement of buildings encourages various road speeds and natural traffic calming.
- Front gardens, especially on prominent frontages and gateway points are retained and parking is provided to the rear.
- Public spaces, streets and paths are well-lit and they are overlooked by windows providing natural surveillance

SuDS basin deisnged as part of wider amenity space. Planting increases biodiversity value.

Open space in Muirton has been desinged to be overlooked and reduce road speeds

Easy to move around and beyond

- The proposal has a street pattern that connects strongly to the existing settlement and improves connectivity - cul-de-sac layouts should be avoided.
- The hierarchy of roads and pedestrian routes and sizes of urban blocks create accessible places which are easy to navigate.
- The proposal fits in with the existing built form and enhances the connectivity of streets and green spaces.
- Public transport nodes in the vicinity of the site are graphically represented and are easily accessible from the development.
- Opportunities have been taken to create a walking and cycle friendly infrastructure and connect to existing active travel routes.
- Existing natural features such as hedgerows, trees or watercourses have been surveyed and incorporated in the right locations with the layout and design of the proposal - shelter belts and wildlife corridors are retained with adequate buffer space around them and connections are enhanced.
- The layout of access roads should respond to landscape views by creating vistas and aim to create a distinct and legible non-labyrinthine pattern that helps orientation by providing foci and visual and spatial continuity including some larger scale continuous connections across a site and into other neighbourhoods, overall providing a clear hierarchy of roads that differ in their function, length and width.
- The proposal includes a highly functional network of walking and cycling paths forming larger connections across and beyond the development, linking points of interest and greenspaces. These should be wherever possible be separate from vehicular traffic and aligned with proposals for green networks and greenspaces and connect into existing routes .



Sketch shows public transport routes and movement patterns. There are clear connections to the subsequent phases of development (Barton Willmore & Urban Union)

Visulisation drawing of Bertha Park set in surrounding landscape demonstrating planting and open space (Springfield)

Welcoming

- The proposal fits into the landscape and the natural topography and is designed to avoid excessive re- levelling or terracing of the site. It introduces or reinforces structural landscaping where appropriate.
- Connectivity between different phases of development is considered.
- Open spaces are biodiverse, safe and maintenance efficient.
- All open space has a purpose and defined function - they are connected, creating a network of blue and green infrastructure.
- Planting and landscaping requirements have been met.
- Open spaces and streets are designed holistically with a clear framework and hierarchy.

Adaptable

- In mixed use areas compatible uses are located beside one another.
- The built form is flexible and allows for changes over time.
- Residential tenures are mixed throughout the site while keeping a consistent, high-quality design.
- The proposal supports local infrastructure and contributes to the improvement of facilities where possible.

Resource efficient

- Buildings and public spaces are orientated to maximise solar gain and views to the wider landscape or greenspaces.
- Shelter is maximised by the topography of land, trees and buildings.
- Renewable energy solutions have been incorporated.
- Local materials are used where practical in order reduce the development`s carbon footprint.
- Recycling facilities and initiatives have been incorporated.

Solar panels and planting visulised for Bertha Park (Springfield)

Checklist of reports for Masterplanning:

- **Technical data (e.g. Drainage Impact Assessment, Flood Risk Assessment etc).**
- **Record of Community Engagement.**
- **Design & Access Statement.**
- **Landscape and Visual Impact Assessment.**
- **Form & layout.**
- **Visual representation of the development (3D model, graphic illustrations etc).**

Shopfronts, Advertisement and Signage

A wide variety of types and styles currently characterise and may be considered acceptable within Perth and Kinross streetscapes. In each case, it is important that a shopfront is designed within its wider street elevation context and integrates or successfully relates to the architecture of the building.

Historic and modern shop fronts

- Proportions, detailing, colours and materials all add to the quality of a building or streetscene.
- Listed buildings and unlisted buildings in conservation areas and existing historic shopfronts and signage should always be retained and repaired.

Contemporary shopfront with a high quality material finish

Where historic shopfronts have previously been altered unsympathetically, applicants are encouraged to repair and reinstate missing elements. New shopfronts should seek to:

- Reinstate the historic design where evidence for this exists (e.g. from historic photographs or where original shopfronts remain in a uniform group).
- Respect the historic design, proportions and materials of the building and the wider group.
- New shopfronts of contemporary design of high quality may be acceptable where this respects its context and can be introduced without undermining the uniformity of a group composition.

Restoration of historic shop front

Inappropriate boxed and internally illuminated deep fascias, out of scale with their buildings

New lettering sensitively designed and installed on historic fascia, both in scale and in keeping with shopfront

Signage and advertisement

Appropriate projecting sign with quality materials and detailing

- Remain within the limits of the historic proportions of the shopfront and fascia.
- Use appropriate materials, usually traditional or natural materials including timber, paint and applied metal.
- Have sensitively designed and integrated illumination - on many listed buildings and in important group compositions, illumination may not be acceptable at all.
- Plastics, deep box-type fascias, internal illumination should be avoided.
- Projecting signs should be sensitively attached to the façade, normally at fascia level and avoiding important architectural elements - there should generally only be one projecting sign per elevation.

Canopies

- Awnings or canopies on historic buildings should only be installed where they will not harm the character of the building or street elevation.
- Where acceptable they should be of a traditional, retractable canvas design with the roller box recessed into the shopfront.

Shopfronts can often be enhanced with outdoor displays. However, they must not block the street or prevent access to the shop. If you wish to place non-permanent features or displays on the street, ensure you speak with PKC beforehand.

Dutch blind or canopy (left), which is not a typical detail found in the Perth& Kinross area. The reinstated projecting (retractable) canopies in the picture to the right are more in keeping with the historic canopies found in the area.

Urban Infill Development

Urban infill development is recognised as the practice of developing vacant or under-used parcels within existing urban or developed areas that are already largely developed. Many settlements or neighbourhood areas have parcels of vacant land within a settlement boundary which have been overlooked or left undeveloped for historic reasons. Where appropriate, infill development should look to involve more than the piecemeal development of individual plots. Looking at the wider area, an optimal infill development scenario should focus on the holistic development of joined up vacant parcels to serve and reinforce well-functioning neighbourhoods.

There are two areas of infill that this technical note will focus on:

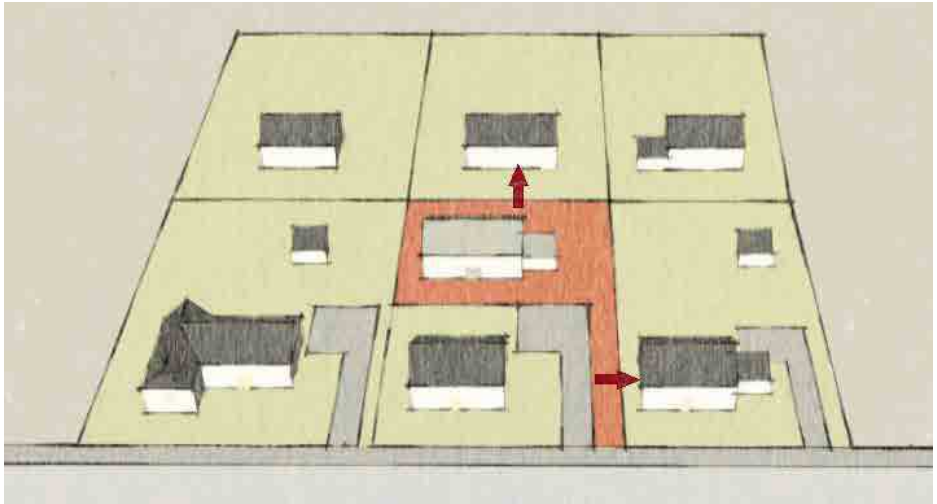
- Backland development
- Gap & Brownfield Sites

Tip: Don't forget to check if you need a bat survey as this may delay your application. See the Bat Survey Guidance for further information.

Backland development

Backland development consisting of one or more dwellings situated immediately behind one another is generally unsatisfactory in any location, but particularly when sited on modest sized plots or sharing a single access due to associated problems with:

- overlooking
- noise and light disturbance
- general loss of amenity
- adverse impact on the character of the area



Example of backland development which is generally not supported. The amenity of neighbouring properties would be impacted by the new dwelling and additional driveway.

On exceptionally large plots it may be possible to achieve a sufficient separation between dwellings. There may be potential to add a sensitively designed new dwelling which appears subservient to the existing house.

Backland development may only be permitted where:

- a separate and satisfactory vehicular access can be provided;
- the amenity of both new and existing properties can be safeguarded;
- the proposal is subordinate or in keeping with the scale, density and character of existing development in the locality;
- the proposal conforms to other salient policy and guidance.

In every case, regard should always be given to the local building context, character, density and site specific circumstances.

Traditional tight urban form and historic building character provided this opportunity for a contemporary house on a backland site where a outhouse once stood

Gap & Brownfield Sites

Gap and brownfield sites can both contribute positively to the regeneration of a street or wider settlement, depending on the site scale, situation and proposed end use.

Be aware that in certain cases, development plan policy may dictate that a site should remain undeveloped or retained as open space for its wider amenity value.

Gap sites in Perth & Kinross commonly relate to one or two plots as part of an urban street, which have been previously developed or undeveloped.

