

# NEAT Connections: Pennywell Road Place-making Strategy

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**Quality information**

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**Image:**  
Image of new residential development along Pennywell Road.

## Introduction

# 01

The Place-making Strategy provides clear strategic design guidance for Pennywell Road, Edinburgh, based on a high level appraisal of current landscape conditions and an evaluation of opportunities for public realm enhancement with the objective of improving health and wellbeing for the local community.

### 1.1 Background

AECOM have been appointed by the City of Edinburgh Council (CEC), to develop a Place-making Strategy for Pennywell Road, Edinburgh, which is one of the key focus areas of the North Edinburgh Active Travel (NEAT) Connections project area. The NEAT Connections project also includes West Granton Road and Ferry Road (residential section that runs parallel to Ferry Road). Pennywell Road is the focus of this report as it is the primary area of the project and that of the greatest opportunities, however the principles of this document could be applied to the wider project areas.

Pennywell Road, from its junction with West Granton Road and Marine Drive to its junction with Ferry Road, is the key corridor and area of change within the NEAT Connections project. This area has been a focus of active travel and placemaking improvements since 2017, when the 'Pennywell and Muirhouse Regeneration Key Cycle Link' project was first awarded funding from Sustrans. The original driver for this project was the regeneration of Pennywell and Muirhouse, and was led by CEC's Housing team. The project was restarted in November 2019 when the project was awarded funding through the Places for Everyone programme.

Temporary measures were introduced along the corridor during the COVID 19 pandemic through Spaces for People (now termed Travelling Safely), with the aim of creating opportunities for local residents and visitors to safely walk, wheel and cycle during the pandemic.

The production of this Strategy document involved a number of key steps; these have been detailed in Figure 01 and provide context to the ideas which follow in subsequent chapters. It takes on board a review of relevant national, local policies and guidance and key stakeholder engagement. It further draws upon site assessment, technical information and analysis forming a rich data-sourced approach, that reflects local community and environmental needs.



**Figure 01:** Diagram showing the process underpinning the formulation of the place-making strategy.

### 1.2 Aim and purpose of document

The Strategy provides an integrated Vision for active travel and the green infrastructure along Pennywell Road. It aims to offer a clear process and key indicators to realise the Vision, through a series of strategic principles and design codes with a purpose to provide guidance for current designs, future improvements and development of the Site.

The document examines existing landscape conditions and identifies opportunities for intervention and enhancement within the local context and in line with the overall Vision.

This is supported by a concept masterplan which is further backed by precedent images and good case study examples to reflect the key principles for the place-making of Pennywell Road, providing the user with insight and guidance to potential improvements and development.

The Strategy can be used as a supplementary planning document, intended for developers and designers and has been designed to assist with integrated decision-making for consortiums comprised of community representatives, local organisations and partner agencies to align future potential goals, initiatives, and investment opportunities.

Although it sets out a framework and governance for short and long-term development, monitoring and reviewing the Strategy in line with legislation and local policies for example, would ensure its effectiveness.

It can also act as a technical guidance for other NEAT Connections focus areas, enabling the application of the high-level strategic principles to be adopted within the context of their settings.

### 1.3 NEAT Connections project area

The NEAT (North Edinburgh Active Travel) Connections project area is situated towards the north-western periphery of the city of Edinburgh and includes the neighbourhoods of Muirhouse, West Pilton, Granton and Drylaw (Figure 02).

The project is funded and supported by the Places for Everyone programme administered by Sustrans and aims to improve and enhance sustainable transport and accessibility through the region, improve safety and create a vibrant public realm. The criteria for development is based on local needs and site-specific infrastructure in line with the NEAT Community Action Plan developed in partnership with local community groups and organisations in the North Edinburgh Small Area as part of NEAT Connections.

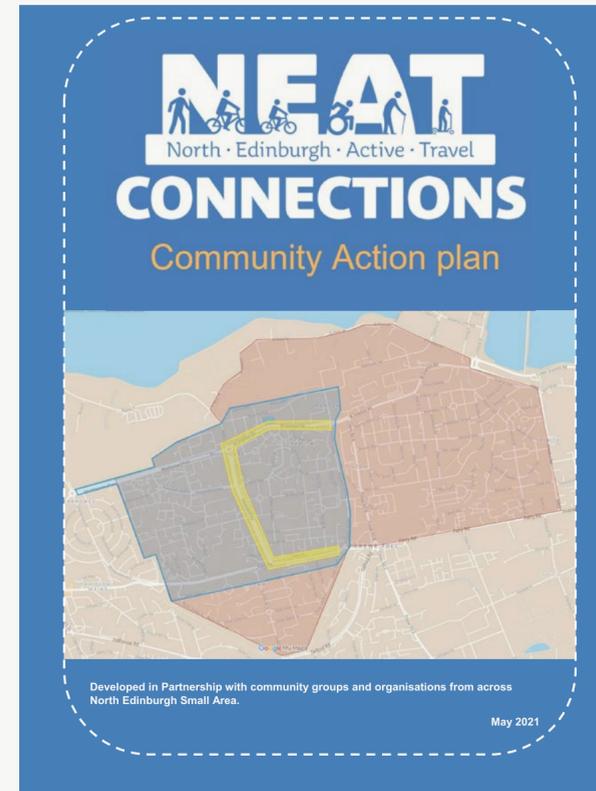
NEAT Community Action Plan 2021 - Community theme:

#### WHAT WE WANT

*“It is normal to see people of all types and backgrounds walking, wheeling, and cycling.”*

*“Streets and Public spaces feel welcoming and safe, and are pleasant and well used.”*

*“Access to nature and quality greenspace is plentiful.”*



**Figure 02:** Cover page of the Community Action Plan 2021 with the blue area indicating the NEAT Connections Project Area; yellow section outlining the core route that the NEAT Connections is focussed on and the red area denoting the area covered by the NEAT Community Action Plan .



Pennywell Road forms part of the wider NEAT Connections Project Area located on the north-western edge of Edinburgh.

2.1 Site context

2.1.1 Wider landscape context

The Site is located within the neighbourhoods of Muirhouse and West Pilton, which lies due north of the A902, Telford Road, connecting the area to Edinburgh Airport to the west and towards Leith to the east, as shown in Figures 03 & 04.

Pennywell Road is an important gateway in Muirhouse, Pilton and Granton. It provides access to coastal and open green spaces locally which are popular recreational spaces. As part of the development of Pennywell and Muirhouse, and the development at Granton, the importance of the space as a travel route, is set to increase.



Figure 03: Map showing Site location in relation to the wider context.

Not To Scale

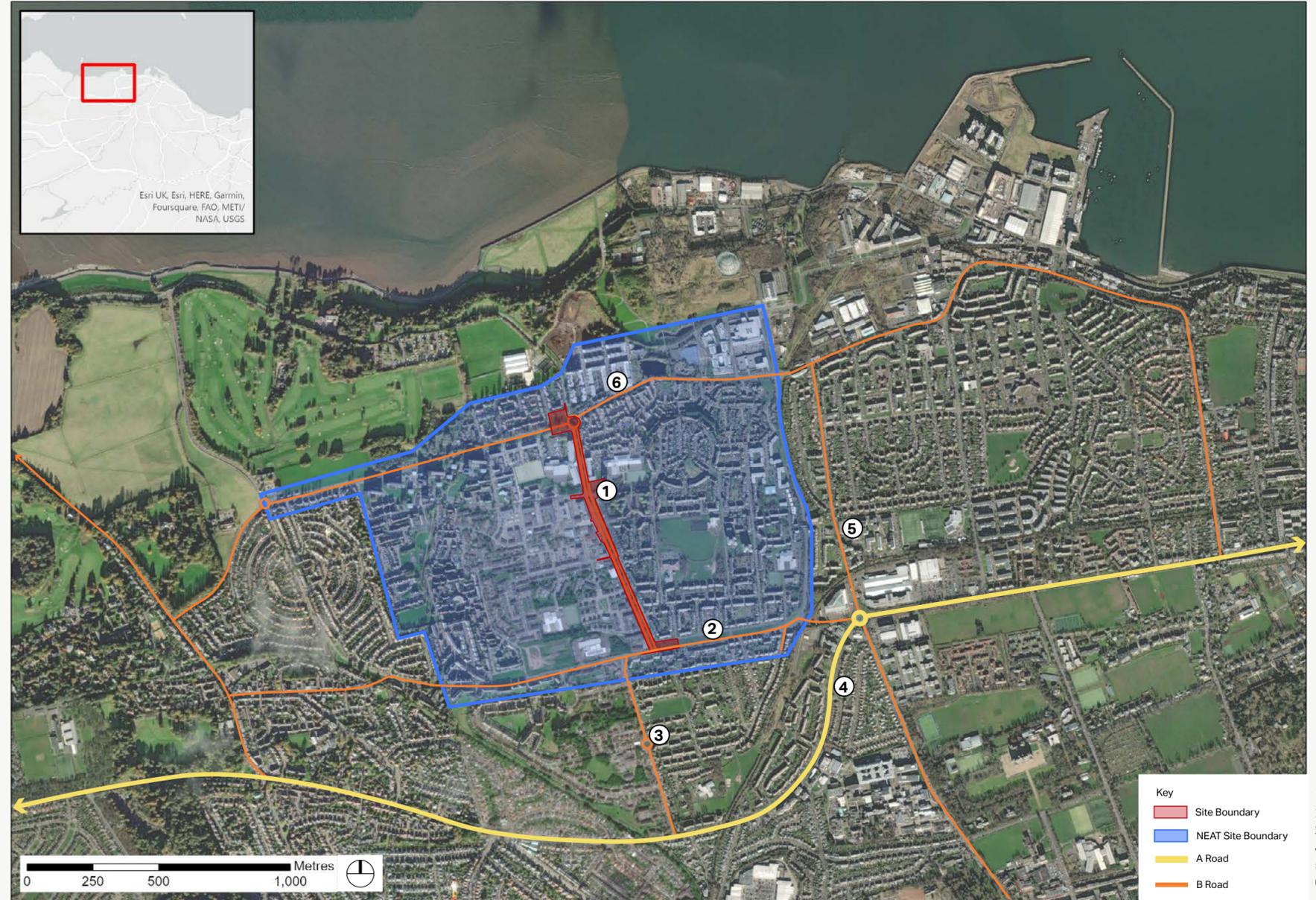


Figure 04: Map showing key routes and changes in landscape character across the site.

**2.1.2 Site**

Figure 05 provides the boundary of the Site for which this Strategy shall be applied, and includes:

- An area of green to the north by Marine Drive and the roundabout at Muirhouse Parkway.
- Full length of Pennywell Road heading south meeting Ferry Road, extending the boundary where there is an existing play area and parking by Northview Court, near the tower block and an area of green off Ferry Road.

The Site is mainly comprised of a dual carriageway with an adjacent parallel access road and junctions leading to other parts of Pilton, including schools, shops and residential areas that have been separated by grass verges.

Figure 06 provides photographic images of the referenced views indicated on Figure 05.

**2.1.3 Site survey**

Various assessments and surveys have been conducted aiming to establish baseline conditions across the Site that have, in return informed the analysis of the Site and its local context. Existing/ published studies and assessments particular to this Site are further discussed in section 2.2 of this report.

The outcomes are presented within this chapter as evidence in supporting the resolution of the project vision and design principles which will be introduced in subsequent chapters.

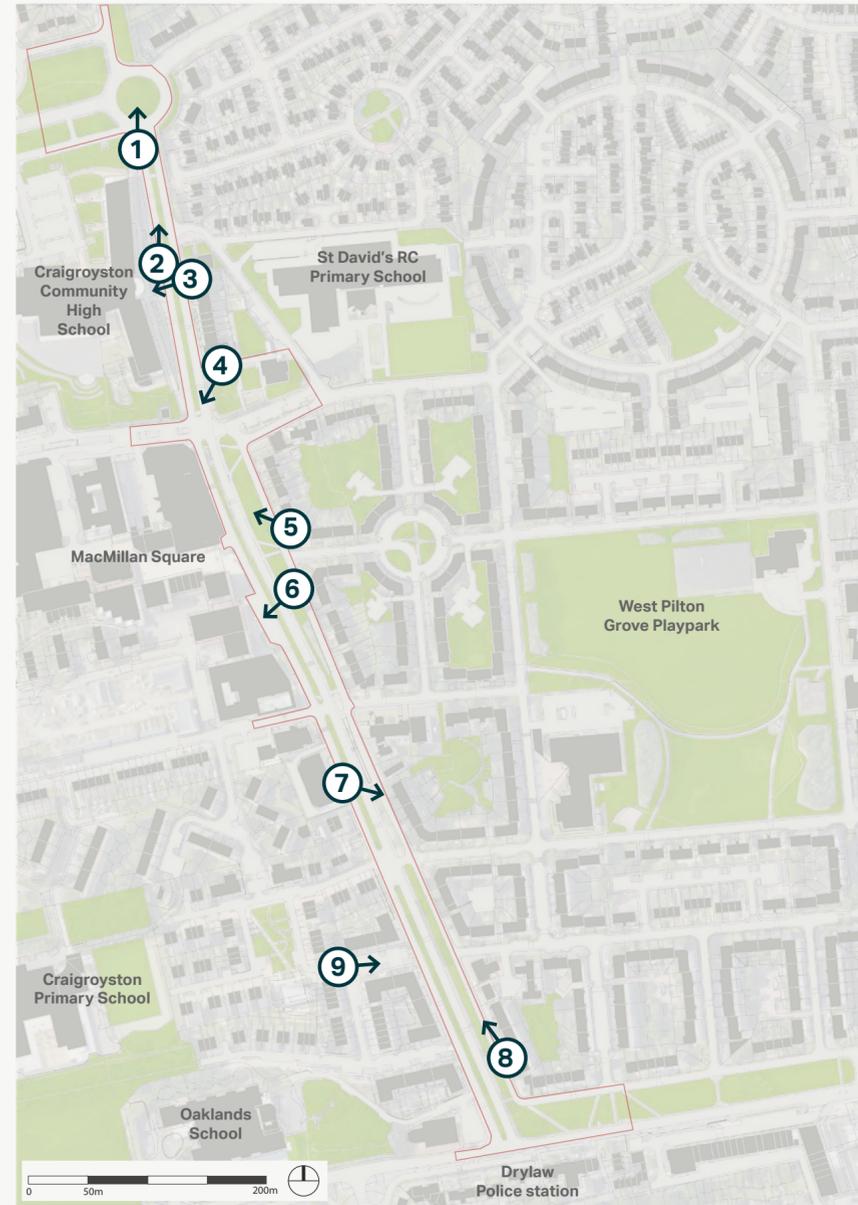


Figure 05: Site photo reference map



Roundabout at West Granton Road, looking north from Pennywell Rd



View of the crossing near Craigroyston School



View on Craigroyston Community High School



Toddler play area at Northview Court



View of MacMillan Square from Pennywell Rd/West Pilton Rise



View of Muirhouse shopping centre from the main crossing link



View across Pennywell Road from the community centre



View of the residential development near Cleghorn Rd



Bus stop and exit to Ferry Rd.

Figure 06: Images showing current views and features across the site.

**2.1.4 Land use**

Land use along Pennywell Road and adjacent areas is mixed. The area has a primarily suburban character with a mix of post-war and modern housing estates comprising a variety of typologies. Commercial and community buildings including schools contribute to the built form, as shown on Figure 07.

Large grass verges line the dual carriageway and adjacent access road. These areas are planted with scattered trees or linear rows of trees. Playing fields and small parks are located in close proximity to the Site, however connection to these spaces is lacking. A small park opposite Craigroyston Community High School provides some play opportunities to adjacent residential dwellings but is of poor design quality and lacks natural surveillance or diversity in play opportunities.

Public realm spaces are generally of poor quality with few distinctive features or characteristics.

Car parking is typically on-plot, associated with residential properties or commercial and community buildings. Some public designated parking spaces exist to the front of recently developed block of flats at the commercial part of the Site and along adjacent roads such as Pennywell Gardens.

The Site is not subject to any conservation area designations and contains no listed buildings.



Figure 07: Map showing land use within and adjacent to the Site.

**2.1.5 Building typology**

Figure 08 shows an overview of building use typology present within and adjacent to the Site.

