



• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

EDINBURGH TRAM DESIGN MANUAL



APPROVED 1 DECEMBER 2005 (AMENDED 12 JANUARY 2006)

এডিনবরা ট্রাম পরিকল্পনা সম্বন্ধে লিখিত বর্ণনা

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CCTV	Closed Circuit Television	NPV	Net Present Value - the value of an investment based on an analysis of all life cycle costs and revenues adjusted to reflect present day prices. A positive net present value demonstrates that the investment will be profitable and the higher the figure, the more profitable it will be.
CEC	City of Edinburgh Council	OLE	Overhead Line Equipment ie wires and insulators, support poles and fixings to buildings to support wires.
DDA	Disability Discrimination Act	S75 Agreement	A legal agreement under s75 of the Town and Country Planning (Scotland) Act 1997 between a land/property owner and the Planning Authority to restrict the use of land/property or make a contribution of some kind.
LOD	Limit of Deviation – Area within which the tram project may be constructed – as defined in the Parliamentary Plans lodged with the Tram Bills	tie	Transport Initiatives Edinburgh Limited
LLAU	Limit of Land to be Acquired or Used- Area which can be used temporarily or permanently for specified purposes connected with the tram project (eg temporary construction compounds) but not for the tram tracks – as defined in the Parliamentary Plans lodged with the Bills.	TSAO	Tram System Aspirational Objectives - these are the Council's aspirations for the type of tram system that will be delivered
LTS	Local Transport Strategy 2004-2007 as approved by the City Council in March 2004		

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TRAM SYSTEM ASPIRATIONAL OBJECTIVES

The LTS objectives inform the development of the City's transport system at the highest level. The Edinburgh Tram Project is deemed to be a major element of the Council's LTS. For this reason, a set of tram system aspirational objectives (TSAOs) has been prepared that set out the Council's aspirations, primarily in transportation terms, for the Edinburgh Tram Project. The TSAOs are included within the Tram Design Manual to aid the holistic design process, as they are considered relevant to the design of the tram system and do influence it.

The TSAOs are not intended as an output specification for the tram. Rather, they are intended as a guide to the choice of output specification and as criteria against which to assess the decisions that are being made in defining the tram network, trams and other aspects of the system and its performance.

The TSAOs will not preclude the need to liaise with the Council, as Roads, Planning and Environmental Health Authority, throughout the design process.

All objectives must be taken into account, during the design process, with the presumption of achieving as many of them as possible, whilst recognising that, in some cases, a choice must be made between conflicting objectives. If there are conflicts, the objectives highlighted in bold should be given greater weight, although discussions with the Council would be expected, prior to final decisions being taken.

SYSTEM OBJECTIVES

GENERAL

The most appropriate tram system for Edinburgh will not necessarily be the one producing the most positive Net Present Value. Economic considerations must be balanced with the Council's policies and aspirational objectives to produce the optimum solution with the available resources.

At all times, possible future system expansion should be borne in mind when taking decisions about the nature of Tram Lines 1 and 2.

A SAFE SYSTEM

Interaction with other network users (pedestrians, cyclists, buses and general vehicular traffic) shall include: clear delineation of Tramway Path; pedestrian crossing facilities equivalent to best practice in recent UK and European systems, conforming to any relevant HMRI guidance; and, if unavoidable by design, cycle crossings that are designed to minimise conflict for cyclists.

A SECURE SYSTEM

The whole of the system should be, and perceived as being safe. This should be achieved through design and the use of CCTV and Video Security etc.

Video security should also be provided on trams, surveying views to front and rear of trams as well as complete coverage of all relevant areas within the tram.

Staff – Practice elsewhere is moving towards on-board staff with a dual revenue protection and security/passenger help function. There should be a presumption in favour of provision of on-board staff at levels similar to those on other British and continental staffed light rail systems

In-vehicle security – clear sight lines throughout trams.

A SYSTEM APPROPRIATE FOR CITY'S PUBLIC TRANSPORT NEEDS

Tram services should operate during the normal working day, in the evenings, at weekends and on most public holidays. The actual hours of operation and service levels must be justified to and agreed by the City Council.

The tram system should be designed to maximise patronage of Edinburgh public transport system as a whole (i.e. not simply to transfer existing bus passengers to tram). This implies that mode shift from car is a key objective and further implies that high quality, punctuality, service reliability and ease of use are important parameters in the design of the system.

Agreed targets should be set for performance of operations (e.g. % of trams running on time) and a performance regime considered giving incentive/disincentive in relation to those targets.

A SYSTEM ADEQUATE FOR PRESENT AND FUTURE

Maximum operational tram length (including possible expansion of unit length to cope with additional passenger demand in future) should relate to:-

- the need to minimise the length of kerb space that is sterilised at on-street tram stops (taking into account sterilisation caused by adjacent bus stops, if relevant);
- level and 'peakiness' of predicted passenger demand;
- likely service frequency;
- effects on pedestrian and impacts on moving traffic flows, and
- passive provision for future platform extensions

while maximising the operational flexibility of the system.

Choice of size, length and capacity of trams, (seated, standing, and for wheelchairs/ pushchairs) and the relationship between the number of spaces in each category, and levels of passenger comfort, should be justified in relation to experience elsewhere in UK and on the continent.



Minimum curve radius, maximum vehicle width, and Tramway Path width should consider possible requirements of expansion of system to areas with narrower streets/tighter turning requirements than on Line 1 and 2, land-take/demolition requirements, and interaction with buses and other road-users on on-road sections. Trade-offs between these issues should be made explicit when decisions are taken.

Tram stop spacing should reflect trip generation characteristics of areas through which tram passes. All other things being equal, tram stops should be more frequently spaced where trip generating land uses are of greater density and the journey time advantage of the tram compared to other modes is higher. Thus, for example, high density areas and/or /social housing (e.g. Waterfront, Pilton) and areas providing large employment uses (e.g. Government Offices) would have a higher density of stops than a lower density areas such as Ravelston. There should be a particular concern to ensure that, where practicable, areas suffering from social exclusion are served by tram stops.

Tram stops should be sited as close as possible to the main entrance of employment sites and the highest density parts of housing areas.

Tram stop locations should reflect the underlying urban structure (e.g. tram stops should be close to points of high pedestrian accessibility).

Tram signalling and communication systems should be capable of easy interface with existing traffic signal control equipment.

Proposals should maximise the benefits of the investment in tram infrastructure. Therefore, there is a presumption that the Council as Roads Authority, will work with tie to provide the tram with maximum priority – including segregated running wherever practicable - while minimising the impact on other road users but that, in so doing, the Council Executive must be satisfied that the following have been identified and taken into account:-

- Choice of location of route (route options in on-street running sections);
- Maximising/retaining existing priority for buses;
- Priority at signals for trams using best practice (as well as green extensions and early recalls, to include options such as speeding up/slowing down entire signal cycles as tram approaches to enable tram arrival in sequence with tram green);
- Minimising conflicts with access requirements of frontagers

AN OPERABLE SYSTEM

Performance specification (speed/gradients/accelerations) – typical of comparable recent continental European and UK systems, modified to take account of requirements of Edinburgh system.

A USER FRIENDLY SYSTEM

All tram passenger doorways should have level boarding.

Interior floor should preferably be step free.

Trams should be able to carry bicycles, particularly during off-peak operation.

There should be easy, direct access to tram stops from the key trip generators that they serve. This includes dropped kerbs and easy crossing of tram lines, footpaths following obvious desire lines to/from tram stops and road crossings where necessary. Multiple routes to tram stops should be provided, where considered appropriate. Access to tram stops should be direct and not require lengthy detours.

There should be at least one designated pedestrian or more formal road crossing point at all on-road tram stops where non-tram traffic is present.

There should be a presumption that pedestrian crossing signals will be linked to tram movements in order to minimise risk and delay to pedestrians accessing the tram stop.

There should be a tram information and marketing strategy that reflects the emerging public transport information strategy, and includes the provision of timetable information to Traveline Scotland or its successor.

All tram stops should have timetable, route and fare information, audio (restricted for operational disruption/security use only) and visual real time information, a covered waiting area and seats. Information should cover modes other than the tram. Lighting at tram stops and on access routes to them should be of a high standard, and developed in liaison with the Roads Authority.

The type and level of information provided should reflect the needs of different kinds of users (e.g. visually impaired, tourists etc), whilst avoiding information overload.

A clear simple signing strategy for routes to and from tram stops should be developed.

Marketing of the tram should set it in the context of being part of a wider public transport system.

Any modification of the bus network should complement the tram system, particularly with regard to potential interchange sites. (Note that modifications could only be achieved by negotiation given the City of Edinburgh Council's limited influence on the bus network.)

The introduction of the tram should not lead to bus fares increases, reductions in bus services in areas not served by the tram, nor to increases in requirements for Council subsidy of the bus network to maintain existing levels of service

Bus-tram interchange to be considered and designed in to tram stops (and their locations) at an early stage. This should include access to and information about nearby bus services.

Bike and Ride: at each tram stop, cycle parking spaces linked to demand projections, should be provided. Cycle parking should be of a standard acceptable to the Roads Authority

'Kiss and Ride': Car pick up/drop off facilities should be provided where feasible. Provision of space for this should have priority over provision of space for car parking.

Park and Ride: Car parking should be provided at tram stops where feasible, especially further from the city centre.

At appropriate locations (e.g. Haymarket, Edinburgh Park), high quality tram-rail and tram-bus interchange should be designed into the system with the objective of maximising the ease of interchange.

There should be a presumption in favour of a common high-quality brand image, system-wide.

Where tram lines utilise existing shared use cycle/pedestrian paths, a replacement path on the same alignment meeting the Council's standards, as set out in its Cycle Friendly Design Guide, shall be provided.

There should be a presumption that all existing pedestrian crossings should be accommodated in locations where general traffic access is retained. Tram stops will, where necessary, provide new crossing opportunities.

A set of minimum permissible footway widths should be justified and defined for areas of on-street running, with a presumption in favour of maintaining existing footway widths in areas of heavy pedestrian traffic (e.g. shopping areas, close to major trip generators such as medical surgeries etc.)

There should be a public complaints strategy, linked to the Bus Users' Complaints Tribunal system.

AN ENVIRONMENTALLY ACCEPTABLE SYSTEM

Adverse environmental impact should be minimised.

Drainage – should conform to SEPA standards.

Noise, both inside trams and externally, to be minimised.

Net emissions of pollutants should be designed to be minimised, on whole life cycle basis.

Overhead lines (if required): visual intrusion should be minimised.

A VIABLE, COST-EFFECTIVE SYSTEM

tie will need to satisfy the City of Edinburgh Council that a detailed construction strategy and work programme has been developed which achieves an appropriate trade-off between reductions in tram construction cost against wider disruption.

Appropriate maintenance of the tram system, including the trams themselves, internally and externally, the visible infrastructure, and the equipment and systems, is very important to support a safe, high quality and efficient service, minimise environmental impact and retain the image and appearance of the tram system.

There are essentially four types of maintenance:

- Routine, planned inspection and maintenance. These activities should be minimised by design and the requirements clearly identified and documented.
- Unplanned maintenance to address safety issues, rectify faults and restore operational performance or equipment functionality. The design should ensure that in principle, individual faults have no, or only a minimum, effect on the normal service operation.
- Cleaning and maintaining the visual appearance of the tram system. The design and selection of materials should seek to minimise the potential for and the impact of vandalism and the effects of exposure to the environment.
- Renewals as a result of wear of components, functional degradation, or obsolescence.

The design of the tram system should ensure that cleaning, inspection, maintenance and rectification works can be carried out as far as possible without impacting on the service operation, to minimum disturbance to frontagers and other premises along the route, and to minimise inconvenience to other users of the street area. The design should also address the issues of future renewals so as to establish, in advance and as part of the original design approach, quick and convenient methods that cause minimum disruption.

The performance regime put in place for the tram system operation should ensure that appropriate incentives are given to:

- Carry out scheduled inspection and maintenance activities promptly and comprehensively
- Rectify faults in appropriate timescales, ensuring continuity of service as far as possible and minimising loss of passenger facilities, while achieving an appropriate balance of costs and performance
- Carry out cleaning tasks to an appropriate programme and restore appearance as quickly as possible. In particular graffiti and other vandalism should be removed or rectified within 24 hours.
- Plan and carry out renewals in a timely manner, before restrictions on service operation or the provision of passenger facilities are necessary.

Proposals for fares structure must address issues including:

- Economic viability of the tram system (including revenue protection implications)
- Promotion of Social Inclusion
- Maximising mode shift from car
- Travel for shopping and leisure as well as work
- Travel by family (and other) groups
- Concessionary Permit Holder scheme

Tram fare levels should be broadly equivalent to similar bus journeys.

The ticketing system, including ticket purchasing arrangements, should be able to deal with/provide the following

- Concessionary travel
- Pre-purchase of tickets in carnet format (or equivalent)
- Journeys involving change of tram and/or change from bus to tram - ideally, without any financial interchange penalty but perhaps subject to limited time validity
- Travel by family (and other) groups
- Regular travellers through appropriate season tickets – using smartcard technology, where practicable, compatible with those of major bus operators in Edinburgh, and available from a range of outlets.
- Day tickets
- Multi-modal day and season tickets
- Promotional tickets e.g. linked with Festival events and visitor attractions that permit travel on buses as well as trams should be available.
- Employment related discount tickets
- Journeys involving car parks
- Whether and how customers can pay by cash
- Through-ticketing with national rail services

The financial/economic implications of the tram system specification should be clearly identified. The trade-offs between investment up-front and ongoing operational and maintenance costs (including vandalism repairs) should be clearly identified and related to cost-effectiveness requirements. Similar trade-offs should be identified between the design life and renewal cycle for all elements of the system.

Operating costs should be minimised whilst meeting the required performance targets. The performance targets are more important than the minimisation of operating costs.

APPENDIX 2

‘PLANNING APPROVALS’ required for Edinburgh Lines 1 & 2 (November 2005)

The following table sets out a quick reference guide to the main elements associated with the Tram Project proposals and the planning approvals which are likely to be required. This table should not be used as a definitive guide. For the avoidance of doubt the relevant legislation should be consulted. This Table may also be revised should there be any changes to the Tram Legislation which at the time of writing is under consideration by Parliament.