Brownfield sites are previously developed sites and can include single house sites, right up to large former industrial sites, which may most appropriately be addressed by a masterplan, development brief or other salient development plan policy.

Any proposed development on a gap or brownfield site may only be permitted were:

- The proposal enriches and does not detract from the character and qualities of the existing built environment.
- The site size, form, density, architecture and the scope fits in with the character of the surrounding area.
- Any direct or indirect impact on landscape or biodiversity have been considered and mitigated.
- Environmental assessment of ground conditions and/or associated building contamination through historic site uses or associated building materials have been considered and the proposal is viable despite these constraints.

Positive examples of urban infill sites where contemporary design and traditional solutions fit in well with the historic streetscape.

Windows & Doors in Listed Buildings & Conservation Areas

These planning guidelines set out the main considerations when carrying out work to windows and doors in a listed building, or a traditional unlisted building in a conservation area.

Windows

- Planning permission is required for replacement windows in a conservation area.
- Listed building consent is required for replacement windows in a listed building.
- A building warrant may also be required – contact the Building Standards service for further advice.

Replacement windows, double glazed but retain slim, elegant Georgian proportioned astragals

Windows are a vital part of a building's character. By replacing them using a different style or material, it can have a negative effect on the appearance of the building. Small changes may only affect one building, but many small changes over time can be detrimental to the character of a whole area.

In many of the domestic properties in Perth and Kinross the traditional window is timber sash and case. This type of window has been in continuous use since the late 17th century, and while styles may have changed over the years, it is a testament to their effectiveness and construction that they have survived for so long.

Timber windows differ greatly in terms of their style and detailing. Some older properties may have leaded windows or casement windows that open inwards and are manufactured of timber, cast iron or later, steel. In Georgian buildings, round-headed windows and semi-circular fanlights often feature; and in Victorian and Edwardian buildings, stained glass can be an important element of windows and doors.

It is an offence to alter the character of a listed building without permission, and this applies to replacement windows. Work that alters the character of a listed building requires Listed Building Consent which is issued by Perth and Kinross Council.

Development Checklist

On receipt of an application we will consider whether the proposals protect and enhance the traditional character and appearance of a listed building or conservation area. Where the work relates to a tenement or flat it should be ensured that new windows are in keeping with the original scheme, in order to retain uniformity.

Where it is proposed to replace windows in a listed building, justification will be required in order to process the application. This should take the form of an illustrated report setting out the condition of each window and the reasons for its replacement.

In listed buildings:

- Retain and repair existing traditional windows where possible.
- Ensure that replacement windows match the original in every detail including materials, design, opening method and paint finish.
- Take the opportunity of installing appropriate new windows where the existing windows are modern replacements not in keeping with the building.

In unlisted buildings in conservation areas:

- In listed buildings and conservation areas the use of external secondary glazing and plant-on or sandwich astragals (non-structural astragals applied to the glass surface) is not acceptable.
- Ensure that replacement windows on the front and all sides of the building visible to the public match the original as closely as possible.
- Take the opportunity of installing appropriate new windows where the existing windows are modern replacements not in keeping with the building or area.

Unacceptable replacement window with flat, wide astragals (left) & original window requiring some repair only (right), both first floor found in the same property

Issues and considerations

Repairing and upgrading existing windows

When considering repairing or replacing timber windows, a professional with experience of working on historic buildings should always be consulted.

It may be cheaper to repair and upgrade existing timber windows and features such as shutters to modern standards rather than to replace them, and retention of original features is always preferable in historic buildings or areas because it retains character and authenticity. Appropriate repairs will often improve the thermal efficiency of your home without the negative effects that may result from the use of inappropriate modern materials.

Retaining and repairing existing windows is a sustainable way of improving your home. Many timber windows and doors have lasted over 200 years. In contrast, some modern windows may only last 20 years and when they fail, replacement of the whole unit is often necessary.

Original crown or cylinder glass may remain in timber windows. This has a subtle, rippled effect that cannot be created in modern glass and adds greatly to the character of a building. Every effort should be made to retain it.

While many windows have been painted brilliant white since the 1950s, the use of shades of blue, greys, green, dark red, brown and off-white are traditional and will be encouraged where there is evidence of a colour having been used in the past, e.g. through paint sampling. The unity of whole buildings or blocks should be ensured, and the impact a change of colour may have on a conservation area taken into account. Colours will be agreed in writing with the Council prior to painting and the colour to be used will normally be specified by its BS number rather than trade name.Modern stained finishes are not acceptable.

Replacement windows

If windows have deteriorated to the extent that repair is no longer viable, replacement windows should replicate the original in every respect. They should be fitted in the same plane as the originals, made up of timber sections (the profile and dimension of which match the originals), and have the meeting rails in the same position as the originals. Mullions (vertical dividers that separate windows) should be retained.

Poor response to traditional sash and case window

Doors

- Planning permission is required for replacing external doors or changing the paint colour of doors in a conservation area.
- Listed building consent is required for replacing external doors or changing the paint colour of doors in a listed building.

Doors and their associated features such as steps or surrounds are a vital part of a building's character. By replacing them using a different style or material, it can have a negative effect on the appearance of the building. Small changes may only affect one building, but many small changes over time can be detrimental to the character of a whole area.

Traditional doors are generally painted pine or oak, with the design dependent on the building type but usually a variation on vertical boarding or panelled construction. There may be a storm or outer door with an inner vestibule and internal glazed door.

Development Checklist

On receipt of an application we will consider whether the proposals protect and enhance the traditional character and appearance of a listed building or conservation area. Where the work relates to a tenement or flat where there is more than one entrance door it should be ensured that new doors are in keeping with the original architectural design, in order to retain uniformity.

In listed buildings:

- Retain and repair existing traditional doors where possible.
- Ensure that replacement doors match the original in every detail including materials, design, glazed elements, ironmongery and paint finish.
- Take the opportunity of installing an appropriate new door where the existing is a modern replacement not in keeping with the building.

It is an offence to alter the character of a listed building without permission, and this applies to replacement doors. Work that alters the character of a listed building requires Listed Building Consent which is issued by Perth and Kinross Council.

In traditional, unlisted buildings in conservation areas:

- Ensure that replacement doors on the front and all sides of the building visible to the public match the originals as closely as possible.
- Take the opportunity of installing an appropriate new door where the existing is a modern replacement not in keeping with the building or area.

Two positive examples, where replacement doors enhance the appearance of the historic building & conservation area

The choice of colours on door and window frames impacts on the original symmetry of the building

Issues and considerations

- It may be cheaper to repair and upgrade existing timber doors and associated features to modern standards rather than to replace them, and retention of original features is always preferable in historic buildings or areas because it retains character and authenticity. Appropriate repairs will often improve the thermal efficiency of your home without the negative effects that may result from the use of inappropriate modern designs or materials.
- Retaining and repairing existing doors is a sustainable way of improving your home. Many timber windows and doors have lasted over 200 years. In contrast, some modern doors may only last 20 years and when they fail, replacement of the whole unit is often necessary.

Placemaking Action Plan

Monitoring

The Placemaking Guide will be monitored and reviewed in terms of its value to Development Management, Developers, Elected Members and Communities. This will be implemented through annual workshops discussing the successes and weaknesses of the guidance in terms of the planning application process. A placemaking evaluation toolkit will also be undertaken using the guidance checklists as the basis of the assessment.

Design Panel

The Council will investigate the establishment of a Local Design Review Panel to support the Placemaking process when assessing planning applications. This will be attended by a range of representatives who have an understanding of the local context, or/and have professional experience, and who can add constructively to discussions on projects. The review process recognises that high qualities of architectural and urban design are key objectives for the planning process and that design is a complex matter. The benefit from informed advice at an early stage will assist projects as they move into the more formal planning process.

Design Training

The Council intends to organise a programme of design training for Elected Members, Officers, Developers and Community Councils. This will help to raise awareness of the importance of good placemaking. There should be a rolling programme of training, ensuring that it captures as wide an audience as possible. This, in turn, aims to raise the standards of design in Perth and Kinross.

Design Awards

The Council aims to promote a set of Design Awards that will celebrate good placemaking in Perth and Kinross. This will highlight good practice in the area and raise awareness of Council's aspirations in terms of quality design. The placemaking evaluation toolkit will be used as the basis for these awards.

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation

www.pkc.gov.uk (PKC Design Team - 2018004)

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Crieff
PH7 3AF

Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Date of Notice: **13th April 2021**

Town and Country Planning (Scotland) Acts.

Application Number **21/00318/FLL**

I am directed by the Planning Authority under the Town and Country Planning (Scotland) Acts currently in force, to grant your application registered on 27th February 2021 for planning permission for Renewal of permission 18/00471/FLL (Change of use and alterations to storage building (class 6) to form a dwellinghouse) at 20 East High Street Crieff PH7 3AF subject to the undernoted conditions.

David Littlejohn
Head of Planning and Development

Conditions referred to above

1 The development hereby approved must be carried out in accordance with the approved drawings and documents, unless otherwise provided for by conditions imposed by this decision notice.

Reason - To ensure the development is carried out in accordance with the approved drawings and documents.