Residential properties are the most common typology found within and adjacent to the site. These tend to be set slightly back from and orientated towards the road with small, private front gardens.

Three schools lie in close proximity to the Site, of those Craigroyston High School is the only school situated along Pennywell Road occupying a position at its northern end.

Commercial premises can be found concentrated within the centre of the site around its western boundary. Commercial properties typically have active frontages and face onto the public realm. Despite the presence of commercial activity there are few food or drink establishments and premises which are in a state of disrepair. Alongside commercial buildings in the centre of the Site, there are community and healthcare premises which service the health and well-being of the local population. Commercial and community buildings typically exhibit poor active street frontages and either physical or visual barriers in relation to the road.

Building style, scale and mass of building throughout the site is varied. Mid-twentieth century buildings are in contrast with newer modern developments which tend to be much larger in terms of scale and mass.

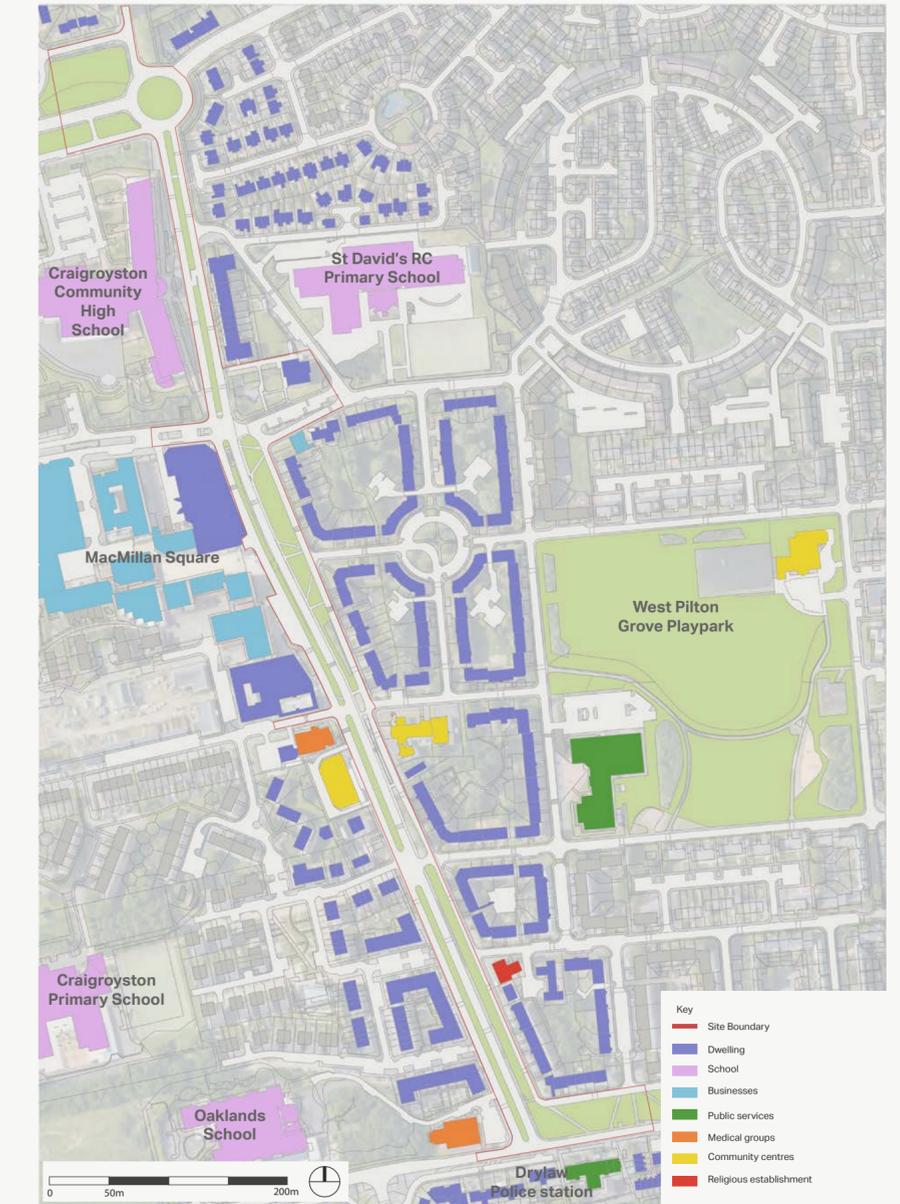


Figure 08: Map showing building typology across the site.

**2.1.6 Circulation**

Movement through the Site comprises pedestrian and vehicle circulation (Figure 09). Two vehicular through roads connect Pennywell Road to Muirhouse Parkway and West Granton Road at the northern and southern extent of the site, an additional adjacent access road provides access to residential properties facing the road. Pennywell Road acts as a key local transport route, with smaller roads leading off to residential areas, schools and local amenities.

Bus stops have been integrated along the main route however bus stop shelters impede pavements in places and the bus stops obstruct the temporary 'Spaces for People' lanes that have been incorporated along the route. This causes a conflict between road users and presents an issue on the safety of cyclists, although the cycle lanes are segregated by bollards.

A linear footpath is associated with each of the three roads through the Site. These are connected by pedestrian crossings at points along the road and small pathways which cut through the grassed verges separating the roads. The pavement widens to a small plaza space adjacent to new block of flats and MacMillan Square, however this lacks sense of place and offers little in terms of interest to draw users into the space.

The pedestrian paths are narrow and prescriptive and in some places the bus stop shelters further reduce the width of the pathways. Additionally safe crossing points are few and do not account for the natural flow of movement through the space. Metal railings have been used in the middle section of the site to control movement across the road however these are both aesthetically unappealing and reduce pedestrian safety along the road rather than enhance it.

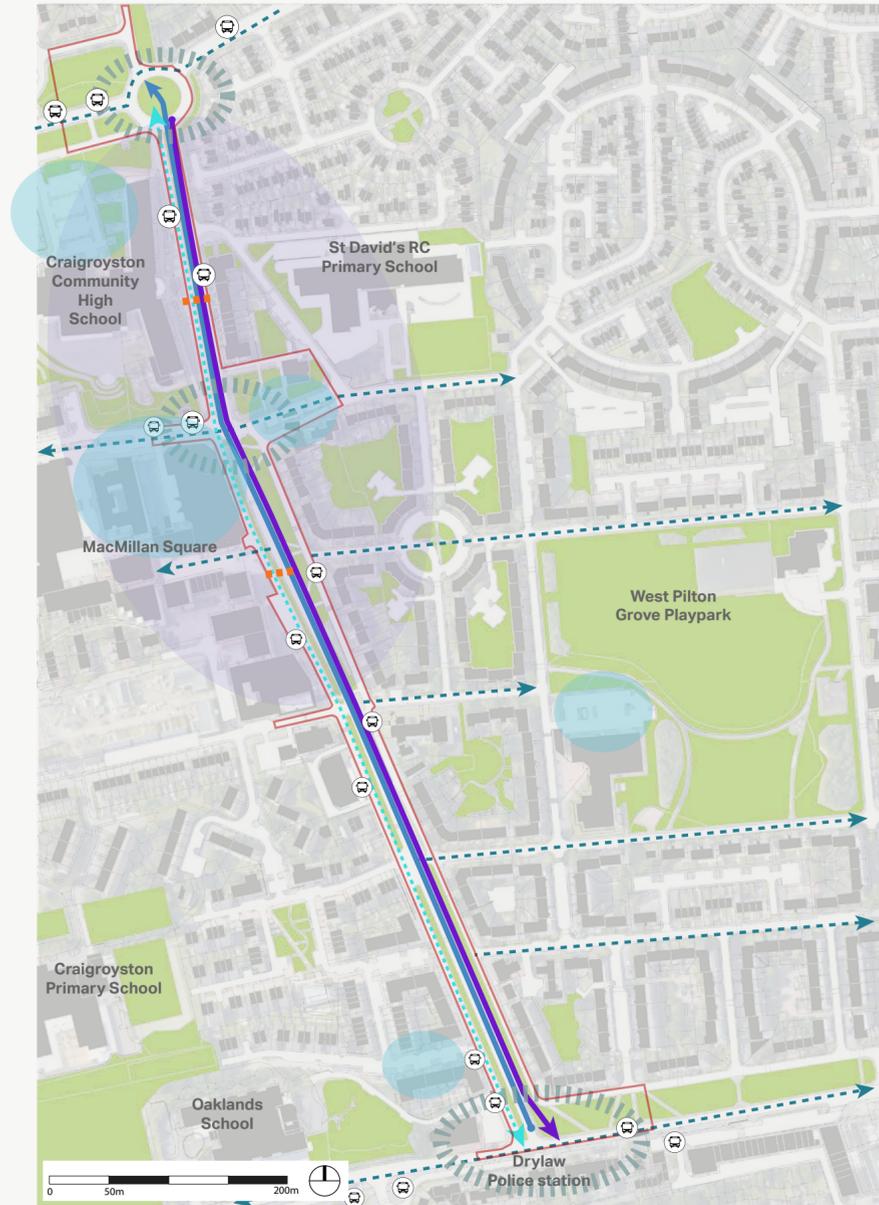


Figure 09: Map showing circulation across the site.

**2.1.7 Street furniture**

There is a lack of street furniture throughout the Site. Public realm spaces including pathways and plaza spaces offer very limited seating opportunities to facilitate rest or socialisation. Although streetlights are present the type of light is harsh and lacks diversity, creating a perception of lack of safety. This, along with a lack of natural surveillance facilitated by poor quality or absent social spaces impacts the perception of the road as a safe community and destination space (Figure 10).

**2.1.8 Sustainable drainage systems (SUDS)**

The topography of the Site raises some challenges; there is a steep gradient near the ramped pedestrian access by the Muirhouse Shopping Centre, where on the road level, accumulation of surface water and inadequate drainage has been identified.

There are other pockets along the road and in particular along the verges, where desire lines and or parking has damaged the surfaces, creating indentations or consolidating the ground resulting in poor drainage.

The NEAT Green Infrastructure Enhancement Options (Appendix 1), provides a map of the areas where inclusion of possible SuDS interventions could take place and is recommended that a detailed drainage strategy is developed for an integrated approach to SuDS future design development.

**2.1.9 Maintenance and management**

It has been identified through site surveys and issues raised by the community that the Site is subject to littering and vandalism. Rubbish is prominent in the areas north of Pennywell Road, particularly by the shopping area, play area and schools. Vandalism has been recorded throughout the site, with the burning of bins highlighted as a recurring issue.

The grass verges, trees and general vegetation are being maintained, with well-kept newly planted areas within the new residential development.

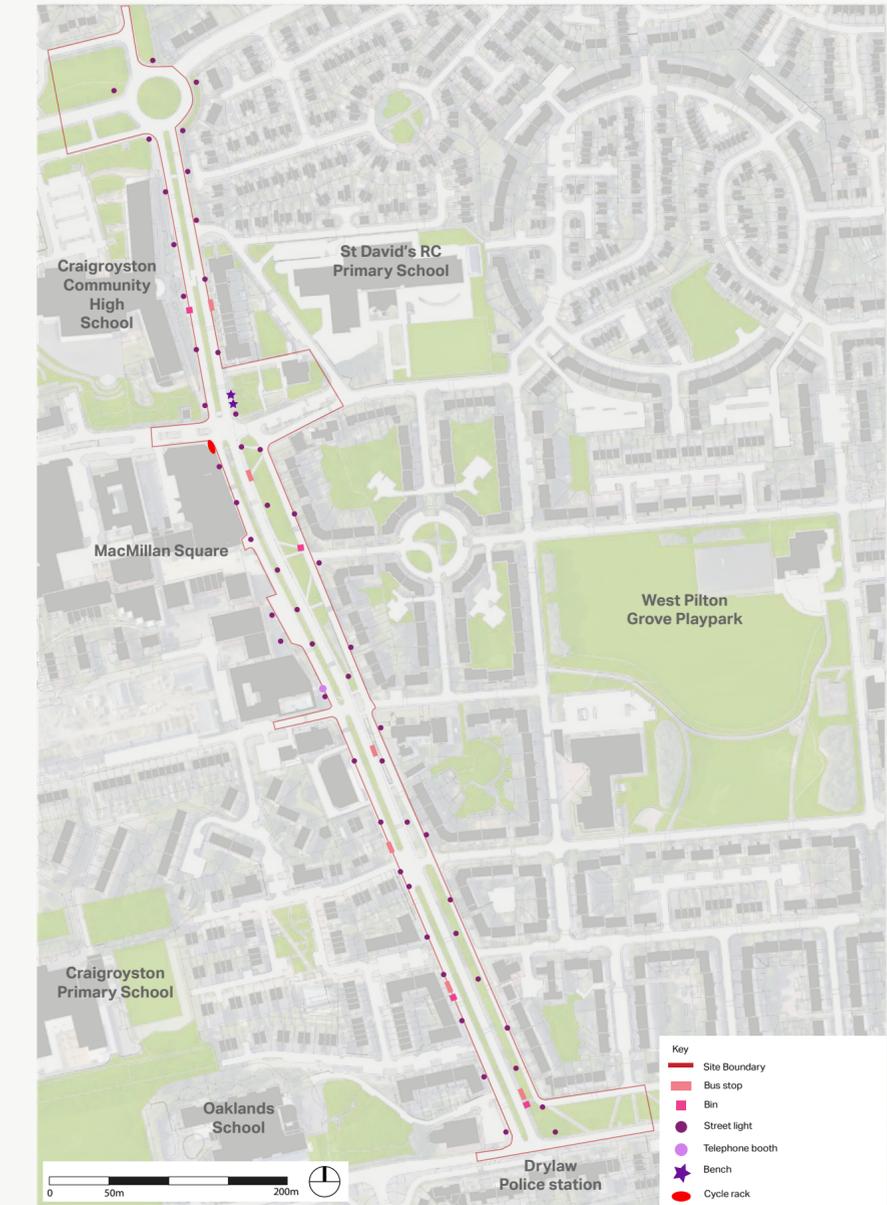


Figure 10: Map showing street furniture locations across the site.

## 2.2 Site assessments and studies

Two key reports have been produced that provide detailed observations and analysis of the use of the Site and public movement around it and identifies opportunities for enhancement of the existing green infrastructure.

### NEAT Connections Public Life Assessment (2020)

The report focused on six key locations (Appendix 2), four of which are within the area scope of this strategy, recording observations for different times of the day over a period in November 2020.

The following statements provide some of the key observations for each of the four relevant survey locations:

#### – Location 1: Muirhouse Parkway/Marine Drive

- *The space is used by local residents for regular activities such as dog-walking. The bus stop is a focus of activity and the pattern of movement reflects that this is generally a place to move through or depart from.*

#### – Location 2: Pennywell Road/West Pilton Rise

- *This area is an important focus of public life and activity within the project area at the neighbourhood level. It was the area where greatest diversity of use was observed, and one of the areas with greatest use throughout the day*

#### – Location 3: Muirhouse Local Centre

- *This space is important at the neighbourhood scale as the local centre offers services and convenience goods. The square is a focal point of formal public realm space*

#### – Location 4: Pennywell Road/Ferry Road Junction

- *This space is important at the local scale. It offers residents an area of open greenspace but is generally used as a place to pass through on the way to a destination, or departure / arrival point by public transport. Users tend to be individuals, in pairs, or groups <5.*

### NEAT Connections Green Infrastructure (2020) Enhancement Options

Identifies Pennywell Road for 'place' enhancement, nature conservation connectivity, green gateway enhancement and options to enhance existing key public green space.

Key opportunities recognised by the report, include the following which are presented in Appendix 3:

- To add new elements into the biodiversity network;
- To enhance visual character and legibility; and,
- To integrate play and promote social interaction.

The document also identified key overarching benefits for Design and Placemaking sourced from Scotland's Green Infrastructure Design and Placemaking 2011 publication which have been adopted in this Strategy as the basis for defining a Vision and Strategic Principles for the Site.

## 2.3 Planning context

This Strategy has been developed within the existing Planning Context, highlighting relevant policies and guidances at both national and local level.

### 2.3.1 National policy

#### National Planning Framework 4 (2023)

At the time of producing this document, the Scottish Government published the planning document, National Planning Framework 4 (NPF 4) which has been reviewed for this strategy.