Proposal (A to Z)	Type of Planning approval required	Legislation
Access Roads	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Advertisements on Tram Stops or other buildings/ structures.	Express Consent to Display an Advertisement required for commercial advertising. Directional signs and information notices enjoy “deemed consent” and so do not require express consent	Town and Country Planning (Control of Advertisement) (Scotland) Regulations 1984 (Reg 5, 6 and 10 and Schedule 4)
Advertisements on Trams (inside and out)	No Consent Required	Town and Country Planning (Control of Advertisement) (Scotland) Regulations 1984 (Reg. 3(1) confirms that adverts on moving vehicles are exempt from control)
Bridges (Erection of new bridges and extensions to existing)	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Buildings (Erection of new building or extensions to existing)	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29

CCTV within LODs	May require Prior Approval (any building or pole on which they are fixed may require prior approval). Listed Building Consent where attached to Listed Building specified in Schedule 10.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted in Edinburgh Tram Bills s70
CCTV outwith LODs	None usually, but consent needed in Conservation Areas and consent also needed if preconditions contained in GPDO are not met. Listed Building Consent likely to be needed to attach CCTV cameras to listed buildings.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 72
Construction compounds within LOD or adjacent to LOD land	None	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 14
Demolition of buildings/ structures within a Conservation Area	Conservation Area Consent (unless only partial demolition, or the building or structure is very small – 115 cu m or under - or was not in a Conservation Area at the time the Bill was introduced to Parliament)	Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 Direction on Exemption from Demolition Control in Conservation Areas 1987
Fences (means of enclosure only – see below for “sound barriers”)	None within LODs. Outwith LODs consent required only in the conservation areas unless over 1m high (and other GPDO preconditions)	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Classes 29 and 7

APPENDIX 2

Footbridges	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Embankments	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 and definitions, supplemented by definitions in Town & Country Planning (Scotland) Act 1997
Landscaping - hard & soft	None. However, link with Environmental Statements and the Landscape Habitat Management Plan for Roseburn Corridor.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Lighting	May require Prior Approval if attached to a building or placed on a pole Listed Building Consent where attached to Listed Building specified in Schedule 10.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted in the Edinburgh Tram Bills s70 Edinburgh Tram Bills s68
Listed Building alterations (for tram-related works)	Prior Approval. Listed Building Consent also required but only in relation to listed buildings specified in Schedule 10 to the Tram Bills	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted in Edinburgh Tram Bills s70 Edinburgh Tram Bills s68 AND Sch. 10 Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 Town and Country Planning (Listed Buildings and Conservation Areas) Scotland Regulations 1987

OLE (Overhead Line Equipment) Poles	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted in Edinburgh Tram Bills s70
Overhead line fixings to Listed Buildings	Prior Approval Listed Building Consent may also be needed - but only if attached to Listed Building specified in Schedule 10.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted in Edinburgh Tram Bills s 70 Edinburgh Tram Bills s68 AND Sch. 10 Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 Town and Country Planning (Listed Buildings and Conservation Areas) Scotland Regulations 1987
Overhead line fixings to non-listed buildings	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted by Edinburgh Tram Bills s70
Park & Ride site at Ingliston	None (except for any formation or alteration of a means of access to a road used by vehicular traffic and any buildings/shelters)	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Park & Ride Sites - others	Full Planning Permission	Formation of Park and Ride Sites is not a scheduled work under the Edinburgh tram Bills

Retaining walls	Prior Approval (unless retaining wall is considered to be solely a means of enclosure)	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Scheduled Ancient Monument (SAM)	Scheduled Monument Consent required for almost any type of work to Victoria Swing Bridge (including temporary storage on the surface of the SAM). Application must be made direct to the Scottish Ministers. Dealt with by Historic Scotland (who has indicated that a form of in principle SMC could be given).	Ancient Monuments and Archaeological Areas Act 1997 (assuming section 69 is removed from the Tram Bills as has been promised)
Signs	Traffic and other functional signs generally enjoy “Deemed Consent” providing any illumination is for purposes of warning	Town and Country Planning (Control of Advertisement) (Scotland) Regulations 1984 Schedule 4
Signalling	May require Prior Approval if attached to a building or placed on a pole Listed Building Consent would also be needed if attached to Listed Building specified in Schedule 10.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted by the Edinburgh Tram Bills s70 Edinburgh Tram Bills s68
Sound Barriers	Prior Approval. Sound barriers by definition are not considered a means of enclosure. Hence they fall within the definition of “building” in the 1997 Act and require prior approval.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29

Street lighting	None usually, but may need consent in Conservation Area with Article 4 Direction in force	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 30
Substations	Prior Approval – within definition of “building”.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 – as interpreted in Edinburgh Tram Bills s70
Trackside Equipment Cabinets	None. Plant and equipment is exempt from the definition of “building” in GPDO.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29 Town and Country Planning Scotland Act 1997 s 277
Trams	None	
Tram tracks & associated surfacing within existing roads	None	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Tram stops & associated equipment	Prior Approval for those parts defined as a building (eg Shelter). While not all parts of the tram stop require prior approval, it is tie’s intention to lodge applications for tram stops as a whole so that those parts which need approval can be judged in context	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Trees - removal of, or works to	None	Edinburgh Tram Bills s57

Vehicle access to road used by vehicular traffic (formation of or alteration to)	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Viaducts (Erection of new one or alteration to existing one)	Prior Approval	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Class 29
Walls (means of enclosure only – see above for “sound barriers” and “retaining walls”)	None within LODs. Outwith LODs consent required only in the conservation areas or if more than 1m high.	Town and Country Planning (General Permitted Development) (Scotland) Order 1992 – Classes 29 and 7

POST BILL PLANNING PROCEDURES – THE “PRIOR APPROVAL PROCESS”

THIS PROCEDURE NOTE IS TAKEN FROM THE REPORT THAT WAS APPROVED BY
PLANNING COMMITTEE ON 5 FEBRUARY 2004 .

PRIOR APPROVALS

The Bills acknowledge the scope of “Prior Approvals”. This is the term given to those detailed matters in respect of which further approval of the planning authority is required following any approval by Scottish Parliament for the Tram Project as a whole. The scope includes buildings, poles, substations, alterations to buildings and tram shelters. The detailed design of these matters which will come before the planning authority for further approval.

Bills will also give consent for mitigation measures (as contained in environmental statements).

“Prior approval” is not quite the same as planning permission. Approval may only be refused or given conditionally if the development ought to be and could reasonably be carried out elsewhere on the land designated (i.e., within limits of deviation), or the design or external appearance of any building or bridge etc would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

ROLE OF DESIGN MANUAL

The Design Manual is considered a key document in the prior approval process. It is now in a final draft form, ready to be submitted to Parliament. The Design Manual will have three key roles. It will:

- Outline aspirations and set design objectives to influence the design process;
- Act as a form of supplementary planning guidance - the key document to be used by the planning authority in assessing design details at the prior approval stage;
- Constitute an important tool in the procurement process to check that the detailed design and implementation meet the standard required to deliver a quality tram system.

Focusing on the role as a form of supplementary planning guidance, the Manual will be finally approved by Planning Committee and have a formal status. At the earlier stage in the process it was to do two things:

- To be forwarded to the Scottish Parliament to give support to the formal documents submitted, and
- To continue to develop as new information on best practice becomes available, in line with more detailed thinking by tie and other parties during the next stages of the Tram Project.

Work can still continue on the Manual, and this will be taken forward along with any findings or outcomes from the Parliamentary process in a report to Planning Committee following Royal Assent and prior to any design work being commissioned (and so before any prior approvals are received).

Final approval of the Planning Committee will be necessary either for the Design Manual as a whole, or for the elements which constitute supplementary planning guidance.

APPROVALS FOR ALTERATIONS TO LISTED BUILDINGS

The Bills will seek powers giving consent to attach fixings to listed buildings, providing these respect the character of the buildings. Certain key or sensitive buildings will be excepted from this (for example, National Portrait Gallery, Scott Monument and all other buildings on south side of Princes Street, St John's West Church, Church at east end York Place – a full list is included in the Bills. The Bills will also detail other specific works to listed buildings for which authorisation in principle is requested. The details of all of these will come to the planning authority for “prior approval”.

PROTOCOL

A protocol along the following lines has been agreed.

- Submission of details to Planning and Strategy (by letter). For fixings the details should include drawings of the type of fixing and the detailed position on the facade of the building in relation to other facade elements. A photograph of the facade showing the exact position of the fixing will be acceptable, providing this is sufficiently detailed to permit identification of the exact location of the fixing. For other alterations, full plans sections and elevations will be required.
- Proposals for fixings may be submitted on a street by street basis. This will enable a full assessment of impacts and consideration of alternatives.
- The submission should be registered on the UNIFORM system (special “TRAM” suffix code) and be included in the Weekly List.
- If sufficient detail then Site Visit takes place – case officer and officer from Historic Scotland – to check if fixing points fully comply with terms of Design Manual in relation to detailed features on building i.e., approval under delegated powers.
- If compliance, then letter of confirmation of approval sent.
- If non-compliance, then submission should be advertised, and indicated as item for Committee. Report to Committee and subsequent decision letter sent.
- A 2 month period should be allowed for determination (no period set down in statutory instruments).

For the excepted listed buildings, if fixings are desired, then a full application for listed building consent will be required in each case.

OTHER PRIOR APPROVAL MATTERS

Details of non-listed building related proposals will also require prior approvals. A similar protocol is recommended for these, but with Historic Scotland involved on a limited basis.

The following procedure is suggested.

- Submission of details to Planning and Strategy (by letter).
- The submission should be registered on the UNiform system (special “TRAM” suffix code) and be included in the Weekly List. If the details relate to items already identified as requiring a further report to Planning Committee, then this will be noted in the Weekly List.
- Case officer checks if proposals directly affect a scheduled ancient monument or a designed landscape, or if proposals affect the setting of a category A listed building*, and if so, refers the proposals to Historic Scotland.
- Case officer checks if details comply with Design Manual.
- If compliance, (and Historic Scotland have no concerns) then letter of confirmation of approval sent (i.e., approval under delegated powers), or Committee report prepared accordingly.
- If Historic Scotland express concern, then site meeting takes place to resolve the issue.
- If non-compliance with Design manual or concerns of Historic Scotland cannot be immediately resolved, then item advertised and changes sought or report to Committee prepared and subsequent decision letter sent.
- A 2 month period should be allowed for determination (no period set down in statutory instruments)

Further consideration will be given to:

- how the process might be streamlined in terms of submissions – for example could some matters such as proposed tram supports be handled on a street-by-street basis. For example, advice can be prepared about streets containing category A listed buildings, and within such streets referral to Historic Scotland will be likely.
- how delegated powers would apply to Tram Prior Approvals, particularly in the light of the limitation inherent in the process (see second paragraph above) – this will now be taken forward in the next review of the Authority’s Scheme of Delegation.

PLANNING POLICY CONTEXT

On 27 Nov 2003, the Planning Committee agreed that the routes shown in the final Parliamentary Plans should be safeguarded for future transport purposes. The Finalised Rural West Edinburgh Local Plan 2003 should safeguard the land needed for the section of Line 2 from the city edge to Newbridge. It should also safeguard the tram route from Newbridge to Kirkliston. The rest of the Line 2 route, and the whole of Line 1, should be safeguarded in the Edinburgh City Local Plan.

A paper providing detailed clarification of the practical effects of this safeguarding was approved for consultation by the Planning Committee on 26 May 2005. This is as follows:

NEW DEVELOPMENT ON OR NEAR SAFEGUARDED TRAM ROUTES - GENERAL PLANNING PROVISIONS (DRAFT)

In November 2003, the Planning Committee agreed to safeguard the routes for Edinburgh Tram Lines 1 and 2. In November 2004 it also agreed to do so for the route of Tram Line 3. This means that where a development proposal might impose obstacles or constraints to the implementation of the tram project, this has to be assessed before the Planning Committee determines that application. Issues to be addressed include proposed development of land required permanently for tram, creation of new vehicle accesses which could impose time delays to tram running, development which could pose difficulties in constructing the tram (including building on sites proposed to be temporarily occupied for construction purposes) and buildings that will require maintenance to take place sufficiently close to overhead line equipment to pose safety concerns which are sufficiently serious that the overhead power may need to be switched off, thus interfering with tram operations.

In general, if a proposed development poses a threat to the tram project then it should be refused unless it can be modified or conditions can be attached which overcome that threat. In some cases it may be appropriate for such conditions to be imposed through a s75 agreement.

The following policy will apply.

Any proposal for development or redevelopment which encroaches within the defined Limits of Deviation for Tram Lines 1, 2 and 3, should be refused unless the applicant is able to demonstrate to the satisfaction of the Planning Authority that it can be implemented without prejudice to the implementation of the Tram.

Any proposal for development or redevelopment which encroaches within the defined Limits of Land to be Acquired or Used may be considered acceptable if implementation can be delayed or phased to take account of the implementation of the tram Project. Consideration should be given to adapting proposals to incorporate tram infrastructure within the development.

Any development on land outside but close to the safeguarded routes will be assessed for potentially adverse impact on Tram operation or tram infrastructure. In particular, proposals must demonstrate sufficient clearances for overhead line equipment and safeguard adequate access for maintenance of buildings.

Tram interface issues are considered to arise in two types of circumstances:

- Extensions or new structures attached to existing buildings
- New buildings on large brownfield or greenfield sites adjacent to the tram route

The design of extensions to existing buildings or new structures attached to existing buildings should be carefully controlled or modified to ensure that (a) adequate clearances will be safeguarded for overhead line equipment and other infrastructure for the Tram and (b) maintenance of the building, as extended, can be carried out. Failure to demonstrate this will result in planning permission being refused.

It is recommended that all relevant applications should be referred to tie in the first instance.

- If tie consider that the design requires modification to address this issue then negotiations should take place with the applicant to this end.
- If the proposal cannot be modified to resolve the issue or if the applicant is not prepared to modify the design, then the method and timing of maintenance should be controlled through a condition on planning permission or a s75 agreement.
- If it cannot be demonstrated (either by the applicant or tie) that the proposed development can be safely maintained even with a condition or agreement then it should be refused.

The layout and design of new buildings on brownfield or greenfield sites adjacent to the tram route should anticipate the changes which will result from Tram. In particular consideration should be given to

- The creation of new public realm spaces relating well to stops and linking to established or emerging footway and cycleway connections.
- The relationship to established or potential transport interchange facilities
- The potential for mixed uses and higher density developments around tram stops
- The potential to incorporate overhead line equipment fixings within the fabric of the buildings
- The potential for buildings to accommodate internally any appropriate items of tram infrastructure such as sub stations, other equipment and ticket machines
- Safe and easy maintenance arrangements for overhead line, streetlighting, the buildings themselves and any associated equipment.



Tram will be a force for change within the city, both visually and in terms of the function of spaces. A key objective is for the Tram Project to act as a catalyst for improving the public realm throughout the city. Hence all opportunities to create new and improved spaces should be exploited in a creative way. In addition, the need to ensure that new buildings can be maintained without interfering with the tram operations is a material consideration. This should be reflected in determining planning applications and in the development of design briefs, masterplans, and statement of design principles. The objective is to ensure that good urban design can be achieved in a manner consistent with the tram project and without the need for additional controls or restrictions on future use. However, where urban design requirements are such that an intrusion of building lines into the tram interface zone is desirable, then this would be considered but only where if it is possible control the method and timing of maintenance through a condition on planning permission or a s75 agreement.

(DRAFT) DESIGN PRINCIPLES FOR PRINCES STREET

APPROVED AS A DRAFT BY PLANNING COMMITTEE ON 27 NOVEMBER 2003.

Tram proposals for Princes Street must address the principles laid out below as well as following the overall Design Manual for the Tram. The aim is to integrate the tram into this key public space in a seamless manner.

1. DEFINITION OF PRINCES STREET

Princes Street shall be taken to be the length of the street from Waterloo Place to Shandwick Place

2. RESPECT THE HERITAGE OF PRINCES STREET

The insertion of a tram, and its associated equipment along the street must respect the Georgian, classical grid layout of the first new town. Consequently the geometry of the works associated with inserting a tram along the Street must be regular and uniform reflecting the Heritage of the first New Town.

- Axial views should not be disrupted and the positioning of poles, stops and other equipment must avoid any disruption and minimise the visual impact overall.
- The lines should be straight and parallel, running down the street with no deviations.
- Supports, if required to carry the wiring, should be regularly placed. The opportunity of using poles to carry other signs and reduce clutter along the street in a well designed, comprehensive manner should be examined in detail.
- Floorscape materials should pick up on regular kerb lines and through careful design and detailing, overcome the visual intrusion of buildouts.
- No substations shall be located on Princes Street. The objective is to create regular, straight lines that emphasise the symmetry of the street.
- Materials should be of the highest quality, in keeping with context. Extensive use of natural materials will be sought.