2 Development shall not commence until the developer has secured an archaeological standing building survey, to be carried out by an independent and suitable qualified archaeological organisation. The scope of the archaeological standing building survey will be set by Perth and Kinross Heritage Trust on behalf of the Council as Planning Authority. The name of archaeological organisation retained by the developer shall be given to the Planning Authority and Perth and Kinross Heritage Trust in writing not less than fourteen days before the commencement date provided in the Notice of Initiation of Development. Copies of the resulting survey shall be deposited in the National Monuments Records for Scotland and in the Perth and Kinross Historic Environment Record upon completion of the survey.

Reason - To ensure archaeological monitoring is carried out to safeguard and record any archaeological remains within the development area.

3 The repointing of the red sandstone should be with an appropriate lime mortar. Prior to the commencement of the development hereby approved details of the lime mortar shall be submitted to and for the further approval in writing by the Council as Planning Authority. The approved details shall thereafter be implemented.

Reason - In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality.

Justification

The proposal is in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan.

Informatives

1 This planning permission will last only for three years from the date of this decision notice, unless the development has been started within that period (see section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended)).

2 Under section 27A of the Town and Country Planning (Scotland) Act 1997 (as amended) the person undertaking the development is required to give the planning authority prior written notification of the date on which it is intended to commence the development. A failure to comply with this statutory requirement would constitute a breach of planning control under section 123(1) of that Act, which may result in enforcement action being taken.

3 As soon as practicable after the development is complete, the person who completes the development is obliged by section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended) to give the planning authority written notice of that position.

4 No work shall be commenced until an application for building warrant has been submitted and approved.

5 The proposed demolition and/or building works likely to cause harm to bats should not commence until the applicant has obtained the relevant licence issued by NatureScot pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorizing the specified activity/development to go ahead.

6 Prior to the commencement of any development, in order to minimise disruption to the local roads network, the applicant should apply for permission from Perth and Kinross Council Parking Section to close off the parking bay(s) adjacent to the pedestrian access to the development.

The plans and documents relating to this decision are listed below and are displayed on Perth and Kinross Council's website at www.pkc.gov.uk "Online Planning Applications" page

Plan and Document Reference

18/00471/1

18/00471/2

18/00471/3

18/00471/4

18/00471/5

18/00471/6

Pullar House 35 Kinnoull Street Perth PH1 5GD Tel: 01738 475300 Fax: 01738 475310 Email: onlineapps@pkc.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100592830-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

☒ Application for planning permission (including changes of use and surface mineral working).

☐ Application for planning permission in principle.

☐ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)

☐ Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Change of use from store/ attic to dwelling including internal and external alterations.

Is this a temporary permission? * ☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place? (Answer 'No' if there is no change of use.) * ☐ Yes ☒ No

Has the work already been started and/or completed? *

☒ No ☐ Yes – Started ☐ Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application) ☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	Muir Walker & Pride		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Muir Walker &	Building Name:	Mercat House
Last Name: *	Pride	Building Number:	
Telephone Number: *	[redacted]	Address 1 (Street): *	1 Church Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	St Andrews
Fax Number:		Country: *	Scotland
		Postcode: *	KY16 9NW
Email Address: *	[redacted]		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:		You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	[redacted]
First Name: *		Building Number:	
Last Name: *		Address 1 (Street): *	
Company/Organisation	The Bathroom Company	Address 2:	
Telephone Number: *		Town/City: *	
Extension Number:		Country: *	
Mobile Number:		Postcode: *	
Fax Number:			
Email Address: *	[redacted]		

Site Address Details

Planning Authority: Perth and Kinross Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Existing store building linked to 208 high street building (first floor flat) that looks onto the carpark.

Northing 723602 Easting 311608

Pre-Application Discussion

Have you discussed your proposal with the planning authority? * ☐ Yes ☒ No

Site Area

Please state the site area: 37.00

Please state the measurement type used: ☐ Hectares (ha) ☒ Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Store Including kitchen and WC.

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? * ☐ Yes ☒ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? * ☐ Yes ☒ No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site? 0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? * 0

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? * ☐ Yes ☒ No

Do your proposals make provision for sustainable drainage of surface water?? * (e.g. SUDS arrangements) * ☐ Yes ☒ No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

☐ Yes

☐ No, using a private water supply

☒ No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? * ☐ Yes ☒ No ☐ Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? * ☐ Yes ☒ No ☐ Don't Know

Trees

Are there any trees on or adjacent to the application site? * ☐ Yes ☒ No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? * ☐ Yes ☒ No

If Yes or No, please provide further details: * (Max 500 characters)

Bins provision will be as per existing. Bins currently located within pend adjacent to Nationwide building on the high street.

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? * ☒ Yes ☐ No

How many units do you propose in total? * 1

Please provide full details of the number and types of units on the plans. Additional information may be provided in a supporting statement.

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? * ☐ Yes ☒ No

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013 * ☐ Yes ☒ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? * ☐ Yes ☒ No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? * ☒ Yes ☐ No

Is any of the land part of an agricultural holding? * ☐ Yes ☒ No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Muir Walker & Pride

On behalf of: The Bathroom Company

Date: 04/08/2022

☒ Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

b) If this is an application for planning permission or planning permission in principal where there is a crown interest in the land, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- ☐ Site Layout Plan or Block plan.
- ☒ Elevations.
- ☒ Floor plans.
- ☒ Cross sections.
- ☒ Roof plan.
- ☐ Master Plan/Framework Plan.
- ☐ Landscape plan.
- ☐ Photographs and/or photomontages.
- ☐ Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. *	☐ Yes	☒ N/A
A Design Statement or Design and Access Statement. *	☐ Yes	☒ N/A
A Flood Risk Assessment. *	☐ Yes	☒ N/A
A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). *	☐ Yes	☒ N/A
Drainage/SUDS layout. *	☐ Yes	☒ N/A
A Transport Assessment or Travel Plan	☐ Yes	☒ N/A
Contaminated Land Assessment. *	☐ Yes	☒ N/A
Habitat Survey. *	☐ Yes	☒ N/A
A Processing Agreement. *	☐ Yes	☒ N/A

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

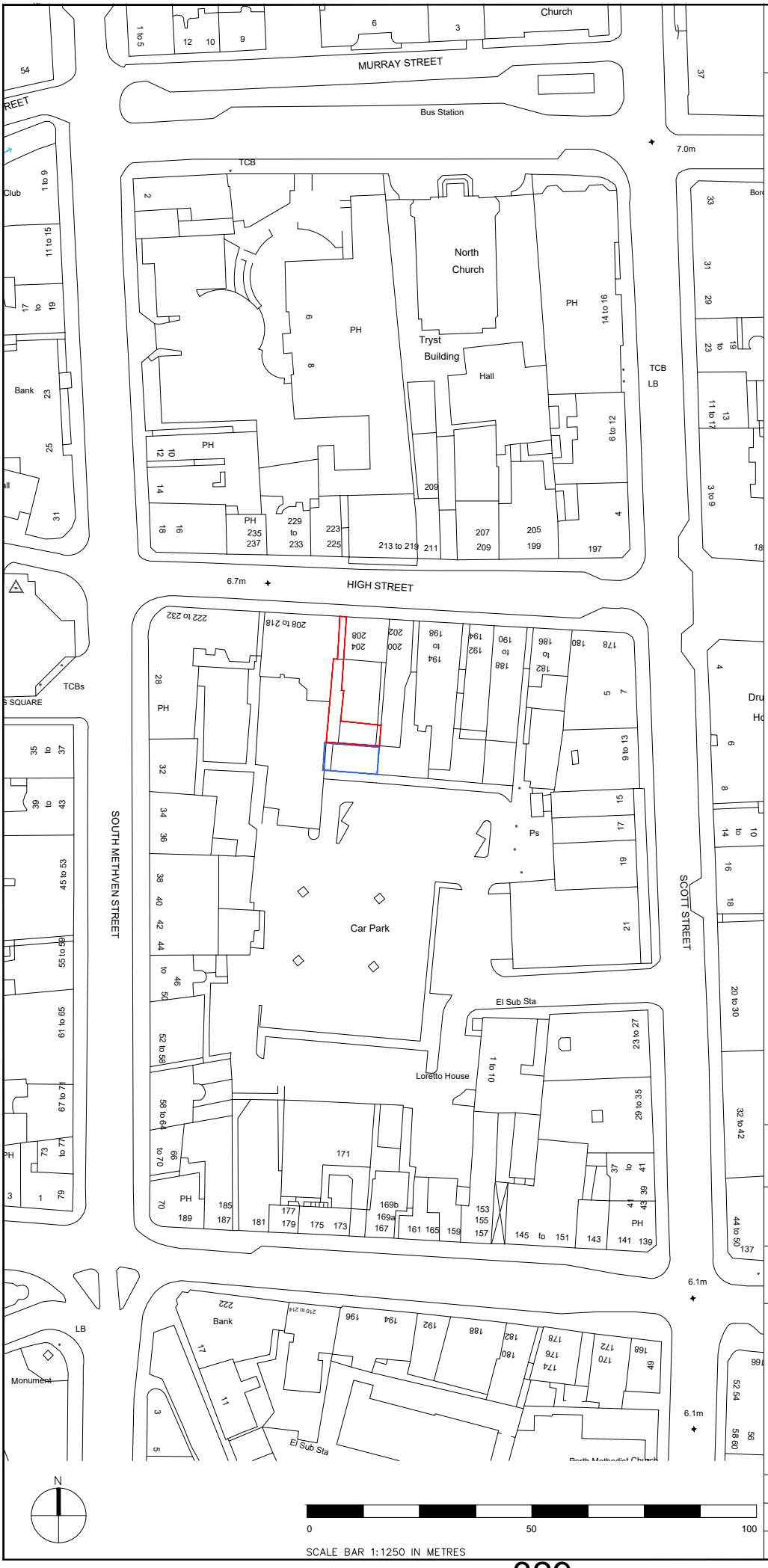
I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: . Muir Walker & Pride

Declaration Date: 04/08/2022

Payment Details

[redacted]



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DRAWING PREPARED FOR OBTAINING CONSENTS ONLY; NOT TO BE USED FOR CONSTRUCTION PURPOSES.