The NPF 4 sets out a long-term spatial strategy for Scotland up to the year 2045 which has been aligned with United Nations Development Goals. The document presents three overarching categories; Sustainable Living, Liveable Places and Productive Places .

Appendix 4 provides an extract of the categories with supporting policies which have been highlighted to indicate those that potentially apply to this strategy.

### Environment Strategy for Scotland: Vision and Outcomes (2020)

A Strategy which aims to secure the well-being of the environment and biodiversity by restoring nature.

### Creating Places: A Policy Statement on Architecture and Place for Scotland (2013)

The policy statement sets out policies to guide planning applications and appeals in regards architecture and place, recognising the role public realm spaces have in delivering good places. The principles within this document should be used to inform decision making processes.

### Designing Streets: A Policy Statement for Scotland (2010)

Designing streets provides guidance on street design towards place-making and away from a vehicular dominance.

### Green Infrastructure: Design and Placemaking (2016)

This publication identifies six benefits for place-making and sets out six qualities of successful places and shaping the green and built environment. The benefits detailed in Appendix 5, provide clear definitions and addresses the aims and objectives for Place-making, including:

- *Place-making - Giving places character and a strong identity*
- *Economic - Saving energy and money for the residents and end users*
- *Climate change - reducing CO<sup>2</sup> emissions by providing non-vehicular travel routes encouraging walking and cycling*
- *Environmental - Preventing fragmentation of habitats*
- *Community & social - More opportunities and places for children to play*
- *Health & wellbeing - providing opportunities for growing food locally and healthy eating*

The Pennywell Road Place-making Strategy has looked at reviewing the policies and guidances through the lens of these benefits. Refer to Table 01 in section 2.5 for further details.

### 2.3.2 Local policy

#### Edinburgh Local Development Plan (2016)

Edinburgh Local Development Plan's current Policies relevant to Pennywell Road are:

Policy Env 6: Conservation Areas - Development

Policy Env 12: Trees

Policy Env 18: Open Space Protection

Policy Env 20: Open Space in New Development

Policy Env 21:Flood Protection

Policy Env 22: Pollution and Air, Water and Soil Quality

Policy Tra 9: Cycle and Footpath Network

#### City Plan 2030: Proposed Plan (2021)

Edinburgh's new proposed Local Development Plan, City Plan 2030 will supersede the current Local Development Plan setting out a strategy for development, proposals and policies to shape development and inform planning decisions over the next 10 years.

Appendix 6 shows the proposed strategy for Pennywell Road and the wider area. Local centre and Orbital bus route and improved bus connections are two policies identified within the site boundary.

#### 2030 Climate Strategy (2021)

Sets out a city-wide approach to reducing greenhouse gases in Edinburgh and outlines actions to achieve Edinburgh's Net Zero emissions targets by 2030. The strategy has been underpinned by seven core principles including creating 20-minute neighbourhoods and adapting to unavoidable climate change and preventing future emissions.



### Edinburgh's Open Space Strategy (2021)

Edinburgh's Open Space Strategy has set out priorities for open space, identifying opportunities for links between areas of open space for the enhancement of walking, cycling and biodiversity.

Audit outcomes relevant to the site:

- It identifies the play area at Northview Court, Pilton Crescent as a 'Play Space of 'Good' Play Value. The audit further references, the Edinburgh's Play Area Action Plan 2011-2016 report, where this play area has been assessed and is scored 24.5 points with a proposed action for 'continue to maintain'. The points however are considerably lower than the play areas within the Forth Neighbourhood. (Appendix 7).
- Both, Edinburgh's Open Space Strategy and Edinburgh's Play Area Action Plan have identified West Pilton Park as an open space that requires an upgrade to 'good'. A concept masterplan has been developed in line with this; refer to section 2.7.2 for further details.
- A potential access link has been identified to the south of Pennywell Road as shown in Appendix 7. The potential access appears to show a route via Cleghorn Road leading towards Muirhouse Green.
- Two additional documents, CEC's Active Travel Action Plan 2016 and Edinburgh Biodiversity Action Plan are considered within the Open Space Strategy. Although there are no direct references to Pennywell Road within these documents the Site should help to deliver and/or contribute to their wider initiatives as set out in their aims, objectives and actions.

## 2.4 Relevant guidance

Desk-based research has identified several relevant guidance documents, which should be read in conjunction with this Strategy. These are:

### Edinburgh Design Guidance (2020)

Edinburgh Design Guidance interprets the policies set out in the Local Development Plan to detail the Council's expectations for the design of new development in Edinburgh.

### Edinburgh's Thriving Greenspaces 2050

A strategy which sets out a 2050 vision for Edinburgh's greenspaces, reflecting the ambitions of stakeholders including the City of Edinburgh Council.

### Women's Safety in Public Places Community Improvement Partnership Progress Report (2022)

Between June and September 2022 the Policy and Sustainability Committee ran public consultations and focus groups on the theme of Women's Safety in Public Places.

### Planning for Green Infrastructure (2021)

Planning for Green Infrastructure produced by GCV Green Network in partnership with Central Scotland Green Network (CSGN) provides exemplar Green Infrastructure policies based on an analysis of Development Plan policies in Central Scotland.

### 20 minute Neighbourhood, Living Well Locally (2021)

This high-level strategy sets out a model for the delivery of 20 minute Neighbourhood across Edinburgh and includes Pennywell (Macmillan) Hub as one of the key locations for this model. Refer to Appendix 9 for further information.

### 2.5 Policy and guidance summary

As indicated in 2.3.1 there are six Place-making benefits that have been adopted as part of this strategy to determine the Vision and Principles. Table 1 provides a breakdown summary under each of these headings showing an overview of the policies and criteria they would align with.

Detailed policies and guidance definitions can be viewed in Appendix 9 and although many overlap or cross-over to other themes, it demonstrates that an integrated approach to place-making is the key consideration to a sustainable and well-designed space that provides benefits to each element.

Policy Document	The Six Benefits					
Green Infrastructure: Design and Placemaking (2016): Benefits	Place-making	Economic	Climate Change	Environmental	Social and Community	Health & Wellbeing
National Planning Framework 4						
GVC Network: Planning for Green Infrastructure (2019)						
City of Edinburgh Local Development Plan						
Edinburgh Climate Change Adaptation Plan 2016-2020						
Edinburgh Design Guidance						
Edinburgh's Open Space Strategy 2021						
Women's Safety in Public Spaces						
2030 Climate Strategy						
Edinburgh's Thriving Greenspace 2050						
Green Infrastructure						
Design and Placemaking						
Policy Statement for Scotland Design Streets						
Creating Places A policy statement on architecture and place for Scotland						

Table 01: Six inter-related benefits have been identified across the relevant policy and guidance documentation .

Key  
 Documents that have policies and criteria that align with the six benefits for place-making

### 2.6 Community engagement

Various engagement sessions with the community and stakeholders have taken place to gain an understanding of current constraints within the Site and to ascertain community needs in terms of future development and spatial design.

The outcomes of the consultations have been used to guide both the vision and design principles of the Strategy to ensure that the aspirations of the community underpin design decisions and address relevant issues.

#### 2.6.1 NEAT Connection Green Corridor Workshop (Sept 2022)

A series of community engagement events lead by the Council in coordination with partners took place in 2022 including a session with various members and representatives of the community within the North Edinburgh area. The event captured their thoughts on the conditions of their environment and aspirations or ideas they have to make improvements in their area. Appendix 10 provides a map of North Edinburgh displaying feedback notes from the community.

The results for the ideas and opportunities were collated and grouped into the following four categories:

- Youth and community groups
- Anti-social behaviour and judgement of young people
- Local activities
- Improving our environment

Suggested ideas for improvements that were specific to the Site have been grouped by the stakeholders which were shared by the Client during the workshop in September 2022. Figure 11 lists ideas with an image that was presented in the feedback, showing an option that would be useful for the active travel route.

#### Ideas for improvement

The northbound carriageway can become a **dynamic greenway** with space for:

- Trees, SuDS, pocket parks, planters and food growing;
- Spaces to play and sport (e.g. table tennis), 'performance' space, public toilets;
- Street furniture, bus shelters with seating, bins and travel information, lighting;
- Cycle parking, secure cycle storage, cycle hire
- Opportunities for wayfinding and public art relating to the areas identity;
- City car club, disabled bays

The routes will link in well with the **neighbouring areas**, connecting West Pilton and Muirhouse through the provision of safe crossings



Figure 11: Suggestion put forward by Client following consultation

“ We want a safer community with less drug taking, anti-social behaviour, and more parks and trees around and about. This should include better lighting in all the parks. ”

“ Community groups should get more space so they can do more activities and organise fun stuff ”

“ Improvements to walking and cycling routes - The roads are bad. Too tight, even the cars are hardly managing to go down them. More off road options. ”

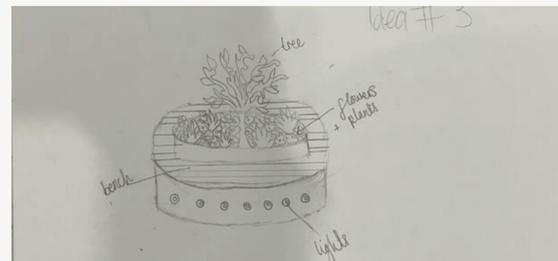
**2.6.2 Young people engagement (Stage 2-January 2023)**

A two and half day co-design session was undertaken to gain an understanding of current constraints within the Site and to ascertain young people’s aspirations in the future development and spatial design for Pennywell Road.

AECOM attended the final day of the consultation, 20th January 2023, at Craigryston High School. The session was facilitated by A Place In Childhood (APIC) in collaboration with the City of Edinburgh Council and with the support of the High School.

The task focused on gaining an insight into their perception of the challenges along the route and proposals for interventions for two areas, refer to Appendix 11. The scope of development was introduced on the final day to try and develop a wider picture of the needs of the community.

Figure 12: Youth designs



**2.6.3 Consultation Outcomes: Constraints**

**– Lack of safety**

Pennywell Road was identified as a space used generally only during daylight hours. The students highlighted the lack of safety in the area, emphasised by poor street lighting, natural surveillance and run-down infrastructure. This was suggested to be linked to a confusion around ownership of space. Safety and security concerns were also mentioned as barriers to cycling.

**– Anti-Social behaviour**

Anti-social behaviour was mentioned as a frequent issue along the road which contributes to the lack of safety.

**– Lack of seating and shelter**

Responses highlighted a lack of seating or shelter, reducing the opportunity for socialising and rest. Shelter is limited to shop front canopies or trees, reducing the opportunities for socialising outdoors and contributes to a lack of safety and attractiveness.

**– Lack of green infrastructure**

The area offers some green infrastructure, however much of it is not usable for the local community. This is linked to lack of access or safe access, poor signage and poor infrastructure and spatial design. Indeed, the green infrastructure on Pennywell Rd is disconnected and doesn’t offer value for the local community.

**– Poor circulation**

Students typically enter the Site from four main gateways, with car and travel on foot being the most popular methods of transport, however ease of movement particularly for pedestrians was recognised as being poor.



**2.6.4 Consultation Outcomes: Opportunities**

**– Public Space Enhancement**

Enhancing and creating appropriate space was mentioned many times during the engagement. The enhancements proposed were often through improved quality furniture (seating, bins) and colourful planting and planting beds. The suggestion of integrating colour or playfulness was widely mentioned to enhance the space. Sport facilities were also suggested - the idea of a basketball space was popular.

**– Improved Safety**

Bike sheds in conjunction with the school were suggested as a solution to bike security.

**– Community Spaces**

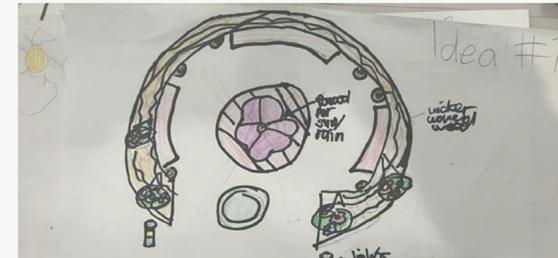
Social planting schemes and community gardens were mentioned to integrate local community groups and deal with the ownership of the space.

**– Meaningful Cultural Associations**

Selected flowers with meaningful symbolism were suggested. A list was developed by a group to foster a sense of ownership over the space in order to reflect local or cultural values.

**Notes:**

Over the course of this engagement, pupils were focused on details aspects of the scheme rather than the conceptual strategies of the area. This led to many interesting ideas for integration methods and solution-oriented developments.



**2.7 Other development**

There are currently two active developments taking place within the vicinity of the Site. MacMillan Square development, which will include the MacMillan Hub, and West Pilton Park improvements.

**2.7.1 MacMillan Square**

This development is part of the ongoing regeneration project for North Edinburgh which already underway and is expected to be completed by 2025.

The new MacMillian Hub will be a place to learn, work, meet people and develop new skills with the state-of-the-art shared building to accommodate an early years centre, a new library and a key centre for North Edinburgh Arts (NEA), Figure 13.

The community hub is the focal point of one of the most significant urban regeneration projects in Scotland, tackling poverty and inequality in the area. It will be the flagship building at Macmillan Square which is currently being developed to provide a new civic public area, 154 affordable homes and 13 retail units.

The project developers will require a collaborative approach with the Place-making team and Client to ensure the needs of the community are met whilst adhering to the 20-minute Neighbourhood aims.



Figure 13: MacMillan Square visualisation provided CEC

### 2.7.2 West Pilton Park

A concept masterplan for West Pilton Park (Figure 14), was produced in April 2022 which provides a series of new areas and improvements to the existing pathways and features.

There is a general theme to improve the quality of play and recreational activities, with an aim to improve biodiversity through the creation of new habitats and introduction of wetland areas.

Planting at the park has taken place with some development underway.

There is an opportunity to ensure the Pennywell Road site aims to connect with both the habitat corridor this plan offers and links to the proposed trails and circulatory route, offering local people continuity and a variety of physical exercise/activities, within the wider setting.



Figure 14: West Pilton Park Concept Masterplan

#### STORMWATER PARK

1. New pond / wetland feature
2. Rain gardens - community growing
3. Footprint community growing
4. Wet meadow / wildflower meadow
5. SuDS swale / detention area

#### PLANTING

6. Extended woodland areas - network
7. Manage existing woodlands
8. New specimen trees
9. New fruiting trees
10. Native / fruiting hedgerow
11. Community growing, covered space

#### PLAY SCAPE

12. Cafe trailer
13. Re-surface footprint & play areas
14. Rappel tower
15. Reinstate flying fox
16. Move gym equipment to play area
17. New skate park and trampolines
18. Climbing boulders
19. Goal posts and pitch drainage
20. Amphitheatre seating
21. Slides on slopes
22. Wooden poles and seating logs

#### NETWORKS

23. New loop walk - inclusive access
24. Desire line footpaths - unsealed
25. Timber access decks / boardwalks
26. Woodland trails
27. Sensory trails
28. Dog walking trail
29. Bins
30. Benches
31. Remove fencing sections
32. New gate

FINAL DRAFT



Analysis

03

### 3.1 Site analysis

**Poor Gateways**

A lack of sense of arrival at key gateway points due to a lack of signage or wayfinding features.

**Poor Safety**

Poor physical and perceived safety site-wide, particularly for more vulnerable people.

**Poor quality, enclosed and unimaginative play spaces**

Play spaces are run down, cater to only a small section of the children moving through the space and are prescriptive and unimaginative.

**Lack of Seating**

Lack of street furniture throughout the site, especially in spaces around shops and key buildings.

**Lack of connection to wider greenspaces**

Lack of integration with greenspaces in proximity to the site.

**Poor drainage**

Despite significant vegetation site-wide there is little drainage capacity.

**Poor Accessibility**

Poor surface materials and level changes creates a barrier to those with disabilities.

**Wide Grass Verges**

Amenity grassland doesn't reach full biodiversity potential. Planting for aesthetic or therapeutic benefit is lacking particularly in public spaces.



Figure 15: Map showing key constraints to use, across the site.

### 3.2 Opportunities

**Improve Gateway Features**

Provide clear wayfinding strategy at site entrances.

**Improve Planting**

Increase vegetation cover, including tree planting, provide visual amenity and drainage capacity.