3. TRAM STOP

The tram stop is located to the east of Castle Street where no axial views are interrupted. If for any reason the stop has to be considered elsewhere then this principle shall still hold. Further considerations are

- The relationship between the tram stop and the bus stops should be carefully considered in terms of location and design. Tram and bus shelters should be seen as belonging to the same family.
- No advertising will be allowed on the tram stop.
- Only equipment necessary for the stop will be allowed – i.e. there shall be no kiosks or toilets associated with the stop.
- All plant associated with the stop shall be placed underground.

4. OVERHEAD WIRING

Along Princes Street, supports carrying overhead wiring shall be located between the tram lines and placed at regular intervals. These poles shall not

- Interrupt axial views down the streets connecting to Princes Street.
- There shall be no fixings for wiring allowed to buildings or structures on the south side of Princes Street.

5. PUBLIC REALM

The public realm will be designed to the highest standard using high quality natural materials that are fit for purpose. The design shall integrate with the work carried out under the Capital Streets Programme that will set the standard for work on Princes Street.

- Pedestrian movement on the Street should be improved through pavement widening, wherever, possible and designed to reflect the original grid layout and geometry
- Pedestrian crossings should be well located, give maximum symmetry, enhance axial views and relate well to the entrances to Princes Street Gardens.
- Pedestrian crossings going from the south to the north side of Princes Street should be widened to create a greater freedom for pedestrian movement. Where they connect with roads that have been closed, then consideration should be given to placing the crossings axially as well as widening the crossing to the same width as the street that they are connecting with.
- Elsewhere crossings should be placed axially wherever possible.
- The needs of disabled people shall be addressed in the final design.

6. STREET FURNITURE

A comprehensive examination of street furniture should be included in any design for Princes Street. The design of Street furniture should integrate with the work on the Capital Streets Programme to ensure that uniformity and consistency is achieved.

- Pedestrian barriers should be removed along the length of Princes Street.
- The opportunity of reducing clutter through integration shall be taken.

DRAFT DESIGN PRINCIPLES HAYMARKET

APPROVED AS A DRAFT BY PLANNING COMMITTEE ON 27 NOVEMBER 2003.

There are fundamental urban design and townscape issues associated with integration of the tram at Haymarket. The tram proposals are also a catalyst to improve the public realm in this complex space.

Any Masterplan for Haymarket must address the principles laid out below which when followed will provide a framework against which mitigation of the Tram's insertion can be judged.

These principles have been set in context with objectives that have been developed from those established as part of the tie Masterplanning Study Document.

It is important to establish a set of objectives and principles, which inform the masterplan to ensure the vision is achieved:

1. To develop a strong modern identity for the site that reinforces the historic character of Edinburgh.
2. To establish a transport interchange of national standing which will bring positive physical, social and economic benefits to the city and the Haymarket Area.
3. Create an attractive and dynamic pedestrian gateway to the city with a workable junction, which is accessible to all user groups.

PUBLIC REALM

A co-ordinated contemporary public realm, designed to the highest possible standards, creating a high quality floorscape in association with street furniture should be delivered for the entire Haymarket area.

A review of the townscape structure should be undertaken and appropriate built forms considered to create a contemporary urban context to the new pedestrian space that respects and reinforces the heritage of the area.

This should be achieved through reference to the following specific issues:

Roads and pedestrian spaces

- The pedestrian space should be increased in order to improve the access to and from the new 'transport interchange'.
- Pedestrian space should be increased in front of the new Morrison Street development, between Morrison Street and Dalry Road by narrowing the carriageway on Morrison Street and Dalry Road.
- The pedestrian space in front of the station should be increased to form a new square and a strong, positive connection, both in terms of townscape and pedestrian circulation, made with Dalry Road. This is likely to include bridging/decking over the railway line in this area. .

TRANSPORT CONNECTIONS

A proposal to form a direct, clear transport interchange between tram, rail, bus, cycles and pedestrians will be taken. This should be achieved through reference to the following specific issues:

- The interchange and associated space should be pedestrian friendly with covered connections.
- Co-ordinate tram stops and bus stops in the context of the station concourse and access to the station. Opportunities for locating these close together should be maximised.

Ensure links and a physical connection in the scheme design is made to the cycle network at the rear of Haymarket Terrace.

TOWNSCAPE

The coherent townscape structure of the area should be enhanced and should inform the nature of the new development.

LISTED BUILDINGS AND STRUCTURES

- Following approval of the Tram Project proposals by Scottish Parliament, demolition of the Caledonian Ale House is expected to take place. Alterations to and/or demolition of the stairs and lamp associated with the station will also be authorised and this should be addressed in detailed design work.
- The setting to the remaining listed buildings is to be respected and in particular new development should seek to enhance the setting of Haymarket Station.
- The War Memorial at the Haymarket Junction should remain an important component to the space and should be re-sited accordingly.

DEVELOPMENT OPPORTUNITIES

Consideration should be given to decking over the railway. This would also offer the opportunity to construct lightweight structures to create a sense of enclosure for Dalry road and improve the relationship between the station and Gorgie/Dalry. There are also opportunities for redevelopment at Rosebery House which occupies a key position in relation to Haymarket, and also Haymarket House.

LIST OF DEVELOPMENT QUALITY GUIDELINES

Access Stairs on Listed Buildings
Access to the Built Environment
Advertisements and Sponsorship
Affordable Housing
Affordable Housing (appendix) Notes on Implementation
Alarm Boxes
Allotments
Alterations to Listed Buildings
Amusement Centres
Art in Public Places
Automatic Teller Machines
Biodiversity
Car Parking in Front Gardens
Cinema Developments
Colonies
Colour of Buildings
Commercial Frontages
Commercial Leisure Uses
Community Safety
Conservation and Design Development Controls for the First New Town
Daylighting, Sunlight and Privacy
Development Affecting the Setting of Listed Buildings
Developer Contributions for Investment in Schools
Duddingston Village – Maintenance and Repair Guide
Flagpoles, Flags and Banners
Guest Houses
High Buildings and Roofscape
Historic Buildings Repairs
House Extensions and Alterations
Houses in Multiple Occupation
Housing Development in Garden Grounds
Light Intrusion
Location of Licensed Premises

Loss of Residential Use

Mews

Nursing Homes

Open Space and Ancillary Facilities for New Housing Developments

Planning and Flooding

Police Boxes

Princes Street Shop Front Design Guide

Private Day Nurseries

Quality of Landscaping in Developments

Queensferry Conservation Area – Design Guide

Radio Telecommunications

Replacement Windows and Doors

Restaurants, Cafes and Hot Food Shops

Safeguarding of Building Interiors During Vacancy

Satellite Dish Aerials

Services on Buildings

Sett Paved Roads

Shops – Conversion to Residential Use

Site Planning for Sustainable Development

Speciality Shopping Streets

Stonecleaning Paint Removal and Graffiti Removal

Subdivision of Listed Buildings

Tram Developer Contributions

Tree Protection

Urban Forestry

Villa Areas and the Grounds of Villas

Well Court (Dean Village) – Design Guide

Working from Home

World Heritage Site Manifesto

INITIAL STATEMENTS ON STRUCTURES

This document sets out objectives for each of the major structures proposed in the Tram Project. The objectives are set in the context of the policy background and other considerations.

The 11 structures listed in the Tram Design Manual now follow in this order.

- A8 crossing point under the Gogar roundabout
- Line 2 depot access road bridge at Gogar roundabout
- New bridge over railway at Edinburgh Park
- New bridge over railway at Stenhouse
- Murrayfield viaduct
- Haymarket viaduct
- Coltbridge retaining wall
- Crewe Toll retaining wall/structure
- Lower Granton Road retaining wall to maintain access to Granton Harbour eastern breakwater
- Starbank walkway
- Lindsay Road retaining wall/structure

EDINBURGH TRAM PROJECT PROPOSED MAJOR STRUCTURES - DESIGN OBJECTIVES

LOCATION : A8, GOGAR ROUNDABOUT

TRAM LINE : 2

DESCRIPTION OF STRUCTURE :

Underpass for tramway to cross A8

LOCAL PLAN : Rural West Edinburgh

CONSERVATION AREA : No

RELEVANT LP DESIGN POLICIES :

Policy E41 – New development will be required to promote high standards of design for all development and its careful visual and physical integration with its surroundings, built fabric as well as natural environment, in terms of scale, form, siting, street pattern, alignment and materials. It should prevent intrusion into views of the city's landmarks, natural features and skyline. Special attention is required to design quality at gateways and along arterial routes and to densities at accessible locations. Landscape buffers should be provided within new development sites or where a change of use occurs, to soften the transition to adjacent areas, especially where they have a natural heritage designation. New development should improve energy efficiency and reduce noise pollution.

Policy E42 – New development will be required to make a positive contribution to the overall character of its context and immediate setting. It must demonstrate high design quality and make provision for accessibility, safety, landscaping, new open spaces and public realm improvements. Good urban design including architectural and/or landscape features present in or around the site should be incorporated to full effect.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policy E6 – Where acceptable in principle, development proposals in the green belt or countryside must meet high standards of design and landscaping and safeguard local amenity. The following criteria must be met:

- a the proposed development is sited in a location which will minimise impact on its immediate surroundings and general landscape setting and should where possible be closely related to an existing building;
- b sufficient landscaping is provided to enhance the setting of the development through the creation of a positive landscape framework that is in keeping with the existing landscape character of the area;



- c the existing rural character and amenity is not detrimentally affected in terms of traffic, noise or air quality (including dust or odour);
- d Provision is made for the protection of species under the Habitats Regulation and Wildlife and Countryside Act 1981 and the protection of badgers Act 1992, where appropriate;
- e Boundary treatment is appropriate to a rural setting;
- f Colours, finishes and materials should be used which blend with the natural environment.

In addition, Policies E15, E20 and E46 seek the retention of trees, the improvement of nature conservation and biodiversity value and innovative methods of surface water disposal in association with new development.

OTHER POLICY CONSTRAINTS :

West Edinburgh Planning Framework (part of National Planning Framework)

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Integrate new and existing development at the city edges in order to provide continuity and underline contrast and gradation between urban and rural character.

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

New developments along these locations should be of high quality urban design and architecture. This will involve providing them with appropriate settings.

SITE CHARACTERISTICS :

Mature landscaping which screens car park at Morrison's. Screening is about 90% effective. Underpass will dive down through existing beech hedge and cypress trees, below level of existing car park. Portals at each end will largely be out of sight – should have minimal visual impact. Landscaping of approach will be a key issue.

OTHER CONTEXTUAL MATTERS :

Promotion of alternative alignment at the Gyle and how this affects location of underpass entrances. Until Parliament has considered the Bill Amendments, it will not be clear if the alignment will be as originally submitted or as amended.

No proposals for expansion at the Gyle, but it is anticipated that some may come forward.

New City Local Plan and what it may say about Gyle expansion.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT

The Supplementary ES (submitted with the Bill Amendment) states the tram line would

“run parallel to South Gyle Broadway instead of through the car park to the side of the Morrison store. The Revised Alignment incorporates the construction of an underpass immediately to the east of the Gogar interchange. The tram line would cross beneath the A8 as the road rises eastwards from the interchange bridges to cross the railway. This will require the Revised Alignment to be placed in cutting immediately to the south of the A8.... A large section of the recent woodland structure planting situated at the north eastern side of South Gyle Broadway would therefore be lost.”

This is considered to have direct impacts on the landscape – slightly adverse initially and in the longer term.

The Supplementary ES concludes *“a minor negative impact for permanent landscape impacts is predicted, due to the loss of structure planting and the need to replace this landscape element.”* Figure 2.2 accompanying this (Drawing No 30894/C257) refers to various mitigation measures – Hedgerow planting to reflect existing, potential retaining wall to edge of car park, and woodland structure planting with hedgerow planting to reflect existing.

OBJECTIVES

- Minimise land take and removal of existing parking spaces and landscaping, particularly hedge and trees.
- Make provision for replacement planting, in accordance with the existing landscape structure.
- Avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- Avoid impacting on views from main approaches to the city
- Ensure a good and safe relationship between tram, traffic circulation, car parking and pedestrian/cyclist circulation.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)
Edinburgh Park (Management) Limited
Gyle owners/USS

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES -
DESIGN OBJECTIVES

LOCATION : GOGAR/GOGARBURN

TRAM LINE : 2

DESCRIPTION OF STRUCTURE :

Road bridge to permit access to depot.
Two lane road capable of accommodating
outside tram delivery lorries.

LOCAL PLAN : Rural West Edinburgh

CONSERVATION AREA : No



RELEVANT LP DESIGN POLICIES :

Policy E41 – New development will be required to promote high standards of design for all development and its careful visual and physical integration with its surroundings, built fabric as well as natural environment, in terms of scale, form, siting, street pattern, alignment and materials. It should prevent intrusion into views of the city's landmarks, natural features and skyline. Special attention is required to design quality at gateways and along arterial routes and to densities at accessible locations. Landscape buffers should be provided within new development sites or where a change of use occurs, to soften the transition to adjacent areas, especially where they have a natural heritage designation. New development should improve energy efficiency and reduce noise pollution.

Policy E42 – New development will be required to make a positive contribution to the overall character of its context and immediate setting. It must demonstrate high design quality and make provision for accessibility, safety, landscaping, new open spaces and public realm improvements. Good urban design including architectural and/or landscape features present in or around the site should be incorporated to full effect....

RELEVANT LP ENVIRONMENTAL POLICIES :

Policy E6 – Where acceptable in principle, development proposals in the green belt or countryside must meet high standards of design and landscaping and safeguard local amenity. The following criteria must be met:

- a the proposed development is sited in a location which will minimise impact on its immediate surroundings and general landscape setting and should where possible be closely related to an existing building;

- b sufficient landscaping is provided to enhance the setting of the development through the creation of a positive landscape framework that is in keeping with the existing landscape character of the area;
- c the existing rural character and amenity is not detrimentally affected in terms of traffic, noise or air quality (including dust or odour);
- d provision is made for the protection of species under the Habitats Regulation and Wildlife and Countryside Act 1981 and the protection of badgers Act 1992, where appropriate;
- e Boundary treatment is appropriate to a rural setting;
- f Colours, finishes and materials should be used which blend with the natural environment.

In addition, Policies E15, E20 and E46 seek the retention of trees, the improvement of nature conservation and biodiversity value and innovative methods of surface water disposal in association with new development.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Integrate new and existing development at the city edges in order to provide continuity and underline contrast and gradation between urban and rural character.

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

New developments along these locations should be of high quality urban design and architecture. This will involve providing them with appropriate settings.

Examine proposals for their possible contribution to definition of edges.

OTHER POLICY CONSTRAINTS :

BAA restrictions on height and landscaping/plant species.

Road safety constraints – Gogar roundabout.

West Edinburgh Planning Framework (part of National Planning Framework)

SITE CHARACTERISTICS :

Site of proposed depot is significantly lower than road/roundabout and depot proposals are likely to increase height difference. Height of structure likely to be similar to existing road and hence visibility of any structure will be restricted.

Existing bunds are significant in height, but these are likely to change. New landscape structure will need to be designed.

Structure would be seen from tramway, but hardly visible from other viewpoints (railway, access road, roundabout).

OTHER CONTEXTUAL MATTERS :

Detailed design of depot site (including tramway access and detailed tramway alignment) is not yet established and will influence final design of bridge.

Depot access only (2 lane road) - any link to possible airport access road to be ignored at this stage as premature.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES does not identify any major impacts. It identifies the changes at Gogar roundabout as possible modification of mounding and a sunken depot as having a slightly adverse effect in the short term, a slightly beneficial effect in the longer term.

