

Edinburgh Tram Project : Design Manual

Planning Committee
1 December 2005

1 Purpose of report

- 1.1 To present a finalised version of the Tram Design Manual for Committee approval.

2 Summary

- 2.1 At the Planning Committee on 16 June 2005, a draft Design Manual for the Edinburgh Tram Project was presented to Councillors. That document was the subject of a public consultation from 8 July 2005 to 9 September 2005. A summary of the consultation response received is contained in Appendix 3. This report presents a finalised version of this document. The document will be a reference point against which submissions for prior approval will be assessed.

3 Main report

Background

- 3.1 The Tram Design Manual has been in development since November 2003. It has evolved as the tram project has developed. On 16 June 2005 a further revised version of the Manual was presented to Committee.
- 3.2 Committee approved this version of the Manual as a draft for consultation. This took place in the usual manner with the Manual being posted on the Council website and a mailshot to interested parties including Community Councils, amenity bodies and developers. The period of consultation was from 8 July 2005 to 9 September 2005.

Consultation Responses

- 3.3 A total of 28 consultation responses were received, including responses from tie Ltd, the Cockburn Association, various local residents groups and one response enclosing a petition. Copies of the responses received have been included in the background papers. A summary of the consultation responses is contained in Appendix 3. This also includes a summary of the Council's responses to the comments made.
- 3.4 Many of the comments received either supported or opposed the tram project without making any direct comment on the Tram Design Manual. Other comments received have included a desire to see further detail on approval processes, further clarification of the role of the Planning Authority, further detail on the mechanism for integrating tram infrastructure into public spaces and further detail on the design of major structures. The Planning Authority's response to all these matters can be seen in Appendix 3.

Current Position

- 3.5 A series of meetings has taken place between the Department, tie, Transdev and Historic Scotland. These meetings have discussed in depth how the Manual can be improved and updated. In order to reflect the issues raised at these meetings and through the consultation process, a number of changes have been made to enhance the Design Manual. These are as follows:
- The Introduction has been revised: the intention being, to more clearly define the role of the Manual and how it should be interpreted. It also explains the role of the Council in promoting the project and the role the Council has as a Planning Authority.
 - The Delivery Section has been moved in the document so that it now follows on from the Introduction. This provides a more rational order to the document, making it easier to use and understand.
 - The Delivery Section has also been amended to reflect the proposed working arrangements for the Tram Design Working Group (a protocol had been previously agreed and this Group is planning to meet for the first time in December) and to give clearer advice on the design process in relation to the Working Group.
 - More reference to the wider public realm agenda has been added to the Manual to ensure integration between these projects strands.
 - Statements containing objectives for Major Structures have been produced and included in the Manual as Appendices.
 - The Environmental Mitigation section has been re-formatted to match the format used in the other detailed design guidance sections. Some

corrections have been made, although the content remains largely the same.

- The Strategic Aspirational Objectives have been retained within the Manual as they provide a useful context for the design of the tram system, although they have now been included as an Appendix. This makes the Manual more user-friendly but does not change the status of these objectives.
- The 'Prior Approval Process' as approved by Planning Committee in February 2005 has been moved to an Appendix as it is useful for reference purposes but refers to a specific process rather than design requirements.
- The draft planning policy relating to Tram safeguards, as approved for consultation at the Planning Committee on 26 May 2005 has been moved to an Appendix as it does not relate directly to the tram design, but the design of buildings alongside the tram corridor.
- A Consents Table has been added as an Appendix. This helps to specify what the Council as 'Planning Authority' will be able to control.
- More detailed references to prior approval procedures (now in the Manual as an Appendix) have been included.
- Basing the document in the context of Council policies, by including more cross references to planning and other guidelines.
- Inclusion of more accurate and up-to-date design requirements as tie's thinking has developed.
- Editing of text to remove repetitive phrases.

3.6 These changes to the structure of the Manual make it more user-friendly. It is now more clearly focused on the design of the tram system, while also containing useful references to other policies and guidance. The appendices provide related information, for example details of the planning approvals required and the processes involved.

3.7 Once approved, the document will be forwarded to the Scottish Parliament. Parliament is aware of the Draft Manual and will be interested in amendments to it and the results of public consultation. It will also be used from this point on to influence early detailed design work on tram and public realm spaces. The System Design Services (SDS) for the tram has now been appointed and design work can start, in earnest, once the Manual is approved. In due course it will also be the key reference point against which submissions for prior approval will be assessed.

- 3.8 It should also be noted that the Tram Design Manual presented in Appendix 1 is text only. The intention is to reinstate the illustrations in a finalised document, but time has not permitted this at this stage.