**Increase Play Opportunities**

Improve play opportunities for children of all ages throughout the site. Create spaces which engage along the route to school.

**Improve Safety**

Provide a clear lighting strategy, improve movement and increase natural surveillance to improve safety throughout the site. Enabling use of the space year round and at night.

**Improve Public Realm**

Create attractive pedestrian focused spaces that encourage stopping for rest and leisure, socialising and play facilitated through a clear street furniture strategy.

**Improve access**

Improve movement by widening pavements, removing obstacles and improving accessibility for all.

**Improve Biodiversity & Establish Green Links**

Increase the opportunity for biodiversity across the site to enhance health and well-being and connect those spaces to adjacent green spaces.

**Increase Physical and Visual Connectivity**

Improve connectivity between the two sides of Pennywell Road. Enhance the connection between the community and their local environment through the inclusion of locally significant features, such as community artwork, meaningful plants and flowers and community involvement.

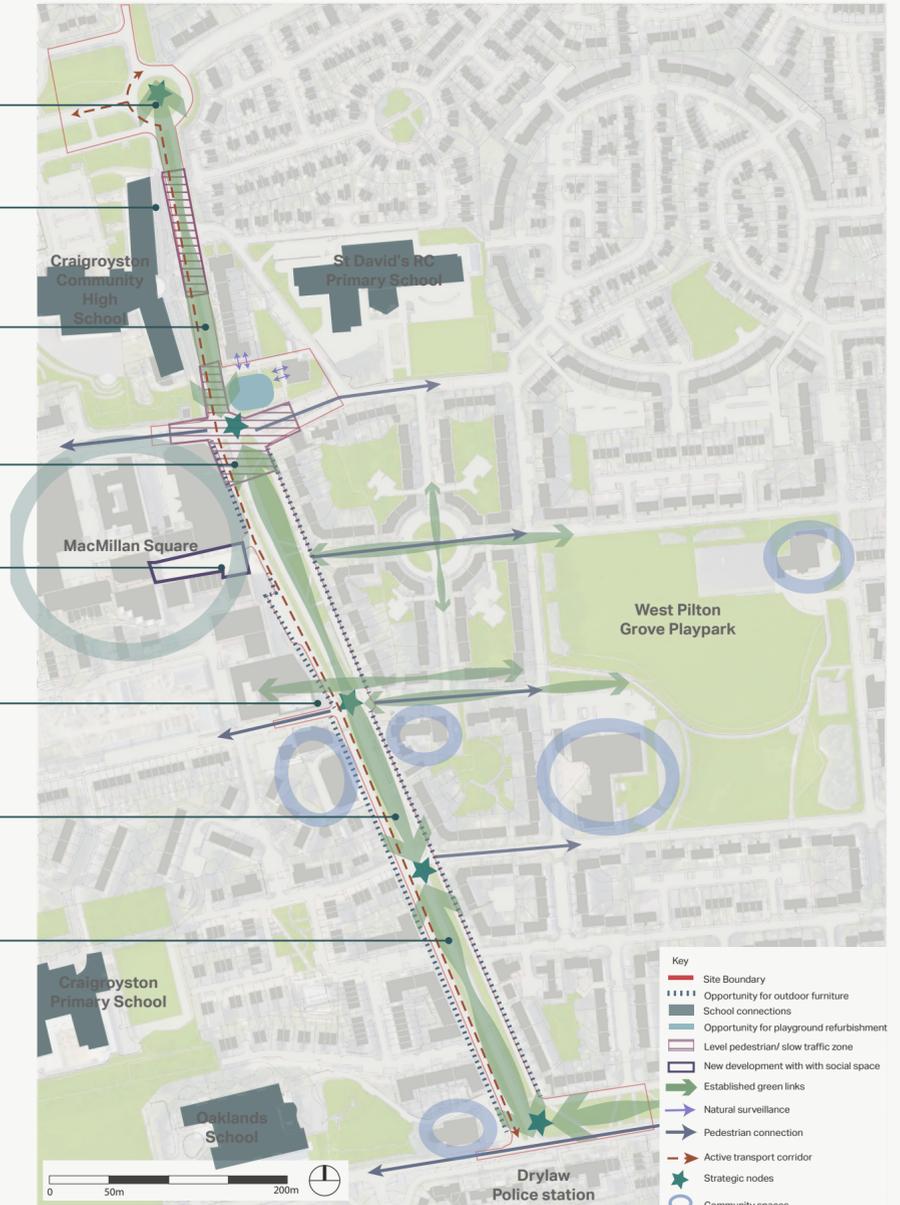


Figure 16: Map showing key opportunities across the site.



Vision, Strategic Principles &  
Design Codes

04

Image:  
Trapeze project by AAUPC, Paris, France. Allows  
safe movement between neighbourhoods  
through the intervention of a beautiful and  
accessible active travel route. Constructed 2010.  
Image Source: Landezine

**A Vision for Pennywell  
Road is to become a lively,  
active, engaged and safe  
environment.**

A lively, active, engaged and safe environment which uses the green infrastructure as the core foundation to create a thriving neighbourhood delivering key benefits to local people's health and wellbeing, whilst improving biodiversity.

The high-quality design and development of Pennywell Road, driven by green place-making principles and local needs, will become the epicentre of North Edinburgh, providing multi-functional spaces that attract families, investment, and provide opportunities for all.



Images  
Source: Adobe Stock

### 4.1 Strategic principles

The Vision shall be delivered through a set of landscape-led Strategic Principles which have been developed through the lens of the Scottish Government’s Green Infrastructure Design and Place-making benefits and local community consultation feedback analysis as demonstrated in Chapter 1.

The headline benefits: Place-making; Economic; Climate change; Environmental; Community and Social and Health and Well-being are entwined and often overlap in an attempt to build ‘connected and climate resilient net zero neighbourhoods that strengthen local economies and improve people’s health and wellbeing’; (CEC 2030 Climate Strategy).

‘The places we live in and the communities we belong to affect our health in countless ways – sometimes very visibly, sometimes more subtly, but with a significant combined effect’, (The Kings Fund, Creating Healthy Places 2019). The level of safety, opportunities and the quality and extent of the green infrastructure can directly contribute to physical and mental health and wellbeing.

Health and wellbeing is, the common denominator and underpins the ethos of Active travel and has therefore provided a benchmark from which five Strategic Principles have emerged.

### 4.2 Design codes

Each of the five Strategic Principles will have a set of design codes that relates to its definition, setting the precedent to achieve the place-making elements.

The aim of the codes is to produce design guidelines that help in assessing design quality and appropriateness in new development proposals at detailed design Stage 3. Images have been used to reflect good examples of local design quality. Note that the guidelines suggested in this section are specific to Pennywell Road, design guidance documents referenced in Chapter 2 should be read in conjunction with this Strategy to ensure good design.

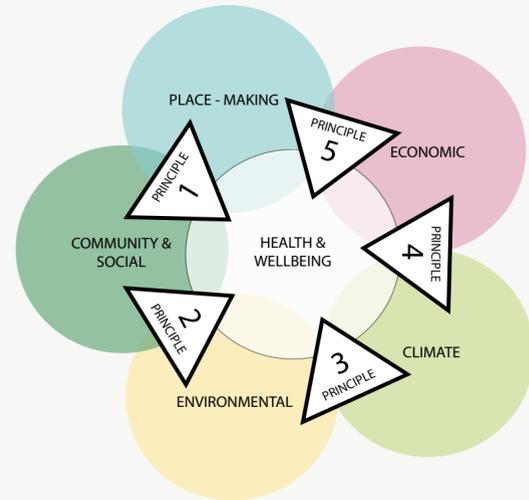


Figure 17: Diagram showing the six key benefits identified through existing policy and how these have been used to develop the five Strategic Principles.

### Key takeaway from the community consultations that align with local strategic goals and the place-making benefits;

‘Edinburgh Living Landscape: aims to restore and connect green areas of the city to make attractive and biodiverse landscapes, enjoyed by residents and visitors’. (Edinburgh Open Space Strategy 2021)

Community response: ‘More nature and fewer new homes’

‘Good lighting and high footfall were the two key factors that appear to determine whether an area is perceived as being safe’ and ‘the roll-out of 20-minute neighbourhoods as well as any activity around planning and developing public spaces, needs to respond to the safety needs of citizens, particularly girls and women’. (Policy and Sustainability WSPP committee report Nov 2022).

Community response: ‘to stay safe, both boys and girls move around in packs. You’d rarely see any young people out and about alone.’ ‘It feels unsafe to girls and young women, most of us wouldn’t go out after dark if we could avoid it’

‘Improve our greenspaces as settings for play and recreation for children and young people, making them more inclusive and creating more playable spaces outside of traditional playground facilities’. (Edinburgh Thriving Greenspace 2050)

Community response: ‘We sometimes hang out in the city centre, but there’s not really anything there for us’. ‘We need more places to go and things to do’

# 1 SENSE OF PLACE

Create a happy, beautiful, pleasant, and connected built environment that supports positive experiences and social interaction, led by the needs of the local people.

The built environment plays a fundamental part to a community’s social cohesion. Within this context, the communities interact and connect both as individuals and as a society, forming memories, sharing experiences; an extension to their daily lives through work, play and travel.

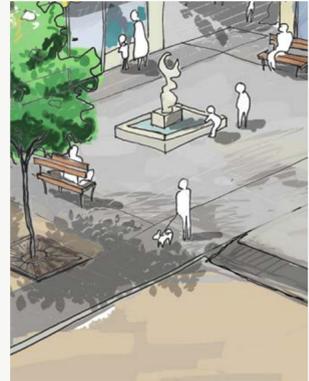
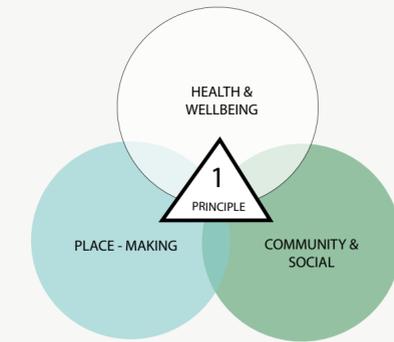
The setting will give rise to identity, a sense of belonging and through positive engagement and personal interaction, develop emotions of attachment and ownership. ‘Proud to be a local of Pennywell Road’.

The making of a ‘Place’ will celebrate heritage, culture and art that brings all members of the society together.

Distinct characters and coherent permeability will give rise to spatial legibility that will engender a sense of familiarity in local people. “If you get an area right for people living with dementia, you get it right for older people, for young, disabled people, for families with small children, and ultimately for everyone”, (Designing Buildings Wiki).

It shall be easily accessible with opportunities to provide a sense of adventure, and give confidence to all users to continue their journey/experiences to other areas beyond Pennywell Road.

“ People who have just moved into the area need communities to help them make new friends. ”



### Sense of place design codes

1a	Existing landscape should be retained and enhanced wherever possible.
1b	The setting of local heritage assets or locally iconic buildings should be enhanced, development which erodes the character or diminishes their importance within the local setting should be resisted.
1c	Community art work/landmarks should be incorporated at site gateways and other features to enhance and retain community engagement with the space.
1d	Mono-typology developments should be resisted to retain the residential character.
1e	High quality materials should be used which reflect or complement existing vernacular.
1f	Shops and community buildings should incorporate active frontages which overlook the streetscape to provide natural surveillance as well as encourage sustainable travel.
1g	Landscape elements with local significance should be incorporated, such as plants/ flowers with cultural meaning or association.
1h	Ensure suitable signage and use of information and/or noticeboards. The signage should be simple and welcoming to aid visitors experience and travel.
1i	There should be spaces that create and encourage social interaction, meeting location and removes isolation

Sense of place design codes to be applied at detailed design Stage 3.

# 2 HEALTHY & SAFE PLACE

Create a place that encourages and empowers individuals and the local community to adopt and make healthy lifestyle choices.

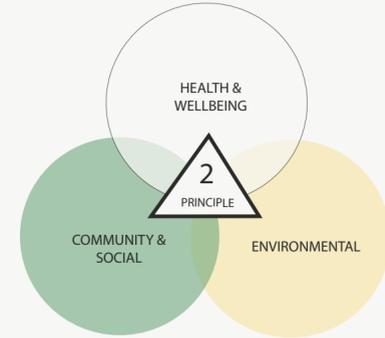
Active travel will provide the infrastructure for walking, cycling and wheeling along with placemaking to provide increased opportunities for routes to be stimulating, exciting and safe.

An inclusive and family-friendly built environment can overcome challenges, to provide attractive, welcoming and inspiring places to visit or travel through, increasing footfall and enabling passive surveillance.

Green infrastructure is instrumental to enable people to become active through creating inclusive spaces for sport, play and recreation. Whether a destination or along the active travel route, the provision for physical activity for all ages and members of society can help to deliver health benefits.

The soft landscape also has the ability to draw people out from social isolation or low motivation to experience its effects. A well-designed landscape with visual beauty, colours, smells, sounds, touch and taste (like herbs for example), shall be implemented to entice individuals and groups to use active modes of travel, to enjoy, relax, meditate or undertake activities (growing vegetables) throughout the year.

“ We want a safer community ...and more parks and trees around and about. This should include better lighting in all the parks. ”



## Healthy & safe place design codes

<b>2a</b>	Property frontages should orient towards the streetscape to provide natural surveillance to the road.
<b>2b</b>	Rest spaces should be varied and directional to provide multiple seating options and enhance safety along the travel route.
<b>2c</b>	Elements of the surrounding landscape should be incorporated into play, educational schemes to foster a healthy connection with nature for all ages.
<b>2d</b>	Recreational proposals should respond to existing community infrastructure providing inclusive opportunities for play, physical exercise and dwell time
<b>2e</b>	Vegetation should be retained and enhanced wherever possible to improve local air quality, biodiversity, and health and well-being.
<b>2f</b>	Lighting should be varied, incorporating varied typologies, hue and intensity in unison to enhance the perception of safety along the road.
<b>2g</b>	Ensure safe-crossings, different paving surfaces or formations and using lighting at road junctions and pedestrian crossing points.
<b>2h</b>	Running lengths of railings and barriers should be resisted; these impede pedestrian safety creating physical barriers to movement. Vehicle/ pedestrian interaction should be controlled through thoughtful design interventions such as level and material changes.
<b>2i</b>	Enable community growing places for healthy fruit and vegetables, in raised planters and beds at locations where the communities can socialize and organise activities.



Healthy & safe place design codes to be applied at detailed design Stage 3.

# 3 NATURE-RICH PLACE

Form an ecologically balanced environment that contributes to enriching biodiversity, people’s lives, and combats climate challenges.

A thriving natural environment is key for addressing flood, air pollution, extreme heat (UHI), with benefits to people’s mental health and wellbeing.

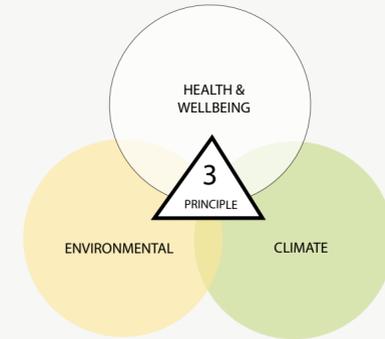
Pennywell Road’s existing green infrastructure provides a natural canvas for enhanced and newly created habitats which will improve and enrich biodiversity and provide opportunities to link with wider green corridor/networks beyond its boundary.

Planting, particularly trees, offers shelter, carbon capture and features that enrich the landscape and increase aesthetic value.

Water (or blue infrastructure) is also invaluable as part of SUDS and enhancement of aquatic wildlife, that brings diversity and connection to the wider Granton initiative and marine life to the north.

Opportunities shall be provided to improve access and connection to nature through nature-based design, which is associated with lower stress and faster recovery from mental health issues. The implementation of this can give rise to prospects for Green-social prescribing objectives in collaboration with health organisations within the area.