Mitigation works include *“between the proposed Tram depot and the Gogar roundabout, proposed screen bunding around the sunken depot would be at least the height of the roof above the surrounding ground levels. They would be planted with scrub rather than woodland so as not to interfere with airport flightpath.”*

OBJECTIVES

- High quality design, fit for context
- To ensure the bridge in its design and location minimises any adverse effect on road and tram safety, achieving sufficient visibility for the safe movement of traffic, but minimising visual impacts of the structure.
- To ensure the height and landscape design takes account of highly constraining BAA restrictions in terms of height, the need to avoid “birdstrike” and other special design considerations
- To ensure the road crosses the proposed tramline at a safe height, but restrict the height of the structure to sit quietly in relation to the Gogar roundabout and the A8 and minimise the impact on views looking north and east from the road at this gateway to the city.

- To contribute to the establishment of a new landscape structure for this area.
- Provide appropriate and safe connections with established or proposed footpath/ cycleway routes.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- To be designed with the future development of the depot in mind, avoiding awkward left over open spaces with no clear functionality and building in the potential to ensure a good relationship to new buildings
- To pay regard to the potential to provide for new or enhanced habitats for flora and fauna.
- To maximise absorption of surface water run-off within the site.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES -
DESIGN OBJECTIVES

LOCATION : EDINBURGH PARK

TRAM LINE : 2

DESCRIPTION OF STRUCTURE : Tramline
bridge crossing over Glasgow Railway line

LOCAL PLAN : North West Edinburgh/South
West Edinburgh/West Edinburgh

CONSERVATION AREA : No



RELEVANT LP DESIGN POLICIES :

Policies from draft WELP are most up-to-date material considerations.

Policy DQ 6 – New development should make a positive contribution to the quality, accessibility and safety of the environment, having regard to the character, opportunities and constraints of the site and its surroundings and the basic character of the city. In particular, new development will be expected, if relevant to

- Create or contribute to a sense of place and local distinctiveness
- Promote community safety and minimise the opportunities for crime and anti-social behaviour
- Afford ease of movement for all, having regard to the needs of different population groups, including the elderly, the very young and mobility impaired;
- Minimise the potential for pedestrian/cyclist/traffic conflict and accidents
- Connect visually and functionally with its surroundings.

Policy DQ8 – Development proposals for visually prominent sites, sites on major transport corridors or in gateway locations (on the city's urban edge) will be expected to demonstrate a particularly creative design solution, specific to the site in question.

Other relevant policies are DQ7 – seeking new tree planting and robust landscaping with proposals - and DQ9 which requires protection of key views from intrusive development.

Proposal BUS1 – covering the area to the north of the railway line. As far as design is concerned this states “The layout, design and landscaping of the remainder of the site will be expected to reflect the quality of the existing development”. The type of development includes Class 4 (predominantly office) and also hotel, retail and caf /restaurants.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policies from draft WELP are most up-to-date material considerations.

Policy GE12 – Development proposals will generally be considered for their impact upon wildlife, habitats and geological features. The Council will not permit developments that have the potential to result in harm to a species of plant or animal, or its habitat, that is protected under relevant legislation.... Developers will be encouraged to maintain and increase the nature conservation value of proposed development, including the creation of new wildlife habitats where appropriate.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

The Edinburgh Business Park at the Gyle gives the impression of entering a prosperous modern city shown by the scale of new business, the care in layout and landscape design and by modernity of buildings and finishes.

Protect and enhance views from established landmarks, hills, skylines and recognise distinctive urban zones, layers of built form and backcloths. Maintain strategic views from major access routes and public vantage points.

All development should reinforce and not detract from valued skyline and views.

New development along arterial routes should be of high quality urban design and architecture. This will involve consideration of their context and providing them with appropriate settings.

OTHER POLICY CONSTRAINTS :

BAA consultation requirements.

West Edinburgh Planning Framework (part of National Planning Framework)

Edinburgh Park design standards/constraints.

The terms of the Agreement between Council and New Edinburgh Ltd and Edinburgh Park (Management) Ltd, and specifically Clause Nine, as follows.

“It is acknowledged that the Tram will cross the Edinburgh to Glasgow railway line by means of a viaduct bridge to be located between the points marked “A” and “B” on Plan 2 (“the Bridge”). The Bridge will be an open structure (as opposed to solid embankment) on concrete pillars and will be of a design complimentary with the landscaping already in existence in Edinburgh Park and the Council shall consult with NEL and EPML on the proposed design of the Bridge.”

SITE CHARACTERISTICS :

Open undeveloped area. When viewed from Edinburgh Park will be seen against backdrop of by-pass bridge. Height should relate to height of by pass and bridges. By Pass looks down on this location.

Edinburgh Park Station building is close by – design should relate to this.

Bridge location should ensure appropriate development site remains – potential to integrate with emerging design?

Extent of embankment and span of structure will be key design issues. Although open sites at present, new landscape and townscape structure will emerge for this area (both sides of railway track).

OTHER CONTEXTUAL MATTERS :

Network Rail design constraints – height of bridge/clearance to allow for future electrification.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES notes that there will be direct positive and negative impacts on the landscape (brownfield site) – initially there will be a moderate adverse impact from the overbridge, but this will not be significant in the longer term. It notes that there will be distant elevated views of the tram alignment and overbridge structure from localised sections of the City By Pass, but that there would be no significant change in the visual experience of travellers on other roads.

Mitigation measures include *“at the railway overbridge, the intention would be to reduce landscape and visual impacts using woodland structure planting”*.

OBJECTIVES

- High quality and creative design, fit for the Edinburgh Park context
- To restrict the height to ensure that the structure, with tramway, sits well in relation to the backdrop of the city by pass and the adjacent Edinburgh Park station building.
- To achieve an elegant design solution, incorporating an open structure on concrete pillars, and taking account of necessary vertical and horizontal curves
- Make an appropriate contribution to the Council's 'Placemaking' agenda,
- To establish an appropriate landscape structure for the areas both south and north of the railway line recognising any potential to provide or enhance connections with footpath/cycleway routes.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- To be designed with future development in mind, avoiding awkward left over open spaces with no clear functionality and building in the potential to ensure a good relationship to new buildings
- To take account of any special design constraints arising from proximity to the airport

INTERESTED PARTIES

Network Rail

City Development Dept – Structures Section (Transport)

New Edinburgh Limited

Edinburgh Park (Management) Limited

BAA – consultation requirement

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES -
DESIGN OBJECTIVES

LOCATION : STENHOUSE

TRAM LINE : 2

DESCRIPTION OF STRUCTURE : Tram bridge
over main Glasgow and Fife Railway lines

LOCAL PLAN : South West Edinburgh/North
West Edinburgh/West Edinburgh

CONSERVATION AREA : No



RELEVANT LP DESIGN POLICIES :

Policies from draft WELP are most up-to-date material considerations.

Policy DQ 6 – New development should make a positive contribution to the quality, accessibility and safety of the environment, having regard to the character, opportunities and constraints of the site and its surroundings and the basic character of the city. In particular, new development will be expected, if relevant to

- Create or contribute to a sense of place and local distinctiveness
- Promote community safety and minimise the opportunities for crime and anti-social behaviour
- Afford ease of movement for all, having regard to the needs of different population groups, including the elderly, the very young and mobility impaired;
- Minimise the potential for pedestrian/cyclist/traffic conflict and accidents
- Connect visually and functionally with its surroundings.

Policy DQ8 – Development proposals for visually prominent sites, sites on major transport corridors or in gateway locations (on the city's urban edge) will be expected to demonstrate a particularly creative design solution, specific to the site in question.

Other relevant policies are DQ7 – seeking new tree planting and robust landscaping with proposals - and DQ9 which requires protection of key views from intrusive development.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policies from draft WELP are most up-to-date material considerations.

Policy GE12 – Development proposals will generally be considered for their impact upon

wildlife, habitats and geological features. The Council will not permit developments that have the potential to result in harm to a species of plant or animal, or its habitat, that is protected under relevant legislation.... Developers will be encouraged to maintain and increase the nature conservation value of proposed development, including the creation of new wildlife habitats where appropriate.

In addition, Policy GEg – relevant to Carrick Knowe Golf Course and the allotments to the south of the railway line – requires the protection of open space, but these allocations are overlain by transport safeguard for CERT and other public transport proposals.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

OTHER POLICY CONSTRAINTS :

Edinburgh Biodiversity Action Plan?

SITE CHARACTERISTICS :

Existing footbridge spans railway – curves over track – wooden spars. It crosses in right angled alignment. It carries both a footpath and a cycleway.

Proposed bridge runs from open ground with ATC huts over the railway to existing golf course land. Bridge will be viewed (looking north) against Corstorphine Hill (middle distance).

Existing houses/flats on north side will be very close – relationship should be considered.

Angle of bridge to be carefully considered – balance between short direct span and longer oblique span – latter more suited to tramway alignment.

OTHER CONTEXTUAL MATTERS :

Network Rail design constraints – height of bridge/clearance to allow for future electrification.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT:

Mitigation in the relevant Murrayfield – Carrick Knowe section proposed as follows

“Tree planting between railway line and tram, to break up linearity of rail/tram corridor”

“Tree planting to north side to frame views of the golf course and echo golf course planting”

The ES notes that the line would cross from the golf course over the railway on an overbridge, resulting in the demolition of one building. Here the local impact is summarised as having direct impacts on the landscape (the overbridge having a substantial adverse impact, the loss of vegetation on the southern boundary of the golf course having a moderate adverse impact). The mitigation proposed is

“At the Stenhouse overbridge, sideslopes would be graded out to reduce landscape and visual impacts and woodland structure planting would be introduced to also assist in this aim and infill derelict area to east and hollow to west, between the existing retained footbridge and the proposed bridge.”

“Between Stenhouse Drive and Saughton Mains Street, specimen decorative tree groups would be planted in amenity grassland to reflect current character and replace those lost to construction.”

OBJECTIVES

- High quality and creative design, relating well to the adjacent footbridge design in terms of height, vertical alignment and materials.
- Make an appropriate contribution to the Council’s ‘Placemaking’ agenda, recognising this is adjacent to a key footpath/cycleway route.
- To re-establish an appropriate landscape structure for the areas south and north of the railway line
- Make provision for direct and continuous walk/cycleway connections with established routes, enhancing these routes if possible.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- To avoid left over open spaces with no clear functionality

INTERESTED PARTIES

City of Edinburgh Council – Culture & Leisure Dept

City Development Dept – Structures Section (Transport)

Lothian & Borders Police

Network Rail

Adjoining householders

EDINBURGH TRAM PROJECT PROPOSED MAJOR STRUCTURES - DESIGN OBJECTIVES

**LOCATION : MURRAYFIELD RUGBY
FOOTBALL STADIUM/ROSEBURN
STREET**

TRAM LINE : 2

DESCRIPTION OF STRUCTURE : Bridge to
provide elevated run of track adjacent to
Glasgow Railway line. Four different sections.

- a To rear of industrial/commercial properties
- b With direct frontage to Roseburn Street and providing tram stop.
- c Bridge crossing of Roseburn Street, adjacent and parallel to existing rail bridge
- d To south of Murrayfield stadium

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : No



RELEVANT LP DESIGN POLICIES :

CD 10 – The Council encourages new development of the highest possible architectural and urban quality.

CD11 – Proposals.... should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

L9 – The Council will support measures and proposals intended to meet the information and movement needs of tourists provided these are sensitive to the historic environment of the city centre.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE2 – Planning permission will not be given for new development which would result in the loss of any open space which contributes to environmental character and amenity or is of recreational or other social value.

GE5 – The amenity and recreational value of the Water of Leith and Union Canal corridors will be protected and enhanced.

GE6 – The Council will protect, and where appropriate, improve, existing rights of way and will promote a network of linked walkways throughout the Plan area, based on parks, disused railway land, the Water of Leith valley, the Union Canal towpath and other rights of way.

Also Policies GE7, GE8 and GE11 seeking to protect Urban Wildlife Sites from damaging development (Water of Leith corridor being one of these Sites) and requiring proposals to show consideration for trees.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

OTHER POLICY CONSTRAINTS :

Public safety requirements (Murrayfield crowd handling)

Biodiversity Action Plan

SITE CHARACTERISTICS :

- a Barely visible – screened by existing buildings (low quality industrial, with potential for redevelopment)
- b Highly visible sloping embankment with important street frontage. Vacant land at present – unkempt appearance. Opportunity to create improved street frontage. Crowd handling will be important on match and event days. Potential for some development as well as structure.
- c Existing bridge unassuming. Dark corner. Need to consider permeability of structure to provide natural light on roadway.
- d Existing embankment. Access road and fence to north, leading into car park and stadium. Site looks very secure – high fence and notice about CCTV.

OTHER CONTEXTUAL MATTERS :

Changes to the Water of Leith Flood Prevention Scheme may be required following the findings of the recent Public Inquiry. Need to continue to ensure integration between the two projects.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT:

Mitigation in the relevant Roseburn/Murrayfield section proposed as follows

“High quality hard landscape treatment at Murrayfield / associated specimen trees/ seating/signing etc”

The ES notes that the line would cross Roseburn Street on an overbridge to run alongside the railway on an elevated structure above the flood plain, supported by piers. Here mitigation proposed is

“Careful choice of construction materials”

For the section which crosses the Water of Leith and its footpath, relevant mitigation is

“Planting adjacent to Water of Leith to compensate for that lost due to construction”

OBJECTIVES

(Key sections to which each objective primarily relates indicated in brackets)

- High quality and creative bespoke design, contributing to the Council's 'Placemaking' agenda *(b, c)*
- To sit quietly within the existing well-established landscape structure of the area *(c,d)*
- To provide spaces which enhance the identity of the area and the functionality and setting of Murrayfield Stadium *(b,c,d)*
- Give consideration to the potential to provide walk/cycleway connections with Water of Leith corridor and other established routes *(d)*
- Take account of any implications arising from the Water of Leith Flood Prevention Scheme *(d)*
- Design should ensure that there are no adverse impacts on the Urban Wildlife Site or that any adverse impacts are balanced by enhancements. Consideration should be given to a design which incorporates facilities or habitats for appropriate known species *(d)*
- To use a mixture of design solutions – bridge structure, retaining walls, embankments – as appropriate to the detailed context. *(a,b,c,d)*
- To ensure that the street frontage provides a safe and secure environment with a good human scale *(b,c)*
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour *(a,b,c,d)*
- To provide an appropriate foundation for developing stop design and transport interchange in this location *(b)*
- To consider possible future development potential in adjacent commercial/industrial area (eastern end) *(a,b)*

INTERESTED PARTIES

Scottish Rugby Union

Network Rail

City Development Dept – Structures Section (Transport)

Lothian & Borders Police

EDINBURGH TRAM PROJECT PROPOSED MAJOR STRUCTURES - DESIGN OBJECTIVES

LOCATION : HAYMARKET

TRAM LINE : 1 and 2

DESCRIPTION OF STRUCTURE : Bridge to provide elevated run of track alongside Haymarket Terrace

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : no – but adjacent to New Town CA and West End CA.



RELEVANT LP DESIGN POLICIES :

CD2 – All proposals affecting a listed building or its setting will be considered for their effect on its character and if appropriate their contribution to its care and restoration....

CD 10 – The Council encourages new development of the highest possible architectural and urban quality.

CD11 – Proposals..should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

L9 – The Council will support measures and proposals intended to meet the information and movement needs of tourists provided these are sensitive to the historic environment of the city centre.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

See above

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

Where new development is to be located within a neighbourhood of distinctive spatial structure, townscape and landscape, the proposal should reinforce the existing character.

OTHER POLICY CONSTRAINTS :

Site adjacent to Category A Listed Building (Haymarket Station), and also adjacent to Edinburgh World Heritage Site.