CLIENT	The Bathroom Company
PROJECT	208 High Street Perth
DRAWING	Location Plan

MERCAT HOUSE
1 CHURCH STREET
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SCOTLAND, UK
KY16 9NW

01334 472244

www.mwparchitects.co.uk

mail@mwparchitects.co.uk

SCALE	1:1250 @A4	JOB No.	DWG/REV
DATE	JULY 2022	3705	01/ A
DRAWN	DJR		

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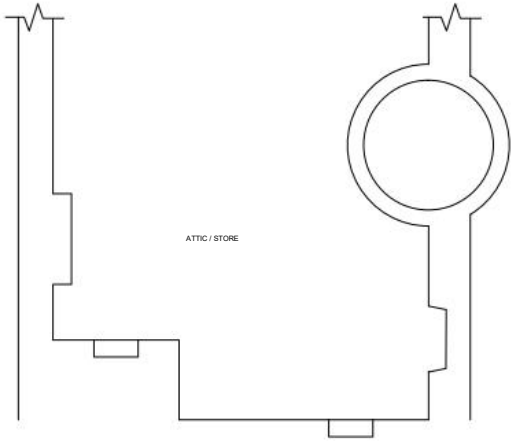

ATTIC FLOOR PLAN
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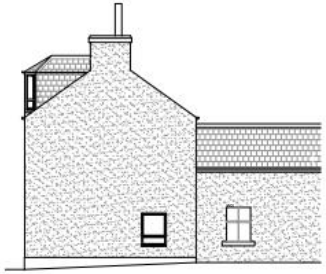

EAST ELEVATION
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SOUTH ELEVATION
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WEST ELEVATION
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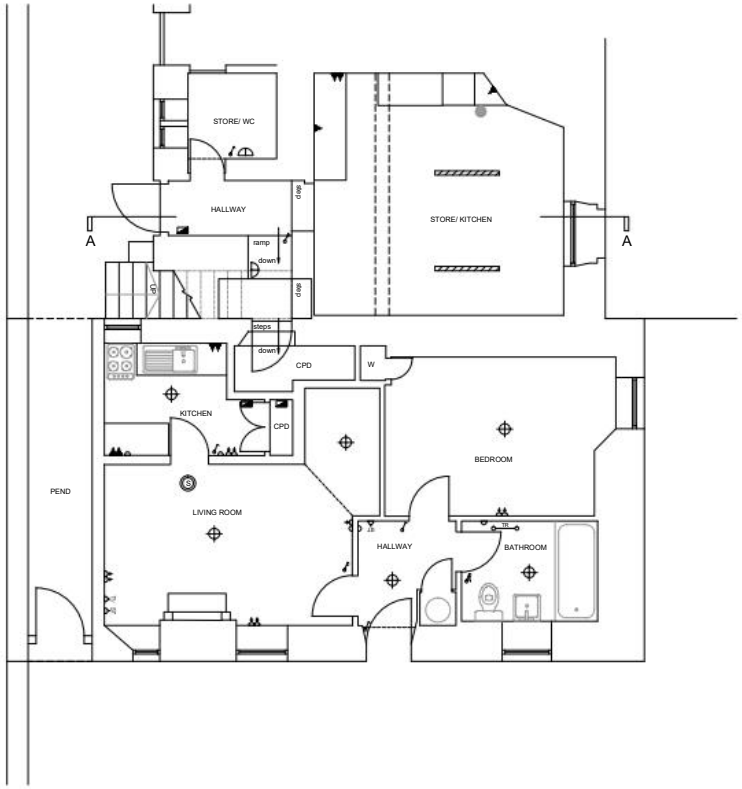

GROUND FLOOR PLAN
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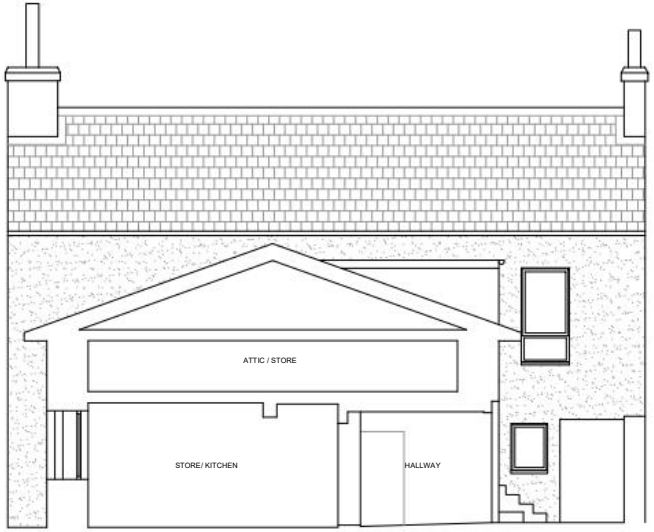

NORTH ELEVATION (SECTION A-A)
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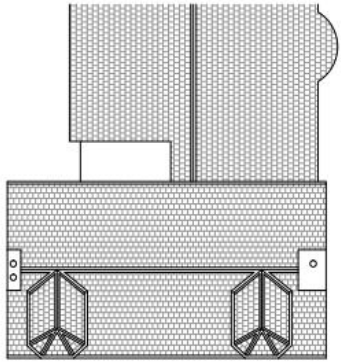

ROOF PLAN
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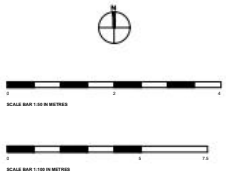

NOTES / REVISIONS

CLIENT	THE BATHROOM COMPANY
PROJECT	208 HIGH STREET PERTH PH1 5PA
DRAWING	SURVEY DRAWING

MERCAT HOUSE
1 CHURCH STREET
ST ANDREWS
SCOTLAND, UK
KY16 9NW

01334 472244

www.mwparchitects.co.uk

mail@mwparchitects.co.uk

SCALE	AS SHOWN @ A1	JOB No.	DWG/REV
DATE	JUNE 2022	4060	01
DRAWN	DJR		

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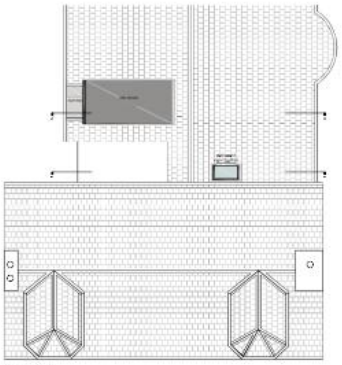

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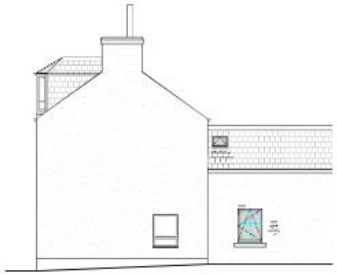

EAST ELEVATION
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SOUTH ELEVATION
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WEST ELEVATION
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FIRST FLOOR PLAN
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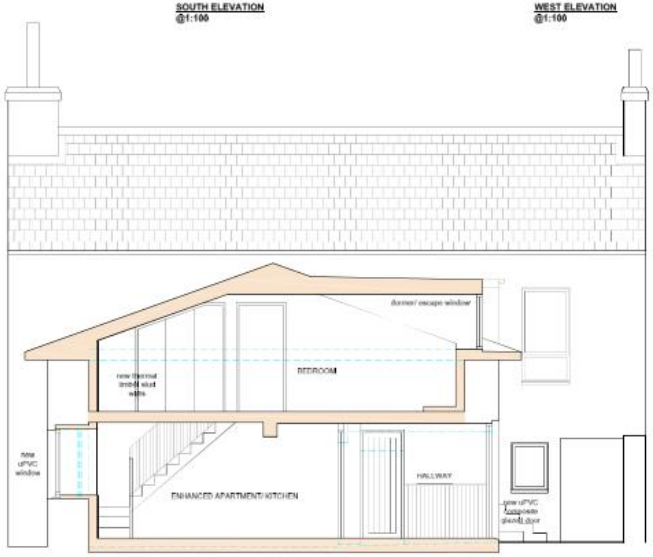