Related Matters

New Development on or Near Safeguarded Tram Routes – General Planning Provisions

- 3.9 General Planning Provisions relating to the safeguarding of Tram Lines 1, 2 and 3 were presented to Planning Committee on 26th May 2005. Committee approved these Provisions as a draft for consultation. They were incorporated into the Design Manual and were subject to the same consultation exercise. No specific comments were received regarding the draft Provisions.

Tram Public Realm

- 3.10 The Tram Public Realm Project is still in development. The key issue for delivering wall to wall improvements along the tram routes will be funding. The Tram Design Manual has been amended to reflect this position and the proposed approach will be to ensure that design of the tram system and associated road realignment provides opportunities for high quality public spaces.
- 3.11 Two bids have been made for funding public realm improvements through the Cities Growth Fund. Both have been submitted to the Scottish Executive and are under consideration at the current time. One of the bids has been promoted by the Edinburgh City Centre Management Company. This is for £1.1 million to be used primarily for design work and some physical works. The second bid has been promoted by City Development. This is for £200,000, potentially match funded by Scottish Enterprise Edinburgh and the Lothians, to be used for public realm design work along the tram routes.
- 3.12 Section 75 monies secured through the Granton Harbour and Western Harbour developments may also be used to fund public realm design work along Lower Granton Road.
- 3.13 It is likely that a variety of different funding streams, including 16% of the contributions received through the Tram Developer Contributions Guideline, will be used to deliver tram public realm improvements.
- 3.14 Following the motion of the Planning Committee to the Council Executive in relation to the City Centre, the Chief Executive was asked to consider how the Council could strengthen its leadership role in planning and realising the practical development of the City Centre, while involving other key players.

- 3.15 One of the tasks that any consequent steering group would need to address would be the integration of the tram into the broader public realm. The principles of ensuring that the tram design and construction does not limit or prejudice the design or achievement of a broader quality public realm, the preparation of designs for individual spaces and streets and their implementation when funds become available, will be applicable across the tram route.

A Wire-free Tram System

- 3.16 At the time the Tram Design Manual was being redrafted, no decision had been taken regard whether or not the tram system would be wire-free. This issue is to be put before the Tram Project Board. The outcome will be presented at the Planning Committee. The Board may decide that the development of a wire-free system will not be feasible and will no longer be pursued. This is not stated in this version of the Tram Design Manual and Committee may wish to have the Manual further edited to reflect this position before it is published.

Next Steps

- 3.17 It is anticipated that the Tram Design Working Group will have its inception meeting in December 2005 dependant upon, amongst other things, the approval of the Tram Design Manual. This will allow the detailed design on the tram system to begin.
- 3.18 The development of a Tram Public Realm project will be closely related to this work and will be presented to Committee in due course.

4 Financial Implications

- 4.1 There are no financial implications arising from the Design Manual. However, delivery of an integrated wall-to-wall design of the public realm is not covered by the Tram Project, and a public realm project is being developed to deliver the quality sought.

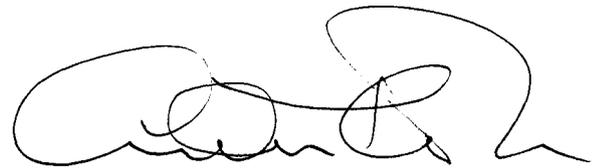
5 Conclusions

- 5.1 The earlier draft version of the Tram Design Manual has now been revised and updated and is presented as a final version. The changes to the structure of the Manual make it more user-friendly. It is now more clearly focused on the design of the tram system, while also containing useful references to other policies and guidance. The appendices provide related information, for example details of the planning approvals required and the processes involved.

6 Recommendations

- 6.1 It is recommended that the Planning Committee:

- a. approves the Tram Design Manual;
- b. approves the sample of photographs contained in Appendix 2, as suitable for inclusion within the Manual, and authorises the production of a final publication version of the Manual;
- c. approves the General Planning Provisions for New Development on or Near Safeguarded Tram Routes as Supplementary Planning Guidance;
- d. forwards the Manual to the Council Executive for its approval;
- e. agrees that the Manual be edited to reflect the current position regarding a 'wire-free' system.



Andrew M Holmes
Director of City Development

Appendices	<p>Appendix 1: Finalised Tram Design Manual (text version)</p> <p>Appendix 2: Photographs to accompany draft Tram Design Manual</p> <p>Appendix 3: Summary of Consultation Responses</p>
Contact/tel	David Cooper (0131) 469 3720
Wards affected	All/city wide
Background Papers	<p>The Draft Tram Design Manual Responses received from Consultation Report on the "Edinburgh Tram Project – Design manual and Procedures" to Planning Committee on 5th February 2004</p> <p>Report on the "Edinburgh Tram Project – Update" to Planning Committee on 26th May 2005</p>