SITE CHARACTERISTICS :

Rosebery House (RH) has unsatisfactory frontage – addresses Haymarket Terrace badly. Area between Haymarket Terrace and RH drops down to car park. Lower floors of Rosebery House are understood to be functioning offices – need to ensure adequate levels of daylight. This needs to be balanced against the potential to improve entrance to offices by linking this frontage directly to main street.

Consider optimal use of area underneath the structure – car parking and/or plant for tram.

OTHER CONTEXTUAL MATTERS :

Because of long term aspirations for improvement to townscape here, structure should be designed to be adaptable.

Awaiting outcome of Haymarket Master Plan Study to provide ideas for possible future context (study expected to commence December 2005 - interim findings may be useful)

Tram Bills include provision for demolition of steps etc at Haymarket Station.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES notes that there will be visual impacts experienced by properties in Haymarket Terrace, Haymarket yards and Clifton Terrace. The long term impacts are considered to range from slight to adverse and hence significant. The impacts on listed buildings are

also significant – demolition of the Caley Ale House and the possible removal of steps and lamp standard at the Station.

Mitigation measures include “*a co-ordinated and visually integrated design for the tram stop including walls or other architectural devices to recreate some of the enclosure of the entrance to Haymarket Terrace lost with the demolition of the Ale House to link the tram stop with Haymarket Station and to enhance the setting of the station building.*”

Photographic and standing building surveys are recommended before demolition commences, and monitoring during demolition works in case any unusual features come to light.

OBJECTIVES

General

- High quality and creative bespoke design, contributing to the Council’s ‘Placemaking’ agenda
- To sit quietly in relation to existing site levels and buildings
- To ensure no adverse impacts on the setting of Haymarket Station Building, and seek to mitigate any adverse impacts arising from the loss of the steps and lamp standard at the station.
- To consider the potential for enhancing the street frontage framed by Rosebery House (either now or in the future)
- To provide spaces which enhance the identity and functionality of the area
- To ensure that the street frontage provides a safe and secure environment with a good human scale
- To avoid creating dark or hidden spaces (at street level or below) which may be unsafe or attract anti-social behaviour
- To provide an appropriate foundation for developing stop design and major transport interchange in this location.
- To take account of any findings emerging from the Haymarket Masterplanning work and incorporate flexibility in the design for future adaptation.

INTERESTED PARTIES

Norwich Union

Network Rail

Historic Scotland

City Development Dept – Structures Section (Transport)

Architecture and Design Scotland

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES - DESIGN
OBJECTIVES

LOCATION : COLTBRIDGE

TRAM LINE : 1

DESCRIPTION OF STRUCTURE : Retaining
wall and embankment

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : No but contiguous
with Coltbridge & Wester Coates (existing
wall forms boundary)

RELEVANT LP DESIGN POLICIES :

CD11 – Proposals..should respect the
constraints of a site, the character of
its surroundings and the opportunities
to add visual interest or improve the
environment.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking
facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE6 – The Council will protect, and where appropriate, improve, existing rights of way
and will promote a network of linked walkways throughout the Plan area, based on parks,
disused railway land, the Water of Leith valley, the Union Canal towpath and other rights
of way.

GE7 – Areas identified ...as... Urban Wildlife Sites will be protected from potentially
damaging development.

GE8 – All development proposals will be considered for their impact upon wildlife and
its habitat. Where development proposals are acceptable they should include features
that will mitigate their effects upon wildlife and its habitat, including the creation of new
habitats where appropriate.

Also Policies GE10, GE11 and GE12 requiring proposals to show consideration for trees,
encouraging tree planting and provision for landscaping in relation to development
proposals.



EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

OTHER POLICY CONSTRAINTS :

Biodiversity Action Plan

Coltbridge and Wester Coates Conservation Area Character Appraisal

SITE CHARACTERISTICS :

Existing stone wall to residential properties. Wall is well-screened by mature vegetation.

Any extension to existing boundary treatments should use matching materials. Replacement landscape treatment will be necessary although the space remaining for this may be limited.

OTHER CONTEXTUAL MATTERS :

Provisions contained within the Landscape Heritage Management Plan may be relevant.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states there will be landscape impacts, including *“retaining structures will be required to allow for widening. The height and extent of these cannot be properly determined ... But they are not currently envisaged to be more than 1 to 1.5m high if designed as vertical walls or 2.5m high if designed as raked crib walling”*. Other impacts include potential loss of habitat and species, disturbance and damage to habitats.

Mitigation works include *“ensuring that new works are generally sympathetic to the character of the area, and by replacing lost trees with a mixture of native and decorative shrub planting. Over time this will partially re-enclose and screen the area.”* Mitigation works for nature conservation matters are set out and these have been further detailed in the Landscape Habitat Management Plan for the Roseburn Corridor.

OBJECTIVES:

- To sit quietly within the existing well-established landscape structure of the area, enhancing the overall green character of the space.
- Minimise damage to existing vegetation during construction works.
- Design should ensure that there are adverse impacts on the Urban Wildlife Site are kept to a minimum and balanced by enhancements. Design should take account of potential disturbance of habitats for particular species.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- To use materials which match with existing as far as possible, and an unobtrusive design which enhances the character of the adjacent Conservation Area.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Lothian & Borders Police

Friends of the Roseburn Urban Wildlife Corridor Association (FRUWCA)

EDINBURGH TRAM PROJECT PROPOSED MAJOR STRUCTURES - DESIGN OBJECTIVES

LOCATION : CREWE TOLL

TRAM LINE : 1

DESCRIPTION OF STRUCTURE : Retaining Wall

LOCAL PLAN : North West Edinburgh/West Edinburgh

CONSERVATION AREA : No

RELEVANT LP DESIGN POLICIES:

Policies from draft WELP are most up-to-date material considerations.

Policy DQ 6 – New development should make a positive contribution to the quality, accessibility and safety of the environment, having regard to the character, opportunities and constraints of the site and its surroundings and the basic character of the city. In particular, new development will be expected, if relevant to

- Create or contribute to a sense of place and local distinctiveness
- Promote community safety and minimise the opportunities for crime and anti-social behaviour
- Afford ease of movement for all, having regard to the needs of different population groups, including the elderly, the very young and mobility impaired;
- Minimise the potential for pedestrian/cyclist/traffic conflict and accidents
- Connect visually and functionally with its surroundings.

Other relevant policies are DQ7 – seeking new tree planting and robust landscaping with proposals - and DQ9 which requires protection of key views from intrusive development.



RELEVANT LP ENVIRONMENTAL POLICIES :

Policies from draft WELP are most up-to-date material considerations.

Policy GE12 – Development proposals will generally be considered for their impact upon wildlife, habitats and geological features. The Council will not permit developments that have the potential to result in harm to a species of plant or animal, or its habitat, that is protected under relevant legislation... Developers will be encouraged to maintain and increase the nature conservation value of proposed development, including the creation of new wildlife habitats where appropriate.

In addition, Policy GE9 – relevant to Carrick Knowe Golf Course and the allotments to the south of the railway line – requires the protection of open space, but these allocations are overlain by transport safeguard for CERT and other public transport proposals.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

OTHER POLICY CONSTRAINTS :

Edinburgh Biodiversity Action Plan

Landscape Habitat Management Plan

SITE CHARACTERISTICS :

Footpath/cycleway already slopes down to road – slope may change – flatten out – to accommodate tramstop (and possible bus interchange).

Semi-mature vegetation between footway and residential properties. Variety of fences on residential boundaries.

Retaining structure will be required between cycleway and tramway – currently an embankment. Potential for integration with tramstop.

OTHER CONTEXTUAL MATTERS :

More detailed design development required to inform design of structure here.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states “*the existing railway corridor is on embankment some six metres above the surrounding land. Significant retaining will be required to ramp the tram line up to and down from this level... retaining structures will be required to allow for widening. The height and extent of these cannot be properly determined. But they are not currently envisaged to be more than 1 to 1.5m high if designed as vertical walls or 2.5m high if designed as raked crib walling*”.

OBJECTIVES:

- Design should ensure that any adverse impacts on the Urban Wildlife Site are kept to a minimum and balanced by enhancements. Design should take account of potential disturbance of habitats for particular species.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- To make appropriate provision for proposed tramstop location and design, and the potential for bus interchange
- To use materials which match with existing as far as possible, and an unobtrusive design.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)?

Lothian & Borders Police

Friends of the Roseburn Corridor Urban Wildlife Site?

Adjoining householders?

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES - DESIGN
OBJECTIVES

LOCATION : LOWER GRANTON ROAD

TRAM LINE : 1

DESCRIPTION OF STRUCTURE : Retaining
wall for access to harbour

LOCAL PLAN : North West Edinburgh/West
Edinburgh and North East Edinburgh

CONSERVATION AREA : No but Trinity CA is
close by. Also listed structures nearby



RELEVANT LP DESIGN POLICIES

Policies from draft WELP are most up-to-date material considerations for western section of Lower Granton Road

Policy DQ 6 – New development should make a positive contribution to the quality, accessibility and safety of the environment, having regard to the character, opportunities and constraints of the site and its surroundings and the basic character of the city. In particular, new development will be expected, if relevant to

- Create or contribute to a sense of place and local distinctiveness
- Promote community safety and minimise the opportunities for crime and anti-social behaviour
- Afford ease of movement for all, having regard to the needs of different population groups, including the elderly, the very young and mobility impaired;
- Minimise the potential for pedestrian/cyclist/traffic conflict and accidents
- Connect visually and functionally with its surroundings.

Policy DQ8 – Development proposals for visually prominent sites, sites on major transport corridors or in gateway locations (on the city's urban edge) will be expected to demonstrate a particularly creative design solution, specific to the site in question.

Other relevant policies are DQ7 – seeking new tree planting and robust landscaping with proposals - and DQ9 which requires protection of key views from intrusive development.

For eastern section, the following North East Edinburgh Local Plan policies are relevant

RELEVANT LP DESIGN POLICIES :

Policy E25 – The Council will encourage and promote high standards of design for all development and its careful integration with its surroundings as regards scale, form, siting, alignment and materials.

Policy E26 – New development will be expected to make a positive contribution to the overall quality, accessibility and safety of the environment and the street scene, creating new public spaces and points of interest where appropriate and incorporating to full effect any architectural or landscape feature present on or around the site. Particular attention will be paid to the need to enhance main or important thoroughfares and frontages, to protect city views and vistas from intrusion and to enhance important features of the local plan area, notably its seafront and waterfront locations and the Water of Leith.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policies from draft WELP relate to western section :

Policy GE12 – Development proposals will generally be considered for their impact upon wildlife, habitats and geological features. The Council will not permit developments that have the potential to result in harm to a species of plant or animal, or its habitat, that is protected under relevant legislation... Developers will be encouraged to maintain and increase the nature conservation value of proposed development, including the creation of new wildlife habitats where appropriate.

In addition, Policy GE10 relates to Sites of International and National Importance such as Special Protection Areas and Sites of Special Scientific Interest – on the seaward side of the wall.

The NEELP policies which relate to the eastern section:

Policy E8 – The Council will seek to protect and expand the network of linear open spaces and walkways based upon the Water of Leith, the coastline, the Figgate Burn corridor and former railway lines. New development adjoining the coastline and key open spaces will be required to respect and enhance the character of the open spaces.

Policy E11 – Development will not normally be permitted which would adversely affect the integrity of either of the two Sites of Special Scientific Interest and the Special protection Area. Only when it can be demonstrated that any proposed development will not adversely affect the nature conservation or geological interest of the site will consideration be given to the granting of planning permission. The overall scope for development is very limited and, as the level of statutory nature of conservation protection implies, strict control will be applied. In particular, there is a presumption against land reclamation from the sea which would adversely affect nature conservation or geological interest.

Policy E33 – The Council will support initiatives to improve the environment of the Plan area as a whole. Priority areas for improvement will be the coastline, Water of Leith corridor, conservation areas and approaches to Leith.

Policy E35 – There is a presumption against development proposals likely to adversely affect the amenity of the coastline. In particular, there is a presumption against land reclamation from the sea which would adversely affect the amenity of the coastline.

These allocations are overlain by transport safeguard for CERT and other public transport proposals.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

Where new development is to be located within a neighbourhood of distinctive spatial structure, townscape and landscape, the proposal should reinforce the existing character.

OTHER POLICY CONSTRAINTS :

Seawall is listed – category B. Alterations to wall may need listed building consent.

SITE CHARACTERISTICS :

Any change to buttress walls may impact on structural stability of the Wall – structural engineering issues to be addressed.

Green strip includes embankment – changes to wall may impact on stability of embankment.

Open foreshore area to north – Forth Special protection Area (SPA) and Site of Special Scientific Interest (SSSI)

OTHER CONTEXTUAL MATTERS :

Not clear at this stage the level at which the tramway will run and hence not yet clear about the nature of the structure or structural change. This will be determined through detailed design.

Design study being undertaken – led by City Development Dept (Planning). Timescale for this to be advised.

A degree of control will have to be exercised by CDD (coastal protection).

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT

The seawall is described as a “major boundary structure” of local importance and it would suffer a minor adverse impact. Alterations in this area generally are described as having “medium magnitude”.

The mitigation works in this area include “*the use of grass infill between the tracks across the extensive lawn areas created by the removal of the old Granton railway along Lower Granton Road.*”

OBJECTIVES

- Ensure the design protects the character of the listed sea wall.
- Ensure the design protects and enhances the character of Trinity Conservation Area and the setting of the cottages fronting on to Lower Granton Road.
- Take into account the overall emerging Waterfront Vision.
- Take account of the need to enhance the walkway/cycleway connections to other established routes
- Make provision for a sufficient number of safe and accessible pedestrian crossing facilities and ease of access between the road and the beach/foreshore
- Ensure there are no material adverse impacts on SSSI or SPA or that any adverse impacts are balanced by enhancements. Consideration should be given to a design which incorporates facilities or habitats for bird activities. Consideration also needs to be given to the timing of construction works.
- Demonstrate that there is no adverse impact on the structural soundness of the seawall.

INTERESTED PARTIES

Scottish Natural Heritage

Wardie Bay Residents Association

Architecture and Design Scotland

City Development Dept –

Structures Section (Transport)

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES -
DESIGN OBJECTIVES

LOCATION : STARBANK ROAD

TRAM LINE : 1

DESCRIPTION OF STRUCTURE : Walkway to be constructed on seaward side of existing sea wall

LOCAL PLAN : North East Edinburgh

CONSERVATION AREA : Trinity and Newhaven CAs



RELEVANT LP DESIGN POLICIES :

Policy E25 – The Council will encourage and promote high standards of design for all development and its careful integration with its surroundings as regards scale, form, siting, alignment and materials.

Policy E26 – New development will be expected to make a positive contribution to the overall quality, accessibility and safety of the environment and the street scene, creating new public spaces and points of interest where appropriate and incorporating to full effect any architectural or landscape feature present on or around the site. Particular attention will be paid to the need to enhance main or important thoroughfares and frontages, to protect city views and vistas from intrusion and to enhance important features of the local plan area, notably its seafront and waterfront locations and the Water of Leith.

Policy E21 – In relation to development proposed within a conservation area the Council will require the retention of all features which contribute to its character and appearance, including unlisted buildings of townscape interest, boundary walls and railings, historic gardens, trees and landscape features, traditional and natural paving materials, street furniture, and the historic pattern of streets and spaces.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policy E8 – The Council will seek to protect and expand the network of linear open spaces and walkways based upon the Water of Leith, the coastline, the Figgate Burn corridor and former railway lines. New development adjoining the coastline and key open spaces will be required to respect and enhance the character of the open spaces.