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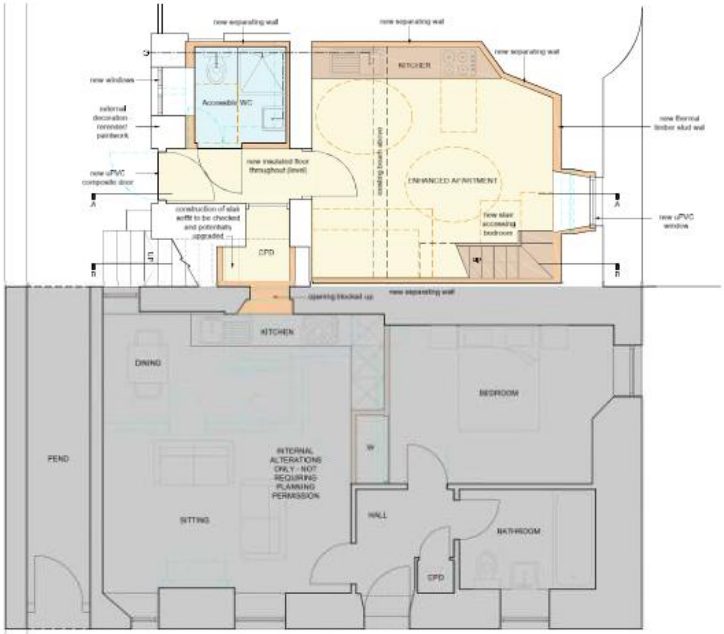

GROUND FLOOR PLAN
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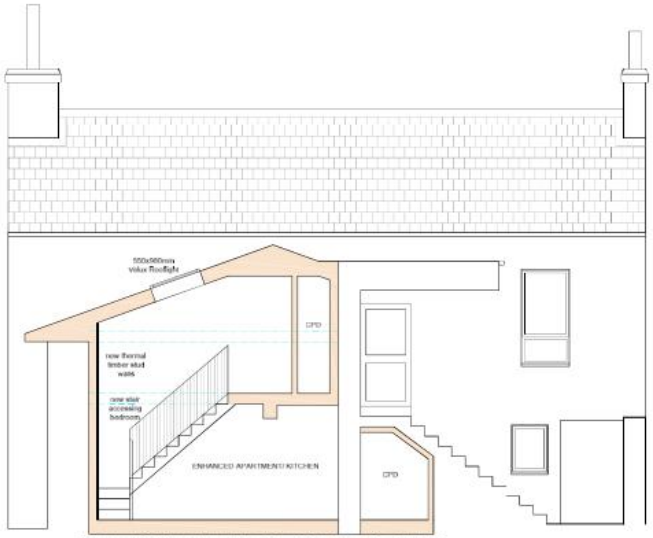

NORTH ELEVATION (SECTION B-B)
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NOTES / REVISIONS

CLIENT	THE BATHROOM COMPANY
PROJECT	208 HIGH STREET PERTH PH1 5PA
DRAWING	PLANNING DRAWING FLOOR PLANS ROOF PLAN SECTIONS & ELEVATIONS

MWP

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SCALE	AS SHOWN @ A1	JOB No.	DWG/REV
DATE	AUG 2022	4069	10
DRAWN	DJR		

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FIRST FLOOR PLAN
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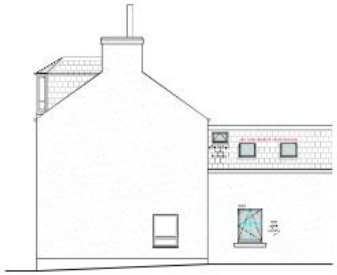

EAST ELEVATION
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SOUTH ELEVATION
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WEST ELEVATION
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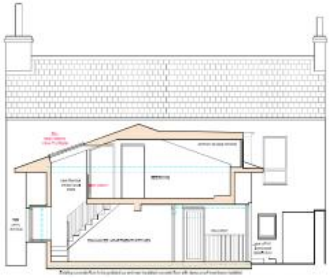

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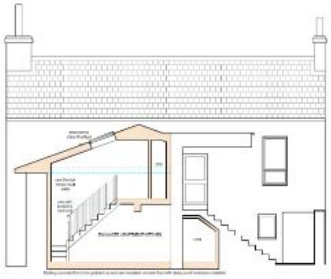

NORTH ELEVATION (SECTION B-B)
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GROUND FLOOR PLAN
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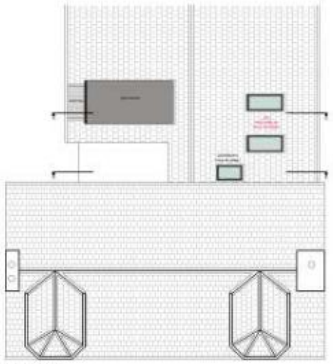

ROOF PLAN
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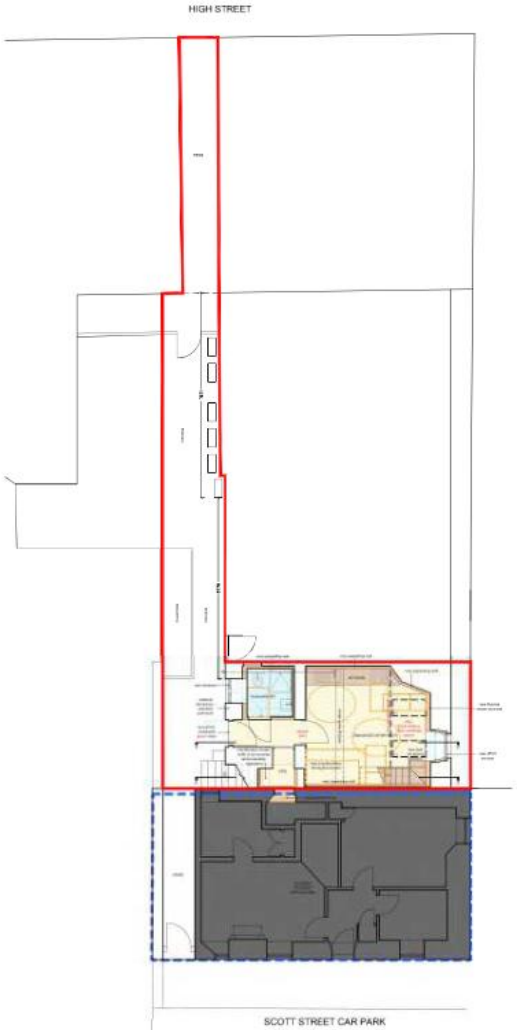

SITE PLAN
@1:100

NOTES / REVISIONS

REV A - NEW GALLERY FORMED 2 ADDITIONAL ROOFLIGHTS ADDED. SITE PLAN ADDED. ELEVATIONS & ROOF PLAN UPDATED. DR 04.10.2022

CLIENT	THE BATHROOM COMPANY
PROJECT	208 HIGH STREET PERTH PH1 5PA
DRAWING	PLANNING DRAWING FLOOR PLANS ROOF PLAN SECTIONS & ELEVATIONS

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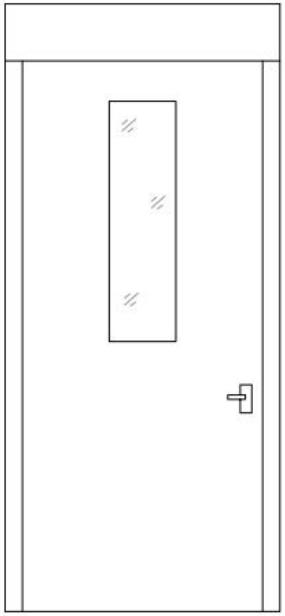
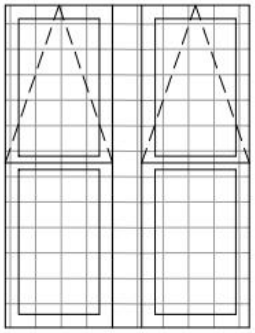
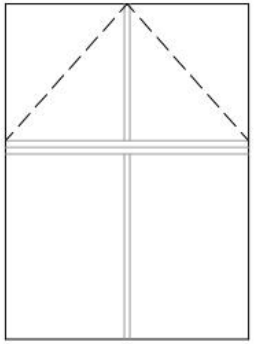
SCALE	AS SHOWN @ A1	JOB No.	DWG/REV
DATE	AUG 2022	4060	10/ A
DRAWN	DJR		



EXISTING ENTRANCE DOOR ELEVATION (D01)
@1:10

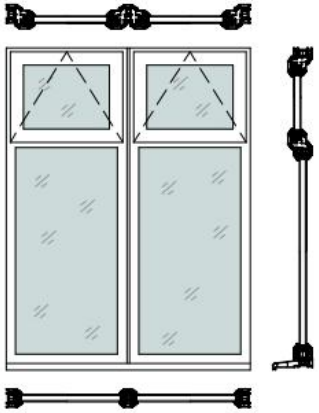


EXISTING WINDOW ELEVATION (W01)
@1:10

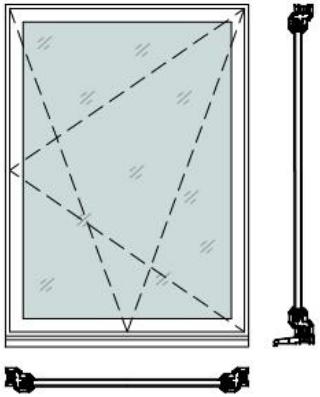


EXISTING WINDOW ELEVATION (W02)
@1:10

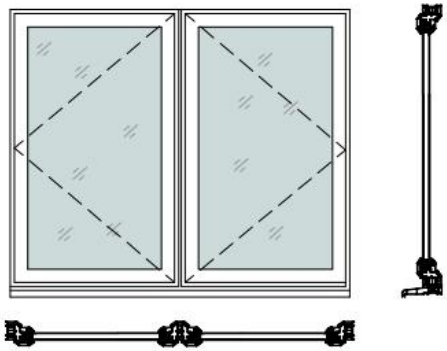
ENTRANCE DOOR DETAILS (D01)
@1:10



WINDOW DETAILS (W01)
@1:10



WINDOW DETAILS (W02)
@1:10



WINDOW DETAILS (W03)
@1:10

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VERIFY ALL DIMENSIONS AND LEVELS.