“ More nature, fewer new homes.....Increase the amount and take better care of all the natural places around us ”



## Nature-rich place design codes

<b>3a</b>	Existing vegetation should be retained and enhanced wherever possible.
<b>3b</b>	Landscape elements should be varied, incorporating tree planting and wildflowers, to create a matrix of wildlife habitats and increasing biodiversity.
<b>3c</b>	Drainage should be a key consideration, incorporating permeable paving, rain gardens, filter strips, swales wherever appropriate to alleviate drainage issues. A route-wide Surface Water Management Strategy should be developed to provide SuDS.
<b>3d</b>	Educational opportunities should be incorporated along the active travel route, allowing opportunity for exploration and unconscious learning.
<b>3e</b>	Community growing spaces should be incorporated around key community or educational building to connect people with nature.
<b>3f</b>	Incidental play should be incorporated which takes advantage of natural spaces, creating opportunities for imagination and physical reconnection with nature.
<b>3g</b>	Landscape spaces should have physical connections with existing greenspace beyond the site boundary to feed into a wider sustainable network and biodiversity corridor. A site-wide Planting Strategy should be developed to provide overall vision for connectivity.
<b>3h</b>	Ensure varied habitat types that includes existing and proposed blue infrastructure.
<b>3i</b>	Create areas and a tapestry of native and specimen planting to provide continual visual and bio-diverse interest throughout the year.



Nature-rich place design codes to be applied at detailed design Stage 3.

# 4 CIRCULAR ECONOMY-EFFICIENT PLACE

Develop an innovative series of interventions within the landscape and infrastructure that minimizes waste, emission, energy & biodiversity loss.

Through the integration of nature-based solutions into place-making planning and design, improvements can be made to the overall health and wellbeing of local people, as well as delivering ecological and economic benefits.

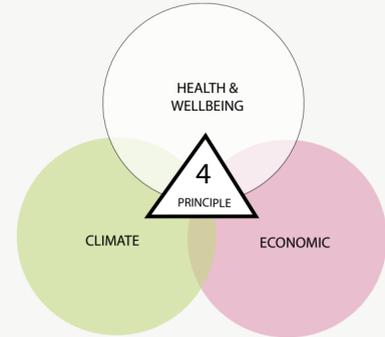
There is an increased appetite to reduce harmful emissions, but not necessarily the tools or infrastructure available to support this. Using renewable energy or methods to conserve or reduce consumption of energy and resources should be applied to materials, structures and buildings that provide this opportunity.

Becoming a low-impact environment will not only help to address climate change issues but also enable economic benefits, where local people could see a reduction in their energy and travel bills, for example.

Advanced digitalized technology run by alternative energy such as solar power can mark a new way of providing this. Could you recharge your mobile phone at the bus stop?

Pennywell Road should find opportunities to recycle, reuse and reduce.

“ Buses and activities need to be more accessible... Rubbish all about the place. Gets everywhere, including people’s gardens ”



## Circular economy-efficient place design codes

4a	Street furniture should include recycling provision to promote circular economy mindset.
4b	Renewable energy sources should be encouraged throughout the scheme, incorporated in key infrastructure such as lighting and information boards.
4c	Cycle parking and electrical charging points to be provide to encourage a shift towards sustainable travel and reduced reliance on fossil fuels.
4d	Food growing spaces should be linked to local schools and community enterprises to create small circular systems for food production and waste.
4e	Recycling oportunities to be provided in key locations where local people are likely to generate waste.
4f	A bin and disposal of rubbish initiative to be determined through design to create a culture and behaviour change for clean and tidy environment.
4g	Allow areas for composting.
4h	Opportunity to seek new or repurpose buildings and structures for green wall and green roofs.
4i	Permeable paving and locally sourced materials and suppliers to be procured.

Circular economy-efficient place design codes to be applied at detailed design Stage 3.

# 5 PROSPEROUS PLACE

Establish a fair, vibrant infrastructure which drives local people to invest and contribute their time and resources to help protect and sustain its future.

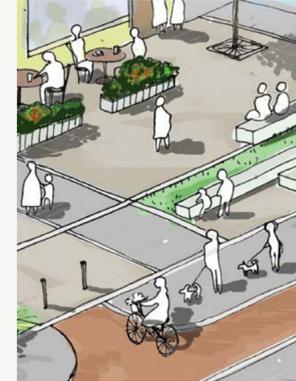
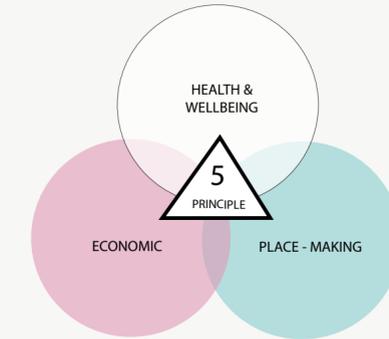
A self-efficient neighbourhood created by quality local facilities, assets and amenities will set in motion leadership from the local community providing inward investment and improved quality of life.

Pennywell Road can offer a platform for new ventures, whether art or business, made possible through key components of place-making. Functional spaces along the site can open opportunities for learning, training and jobs, linking in with wider educational needs to further or unlock the skills and potential of individuals.

The design of spaces and features should be robust, flexible and able to respond to changes over time. A prosperous environment will meet local requirements and will have capacity to accommodate community-based schemes that invest in upgrading and managing their street.

The long-term success of Pennywell Road's infrastructure relies on maintenance and management, a framework for which should continue to attract strong commitment from local people and/or through outside investment like tourism.

“ We think there is potential for exciting activities that bring people to our area, like the I’m a celebrity experience in Manchester, or Blackpool Pleasure Beach. ”



## Prosperous place design codes

5a	Opportunities for business and/or volunteering should be incorporated within key nodes along the active travel route.
5b	Outdoor learning opportunities should be included to increase educational opportunities for all.
5c	Flexible event spaces should be incorporated to encourage pop-up enterprise and community engagement.
5d	Bike hire and maintenance should be included to increase the active potential of the local community and up-skilling local community.
5e	Landscape maintenance job opportunities provided in safe locations, that shall provide long-term sustainable aftercare of planting areas
5f	Exciting landmarks and features attracting investment and tourists as part of their experience when visiting Granton and the marinas
5g	Enable local space and initiatives for growing and sharing/selling local produce such as fruit and vegetables. Local hen pen for free-range eggs
5h	Opportunities for small-scaled enterprises, such as growing plants, flowers, timber (Willow) that forms part of local resources within the community that can be used for local projects.
5i	Provision of space that enables groups to have activities and meetings.

Prosperous place design codes to be applied at detailed design Stage 3.

This section outlines the broad aspirational characteristics of the Site based on the analysis of public consultation, Site analysis and desk-based research presented in previous chapters.

### 5.1 Active Travel proposals

The landscape approach to Pennywell Road has been developed in collaboration with AECOM's Streets team, who are undertaking the design of the active travel and civils works of the project. The two teams have worked together to realise the co-benefits of the project and to ensure that the design works for all stakeholders. It should be noted that the Landscape Masterplan is aspirational and will be fully integrated into the design drawings at the next stage. Furthermore, there are several elements of the project that are to be developed and finalised by further consultee engagement, including the position of crossing places, bus stops and residential and visitor parking.

In addition to the design of Pennywell Road, which is presented alongside the landscape proposals in section 5.3, designs for West Granton Road to the north and Ferry Road to the south have been prepared, which are shown in Figures 18 and 19. Both streets are located directly off Pennywell Road.

West Granton Road is a public transport corridor with limited active frontages. There are various trip attractors along the route, including a supermarket and the Edinburgh College Granton Campus.

The residential street named Ferry Road that runs parallel to the B9085 (also named Ferry Road) is a low trafficked street, including parking along most of its length and traffic calming. The street represents an attractive alternative corridor for people travelling actively compared to the B9085, which is busier and carries larger vehicles.

The proposals on West Granton Road and Ferry Road provide key links to the Pennywell Road corridor and beyond, which will enable local people and visitors to come to the area and enjoy the proposed place-making interventions.



Figure 18: (Source: AECOM) Indicative concept plan of extended Active Travel proposal, West Granton Rd



Figure 19: (Source: AECOM) Indicative concept plan of extended Active Travel proposal, Ferry Rd

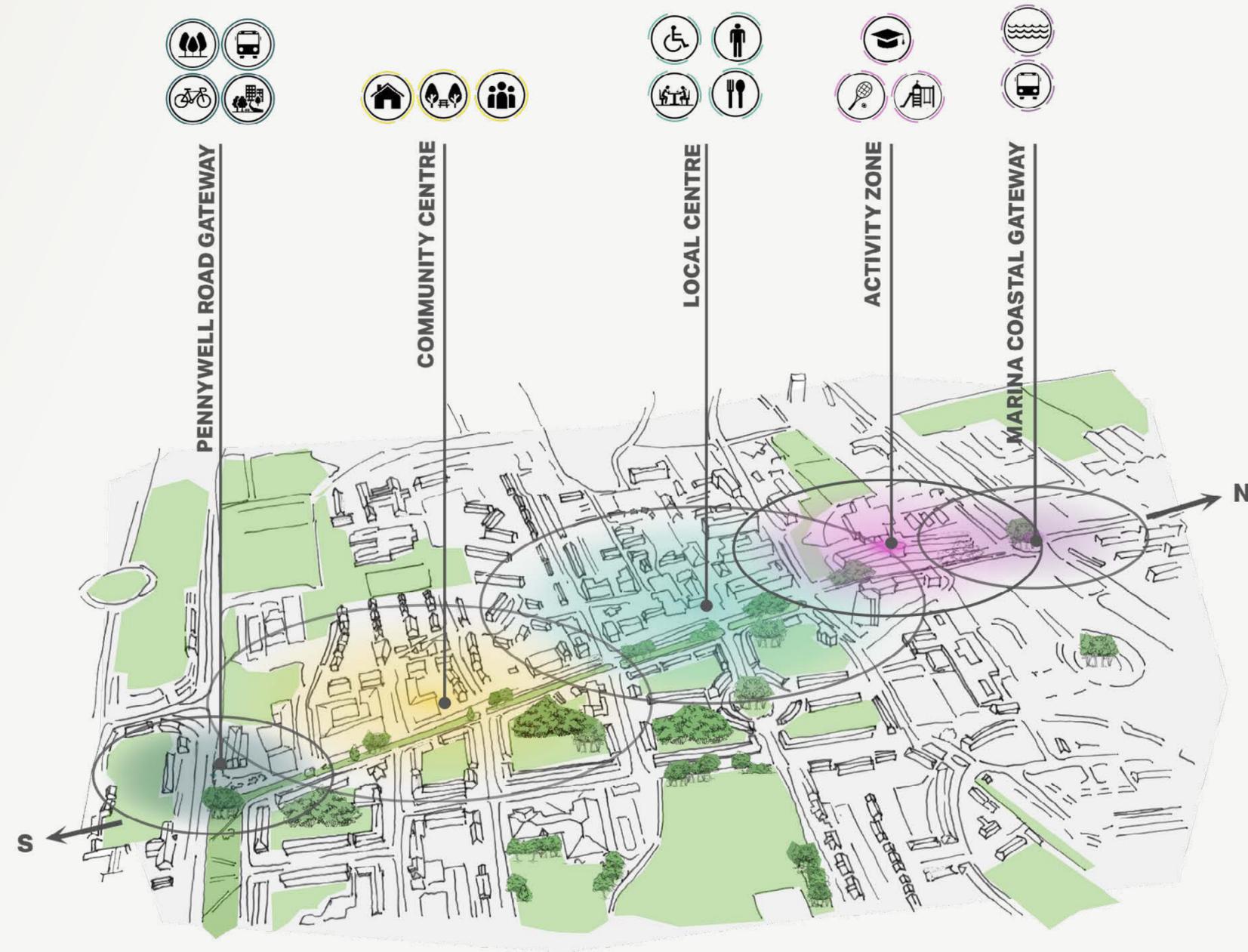


Figure 20: Map showing character zones and it functions

## 5.2 Character areas

Five character areas have been identified across the site based on analysis of existing conditions, desk-based research and aspirational character.

Design Codes underpinned by the Vision and Strategic Principles will be applied to each of the character areas to provide clear succinct guidance for future development

These are shown on Figure 20 and include:

- **Marina/ Coastal Gateway**
- **Active Zone**
- **Local Centre**
- **Community Zone**
- **Pennywell Road Gateway**

## 5.3 Concept masterplan

The concept masterplan developed by AECOM proposes a new active travel and placemaking scheme centred around the five character areas associated with Pennywell Road. For each of the five key zones a concept design has been developed, accompanied by site specific illustrative sketches and design codes to inform detail design development at the next stage of the project, (refer to Figure 21).



Figure 21: Concept Masterplan

### MARINA/ COASTAL GATEWAY

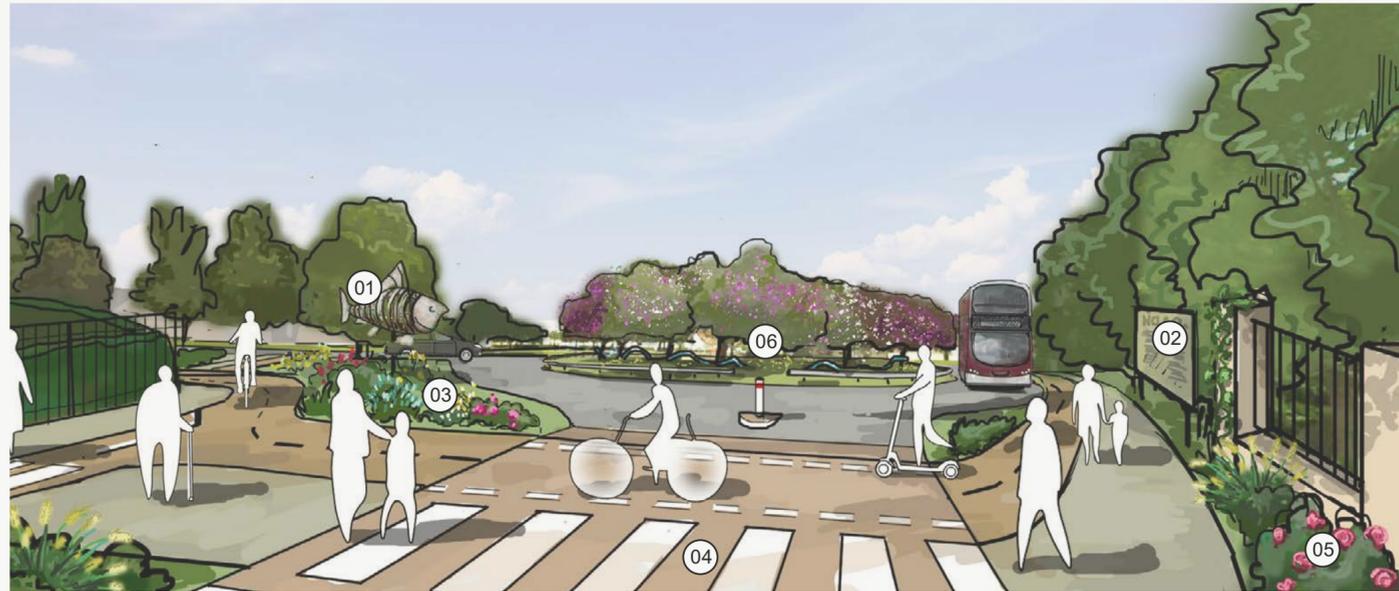


Figure 22: Concept sketch, entrance to Pennywell Rd - roundabout

Walk and cycle-friendly roundabout with enhanced planting and green spaces with existing trees retained where possible to provide structure and biodiverse connectivity.

- 01 - Welcoming feature/sculpture with coastal link (community engagement)
- 02 - Information board
- 03 - Colourful native shrub and tree planting
- 04 - Raised table/different paving materials
- 05 - Ornamental planting
- 06 - Art feature and species-rich grasses

### ACTIVE ZONE



Figure 23: Concept sketch, active zone pocket park and teenage hub

Linear green corridor adjacent to the primary and secondary school. Community planting zones and symbolic flowering plants should be located along the corridor. A new enhanced play area as well as a teen hub with sport and seating facilities.

- 01 - Meandering path and species-rich planting/grasses in planters and beds
- 02 - Young people's hub including, play areas for teenagers and toddlers with MUGA, enhanced planting and access
- 03 - Cycle and walking route extended through zone with mosaic paving or equivalent and hedge screening
- 04 - Outdoor relaxing and seating zone, including shelter/study area
- 05 - Raised table/different paving materials
- 06 - Planting leading to a trim trail



## LOCAL CENTRE



Figure 24: Concept sketch, view of new proposed residential block and crossing



Key commercial zone with an extended plaza and new seating areas. Along the corridor outdoor sport opportunities as well as planting spaces and orchard planting.