Policy E11 – Development will not normally be permitted which would adversely affect the integrity of either of the two Sites of Special Scientific Interest... and the Special protection Area. Only when it can be demonstrated that any proposed development will not adversely

affect the nature conservation or geological interest of the site will consideration be given to the granting of planning permission. The overall scope for development is very limited and, as the level of statutory nature of conservation protection implies, strict control will be applied. In particular, there is a presumption against land reclamation from the sea which would adversely affect nature conservation or geological interest.

Policy E33 – The Council will support initiatives to improve the environment of the Plan area as a whole. Priority areas for improvement will be... the coastline, Water of Leith corridor, conservation areas and approaches to Leith.

Policy E35 – There is a presumption against development proposals likely to adversely affect the amenity of the coastline. In particular, there is a presumption against land reclamation from the sea which would adversely affect the amenity of the coastline.

These allocations are overlain by transport safeguard for CERT and other public transport proposals.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Enhance the appearance and maintain the complex and varied character of arterial routes. It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility. New developments along these locations should be of high quality urban design and architecture. This will involve providing them with appropriate settings.

Provide safe and pleasant places.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

Where new development is to be located within a neighbourhood of distinctive spatial structure, townscape and landscape, the proposal should reinforce the existing character.

OTHER POLICY CONSTRAINTS :

Forth SPA and SSSI.

Trinity Conservation Area Character Appraisal

SITE CHARACTERISTICS :

Seawall defines edge of pavement – approx 1-1.5 high. Only one gap in this wall. Stone wall but not listed.

Sea wall is important sea defence. Potential for cantilevered design – if wall sufficiently sound in structural terms. Has the wall been surveyed?

Is ground on seaward side of sea wall stable enough for structure to rest on?

Any structure here will be highly visible – open outlook over the seafront.

OTHER CONTEXTUAL MATTERS :

Control exercised by CDD (coastal protection).

Tie carried out bird survey – results to inform design of structure.

Waterfront “Vision” is in course of preparation by Planning Authority. Related to this are the Authority’s Placemaking agenda and the “Tiling” plans.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES focuses on impacts from the tramway and notes the following.

“Major adverse visual impacts will also be experienced along the waterfront where overhead lines will be particularly visible because they will be seen against the open sky. Again the mitigation here will be the careful design of equipment to keep it as simple and uncluttered as possible.”

Mitigation in the relevant section Newhaven to Granton is specified as follows.

“A new combined footway and cyclepath on the north side of Starbank Road, seaward of the existing seawall, finished in a manner architecturally appropriate for the location (contingent on acceptable impacts on nature conservation issues).”

Impacts to areas of identified nature conservation interest (including the SSSI) will be avoided as far as possible. Where works are unavoidable, the contractor will be required to ensure the best practice measures are adopted to minimise any direct or indirect adverse impacts. There is also a commitment to bird monitoring to inform the assessment of the works within the SPA, and the information used to develop detailed mitigation measures for the species and habitats affected. It is understood that surveys have taken place and results should be brought forward.

A sketch – a proposed cross section at Starbank Road – has been included in the ES showing a cantilevered walkway (but suggesting a timber footbridge supported on concrete columns).

OBJECTIVES

- High quality and creative bespoke design, contributing to the Council's 'Placemaking' agenda, enhancing the identity of the area
- Ensure the design protects and enhances the character of Trinity Conservation Area.
- Take into account the overall emerging Waterfront 'Vision'.
- Contribute to the provision of a complete waterfront esplanade, connecting into other existing or proposed arrangements to ensure a continuous walk/cycleway is achieved between Leith and Granton
- Enhance the walkway/cycleway connections to other established routes
- Provide breakthrough points in existing wall to connect the new structure with the main street in order to ensure safety for users and to encourage appropriate activity within the street
- Make provision for a sufficient number of safe and accessible pedestrian crossing facilities
- Ensure there are no adverse impacts on SSSI or SPA or that any adverse impacts are balanced by enhancements. Consideration should be given to a design which incorporates facilities or habitats for bird activities. Consideration also needs to be given to the timing of construction works.
- Demonstrate that there is no adverse impact on the structural soundness of the seawall.
- The walls should be finished in natural stone to match the main original sea wall

INTERESTED PARTIES

Scottish Natural Heritage

Architecture and Design Scotland

City Development Dept – Structures Section (Transport)

Newhaven Community Council

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES -
DESIGN OBJECTIVES

LOCATION : LINDSAY ROAD

TRAM LINE : 1

DESCRIPTION OF STRUCTURE :

Retaining Wall

LOCAL PLAN : North East Edinburgh

CONSERVATION AREA : No but Newhaven CA close by.



RELEVANT LP DESIGN POLICIES :

Policy E25 – The Council will encourage and promote high standards of design for all development and its careful integration with its surroundings as regards scale, form, siting, alignment and materials.

Policy E26 – New development will be expected to make a positive contribution to the overall quality, accessibility and safety of the environment and the street scene, creating new public spaces and points of interest where appropriate and incorporating to full effect any architectural or landscape feature present on or around the site. Particular attention will be paid to the need to enhance main or important thoroughfares and frontages, to protect city views and vistas from intrusion and to enhance important features of the local plan area, notably its seafront and waterfront locations and the Water of Leith.

Policy E21 – In relation to development proposed within a conservation area the Council will require the retention of all features which contribute to its character and appearance, including unlisted buildings of townscape interest, boundary walls and railings, historic gardens, trees and landscape features, traditional and natural paving materials, street furniture, and the historic pattern of streets and spaces.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policy E13 requires all development proposals to be considered for their impact on wildlife and the natural environment, and policies such as E15, E16 require protection of trees and new tree planting.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

Shape distinctive neighbourhoods to create local identity, where the existing development form is poor or due for regeneration. Combine activities, development and spaces to give distinctive urban form.

OTHER POLICY CONSTRAINTS :

Leith Docks Development Framework and the downstream masterplanning work.

The Planning Committee report of 26th May 2005 on the proposed Bill Amendment made the following comment.

“The proposed change permits a smoother horizontal alignment of the Tramway, and would also have the effect of permitting a slightly enlarged development site to the south... The fine detail of the proposed road alignment and the siting of existing substations which the LODs avoid may need some thought so that a proper street is created here. There are awkward site levels and retaining walls are proposed (similar to those identified in the plans introduced to Parliament). The triangular redevelopment site to the south may provide an opportunity to house some tram equipment by making use of the change in levels. That site and the ‘Britannia Quay’ site to the north are intended to be included in one masterplan (see LDDF). However, the timing for its preparation has not yet been agreed with Forth Ports. Ideally that masterplanning work and the detailed tram design work should take place in parallel and this will now be followed up.”

SITE CHARACTERISTICS :

Chancelot Mill site lies at level lower than Lindsay Road. Footpath runs between these at present. Chancelot Mill is potential development opportunity.

Existing substantial retaining wall (facing brick) between Lindsay Road and industrial estate road – this may be extended.

Trees/landscaped area between retaining wall and business units.

OTHER CONTEXTUAL MATTERS :

Until Parliament has considered the Bill Amendments, it will not be clear if the alignment will be as originally submitted or as amended.

More detailed design work is required on the alignment to inform height of wall(s) required here.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES assesses the change at Lindsay Road as an embankment rather than a retaining wall.

Mitigation works include

“The co-ordination of the design for the tram and for new developments to ensure as far as this is within tie’s power, the proper integration of the tram with the new townscape”

“Appropriate finishing to the visible parts of the ramp structure between Lindsay Road and the dock road.”

These extracts are from the main ES submitted with the Bills. The supplementary environmental information submitted with the Bill Amendment notes that there will be no change in environmental impacts apart from noting that

“The additional land to be taken at Lindsay Road is currently unused land in the ownership of Forth Ports. Its occupation will cause no change in the direct impacts of the scheme on land use.”

OBJECTIVES:

- To design a new retaining wall to relate well to the existing retaining structures in the area.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- To ensure that street frontages provide a safe and secure environment with a good human scale and interest for pedestrians.
- To consider incorporating a new building into the retaining structure in order to maximise development land, fit with the new townscape structure, and provide interest at street level.
- To consider any provision for tram equipment or plant which can be designed into structures.
- To seek to work up design details in parallel with masterplanning design for the Leith Docks Development Framework

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Lothian & Borders Police

Forth Ports

APPENDIX 8

INITIAL STATEMENTS ON ALTERATIONS TO MAJOR STRUCTURES

This document sets out objectives to be pursued in alterations to structures required in relation to the Tram Project. The objectives are set in the context of the policy background and other considerations.

There are 8 existing structures affected by the proposals for Tram Lines 1 and 2. These are as follows.

- Balgreen Bridge
- Russell Road underpass
- Roseburn Bridge
- Coltbridge retaining wall
- Coltbridge Viaduct
- St George's School Bridge
- Craigleith Drive Bridge
- Groathill Road South Bridge

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES -
DESIGN OBJECTIVES

STRUCTURE : BALGREEN BRIDGE

TRAM LINE : 2

DESCRIPTION OF EXISTING STRUCTURE:

Bridge carrying main Glasgow and Fife railway lines over Balgreen Road. Two simple parallel girder bridges with steel railing. There is a small gap between the bridges... Sandstone abutments and wing walls with solid copings. There is a pedestrian underpass alongside to the east. Embankments are quite steep.



LISTED BUILDING : No

LOCAL PLAN : On boundary between North West and South West Edinburgh Local Plans/
West Edinburgh

CONSERVATION AREA : No

RELEVANT LP DESIGN POLICIES:

Policies from draft WELP are most up-to-date material considerations.

Policy DQ 11 – Alterations and Extensions to existing buildings, where acceptable in principle, should be subservient and relate carefully to the original building. They should be of a suitable scale to the existing building and the space around it and should have an acceptable impact upon its surroundings and neighbourhood.

Other relevant policies are DQ7 – seeking new tree planting and robust landscaping with proposals - and DQ9 which requires protection of key views from intrusive development.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policy E26 – New development will be expected to make a positive contribution to the overall quality, accessibility and safety of the environment and the street scene, creating new public spaces and points of interest where appropriate and incorporating to full effect any architectural or landscape feature present on or around the site. Particular attention will be paid to the need to enhance main or important thoroughfares and frontages, to protect city views and vistas from intrusion and to enhance important features of the local plan area, notably its seafront and waterfront locations and the Water of Leith.

OTHER POLICY CONSTRAINTS :

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Provide safe and pleasant places – well designed and maintained open spaces – footpaths, streets, parks, squares - can be seen as places for people to meet. They are also opportunities to provide integration between different places, spaces and buildings.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS :

The bridges effectively span a gap in the embankment, which is steep and blocks the view. Balgreen Road dips down under the bridge. There are some trees on either side. There are also two advertisement hoardings. The proposed new bridge would be on the north side of the existing bridges.

On this side, Jenner's Depository is adjacent to west – listed building (Category B) – enclosed by a 2m high metal palisade fence. A small wooden palisade fence has been erected on the embankment next to Jenner's fence. The Balgreen to Corstorphine walkway separates the embankment from Jenner's.

Adjacent to the underpass on the east sits a large double garage with roller shutter style door. Housing at Baird Drive lies further east, almost adjacent.

The existing girder bridges have little architectural merit. The underpass design is basic and utilitarian, is not particularly inviting, but offers little opportunity for change unless the structure were to be completely re-built.

The scrubby vegetation on the embankments on either side would benefit from enhancement.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states that *“the route would cross Balgreen Road at grade before attaining a possible stop location on the other side.”*

Mitigation works are “Mixed/broadleaved woodland planting near Jenners depository to replace that lost to construction and screen sub station.

Since the ES was prepared, extensive consultation has taken place with residents in Baird Drive with regard to the tram alignment to the rear of their houses and a report was completed and presented to Parliament on the preferred alignment. The high level alignment now preferred requires a bridge crossing of Balgreen Road rather than a crossing at grade.

OBJECTIVES

- The new bridge should match the existing in height and general design, and should aim to mask the existing parapets.
- Bridge and underpass extensions should be designed in an integral manner.
- A separate structure should be considered with a gap to provide natural daylighting to the street below.
- Any extension to the underpass should be of minimum length with clear unobstructed entry/exit points.
- Any alterations to abutments, wing walls or retaining walls should maximise the re-use of existing stone.
- If extensive additional retaining walls are required, consideration will be given to the use of good quality brick as an alternative to stone.
- Embankments should be as shallow as possible.
- All elements should be designed holistically – lighting, equipment and OLE – to achieve visual coherence from all viewpoints. OLE poles on the bridge deck should be avoided if possible.
- Design should take account of the structural characteristics of the existing bridge and should demonstrate that construction can take place without causing damage to the structure.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Network Rail

Jenners

Local Residents and adjacent landowners

EDINBURGH TRAM PROJECT PROPOSED MAJOR STRUCTURES - DESIGN OBJECTIVES

STRUCTURE : RUSSELL ROAD UNDERPASS

TRAM LINE : 2

DESCRIPTION OF EXISTING STRUCTURE :

Simple but extensive girder bridge. The structure is actually two bridges with daylight gap between. The northerly bridge has a skewed alignment. Wing walls are of stone.

LISTED BUILDING : No

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : No



RELEVANT LP DESIGN POLICIES :

CD11 – Proposals..should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD19 – The Council will permit alterations and extensions to buildings which in their design and form, choice of materials and positioning are compatible with the character of the original building, will not result in an unreasonable loss of privacy or natural light to neighbouring properties and are not detrimental to neighbourhood amenity or character. Particular attention will be paid to ensuring that such works to listed buildings and non-listed buildings in conservation areas do not damage their special character.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE6 – The Council will protect, and where appropriate, improve, existing rights of way and will promote a network of linked walkways throughout the Plan area, based on parks, disused railway land, the Water of Leith valley, the Union Canal towpath and other rights of way.

Also Policies GE7, GE8, GE11 and GE12 seeking to protect Urban Wildlife Sites from damaging development and requiring proposals to include provision for landscaping and to show consideration for trees.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Provide safe and pleasant places – well designed and maintained open spaces – footpaths, streets, parks, squares - can be seen as places for people to meet. They are also opportunities to provide integration between different places, spaces and buildings.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

OTHER POLICY CONSTRAINTS :

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS:

This is a gloomy corner, and the bridge has an unwelcoming air, dominated by traffic. The abutments are finished in white glazed bricks/tiles. Retaining walls exist on sides - west side - brick wall, a few trees, then builder's yard; east side - good quality stone retaining wall runs alongside the road up to cycleway entrance. There are advertisement hoardings here, and the cycleway ramps up in a zig zag behind the hoardings on to main cycleway.

Housing is close by at Roseburn Maltings (new development several storeys high) means that residents directly overlook the structure.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states *“A delta junction at the disused railway line/cycletrack would pass over Russell Road on a new structure, with retaining walls to the south side of Russell Road which would contain an electricity sub station. “*

Mitigation works proposed are

- *Mixed woodland and scrub planting on side slopes linked to realigned cycle path corridor and ramp*
- *Careful choice of construction materials to harmonise with those adjacent.*

OBJECTIVES

- New structure should be designed as a separate bridge rather than an extension.
- Design should seek to create visual interest.
- Allow for maximum permeation of daylight to street below.
- Design should screen existing railway, or create a visual distraction.
- Retain as much as possible of stone retaining wall intact.
- Any extension to retaining wall should be constructed of similar stone - similar in type and size of blocks and copes.
- New planting should be included to screen the new tram route and railway from nearby residential properties. This should supplement any existing planting, with species appropriate to the location
- Slopes should be as shallow as possible.
- Any re-routing of the existing walkway/cycleway to be carefully graded for ease of access to all (including wheelchair users)
- Any opportunities to improve lighting and open up the existing structure should be maximized
- All elements should be designed holistically – lighting, equipment, OLE, landscaping and retaining walls – to achieve visual coherence from all viewpoints. OLE poles on the bridge deck should be avoided if possible.
- Design should take account of the structural characteristics of the existing bridge and should demonstrate that construction can take place without causing damage to the structure.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Network Rail

Local residents in Roseburn Maltings

Community Council

EDINBURGH TRAM PROJECT

PROPOSED ALTERATIONS TO MAJOR STRUCTURES - DESIGN OBJECTIVES

STRUCTURE : ROSEBURN BRIDGE

TRAM LINE : 1 and 2

DESCRIPTION OF EXISTING STRUCTURE :

Former railway bridge – girder bridge with cast iron superstructure and parapet with steel girders. Decorated iron consoles with grilled sections above which are dies at same intervals as consoles. Central grilled panel contains pair of lions rampant flanking thistle. Rose and shamrock motifs.