DRAWING PREPARED FOR OBTAINING CONSENTS ONLY;
NOT TO BE USED FOR CONSTRUCTION PURPOSES.

N

0 0.5 1.0

SCALE BAR 1:10 IN METRES

NOTES / REVISIONS

CLIENT	THE BATHROOM COMPANY
PROJECT	208 HIGH STREET PERTH PH1 5PA
DRAWING	PLANNING DRAWING WINDOW & DOOR DETAILS

MERCAT HOUSE
1 CHURCH STREET
ST ANDREWS
SCOTLAND, UK
KY16 9NW

01334 472244

www.mwparchitects.co.uk

mail@mwparchitects.co.uk

SCALE	AS SHOWN @ A1	JOB No.	DWG/REV
DATE	AUG 2022	4060	11
DRAWN	DJR		

Product information
VELUX INTEGRA®
centre-pivot roof window GGL

Product description

- Icon based control pad with eight pre-set programs. The programs can manage products and control the indoor climate – also possible to design personal programs
- Pre-installed hidden window operator
- Silent motor operation
- Rain sensor ensures that the window closes automatically in case of rain
- Easy installation of mains powered decoration and sunscreening products
- Control pad uses secure radio frequency (RF) technology to operate individual or groups of roof windows, blinds, awnings and roller shutters from anywhere in the building
- Control pad can operate up to 200 products
- Ventilation flap allows fresh air to circulate even when your window is closed
- Integrated dust and insect filter

Roof pitch

- Can be installed in roof pitches between 15° and 90°

Materials

- High quality natural pinewood coated with impregnation and layers of water-based acrylic clear lacquer or white paint
- VELUX ThermoTechnology™ insulation ensures an excellent energy performance
- Maintenance-free exterior covers in lacquered aluminium

Downloads

For installation instructions, CAD drawings, 3D BIM objects, 3D GDL objects etc, please visit www.velux.co.uk

Certifications

10 YEARS GUARANTEE

The VELUX product factories guarantee quality systems implementation process and environmental management systems through appropriate accreditations ISO 9001 and ISO 14001

EUTR In compliance with the EU Timber Regulation (EUTR), EU regulation 995/2010

REACH We are aware of the REACH regulation and acknowledge the obligations. No products are obliged to be registered in accordance to REACH and none of our products contains any Substances of Very High Concern.

Available sizes and daylight area

	472 mm	550 mm	660 mm	780 mm	942 mm	1140 mm	1340 mm
778 mm		**GGL CK02** (0.22)					
978 mm	**GGL BK04** (0.29)	**GGL CK04** (0.29)	**GGL FK04** (0.38)	**GGL MK04** (0.47)	**GGL PK04** (0.60)		**GGL UK04** (0.91)
1178 mm		**GGL CK06** (0.37)	**GGL FK06** (0.47)	**GGL MK06** (0.59)	**GGL PK06** (0.75)	**GGL SK06** (0.95)	
1398 mm			**GGL FK08** (0.58)	**GGL MK08** (0.72)	**GGL PK08** (0.92)	**GGL SK08** (1.16)	**GGL UK08** (1.40)
1600 mm				**GGL MK10** (0.85)	**GGL PK10** (1.07)	**GGL SK10** (1.35)	**GGL UK10** (1.63)

( ) = Effective daylight area, m^2

Lining measurements

Size	Width (mm)
BK--	417
CK--	495
FK--	605
MK--	725
PK--	887
SK--	1085
UK--	1285

Size	Height (mm)
--02	719
--04	919
--06	1119
--08	1339
--10	1549

Recommended application

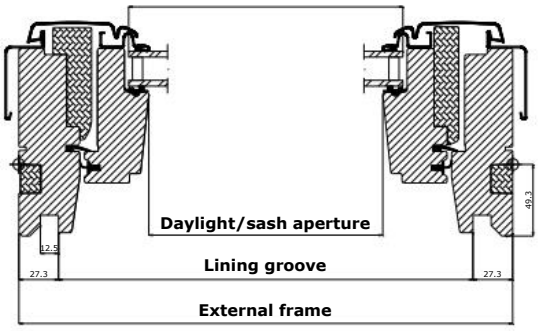
Mains powered VELUX INTEGRA® roof windows are

- perfect for new installations where frequent use of the window is essential
- ideal for out-of-reach situations or when extra convenience is needed

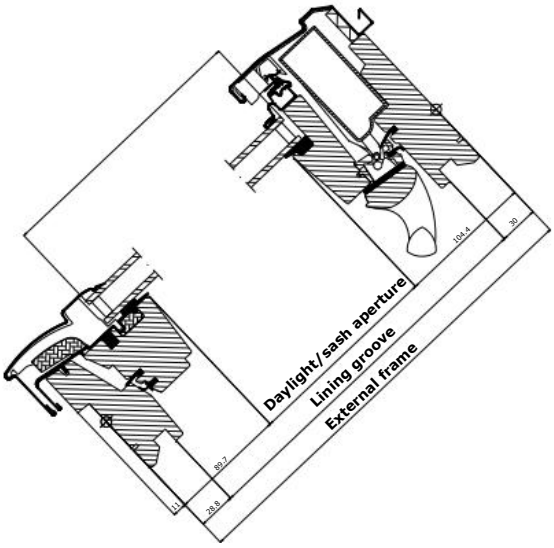
VELUX INTEGRA® control pad with intelligent programs ensures

- a perfect level of energy efficiency and comfort
- easy ventilation and better indoor air quality

Width



Height



Technical values

	--60	--62	--66	--70
U_w [W/m²K]	1.3	0.83	1.0	1.3
U_g [W/m²K]	1.0	0.5	0.5	1.0
R_w [dB]	37	42	37	35
g [ ]	0.30	0.52	0.51	0.46
τ_v [ ]	0.62	0.70	0.71	0.68
τ_{uv} [ ]	0.05	0.05	0.05	0.05
Air permeability [class]	4	4	4	4

Thermal improvements such as lower U-value (U_w) and lower linear heat loss coefficient (φ) can, for some variants, be obtained with frame insulation collar and/or recessed installation.

Glazing structure

	--60	--62	--66	--70
Inner glass pane	2 x 3 mm laminated float with low ε coating	2 x 3 mm laminated float with low ε coating	2 x 3 mm laminated float with low ε coating	2 x 3 mm laminated float with low ε coating
Middle glass pane	-	3 mm heat strengthened float with low ε coating	3 mm heat strengthened float with low ε coating	-
Outer glass pane	6 mm toughened with coatings	8 mm toughened with coating	4 mm toughened with coatings	4 mm toughened
Cavity	15 mm	2 x 10 mm	2 x 12 mm	15 mm
Glass panes	Double	Triple	Triple	Double
Gas filling	Argon	Krypton	Krypton	Argon

Glazing features

		--60	--62	--66	--70
	Heat insulation Low energy glazing provides reduced heat loss through the window and enhanced indoor comfort.	●●	●●●	●●●	●
	Solar gain In the wintertime, the heat from the sun entering through the windows is a usable solar gain.	●	●●	●●	●●●
	Solar protection In warm climates and in rooms with large window areas, a sun protective coating provides a better indoor climate during summer periods. Alternatively, exterior sun screening can be installed.	●●●			
	Sound insulation A combination of laminated glass and optimal glass thickness provides better sound insulation. Frame/sash construction and gaskets are equally important.	●●●	●●●	●●●	●●
	Security Thicker laminated inner glass pane designed to increase resistance to manual attack (burglary).	●	●	●	●
	Energy balance The energy balance represents the ability of the roof window to utilise the passive solar gain and keep in the heat during winter and its ability to protect against the risk of overheating during summer. Sun screening products can further improve indoor summer comfort.	✓	✓	✓	✓
	Safety Laminated inner glass is designed to hold the fragments together if the glass breaks. We recommend that you consider using glass units with laminated glass on the inside for windows placed above areas where people sleep, play or work.	✓	✓	✓	✓
	Outside strength Toughened outer glass pane makes your glazing more resistant to hail, heavy wind and snow loads.	✓	✓	✓	✓
	Delayed fading of materials Inner laminated glass protects materials behind the glass against the UV radiation and therefore delays fading of the materials.	✓	✓	✓	✓
	Rain noise reduction The combination of laminated glass and extra thick glass helps provide a significant, audible reduction of rainfall sound. Frame/sash construction and gaskets are equally important.	✓	✓	✓	
	Easy-to-clean The easy-to-clean coating minimises the cleaning frequency of the outer glass pane and gives you a clearer view in case of rain.	✓		✓	
	Anti-dew The anti-dew coating significantly reduces the days with dew on the outer glass pane and thus gives you a clear view.	✓	✓		