- 01 - Parking bays with planting to soften edges
- 02 - Rain gardens, with enhanced native shrub and tree planting
- 03 - Formal seating/planters to connect to MacMillan Centre
- 04 - Bus shelter with green roof
- 05 - Wildflower and shrub planting

## COMMUNITY CENTRE



Figure 25: Concept sketch: View of community space in front of Community centre

Adjacent to community centre: an urban woodland trail with added outdoor furniture.

- 01 - Planters for growing against the wall of the centre
- 02 - Pocket Park with seating
- 03 - Urban woodland
- 04 - Bee and butterfly boulevard
- 05 - Species-rich planting/grasses
- 06 - Orchard tree planting



### PENNYWELL ROAD GATEWAY



Entry point to Pennywell Rd from the city centre and west, with active signage and enhanced blue and green infrastructure.

- 01 – Contemporary signage that is inviting
- 02 – Art feature/sculpture linked to ‘Health’ – community engagement
- 03 – Formal and colourful planting
- 04 – Bus shelter with green roof
- 05 – Natural play area with boulder seating and bridge over dry pond/swale
- 06 – Species-rich planting



Figure 26: Concept Sketch, Pennywell Rd Gateway



Case Studies

# 06

## 6.1 CASE STUDY 1

### The Dumfries Neighbourhood Street Design project

This project was developed jointly by residents, Sustrans and Dumfries and Galloway Council to transform a once neglected part of Dumfries town centre into a vibrant and high-quality pedestrianed space for people to walk, wheel and cycle. The DG1 Neighbours were awarded the Civic Champion prize at the Scottish Civic Trust 'My Place' awards in 2018 for their support to the Dumfries Street Design Project.

The project looked to address issues and concerns related to the movement of traffic working closely in partnership with the community whereby they guided the changes carried out in their neighbourhood from initial design ideas through to the construction process.

Changes were made to the road layout of five streets; Queen Street; McLellan Street, Brooke Street; Cumberland Street and Shakespeare Street, that included;

- addition of raised tables & wider pavements
- innovative artwork
- wider pavements
- enhanced gateways
- planters and planting



Figure 27: (Source: Sustrans <https://www.showcase-sustrans.org.uk/category/news/case-studies>)

## CASE STUDY 2

### Paisley Town Centre Masterplan, Renfrewshire, Scotland

The purpose of the Paisley Town Centre Masterplan commission was to establish a strong 'vision' for the town's public realm. AECOM delivered this project in support of Renfrewshire Council's bid for Paisley to be City of Culture 2021.

AECOM's multi-disciplinary team worked collaboratively with Renfrewshire Council Officers and external transport planning consultants to deliver concepts for an ambitious re-imagining of town centre streets and spaces.

The Masterplan set out to deliver concept options and proposals to enhance placemaking, to stage events, to enhance pedestrian movement, to promote modal shift, and to promote streets and spaces as places for people as set out in the Scottish Government's Designing Streets guidance.

The success of the Town Centre Masterplan was to secure substantial investment from Renfrewshire Council towards developing the vision and concepts into implemented schemes.

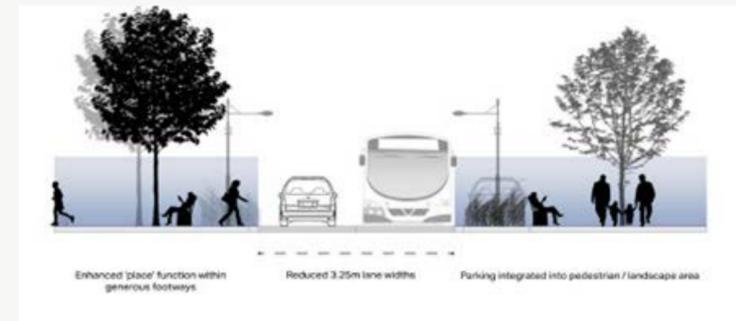


Figure 28: (Source: AECOM )Indicative concept image. Vision to improve placemaking and connectivity

## 6.2 CASE STUDY 3

### South Gyle Crescent, Edinburgh

South Gyle Crescent presents a unique chance to unify active travel network and adjacent public spaces to maximise social interaction, improve well-being, the environment and economic activity.

South Gyle Crescent has the potential to be a catalyst for behavioural change and active travel in West Edinburgh. Strategic placemaking locations for new cycle routes have been identified to improve accessibility for cyclists and pedestrians experience and provide flexible shared spaces.

Introduction of native planting species to bring added value to the public realm, creating year round colour and interest.

Establishing a high quality materials palette to bring a recognisable character to South Gyle Crescent, creating a sense of destination where people can congregate, dwell and enjoy rather than simply move through.

Identify opportunities to provide place making, for different users, like lunchtimes, evenings and weekends.

Bring texture and colour to space, have street furniture, art and materials that transform the space to a more inviting and pedestrian friendly area.



Figure 29: (Source: AECOM) Indicative concept image. Active travel network to improve public spaces and social interaction

## 6.3 CASE STUDY 4

### Vestenpark Hendrik Specqvest, Mechelen, Belgium

A continuous park structure with more space for cyclists and public transport will become the new identity for one of the most characteristic spaces of the city. This intervention restores the balance between circulation and accommodation. The new, robust green structure softens the urban heating effect and is thus used to make Mechelen more climate adaptive.

Today's Vesten is a prominent barrier for vulnerable road users. New transverse structures, linked to a linear path structure for cyclists and pedestrians, ensure fluid connections between the various functions and pleasant walking routes from, to and on the Vesten. The design with sitting walls and planting areas accentuates logical walking routes and guides the users, creating safe and legible intersections.

The side adjacent to Raghenoplein will eventually be upgraded with a playground, making the Vestenpark more than a pleasant passage but also an effective destination with a residential character. This fits in with the vision to create places to stay with meaning, divided over the entire Vests, so that the Vests can take on an important urban role.

The plant borders consist of a playful combination of perennials and shrubs. In spring, the borders are enriched with different types of bulbs. The solitary and multi-trunked trees provide a rich variation that matches the existing collection of trees on the Vesten.



Figure 30: (Source: <https://landezine.com/vestenpark-hendrik-specqvest-by-omgeving>)



**Image:**  
Trapeze project by AAUPC, Paris, France. Allows safe movement between neighbourhoods through the intervention of a beautiful and accessible active travel route. Constructed 2010. Image Source: Landezine

### 7.1 Landscape elements

Pennywell Road will become an area that shall integrate the Active Travel route and wider green infrastructure into a network of high quality and bio-diverse public open spaces that will be inviting, safe and easy places for people to walk, gather, rest, play, socialise and connect with nature. A planting and hard landscape strategy should be developed at detailed design stage with the choice of planting and materials reflecting the overarching principles as set out in this Strategy.

At the next stage of design the materials palette will be further refined with input from CEC personnel, including operatives for parks maintenance, waste management and Green Space officers.

### 7.2 Hard materials

Pennywell Road will be low-speed environment that safely connects pedestrians and cyclists to points of interest and key public spaces, whilst supporting efficient bus movements and private vehicle provision.

Street furniture, lighting, seating, waste bins, services and signage all need to be considered and incorporated into streets in an integrated way that ensures these spaces are uncluttered, encourage people and vehicle movements that are efficient, and are people-friendly.

It is recommended that a survey and research is undertaken to review local materials and suppliers, which shall adhere to sustainability and the circular-economy principle.

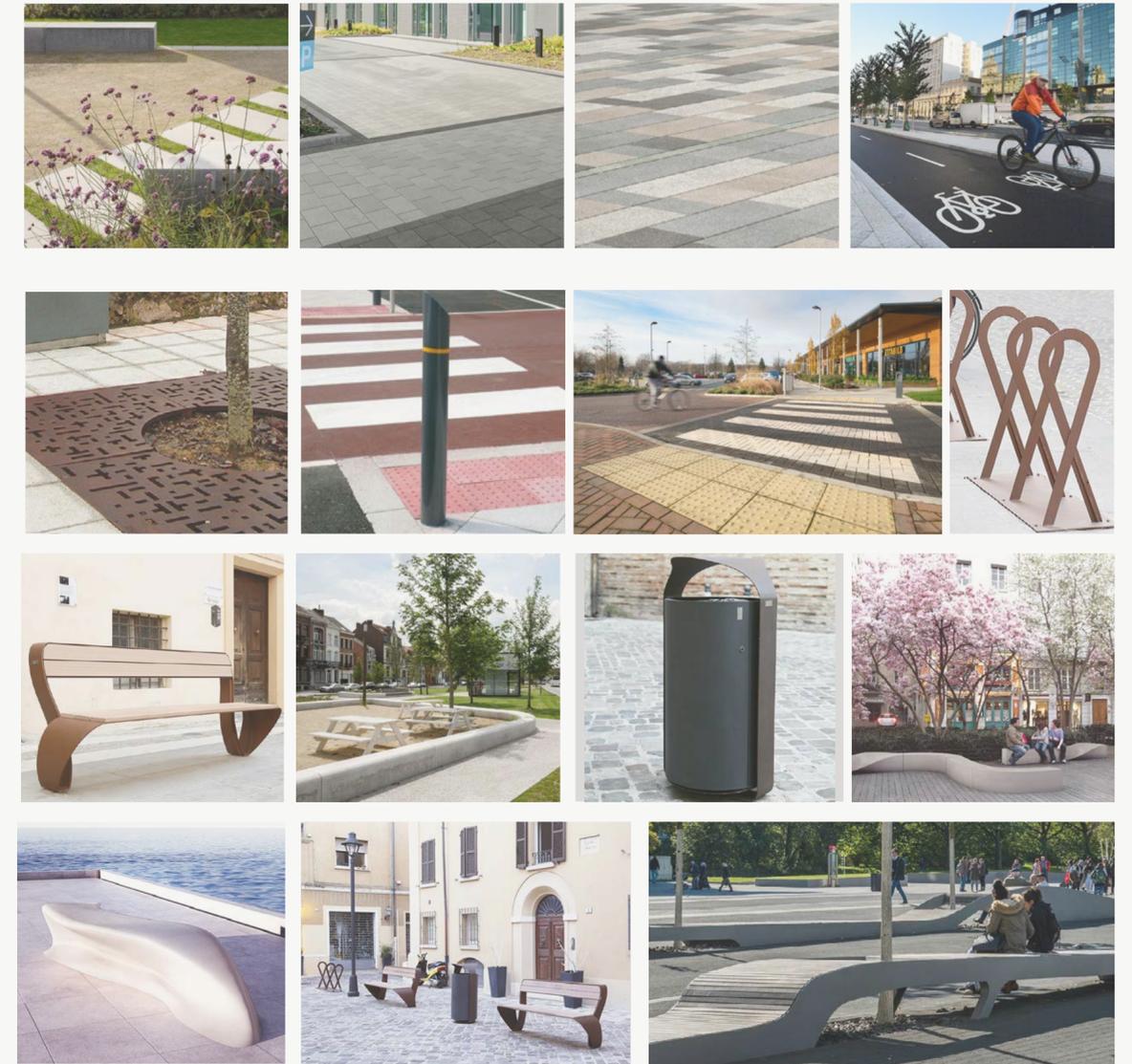
There should be consistency between the newly designed Macmillan Square and West Pilton Park material choices and West Pilton Park furniture/signage should be considered, although preference during selection of materials, such as paving which adapts to climate, should be made a priority.

For CEC signage policy please refer to: <https://www.edinburgh.gov.uk/downloads/file/25617/new-road-sign-policy>

### 7.3 Furniture

Furniture choices should also consider environmental impact, sourcing local items and suppliers. They shall need to be fit-for-purpose and in-keeping with its environment, ensuring the potential scope for vandalism and other possible damage is minimised.

Furniture is to be placed in safe and appropriate locations, that increase positive use and experience for the users. Opportunity for some furniture to be designed by local community and groups enabling involvement and sense of ownership, should be sought.



**Figure 31:** Hard materials and furniture examples

### 7.4 Soft Materials - Tree planting

There are mature trees along the grassed verges which provide structure and interest within the setting of Pennywell Road. Proposals for new tree planting should aim to provide:

- native tree planting to assist with the creation of habitat corridors
- all year interest with varied autumnal colours increasing diverse and pleasant views; flowering trees in Spring in key locations to enhance or provide colour
- enable cluster and/or densely planted trees for the creation of mini-urban woodlands where appropriate.
- specimen trees at key gateway locations
- local provenance species sourced

The planting of trees by the community and local groups should be encouraged as part of the development.

### 7.5 Soft Materials - Shrub/Grasses & Bulb planting

Shrub planting provides structure, colour and an alternative to fencing as boundary treatment. Selecting plant species should be in line with the scope of the design and survey work to be undertaken to identify local species and initiatives by local groups.

**NATIVE TREE & SHRUBS**

- Quercus robur
- Quercus petraea
- Acer campestre
- Tilia cordata
- Crataegus monogyna
- Fagus sylvatica
- Corylus avellana
- Alnus glutinosa
- Prunus spinosa
- Rosa canina



**SPECIMEN/STREET TREES**

- Tilia cordata 'Greenspire'
- Prunus cerasifera 'Spring Glow'
- Prunus utilis jacquemontii
- Prunus pedula 'Fastigiata'
- Fagus sylvatica (Beech)
- Acer palmatum 'Cascade'

**ORCHARD TREES**

Heritage Apple Trees:  
- Bakers Delicious/Cats head/Cutler or James Grieve/Enmeth Early, Early Victoria

Heritage Pear Trees:  
- Golden Knapp/Maggie/Grey Auchan

Cherry Trees:  
- Cherry Morello/Colney/Stella

Plum Trees:  
- Opal/Rivers Early/Old greengage



**HEDGES**

- Fagus sylvatica
- Buxus sempervirens
- Eleagnus ebbingei
- Ligustrum vulgare
- Prunus laurocerasus
- Prunus lusitanica
- Photinia x fraseri Red Robin
- Pyracantha coccinea



**BEE & BUTTERFLY**

- Symphytum officinale
- Geranium 'Rozanne'
- Nepeta racemosa
- Calamintha nepeta
- Lavandula augustifolia 'Hidcote'
- Origanum vulgare



**PERENNIALS/ HERBACEOUS**

- Echinacea purpurea 'Magnus'
- Perovskia 'Blue Spire'
- Bergenia 'Bressingham'
- Osmunda regalis
- Sarcococca hookeriana var. 'humilis'
- Acanthus mollis



**EVERGREEN SHRUBS**

- Azalea 'Midsummer Coral'
- Bamboo spp
- Laurus nobilis
- Buxus sempervirens
- Camellia sinesis
- Ceanothus 'Concha'
- Choisya ternata
- Daphnes spp
- Griselinia littoralis



**RAIN GARDENS/SWALE**

- Ajuga reptans
- Carex pendula
- Iris pseudocorus
- Campanula glomerata
- Helleborus foetidus
- Filipendula ulmaria
- Eupatorium cannabinum
- Juncus effusus



**SENSORY PLANTS**

- Rosmarinus officinalis
- Tropaeolum majus
- Pelargonium crispum
- Crocus atrosanguineus
- Phyllostachys spp
- Pennisetum alopecuroides
- Stachys byzantina
- Phlomis fruticosa



**GREEN ROOFS & WALLS**



**SPECIES-RICH GRASSES**

- flowering lawn
- meadow
- multi purpose meadow



**BULBS**

- Hyacinthoides non-scripta
- Narcissus mix
- Crocus mix



**GRASSES**

- Stipa tenuissima
- Calamagrostis 'Karl Foester'
- Luzula nivea





Next Steps

08

This high-level Place-making Strategy provides a guide and context of which proposals through consultation with the public and private bodies can be developed.

8.1 Delivery overview

The Council and their partners will continue with the process of participation with the local community and groups to ensure an on-going sense of ownership and involvement in the regeneration of Pennywell Road. The Strategy once adopted by this collaboration shall require the developers and designers to incorporate the principles and design codes, during the next stage and phases of development.

Figure 32 provides a simple summary of the approach that can be applied to delivery the Strategy.