Abutments of coursed sandstone and wing walls with polished dressings. Wing walls are stepped with pedestalled ball finial to lowest step.

LISTED BUILDING : Category B

LOCAL PLAN : South West Edinburgh/North West Edinburgh/West Edinburgh

CONSERVATION AREA : Coltbridge and Wester Coates.

RELEVANT LP DESIGN POLICIES :

CD2 – All proposals affecting a listed building or its setting will be considered for their effect on its character and if appropriate their contribution to its care and restoration....

CD11 – Proposals..should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD19 – The Council will permit alterations and extensions to buildings which in their design and form, choice of materials and positioning are compatible with the character of the original building, will not result in an unreasonable loss of privacy or natural light to neighbouring properties and are not detrimental to neighbourhood amenity or character. Particular attention will be paid to ensuring that such works to listed buildings and non-listed buildings in conservation areas do not damage their special character.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE6 – The Council will protect, and where appropriate, improve, existing rights of way and will promote a network of linked walkways throughout the Plan area, based on parks, disused railway land, the Water of Leith valley, the Union Canal towpath and other rights of way.

Also Policies GE7, GE8, GE11 and GE12 seeking to protect Urban Wildlife Sites from damaging development and requiring proposals to include provision for landscaping and to show consideration for trees.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places – well designed and maintained open spaces – footpaths, streets, parks, squares - can be seen as places for people to meet. They are also opportunities to provide integration between different places, spaces and buildings.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

OTHER POLICY CONSTRAINTS :

Edinburgh Biodiversity Action Plan

Coltbridge and Wester Coates Conservation Area Character Appraisal

Local Habitat Management Plan

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS :

This is a fine bridge located on one of the key approaches to the city, the A8. It is also an important feature within the conservation area – both architecturally and historically.

Adjacent sites are housing at Roseburn Maltings and Wester Coates, and a vacant garage/filling station, a prominent advert hoarding site and compact open space (a possible future development site).

The bridge is well maintained, but there is evidence of erosion, particularly on the carvings at the end of the parapets.

Planning Paper No.1 – Conceptual Design Solution Roseburn Terrace Bridge was commissioned by tie to consider in more detail the options for introducing a tramroad over the bridge while at the same time maintaining a footway/cycleway. It identified four possible options. These have now been narrowed down to two possibilities.

- Constructing a new separate footway/cycleway to the west of the existing structure and construct a new deck on top of the existing deck to carry the tramline
- Constructing a new widened deck on the existing widened abutments.

The decision on which option, or an alternative design, will only be made through the Prior Approval process.

The Description in the Statutory List should also be taken into account in design work.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT:

The ES notes that *“the stone bridges, extensive stone retaining walls and old platforms act as reminders of the disused railway line, including the bridge over the A8 at Roseburn”*. *Alterations will be required to all the smaller bridges that the tram runs over. Where the railway corridor passes under narrow and low-arched bridges, the track bed will be lowered slightly to allow the tram tracks to be offset from the bridge centre-line and thus allow room for a narrow cycle and footpath.”*

“Works will be required to widen the listed Roseburn Bridge but it will be reinstated to match its existing appearance such that there will be negligible effect on the townscape”

“The combined width of the tram tracks and the cycle and foot path will be approximately 11m, compared to the original railway of 8m and the current cycle track of 3m. Parts of the existing cutting and embankments are narrower than this, so retaining structures will be required to allow for widening. The height and extent of these can not be properly determined until more detailed engineering design has been carried out”

Mitigation along the railway corridor would be through screening, particularly replacing and reinforcing hedges along the site boundary.

OBJECTIVES

- The integrity of the bridge must be maintained in any future design work.
- Only the minimum of alteration should be made to the bridge commensurate with its new function and the existing original features should be retained intact if at all possible. Failing that, the existing cast iron parapets and cladding panels should be carefully removed, repainted, repaired and stored safely, and then refitted to the altered structure.
- Existing stonework should be fully retained, intact, if at all possible.
- Any widening of the bridge deck should not compromise its appearance. In the event that the alterations are major in nature, consideration should be given to designing separate arrangements for the footway/cycleway.
- Avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- The alterations should not adversely affect the character of the structure or of the conservation area.
- No poles should be erected on the bridge or, if unavoidable, should be placed symmetrically around the centre point of the bridge.
- Any regrading of embankments should seek to ensure that slopes are no steeper than existing and that there is no adverse impact on the daylight and sunlight received by existing residential properties.
- Direct pedestrian and cycle linkages between Roseburn Terrace and the tramway corridor should be retained.
- All elements should be designed holistically – lighting, equipment, OLE, landscaping, retaining walls, noise mitigation measures (if considered necessary) and elements of stop design – to achieve visual coherence from all viewpoints.
- Design should take account of the structural characteristics of the existing bridge and should demonstrate that construction can take place without causing damage to the structure.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Historic Scotland

Spokes

Architecture and Design Scotland

Friends of the Roseburn Urban Wildlife Corridor Association

EDINBURGH TRAM PROJECT
PROPOSED ALTERATIONS TO MAJOR
STRUCTURES - DESIGN OBJECTIVES

**STRUCTURE : COLTBRIDGE RETAINING
WALL**

TRAM LINE : 1

DESCRIPTION OF EXISTING STRUCTURE
: Massive structure which abuts the
viaduct on its upriver side. Has a buttress
appearance. Constructed of natural
stone.

LISTED BUILDING : No

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : Coltbridge and Wester Coates



RELEVANT LP DESIGN POLICIES :

CD11 – Proposals..should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD19 – The Council will permit alterations and extensions to buildings which in their design and form, choice of materials and positioning are compatible with the character of the original building, will not result in an unreasonable loss of privacy or natural light to neighbouring properties and are not detrimental to neighbourhood amenity or character. Particular attention will be paid to ensuring that such works to listed buildings and non-listed buildings in conservation areas do not damage their special character.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE5 – The amenity and recreational value of the Water of Leith and Union Canal corridors will be protected and enhanced.

GE6 – The Council will protect, and where appropriate, improve, existing rights of way and will promote a network of linked walkways throughout the Plan area, based on parks, disused railway land, the Water of Leith valley, the Union Canal towpath and other rights of way.

Also Policies GE7, GE8, GE11 and GE12 seeking to protect Urban Wildlife Sites from damaging development and requiring proposals to include provision for landscaping and to show consideration for trees.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places – well designed and maintained open spaces – footpaths, streets, parks, squares - can be seen as places for people to meet. They are also opportunities to provide integration between different places, spaces and buildings.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

OTHER POLICY CONSTRAINTS :

Edinburgh Biodiversity Action Plan

Coltbridge and Wester Coates Conservation Area Character Appraisal

Local Habitat Management Plan

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS:

This massive buttress wall appears inseparable from the Coltbridge Viaduct and any proposed alterations should be considered within the context of both structures. It is a solid structure, but its condition is somewhat unkempt with some stonework cracked, some stones missing, trees and plants growing out of the mortar.

Alongside this wall runs a staircase of steps leading from the Roseburn Corridor walkway to the Water of Leith Walkway (and on to the Gallery of Modern Art) – this is a key linkage. Slopes down to the river are steep and there appears to be little opportunity to relocate this staircase.

The area is heavily wooded with deciduous trees.

Water of Leith Flood Prevention Scheme may have some (limited) relevance for future design work.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT:

“The combined width of the tram tracks and the cycle and foot path will be approximately 11m, compared to the original railway of 8m and the current cycle track of 3m. Parts of the existing cutting and embankments are narrower than this, so retaining structures will be required to allow for widening. The height and extent of these can not be properly determined until more detailed engineering design has been carried out...”

OBJECTIVES

- Structural stability of this wall is of paramount importance – any proposal for alteration or extension will be required to demonstrate that it will be capable of implementation without causing any damage to the structure.
- Design should take also account of the structural characteristics of the existing viaduct and should demonstrate that construction can take place without causing damage to either structure.
- There is a presumption in favour of retaining the wall largely intact.
- A cantilevered structure should be considered to accommodate any required widening of the route.
- A direct walkway linkage from Water of Leith Walkway to Roseburn Corridor should be retained
- All elements should be designed holistically – lighting, equipment, OLE and the alterations to the viaduct – to achieve visual coherence from all viewpoints. OLE poles on the bridge deck should be avoided if possible.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Friends of the Roseburn Urban Wildlife Corridor Association

Spokes

Community Council

EDINBURGH TRAM PROJECT

PROPOSED ALTERATIONS TO MAJOR STRUCTURES - DESIGN OBJECTIVES

STRUCTURE : COLTBRIDGE VIADUCT

TRAM LINE : 1

DESCRIPTION OF EXISTING STRUCTURE

: A stone viaduct spanning the Water of Leith, the adjacent walkway, and a road. The southern arch spans the walkway/cycleway, central arch spans the river, and the north arch spans Coltbridge Avenue.

Ashlar sandstone supported on masonry (stone) abutments and piers.

LISTED BUILDING : No

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : Coltbridge and Wester Coates



RELEVANT LP DESIGN POLICIES :

CD11 – Proposals..should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD19 – The Council will permit alterations and extensions to buildings which in their design and form, choice of materials and positioning are compatible with the character of the original building, will not result in an unreasonable loss of privacy or natural light to neighbouring properties and are not detrimental to neighbourhood amenity or character. Particular attention will be paid to ensuring that such works to listed buildings and non-listed buildings in conservation areas do not damage their special character.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE5 – The amenity and recreational value of the Water of Leith and Union Canal corridors will be protected and enhanced.

GE6 – The Council will protect, and where appropriate, improve, existing rights of way and will promote a network of linked walkways throughout the Plan area, based on parks, disused railway land, the Water of Leith valley, the Union Canal towpath and other rights of way.

Also Policies GE7, GE8, GE11 and GE12 seeking to protect Urban Wildlife Sites from damaging development and requiring proposals to include provision for landscaping and to show consideration for trees.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

It is essential that the quality of gateways, arterial routes and their varied character and strategic views are maintained to protect the city image and legibility.

Provide safe and pleasant places.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

Where new development is to be located within a neighbourhood of distinctive spatial structure, townscape and landscape, the proposal should reinforce the existing character.

OTHER POLICY CONSTRAINTS :

Coltbridge and Wester Coates Conservation Area Character Appraisal

Local Habitat Management Plan

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS :

The Viaduct is a dramatic and dominant feature in the conservation area, striding high over the Water of Leith Valley. However, it looks in poor condition. There is obvious erosion to stonework and mortar and the parapets have already been altered to incorporate a concrete buffer and deterrent spikes. It is seamlessly linked to the adjoining retaining wall.

The slopes adjacent are very steep, diving down to the bowling green below on one side, and housing on the other.

Planning Paper No. 2 – Conceptual Design Solution Coltbridge Viaduct - was a study commissioned by tie to consider in more detail the possible options for introducing a tramroad across the Coltbridge Viaduct while maintaining a footway/cycleway. Three options were considered, as follows.

Option 1 – constructing the footway/cycleway along with the tramroad, requiring these to fit within the width of the existing structure.

Option 2 – twin track running across the bridge, and rerouting the footway/cycleway via a new bridge (the height of which was not determined)

Option 3 – constructing a new widened deck which would have to cantilever out over the main walls of the structure.

The decision on which option, or any alternative design option, will only be made through the Prior Approval process.

Water of Leith Flood Prevention Scheme may have some relevance and should be checked.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states “Works will be required to the Coltbridge Viaduct, but the finishes will be reinstated such that there is no significant change to the appearance of the structure.”

OBJECTIVES

- The integrity of the bridge must be maintained in any future design work.
- Only the minimum of alteration should be made to the bridge commensurate with its new function and the existing original features should be retained intact if at all possible.
- Structural stability of the viaduct is of paramount importance – any proposal for alteration or extension will have to be accompanied by a structural survey.
- Design should take account of the structural characteristics of the existing viaduct and should demonstrate that construction can take place without causing damage to the structure.
- Rebuilding of the parapets may be considered but only if it can be demonstrated that such works will be carried out whilst maintaining the visual integrity of the structure overall.
- Existing stonework should be made good and improved.
- Any widening of the bridge deck should not compromise its appearance overall. In the event that the alterations required are major in nature, consideration should be given to designing separate arrangements for the footway/cycleway.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- The alterations should not adversely affect the character of the structure or of the conservation area.
- OLE poles should be placed in an disposition which is in harmony with the main piers of the bridge.
- Any regrading of embankments should ensure that slopes are no steeper than existing and that there is no adverse impact on the daylight and sunlight received by existing residential properties.
- All elements should be designed holistically – lighting, equipment, OLE, landscaping, retaining walls, and any noise mitigation measures (if considered necessary) – to achieve visual coherence from all viewpoints.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Architecture and Design Scotland

Friends of the Roseburn Urban Wildlife Corridor Association

Adjacent landowners

EDINBURGH TRAM PROJECT

PROPOSED MAJOR STRUCTURES - DESIGN OBJECTIVES

STRUCTURE : ST GEORGE'S SCHOOL BRIDGE

TRAM LINE : 1

DESCRIPTION OF STRUCTURE : Two bridges over the Roseburn Corridor - the original former railway bridge and a modern footbridge. The bridges span over the walkway/cycleway within the Roseburn Corridor. The former railway bridge is of stone, with elliptical arch and low headroom. It has stone abutments and wing walls. There is a simple iron railing on either side of the road. The footbridge has a wider span and higher headroom. It is transparent structure with steel framework. The bridges carry the access road and footway into St George's School.

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : No but adjacent to the boundary and within an area proposed as an extension to the conservation area



RELEVANT LP DESIGN POLICIES:

CD11 – Proposals..should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD19 – The Council will permit alterations and extensions to buildings which in their design and form, choice of materials and positioning are compatible with the character of the original building, will not result in an unreasonable loss of privacy or natural light to neighbouring properties and are not detrimental to neighbourhood amenity or character. Particular attention will be paid to ensuring that such works to listed buildings and non-listed buildings in conservation areas do not damage their special character.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE6 – The Council will protect, and where appropriate, improve, existing rights of way and will promote a network of linked walkways throughout the Plan area, based on parks, disused railway land, the Water of Leith valley, the Union Canal towpath and other rights of way.

Also Policies GE7, GE8, GE11 and GE12 seeking to protect Urban Wildlife Sites from damaging development and requiring proposals to include provision for landscaping and to show consideration for trees.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Provide safe and pleasant places – well designed and maintained open spaces – footpaths, streets, parks, squares - can be seen as places for people to meet. They are also opportunities to provide integration between different places, spaces and buildings.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

OTHER POLICY CONSTRAINTS :

Edinburgh Biodiversity Action Plan

Local Habitat Management Plan

Coltbridge and Wester Coates Conservation Area Character Appraisal

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS :

The two bridges have an acceptable relationship to each other. In some views, the metal framework structure appears to sit on top of the stone bridge; in other views it sits awkwardly. The openness of the new structure minimizes the visual conflict between them. However, its presence does detract from the setting of the original bridge.