● **Good** ●● **Better** ●●● **Best** ✓ **Feature included in glazing variant**

Technical values, ventilation through ventilation flap

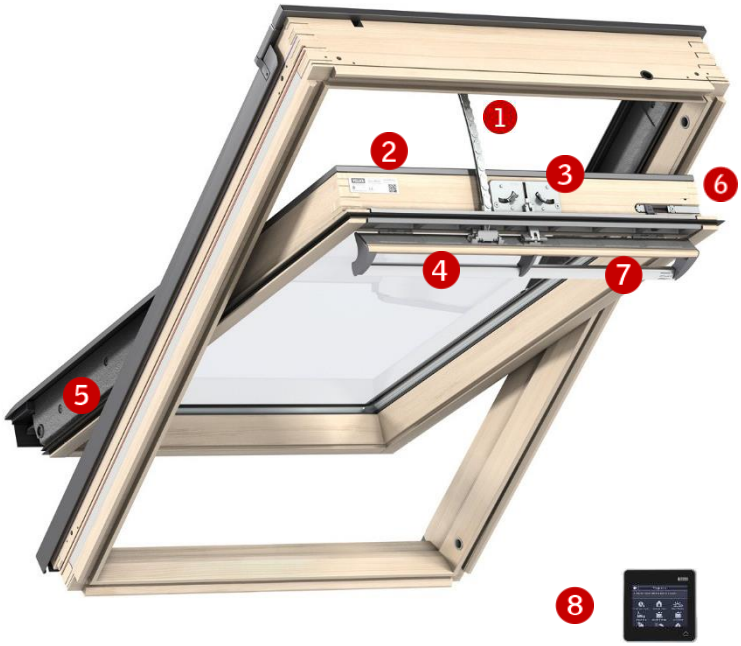
Property	Windows with double glazing					
	Width					
	CK--	FK--	MK--	PK--	SK--	UK--
Air flow characteristics [l/s]	1.9	2.3	2.8	3.4	4.1	4.8
Air flow exponent [-]	0.53	0.53	0.53	0.53	0.53	0.53
Ventilation capacity at 4 Pa [l/s]	4.0	4.8	5.8	7.1	8.5	10.0
Ventilation capacity at 8 Pa [l/s]	5.7	6.9	8.4	10.2	12.3	14.5
Ventilation capacity at 10 Pa [l/s]	6.4	7.8	9.5	11.5	13.9	16.3
Ventilation capacity at 20 Pa [l/s]	9.3	11.3	13.7	16.6	20.1	23.5
Equivalent area through ventilation flap [mm2]	2600	3100	3700	4600	5600	6600
Geometrical free area [mm2]	2800	3700	4500	6100	7200	10600

tbd: to be determined

Property	Windows with triple glazing					
	Width					
	CK--	FK--	MK--	PK--	SK--	UK--
Air flow characteristics [l/s]	1.2	1.3	1.5	1.7	2.1	2.4
Air flow exponent [-]	0.63	0.63	0.63	0.63	0.63	0.63
Ventilation capacity at 4 Pa [l/s]	2.8	3.1	3.5	4.1	4.9	5.7
Ventilation capacity at 8 Pa [l/s]	4.3	4.8	5.4	6.3	7.6	8.9
Ventilation capacity at 10 Pa [l/s]	4.9	5.5	6.2	7.3	8.2	10.2
Ventilation capacity at 20 Pa [l/s]	5.5	6.2	6.9	8.1	9.8	11.5
Equivalent area through ventilation flap [mm2]	2000	2200	2500	2900	3500	4100
Geometrical free area [mm2]	2800	3700	4500	6100	7200	10600

tbd: to be determined

Visible features



1 Window opening

When operated with the control pad, the window opens variably up to 200 mm. The window can also be opened manually, eg in case of power failure

2 Data plate

Each VELUX roof window has a unique data plate showing type, size, variant etc of the window. QR code with link to local mobile website

3 Lock casing

Electro-galvanised steel

4 Ventilation flap with control bar

The ventilation flap is designed with a control bar to allow for manual operation

ThermoTechnology™

5 Excellent insulation

Elements of expanded polystyrene ensure an excellent energy performance

6 Barrel bolt

The roof window can be rotated and secured in position with a barrel bolt to ensure safe and easy cleaning of the outside pane from the inside

Pick&Click!™

7 Brackets for accessories

With the pre-installed VELUX Pick&Click!™ brackets, installation of solar powered blinds could not be easier

8 Control pad

Unique VELUX INTEGRA® control pad featuring touch screen with swipe function and pre-set programs

Visible features

1 Rain sensor

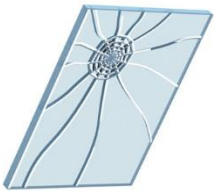
The rain sensor ensures that the window closes automatically if it starts raining

2 Click-on covers

Click-on covers make installation easier, faster and safer

3 Window operator and chain

Fully integrated, hidden motor with chain. Silent motor operation



4 Laminated pane

Laminated inner glass on all variants for personal safety

5 Pivot hinge

VELUX high quality pivot hinge provides stability and perfect sash balance. Electro-galvanised steel

Cleaning and maintenance

To clean the outer pane from the inside, rotate sash and secure in cleaning position with barrel bolt.

VELUX repair and maintenance kits are available.

Exterior covers

Material	NCS standard colour	RAL nearest standard colour
Lacquered aluminium (-0--) grey	S 7500-N	7043
Lacquered aluminium (-5--) black	S 9000-N	9005
Copper (-1--)	-	-
Titanium zinc (-3--)	-	-

Special colour requests, please contact enquiries@velux.co.uk

Interior finish

Clear lacquer	Impregnation and layers of water-based acrylic lacquer
White paint	Impregnation and layers of water-based acrylic paint, NCS standard colour: S 0500-N, nearest RAL standard colour: 9003.

Special colour requests, please contact enquiries@velux.co.uk

Blinds, awnings and shutters

Interior sunscreening

Blackout blind	●●●
Roller blind	●●●
Pleated blind	★
Flying pleated blind	●
Double pleated energy blind	●●
Venetian blind	●●
Duo blackout blind	●

Exterior sunscreening

Awning blind	●●●
Roller shutter	●●●

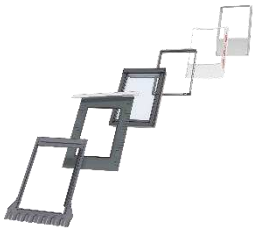
Additional accessories

Insect roller screen	●

●●● Available in manual and mains/solar powered versions
●● Available in manual and mains powered versions
● Available in manual version
★ Available in mains powered version

The mains and solar powered versions are part of the VELUX INTEGRA® product range.

Flashings and installation products



Flashings:
- ED- for single installation
- EB- for twin installation
- EK- for combi installation

Available for standard and recessed installation

Installation products:
- Installation set BDX 2000 (incl. BFX)
- Underfelt collar BFX 1000 incl. transverse drainage gutter
- Vapour barrier collar BBX 0000
- Linings LS- (incl. BBX)
- Kit for lining LSG 1000 (incl. BBX)

Technical information

Material and colour	Roof window: See brochure or price list for variants. Control pad: ABS, white (NCS S 1000-N), black (RAL 9005) and metallic grey. Window operator: PBT with glass fibre, black (NCS S 9000-N) and stainless steel chain. Rain sensor: Gold-coated sensor, grey (RAL 7022)
Size and weight	Size of product including packaging: The same as equivalent manually operated roof window. Weight: Approx 3 kg more than equivalent manually operated roof window. Control pad: 95 x 95 x 23 mm (W x H x D), 114 g (with batteries 184 g).
Installation and use	The window is classified in protection class IP44. The window operator hidden in the top cover and functions at temperatures between -10°C and +60°C. The control pad is for indoor use, maximum ambient temperature 50°C. Radio frequency range: 200 m free field. Depending on building construction, the indoor range is approximately 20 m. Installation in rooms with a high level of humidity must comply with relevant regulations (contact a qualified electrician if necessary).
Window opening	Max 200 mm within 35 seconds. Due to a shorter chain, small/special window sizes have a different window opening. Window opening for sizes --01 and --02 = 135 mm. Window opening for sizes --25 and --27 = 38 mm.
Power consumption	230/240 V a.c. – 50 Hz / 40 VA Control pad: 3 x alkaline AA/LR6 (1.5 V) batteries. Expected battery lifetime: Approximately 1 year.
Motor capacity	Traction capacity: Min 225 N Pressure capacity: Min 150 N
Connection	The window is equipped with a 7.5 m 2-core cable (H05VV-F) with a standard mains plug for connection to the mains supply (2.5 m for the UK).
Compatibility	The window is based on radio frequency (RF) technology, 868 MHz range, and is compatible with other products with the io-homecontrol® logo. The window is prepared for subsequent installation of mains powered VELUX INTEGRA® interior and exterior decoration and sunscreening products as well as frame lights. It is not compatible with battery powered or VELUX INTEGRA® Solar decoration and sunscreening products. Connection to non-compatible products may cause damage or malfunction.
CE marking	The window is CE-marked to indicate that it is in accordance with the EU directives CPD, LVD, MD, R&TTE and EMC for household, trade and light industry.
Note	This sheet describes the added features of mains powered VELUX INTEGRA® roof window GGL compared with manually operated VELUX roof window GGL. For further information on the features and specifications of GGL, please see the main VELUX brochure. We reserve the right to make technical changes.