8.2 Development

8.2.1 Stakeholders/Partners

The core focus of the Place-making Strategy is 'Health'. It can be used to strengthen and/or maximise opportunities with existing stakeholders or groups to help deliver new or current initiatives and schemes for the 'Health' of both the community and nature.

Suggestion: Identify and map current and new opportunities for collaboration.



AECOM



It is recommended that the proposed placemaking measures are implemented alongside the rest of the project. This will maximise the benefits of the scheme and minimise disruption.  
Funding/budget and delivery teams to be identified

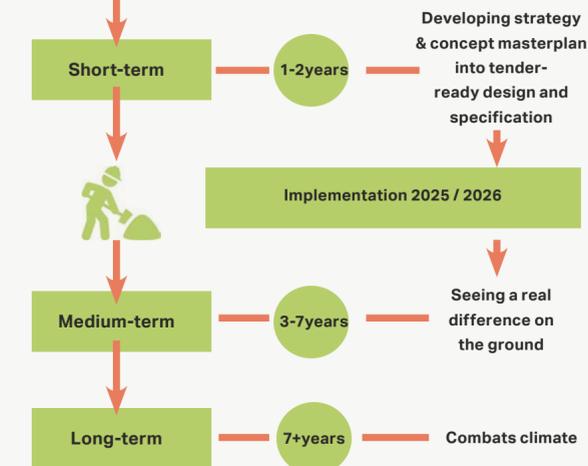


Figure 32: Diagram showing a simple process for the delivery of the place-making strategy.

8.2.2 Projects

There are quick wins that have been identified during the consultation events, such as planting of trees in the area. Such proposals would fall under short-term development, which may also include, but are not limited to:

- Further co-design work & forming localised groups such as School-community gardening club
- additional survey work and assessments such as a 'lighting strategy to be produced
- Painting and art projects: mural wall dedicated to local groups
- Selecting an area (this may be off-site) for growing plants that may be used in the future planting scheme; community-led approach

It is anticipated that the active travel and civils work will be constructed in 2025 / 2026. As such it is recommended that the landscape concept masterplan is implemented alongside, which will maximise the benefits of the project and realise all of the benefits from the point that construction is completed.

This infrastructure would form the foundation of a prosperous and climate-ready community in the long-term, as residents and visitors adapt to and enjoy the space and positively benefit from it.

8.3 Investment and funding

An investment plan is recommended detailing key available funds and opportunities and aligning these with the timescale of the project. It is important to also include funding prospects for the future maintenance and aftercare of the development.

8.4 Governance and monitoring

A methodology to evaluate the success of this Strategy should be applied and should be reviewed periodically to ensure it is in-keeping with latest policies, guidelines and community aspirations.

Suggestion: creating a formal checklist approach with embedded strategy principles and code designs that can be used to measure the success of the scheme.

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## 09

## 9.1 References

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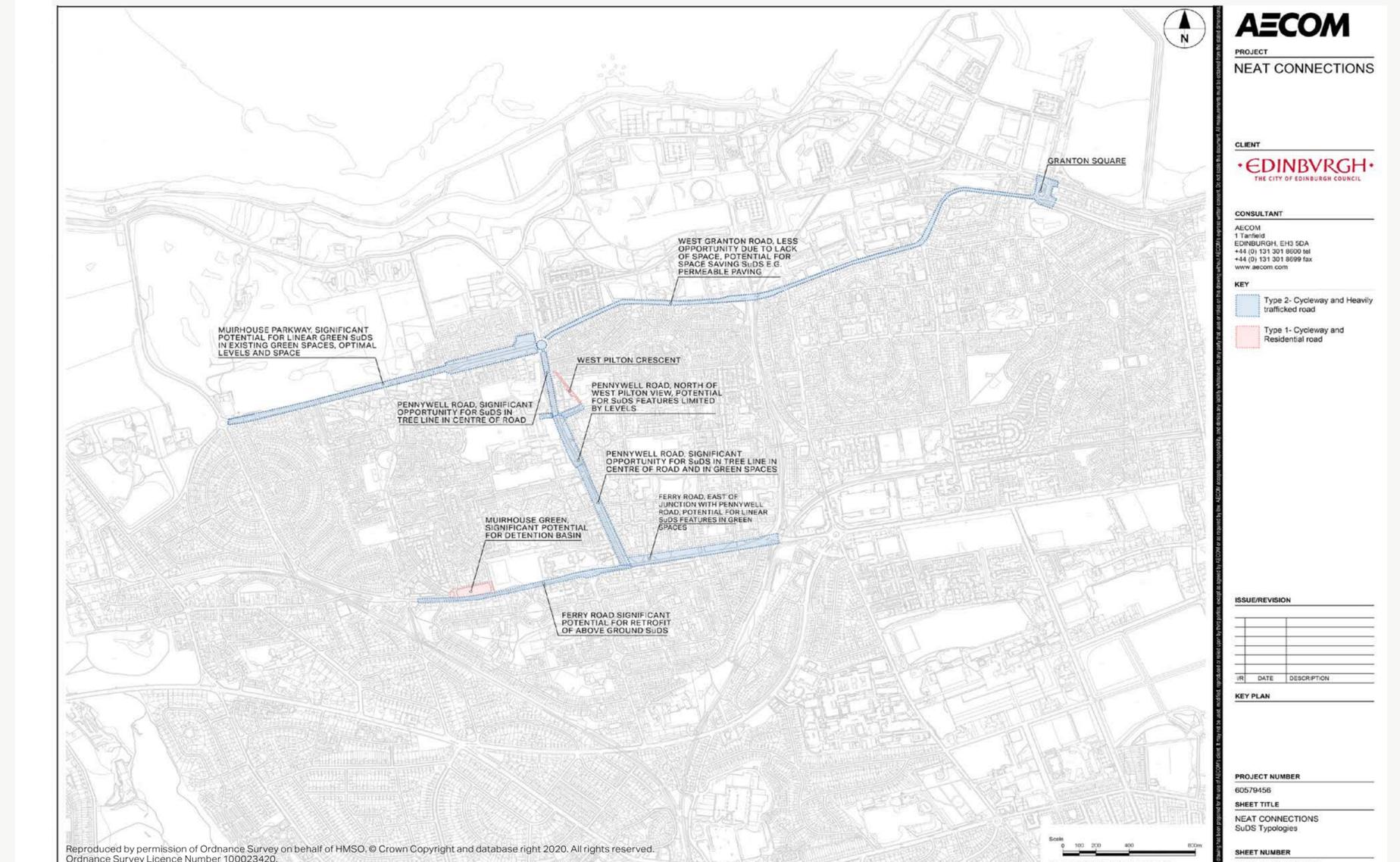


Appendix

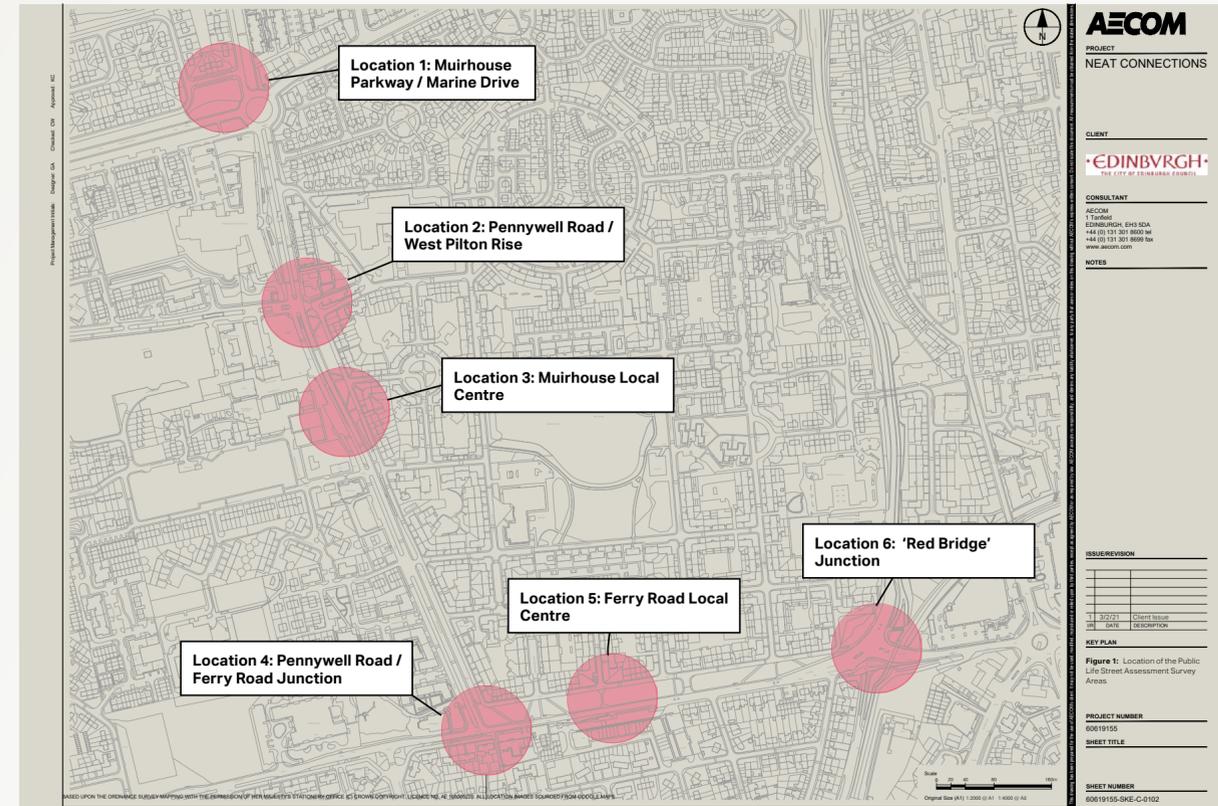
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## APPENDIX 1: A plan showing the SuDS analysis extracted from the Green Infrastructure Enhancement Options study 2021

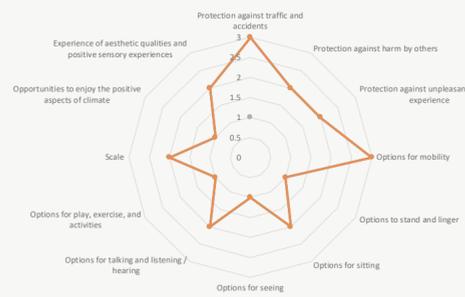
NEAT Connections - Edinburgh: Green Infrastructure Enhancement Options



## APPENDIX 2: A plan showing survey locations for the Public Life assessment and data for Pennywell Road/West Pilton Rise

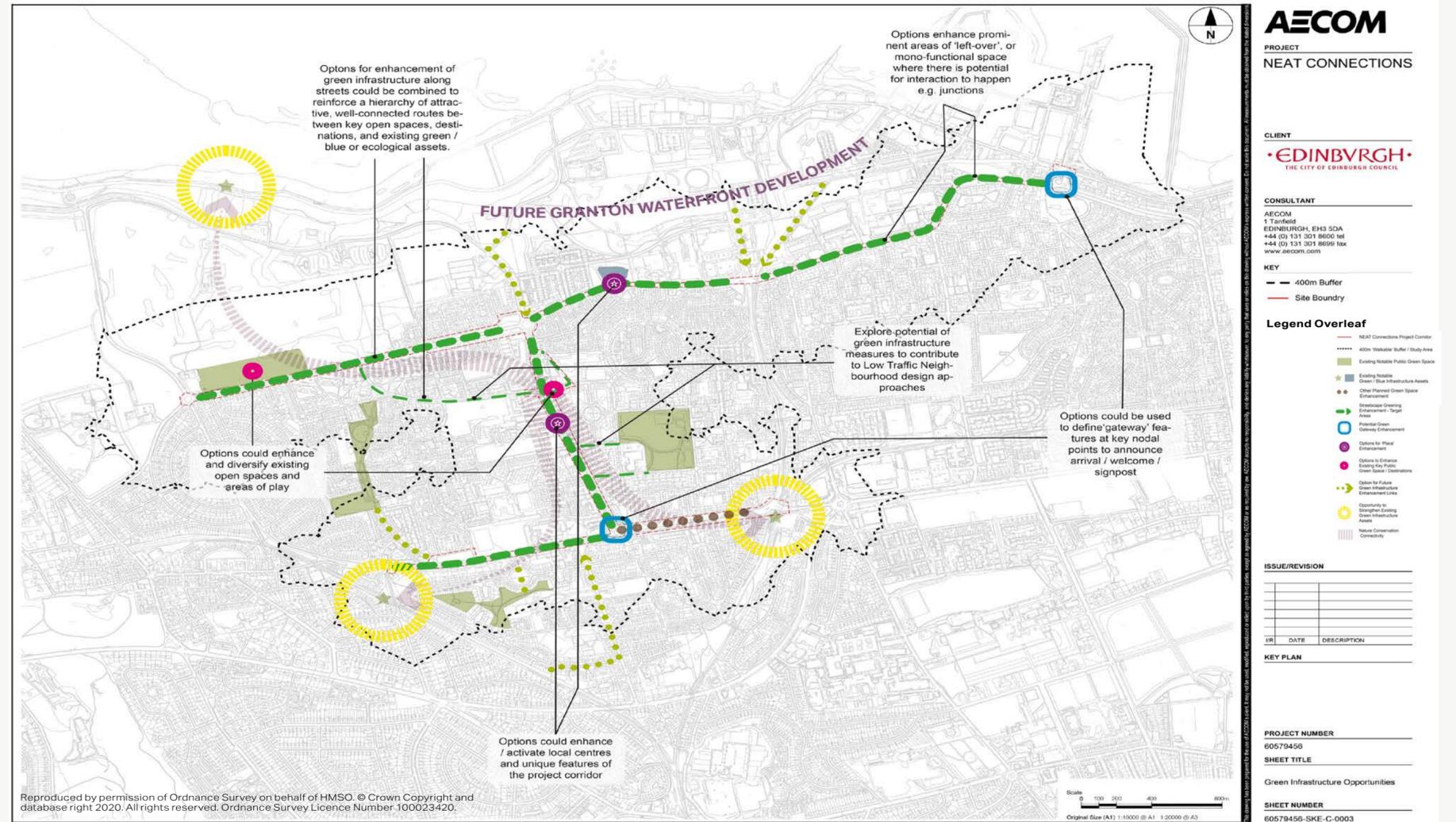


Twelve Quality Criteria: Pennywell Rd / West Pilton Bank



## APPENDIX 3: A plan showing the Green Infrastructure Opportunities Plan (Green Infrastructure Enhancement Options study 2021)

NEAT Connections - Edinburgh: Green Infrastructure Enhancement Options



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## APPENDIX 4: A table summarising the Spatial Principles and Policies of the National Planning Framework 4 2023, page 05