The former railway bridge is a fine example, well-proportioned with its elliptical arch. It adds character to the corridor and is worthy of inclusion in the conservation area (as proposed).

Steps lead up from walkway to roadway. These are shallow steps on a well-graded slope. This is a heavily wooded area, with strong sense of enclosure.

Note on drawing states “possible widened bridge structure with increased span to accommodate tramway and combined footway/cycleway”

Safer routes to School considerations

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states “*The combined width of the tram tracks and the cycle and foot path will be approximately 11m, compared to the original railway of 8m and the current cycle track of 3m. Parts of the existing cutting and embankments are narrower than this, so retaining structures will be required to allow for widening. The height and extent of these cannot be properly determined. But they are not currently envisaged to be more than 1 to 1.5m high if designed as vertical walls or 2.5m high if designed as raked crib walling*”.

“*Where the railway corridor passes under narrow and low-arched bridges, the track bed will be lowered slightly to allow the tram tracks to be off set from the bridge centre-line and thus allow for a narrow cycle and footpath.*”

Other impacts include potential loss of habitat and species, disturbance and damage to habitats. “*The safety clearances for the OLE, combined with the increased width of track mean that extensive tree clearance will be required*”

Mitigation works include “*ensuring that new works are generally sympathetic to the character of the area, and by replacing lost trees with a mixture of native and decorative shrub planting. Over time this will partially re-enclose and screen the area.*” Mitigation works have been further detailed in the Landscape Habitat Management Plan for the Roseburn Corridor.

OBJECTIVES:

- All alterations should be in keeping with the character and architectural integrity of the original bridge and the adjacent conservation area.
- The existing arch on the stone bridge should be retained intact.
- In the event that the alterations required are major in nature, consideration should be given to designing a replacement structure.
- The existing abutments should be retained, and any extension downwards should be in stone to match existing in type and size of blocks
- Existing retaining walls should be retained, or, failing that should be rebuilt using the existing stone.
- The connection between the Roseburn Corridor and the school access should be retained or reinstated and enhanced at a gradient no steeper than existing.
- The creation of dark or hidden spaces which may be unsafe or attract anti-social behaviour should be avoided.
- All materials to be used must match existing.
- All elements should be designed holistically – lighting, equipment, OLE, landscaping – to achieve visual coherence from all viewpoints.
- Design should take account of the structural characteristics of the existing bridge and should demonstrate that construction can take place without causing damage to the structure.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)
Friends of the Roseburn Urban Wildlife Corridor Association
St George's School
Spokes
Community Council

EDINBURGH TRAM PROJECT PROPOSED MAJOR STRUCTURES - DESIGN OBJECTIVES

STRUCTURE : CRAIGLEITH DRIVE BRIDGE

TRAM LINE : 1

DESCRIPTION OF EXISTING STRUCTURE

: Former railway bridge constructed of stone and with a semi-circular stone arch. Very narrow span over Craigleith Drive. It carries the existing walkway/cycleway in the Roseburn Corridor. Stone abutments and curved wing walls of same stone.

LISTED BUILDING : No

LOCAL PLAN : Central Edinburgh

CONSERVATION AREA : No



RELEVANT LP DESIGN POLICIES :

CD11 – Proposals..should respect the constraints of a site, the character of its surroundings and the opportunities to add visual interest or improve the environment.

CD19 – The Council will permit alterations and extensions to buildings which in their design and form, choice of materials and positioning are compatible with the character of the original building, will not result in an unreasonable loss of privacy or natural light to neighbouring properties and are not detrimental to neighbourhood amenity or character. Particular attention will be paid to ensuring that such works to listed buildings and non-listed buildings in conservation areas do not damage their special character.

CD18 – All development will in its design and layout be expected to contribute to an environment which is safe, equally accessible to all including people with particular mobility needs and sustainable in the long term.

Policy T10 – The Council will seek to create as extensive, safe and attractive an environment for pedestrians as practicable, especially within the city centre and other main areas of pedestrian congregation. Attention will be paid to its design quality and utility for people with movement difficulties. Wherever possible, more circulation space for pedestrians will be sought when development is proposed.

Also Policies T6, T8 and T9 seeking expansion of cycle routes, secure cycle parking facilities both on and off street.

RELEVANT LP ENVIRONMENTAL POLICIES :

GE6 – The Council will protect, and where appropriate, improve, existing rights of way and will promote a network of linked walkways throughout the Plan area, based on parks, disused railway land, the Water of Leith valley, the Union Canal towpath and other rights of way.

Also Policies GE7, GE8, GE11 and GE12 seeking to protect Urban Wildlife Sites from damaging development and requiring proposals to include provision for landscaping and to show consideration for trees.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Provide safe and pleasant places.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

OTHER POLICY CONSTRAINTS :

Edinburgh Biodiversity Action Plan

Local Habitat Management Plan

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS :

This stone bridge has a strong verticality, and a very narrow span which acts to slow traffic down – probably discourages the through movement of traffic. The parapets are separated from the rest of the structure by a prominent string course. There is a steep embankment on either side, but no retaining walls. Trees either side.

Large warning signs on each side of bridge. Housing comes close up to the embankment (including a new house)

Notes on drawing state “Widened bridge structure to accommodate tramway and combined footway/cycleway” and “Earth retaining structures and slope regrading as required throughout corridor to accommodate tramway and footway/cycleway”.

Apart from through traffic, this is a quiet residential area

Provisions contained within the Landscape Habitat Management Plan may be relevant.

EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states “The combined width of the tram tracks and the cycle and foot path will be approximately 11m, compared to the original railway of 8m and the current cycle track of 3m. Parts of the existing cutting and embankments are narrower than this, so retaining structures will be required to allow for widening. *The height and extent of these cannot be properly determined But they are not currently envisaged to be more than 1 to 1.5m high if designed as vertical walls or 2.5m high if designed as raked crib walling*”.

Other impacts include potential loss of habitat and species, disturbance and damage to habitats. *The safety clearances for the OLE, combined with the increased width of track mean that extensive tree clearance will be required*”

Mitigation works include “*ensuring that new works are generally sympathetic to the character of the area, and by replacing lost trees with a mixture of native and decorative shrub planting. Over time this will partially re-enclose and screen the area.*” Mitigation works have been further detailed in the Landscape Habitat Management Plan for the Roseburn Corridor.

OBJECTIVES:

- Any widening of the bridge should be the minimum necessary commensurate with its new function and should not compromise its appearance. In the event that the alterations are major in nature, consideration should be given to designing a replacement structure.
- The existing stone arch should be retained intact.
- Any regrading of embankments should ensure that slopes are no steeper than existing and that there is no adverse impact on the daylight and sunlight received by existing residential properties.
- If retaining walls are required these should be the minimal possible height, finished in good quality facing brick, the colour of which should seek to brighten the space.
- To minimise damage to existing vegetation during construction works.
- To avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- Any re-routing of walkway/cycleway should be carefully graded for ease of access to all (including wheelchair users)
- All elements should be designed holistically – lighting, equipment, OLE, landscaping and noise mitigation measures (if considered necessary) – to achieve visual coherence from all viewpoints. OLE poles on the bridge deck should be avoided.
- Design should take account of the structural characteristics of the existing bridge and should demonstrate that construction can take place without causing damage to the structure.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Friends of the Roseburn Urban Wildlife Corridor Association

Community Council

Spokes

Residents in houses immediately adjacent

EDINBURGH TRAM PROJECT
PROPOSED MAJOR STRUCTURES - DESIGN
OBJECTIVES

STRUCTURE :

GROATHILL ROAD SOUTH BRIDGE

TRAM LINE : 1

DESCRIPTION OF STRUCTURE : Former railway bridge, constructed of stone, now carrying walkway/cycleway. Span allows for two vehicles to pass underneath on Groathill Road South. The abutments and curved wing walls are constructed in stone.

LISTED BUILDING : No

LOCAL PLAN : North West Edinburgh/West Edinburgh (on boundary with Central Edinburgh)

CONSERVATION AREA : No



RELEVANT LP DESIGN POLICIES

Policies from draft WELP are most up-to-date material considerations.

Policy DQ 11 – Alterations and Extensions to existing buildings, where acceptable in principle, should be subservient and relate carefully to the original building. They should be of a suitable scale to the existing building and the space around it and should have an acceptable impact upon its surroundings and neighbourhood.

Other relevant policies are DQ7 – seeking new tree planting and robust landscaping with proposals - and DQ9 which requires protection of key views from intrusive development.

RELEVANT LP ENVIRONMENTAL POLICIES :

Policies from draft WELP:

Policy GE12 – Development proposals will generally be considered for their impact upon wildlife, habitats and geological features. The Council will not permit developments that have the potential to result in harm to a species of plant or animal, or its habitat, that is protected under relevant legislation. Developers will be encouraged to maintain and increase the nature conservation value of proposed development, including the creation of new wildlife habitats where appropriate.

EXTRACT FROM EDINBURGH STANDARDS OF URBAN DESIGN :

Provide safe and pleasant places – well designed and maintained open spaces – footpaths, streets, parks, squares - can be seen as places for people to meet. They are also opportunities to provide integration between different places, spaces and buildings.

Consider outdoor spaces as a means of integrating and linking development to provide structure and a shared community focus.

Minimise the loss of public access to areas of outdoor/visual amenity, recreation and biodiversity interest.

Proposals should demonstrate urban design to create a “sense of place” and integration with local context; places which are attractive, offering mixed uses, variety of form and choice; sensitivity to human scale.

OTHER POLICY CONSTRAINTS :

Edinburgh Biodiversity Action Plan

Local Habitat Management Plan

SITE CHARACTERISTICS AND CONTEXTUAL ANALYSIS :

The stone bridge occupies a dark corner. There is poor visibility for traffic passing underneath (road twists under the bridge). This is a busy road which appears to be used as a “rat run” by cars avoiding a traffic light junction on Telford Road.

The wing walls are supplemented by extensive retaining walls on southeast side. Adjacent in the other quadrants are a house and garden on northeast side, steep embankment adjacent to house on southwest side, house and garden on northwest side. South side is therefore more critical in terms of height differences.

RELEVANT EXTRACT FROM ENVIRONMENTAL STATEMENT

The ES states “The combined width of the tram tracks and the cycle and foot path will be approximately 11m, compared to the original railway of 8m and the current cycle track of 3m. Parts of the existing cutting and embankments are narrower than this, so retaining structures will be required to allow for widening. *The height and extent of these cannot be properly determined. But they are not currently envisaged to be more than 1 to 1.5m high if designed as vertical walls or 2.5m high if designed as raked crib walling.*”

Other impacts include potential loss of habitat and species, disturbance and damage to habitats. *The safety clearances for the OLE, combined with the increased width of track mean that extensive tree clearance will be required*”

Mitigation works include *“ensuring that new works are generally sympathetic to the character of the area, and by replacing lost trees with a mixture of native and decorative shrub planting. Over time this will partially re-enclose and screen the area.”* Mitigation works have been further detailed in the Landscape Habitat Management Plan for the Roseburn Corridor.

OBJECTIVES

- Any widening of the bridge should be kept to a minimum, commensurate with its new function and should not compromise its appearance. In the event that the alterations are major in nature, consideration should be given to designing a separate footbridge of light transparent design.
- The existing stone arch should be retained intact.
- Any regrading of embankments should ensure that slopes are no steeper than existing and that there is no adverse impact on the daylight and sunlight received by existing residential properties.
- If retaining walls are required these should be the minimal possible height, finished in good quality material, the colour of which should seek to provide additional brightness to the public street.
- Minimise damage to existing vegetation during construction works.
- Avoid creating dark or hidden spaces which may be unsafe or attract anti-social behaviour
- Opportunities to create new pedestrian and cycle linkages between Groathill Road South and the tramway corridor should be maximised.
- All elements should be designed holistically – lighting, equipment, OLE, retaining walls, landscaping and noise mitigation (if considered necessary) – to achieve visual coherence from all viewpoints. OLE poles on the bridge deck should be avoided if possible.
- Design should take account of the structural characteristics of the existing bridge and should demonstrate that construction can take place without causing damage to the structure.

INTERESTED PARTIES

City Development Dept – Structures Section (Transport)

Community Council

Spokes

Residents in houses immediately adjacent

You can get this document on tape, in Braille, large print and various computer formats if you ask us. Please contact ITS on 0131 242 8181 and quote ref 06060. ITS can also give information on community language translations. You can get more copies of this document by calling David Morgan (Customer Services Team Leader) on 0131 529 3900.

這設計手冊解說要在愛丁堡電車計劃中達致優質設計所需要具備的內容、要求及結構。愛丁堡市議會作為「規劃當局」，在評估建議書時，會以此為參照，同時，設計手冊在採購過程中是重要的部份。欲查詢本文件的翻譯資料，請致電愛丁堡市議會傳譯及翻譯服務部(ITS)，電話0131 242 8181並說明檔案編號06060。

یہ ڈیزائن مینیل (ہدایت نامہ) ایڈ میرا کے ٹریم کے پراجیکٹ کے میڈریڈ برائش کے حصول کیلئے اس کے مضمون، مطالبات اور طریق عمل کی مجموعہ پیش کرتا ہے۔ یہ ایک ریفرنس پوائنٹ کی طرح کام کرتا ہے جس کے تحت سنی آف ایڈ میرا کوئس کو بحیثیت اپنا تک اقداری پیش کی گئی تھا۔ تجاویز کا جائزہ لیا جائے گا۔ اس کے علاوہ حصول کے طریقہ کار میں کلیہ کی کردار ادا کرتا ہے۔ اپنی کیونٹی میں بولی جانے والی زبان میں اس دستہ کے ترجمے کے متعلق معلومات کیلئے برائے مہربانی اس پر مبنی ایڈ ٹرانسلیشن سروس (ITS) کو 0131 242 8181 پر ٹیلیفون کریں اور ریفرنس نمبر 06060 کا حوالہ دیں۔

شرح دلیل استخدام التصاميم السياقي والمتطلبات والآليات لتحقيق التصاميم ذات النوعية الجيدة لمشروع فريق إدنبور، وسيكون نقطة مرجع تقييم على أساسه الطلبات التي يتم رفعها إلى مجلس بلدية مدينة إدنبور باعتبارها "سلطة التخطيط" كما سينصب دورا مهما في عملية الحصول على المشريات. للمعلومات حول ترجمة هذه الوثيقة إلى لغة جابتك الرجاء الاتصال مكتب خدمة الترجمة الفورية والتحريرية على رقم الهاتف 0131 242 8181 ونذكر الإشارة رقم 06060

یہ ڈیزائن مینیل (ہدایت نامہ) ایڈ میرا کے ٹریم کے پراجیکٹ کے میڈریڈ برائش کے حصول کیلئے اس کے مضمون، مطالبات اور طریق عمل کی مجموعہ پیش کرتا ہے۔ یہ ایک ریفرنس پوائنٹ کی طرح کام کرتا ہے جس کے تحت سنی آف ایڈ میرا کوئس کو بحیثیت اپنا تک اقداری پیش کی گئی تھا۔ تجاویز کا جائزہ لیا جائے گا۔ اس کے علاوہ حصول کے طریقہ کار میں کلیہ کی کردار ادا کرتا ہے۔ اپنی کیونٹی میں بولی جانے والی زبان میں اس دستہ کے ترجمے کے متعلق معلومات کیلئے برائے مہربانی اس پر مبنی ایڈ ٹرانسلیشن سروس (ITS) کو 0131 242 8181 پر ٹیلیفون کریں اور ریفرنس نمبر 06060 کا حوالہ دیں۔

Andrew M Holmes
Director of City Development
The City of Edinburgh Council
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Edinburgh EH1 1ZJ