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Friday, 16 September 2022

Scottish Water
Trusted to serve Scotland

Development Operations
[redacted]

Development Operations
Freephone Number - [redacted]
E-Mail - [redacted]
www.scottishwater.co.uk
Follow Us

Local Planner
Planning and Development
Perth and Kinross Council
Perth
PH1 5GD

Dear Customer,

208B High Street, Perth, PH1 5PA
Planning Ref: 22/01406/FLL
Our Ref: DSCAS-0072793-JFS
Proposal: Change of use and alterations to attic store to form a dwellinghouse

Please quote our reference in all future correspondence

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced. Please read the following carefully as there may be further action required. Scottish Water would advise the following:

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

- There is currently sufficient capacity in the Perth Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

- There is currently sufficient capacity for a foul only connection in the Perth City Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Please Note

- The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

- Scottish Water asset plans can be obtained from our appointed asset plan providers:
    - Site Investigation Services (UK) Ltd
    - Tel: [redacted]
    - Email: [redacted]
    - www.sisplan.co.uk
- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area, then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

- Please find information on how to submit application to Scottish Water at our Customer Portal.

Next Steps:

- **All Proposed Developments**

  All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

  Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- **Non Domestic/Commercial Property:**

  Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

- **Trade Effluent Discharge from Non-Domestic Property:**

  - Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.
  - If you are in any doubt as to whether the discharge from your premises is likely to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject “Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found here.
  - Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.
  - For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas, so the

development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

- The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

I trust the above is acceptable however if you require any further information regarding this matter please contact me on [redacted] or via the e-mail address below or at [redacted]

Yours sincerely,

Kerry Lochrie
Development Operations Analyst
Tel: [redacted]

Scottish Water Disclaimer:

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	22/01406/FLL	**Comments provided by**	Lachlan MacLean Project Officer – Transport Planning
Service/Section	Transport Planning	**Contact Details**	TransportPlanning@pkc.gov.uk
Description of Proposal	Change of use and alterations to attic store to form a dwellinghouse		
Address of site	208B High Street, Perth, PH1 5PA		
Comments on the proposal	The applicant is proposing to change a storage area and attic storage into a one bedroomed dwellinghouse. The property is accessed via a vennel from Perth High Street. The property will have no car parking associated with it and any residents requiring car parking will be required to park on-street or in off-street car parks, all of which will require a charge outside of the charging regime, should the homeowner wish to park a car in Perth City Centre. The property will very little outdoor space, so there would be no space to store a bike within the vennel, so is likely to have to be stored within the property. One the ground floor there is a large cupboard area, that could potentially be used for that purpose. Insofar as the Roads matters are concerned, I have no objections to this proposal.		
Recommended planning condition(s)			
Recommended informative(s) for applicant			
Date comments returned	05 October 2022		

M e m o r a n d u m

To Development Management & Building Standards Service Manager	From Regulatory Services Manager
Your ref 22/01406/FLL	Our ref LRE
Date 18 October 2022	Tel No

Communities **Pullar House, 35 Kinnoull Street, Perth PH1 5G**

Consultation on an Application for Planning Permission
22/01406/FLL RE: Change of use and alterations to attic store to form a dwellinghouse, 208B High Street, Perth, PH1 5PA for The Bathroom Company

I refer to your letter email dated 28th September 2022 in connection with the above application and have the following comments to make.

Environmental Health
Recommendation
I have no adverse comments in relation to the application.

Comments
This application is for the change of use and alterations to store and associated atttic to form a dwellinghouse.

Noise
There are several air conditioning units within close proximity to the application site and a site visit established that there are 6 units; 5 Toshiba RAv-GM301ATP-E units with sound pressure level of 46dB and, 1 Mitsubishi Electric – 45dB; only two were on at time of visit.

Giving a worst case senario of all air conditioning units being on and presuming these are on during normal working hours for the commercial property which is a bank the total sound pressure level would be 54dB at the units

The World Health Organisation (WHO) issued guidance in 1999 in relation to noise, at which time it was recommended that the following sound levels should be maintained: Leq50-55dB(A) in outdoor living areas, Leq35dB(A) in internal living areas and Leq30dB(A) in bedrooms. This guidance is consistent with BS8233:2014 which recommends the following sound level ranges: Leq30-40dB(A) in living areas and Leq30-35dB(A) in bedrooms.

Given the distance attenuation to proposed dwellinghouse these levels should be achievable for airborne noise allowing for 10-15dB reduction by a partially open window.

There are other residential properties within close proximity to the existing air conditioning units and to my knowledge this Service have not received any complaints with regards to noise from these units. This Service also has powers under the Environmental Protection Act 1990 statutory nuisance to deal with any noise complaints.

Therefore, I have no adverse comments to make in relation to the application for the proposed residential property.

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	22/01406/FLL	**Comments provided by**	Charlie Haggart
Service/Section	HE/Flooding	**Contact Details**	FloodingDevelopmentControl@pkc.gov.uk
Description of Proposal	Change of use and alterations to attic store to form a dwellinghouse		
Address of site	208B High Street Perth PH1 5PA		
Comments on the proposal	No objections.		
Recommended planning condition(s)	N/A		
Recommended informative(s) for applicant	The applicant is advised to refer to Perth & Kinross Council's Supplementary guidance on Flood Risk and Flood Risk Assessments 2021 as it contains advice relevant to your development.		
Date comments returned	26/10/2022		

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	22/01406/FLL	**Comments provided by**	Diane Barbary
Service/Section	Conservation	**Contact Details**	
Description of Proposal	Change of use and alterations to store and associated attic to form a dwellinghouse		
Address of site	208B High Street, Perth		
Comments on the proposal	208B High Street forms part of an unlisted building in the Perth Central Conservation Area. The site is accessed via a private pend and is not publicly visible. I am content that the impact of the proposed development on the conservation area would be negligible.		
Recommended planning condition(s)			
Recommended informative(s) for applicant			
Date comments returned	26/10/2022		

LRB-2023-05
22/01406/FLL – Change of use and alterations to store and associated attic to form a dwellinghouse, 208b High Street, Perth, PH1 5PA

PLANNING DECISION NOTICE *(included in applicant's submission, pages 33-34)*

REPORT OF HANDLING *(included in applicant's submission, pages 35-43)*

REFERENCE DOCUMENTS *(included in applicant's submission, pages 329-330 and 332-342)*

LRB-2023-05
22/01406/FLL – Change of use and alterations to store and associated attic to form a dwellinghouse, 208b High Street, Perth, PH1 5PA

REPRESENTATIONS

(part included in applicant's submission, pages 343-350)

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	22/01406/FLL	**Comments provided by**	Lucy Sumner
Service/Section	Strategy & Policy	**Contact Details**	**Development Contributions Officer:** Lucy Sumner Email: [redacted]
Description of Proposal	Change of use and alterations to store and associated attic to form a dwellinghouse		
Address of site	208B High Street Perth PH1 5PA		
Comments on the proposal	**NB: Should the planning application be successful and such permission not be implemented within the time scale allowed and the applicant subsequently requests to renew the original permission a reassessment may be carried out in relation to the Council's policies and mitigation rates pertaining at the time.** THE FOLLOWING REPORT, SHOULD THE APPLICATION BE SUCCESSFUL IN GAINING PLANNING APPROVAL, MAY FORM THE BASIS OF A SECTION 75 PLANNING AGREEMENT WHICH MUST BE AGREED AND SIGNED PRIOR TO THE COUNCIL ISSUING A PLANNING CONSENT NOTICE. **Primary Education** With reference to the above planning application the Council Developer Contributions Supplementary Guidance requires a financial contribution towards increased primary school capacity in areas where a primary school capacity constraint has been identified. A capacity constraint is defined as where a primary school is operating at over 80% and is likely to be operating following completion of the proposed development, extant planning permissions and Local Development Plan allocations, at or above 100% of total capacity. This proposal is within the catchment of Inch View Primary School. In line with the Guidance, proposed one-bedroom properties are not assessed for contributions. **Transport Infrastructure** With reference to the above planning application the Council Transport Infrastructure Developer Contributions Supplementary Guidance requires a financial contribution towards the cost of delivering the transport infrastructure improvements which are required for the release of all development sites in and around Perth. The site is located in the 'Full' Transport Infrastructure contributions zone (Appendix 3 of the Supplementary Guidance). Proposals for a change of use to form residential will not normally be expected to provide a contribution.		

Recommended planning condition(s)	**Summary of Requirements** Education: £0 Transport Infrastructure: £0 **Total: £0**
Recommended informative(s) for applicant	
Date comments returned	30 September 2022