	Spatial principles	National Developments	Policies	Key policy links	Cross cutting policies
<p><b>Sustainable places</b> SDGs: 7, 11, 12, 13</p> <p><i>National outcomes:</i> Environment, communities, economy</p>	<ul style="list-style-type: none"> <li>Just transition</li> <li>Conserving and recycling assets</li> </ul>	<ul style="list-style-type: none"> <li>Energy Innovation Development on the islands.</li> <li>Pumped Hydro Storage</li> <li>Strategic Renewable Electricity Generation and Transmission Infrastructure</li> <li>Circular Economy Materials Management Facilities</li> <li>Urban Sustainable, Blue and Green Surface Water Management Solutions</li> <li>Urban Mass/Rapid Transit Networks</li> </ul>	<ul style="list-style-type: none"> <li>Tackling the climate and nature crises</li> <li>Climate mitigation and adaptation</li> <li>Biodiversity</li> <li>Natural places</li> <li>Soils</li> <li>Forestry, woodland and trees</li> <li>Historic assets and places</li> <li>Green belts</li> <li>Brownfield land, vacant and derelict land and empty buildings</li> <li>Coastal development</li> <li>Energy</li> <li>Zero waste</li> <li>Sustainable transport</li> </ul>	<ul style="list-style-type: none"> <li>Land Use – getting the best from our land: strategy 2021 – 2026</li> <li>Making things last: a circular economy strategy for Scotland</li> <li>Scotland's Energy Strategy</li> <li>Scotland's Environment Strategy</li> <li>Scotland's Forestry Strategy</li> <li>Scottish Biodiversity Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Climate Change Plan</li> <li>Climate Change Adaptation Programme</li> <li>Just Transition Plans</li> <li>National Transport Strategy</li> <li>Infrastructure Investment Plan</li> <li>Strategic Transport Projects Review 2</li> <li>National Islands Plan</li> <li>National Marine Plan</li> <li>Tackling Child Poverty Delivery Plan</li> </ul>
<p><b>Liveable places</b> SDGs: 3, 4, 5, 6, 10, 11</p> <p><i>National outcomes:</i> Communities, culture, human rights, children and young people, health</p>	<ul style="list-style-type: none"> <li>Liveable places</li> <li>Compact urban growth</li> </ul>	<ul style="list-style-type: none"> <li>Central Scotland Green Network</li> <li>National Walking, Cycling and Wheeling Network</li> <li>Edinburgh Waterfront</li> <li>Dundee Waterfront</li> <li>Stranraer Gateway</li> <li>A Digital Fibre Network</li> </ul>	<ul style="list-style-type: none"> <li>Design, quality and place</li> <li>Local living and 20 minute neighbourhoods</li> <li>Quality homes</li> <li>Rural homes</li> <li>Infrastructure first</li> <li>Heat and cooling</li> <li>Blue and green infrastructure</li> <li>Play, recreation and sport</li> <li>Flood risk and water management</li> <li>Health and Safety</li> <li>Digital infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>A Connected Scotland</li> <li>A Healthier Future: Scotland's diet and healthy weight delivery plan</li> <li>Cleaner Air for Scotland 2</li> <li>Creating Places</li> <li>Culture Strategy</li> <li>Heat in Buildings Strategy</li> <li>Housing to 2040</li> <li>Learning Estate Strategy/Learning Estate Investment Programme</li> <li>Public Health Priorities for Scotland</li> <li>Remote, Rural and Islands Housing Action Plan (pub. Spring 2023)</li> <li>Scotland's Population Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Climate Change Plan</li> <li>Climate Change Adaptation Programme</li> <li>Just Transition Plans</li> <li>National Transport Strategy</li> <li>Infrastructure Investment Plan</li> <li>Strategic Transport Projects Review 2</li> <li>National Islands Plan</li> <li>National Marine Plan</li> <li>Tackling Child Poverty Delivery Plan</li> </ul>
<p><b>Productive places</b> SDGs: 1, 2, 8, 9, 11, 14</p> <p><i>National outcomes:</i> Fair work and business, economy, poverty, communities</p>	<ul style="list-style-type: none"> <li>Rebalancing development</li> <li>Rural revitalisation</li> </ul>	<ul style="list-style-type: none"> <li>Clyde Mission</li> <li>Aberdeen Harbour</li> <li>Industrial Green Transition Zones</li> <li>Hunterston Strategic Asset</li> <li>Chapelcross Power Station Redevelopment</li> <li>High Speed Rail</li> </ul>	<ul style="list-style-type: none"> <li>Community wealth building</li> <li>Business and industry</li> <li>City, town, local and commercial centres</li> <li>Retail</li> <li>Rural development</li> <li>Tourism</li> <li>Culture and creativity</li> <li>Aquaculture</li> <li>Minerals</li> </ul>	<ul style="list-style-type: none"> <li>National Strategy for Economic Transformation</li> <li>Retail Strategy for Scotland</li> <li>Report of the City Centre Recovery Taskforce</li> <li>Scottish land rights and responsibilities statement</li> <li>Town Centre Action Plan 2</li> </ul>	<ul style="list-style-type: none"> <li>Climate Change Plan</li> <li>Climate Change Adaptation Programme</li> <li>Just Transition Plans</li> <li>National Transport Strategy</li> <li>Infrastructure Investment Plan</li> <li>Strategic Transport Projects Review 2</li> <li>National Islands Plan</li> <li>National Marine Plan</li> <li>Tackling Child Poverty Delivery Plan</li> </ul>

## APPENDIX 5: A summary of the key Benefits with definitions within Scotlands Green Infrastructure Place-making, page 04

### WHY?

#### Benefits

##### Placemaking

- reinforcing the local landscape character
- making places more beautiful, interesting and distinctive
- giving places character and a strong identity

##### Economic

- improving the image of a place
- boosting property values including house prices due to proximity to greenspace
- helping developers get the most out of the site by combining uses, eg open space+ SUDS, helping development viability
- attracting businesses and inward investors by creating attractive settings
- making it cheaper and easier to deal with surface water by keeping it on the surface
- saving energy and money for residents and end users

##### Climate change

- reducing CO<sub>2</sub> emissions by providing non-vehicular travel routes encouraging walking and cycling
- providing carbon storage and sequestration in vegetation
- providing shelter and protection from extreme weather
- managing flood risk: living roofs, large trees and soft landscape areas absorb heavy rainfall
- providing for storage of surface water in times of peak flow in SUDS and other water features
- cleaning and cooling the air, water and soil, countering the 'heat island' effect of urban areas
- saving energy: through using natural rather than engineered solutions
- saving energy: living roofs insulate buildings, and large trees provide shade, reducing the need for air conditioning in the summer and raising ambient temperatures in the winter, reduction in heating costs in the winter due to slowing of wind speeds in urban areas
- supplying locally sourced timber, biomass or other bio-fuels to replace fossil fuels

##### Environmental

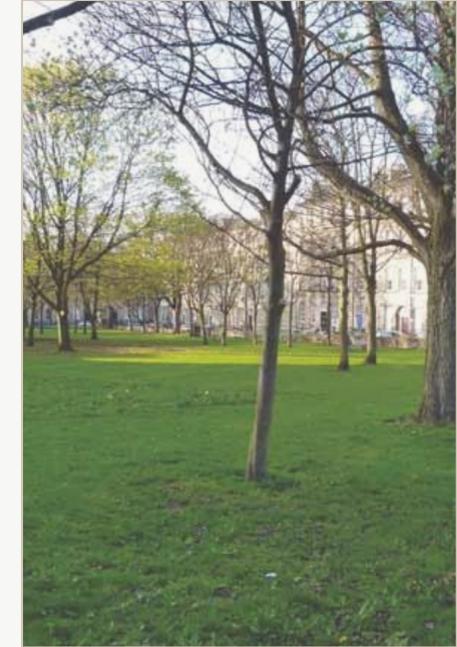
- reducing pollution through use of SUDS and buffer strips
- providing new and linking existing habitats or natural features, to allow species movement
- protecting aquatic species through appropriate management of waterside habitats
- preventing fragmentation of habitats
- allowing diverse habitats to be created which are rich in flora and fauna

##### Community and social

- creating green spaces for socialising, interaction and events
- more opportunities and places for children to play
- providing improved physical connections through green networks to get between places; and to communities, services, friends and family and wider green spaces
- providing spaces for practising and promoting horticultural skills
- creating opportunities for community participation and volunteering

##### Health and Well-being

- encouraging exercise and physical activity by providing quality green spaces for walking, cycling, sports and play
- providing better opportunities for active travel and physical activity
- improving mental well-being by providing access to nature and attractive green spaces and breathing spaces
- providing opportunities for growing food locally and healthy eating

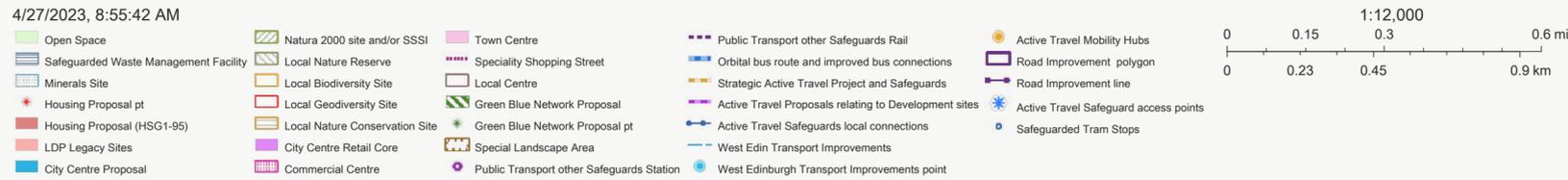
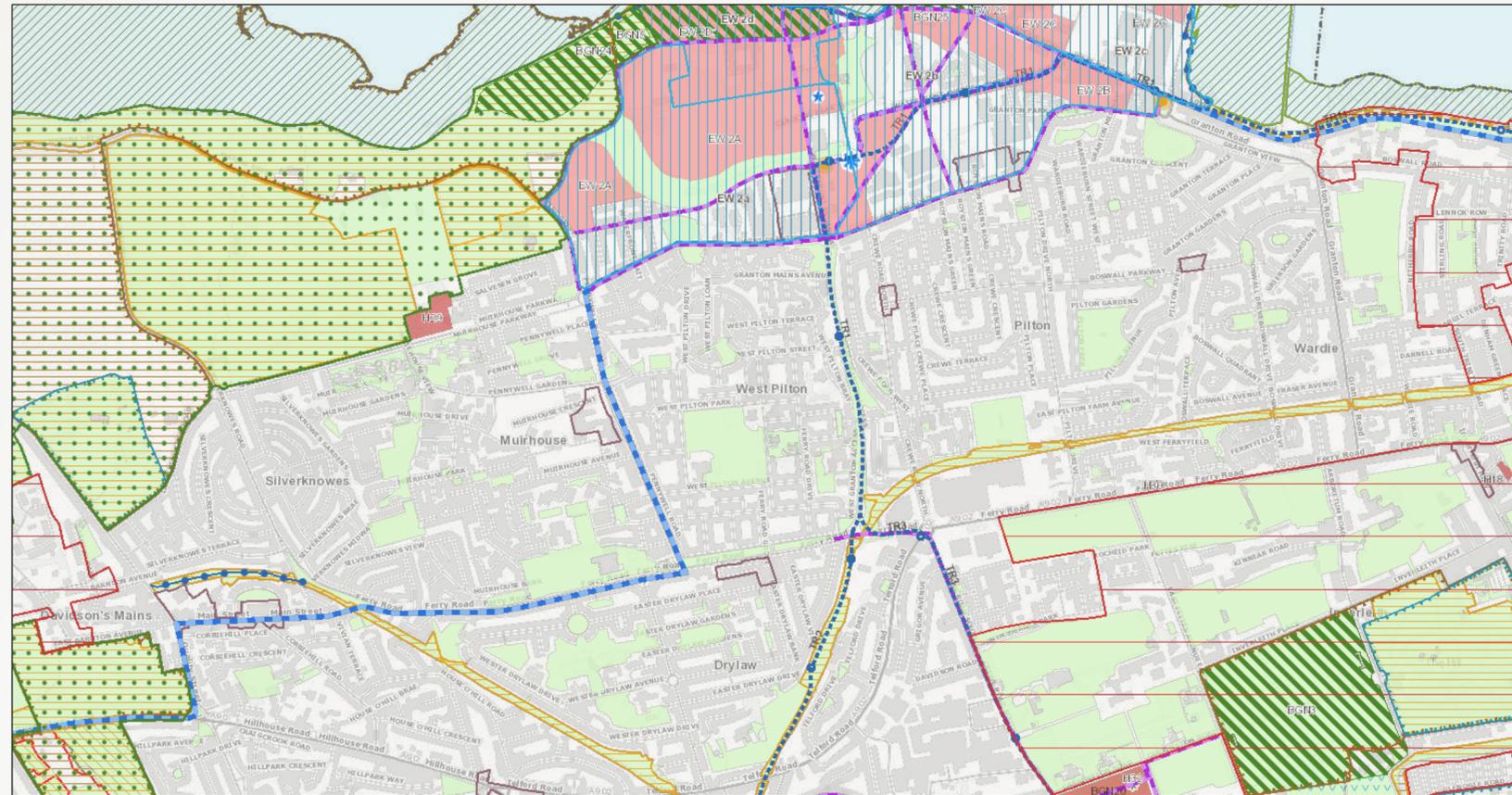


» Green Infrastructure Valuation Toolkit  
Green Infrastructure North West

» Benefits of Green Infrastructure  
(Forest Research)

## APPENDIX 6: CEC Policy Map sourced from CEC online arcgis

<https://cityofedinburgh.maps.arcgis.com/apps/webappviewer/index.html?id=438756af05fe4e22bf0b8dee2806d9b> dated 27-4-2023

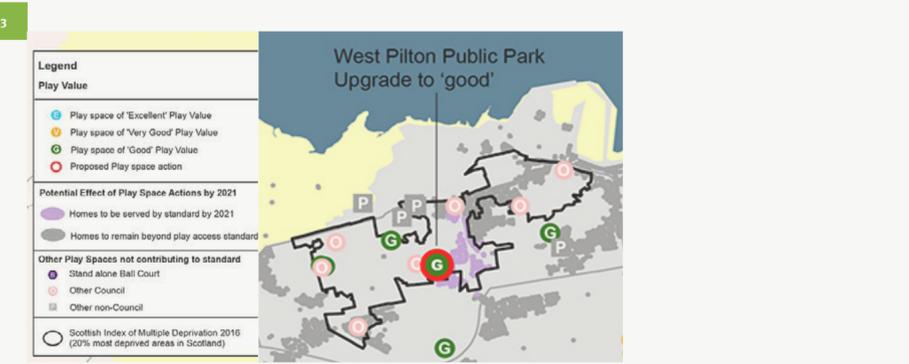


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## APPENDIX 7: Open Space Assessments

Play Area Action Plan 23						
Craigievar Square	East Craigs	Play Area	1996	25	Improve to 'Good' standard	£50,000 2012
Gyle Park roller hockey	Glasgow Road	Ball Court	1999	24	Continue to maintain	
Gyle Park Ball Court	Glasgow Road	Ball Court	1999	24	Continue to maintain	
<b>Ward: Forth Neighbourhood: Forth Area Team - NORTH</b>						
SITE	Address	Type	Date	Play value	Proposed action	Cost   Year
Victoria Public Park Senior	Craighall Road	Play area	1999	80	Work completed	
Granton Mill Crescent	Granton	Play area		64		
East Pilton Park	Pilton Drive	Play area	2010	62	Continue to maintain	
Muirhouse Linear Park	Muirhouse	Play area	2000	59	Continue to maintain	
Granton Mill Park	Granton	Play area		53		
Granton Crescent	Granton Crescent	Play area	1999	44	Continue to maintain	
Victoria Public Park Toddlers	Newhaven Road	Toddler	1999	42	Continue to maintain	
West Pilton Public Park	side of West Pilton Grove	Play area	1992	38.5	Improve to "Good" standard	£90,000 2015
West Pilton Public Park (Toddler)	side of West Pilton Gardens	Toddler	1996	37.5	Plan for removal, as equipment nears end of life	£3,000 2015
Boswall/Royston Mains Gardens	Granton	Toddler	2003	36	Continue to maintain	
West Pilton Public Park (Senior)	middle of Pilton Park	Play area	1996	26.5	Improve to "Good" standard	£50,000 2015
Muirhouse View	Muirhouse	Toddler	1993	26	Improve to "Good" standard	60,000 2012
Northview Court	Pilton Crescent	Play area	2000	24.5	Continue to maintain	
Granton Mains East	Granton Mains East	Toddler	1999	23	Continue to maintain	
<b>Ward: Inverleith Neighbourhood: Inverleith Area team - NORTH</b>						
SITE	Address	Type	Date	Play value	Proposed action	Cost   Year
Inverleith Public Park	Arboretum Road	Play/ball court	2004	89	Continue to maintain	
Ravelston Public Park	Craigcrook Road	Play area	2004	74.5	Continue to maintain	
King George V Park	Eyre Place	Play/ball court	1995	68	Work completed	
Easter Drylaw Drive	Easter Drylaw Recreation Ground	Play area	2009	63	Continue to maintain	2011
Craigleith, Sainsbury	South Croathill Avenue	Play area		47		
Hill Park Terrace	Craigcrook Road	Play area		46		
Wester Drylaw Drive (Nos. 138-140)	Wester Drylaw Drive	Ball Court	2007	24	Continue to maintain	
Dean Village Play	1A Dean Path	Play area		50	Construct new toddler play area	60,000 2013

Table from Play Area Action Plan 2011-2016, page 23, showing proposed actions for the play areas within the Forth Neighbourhood



Extract from Open Space Strategy 2021, page 30, showing assessment value of open spaces within the Forth Neighbourhood

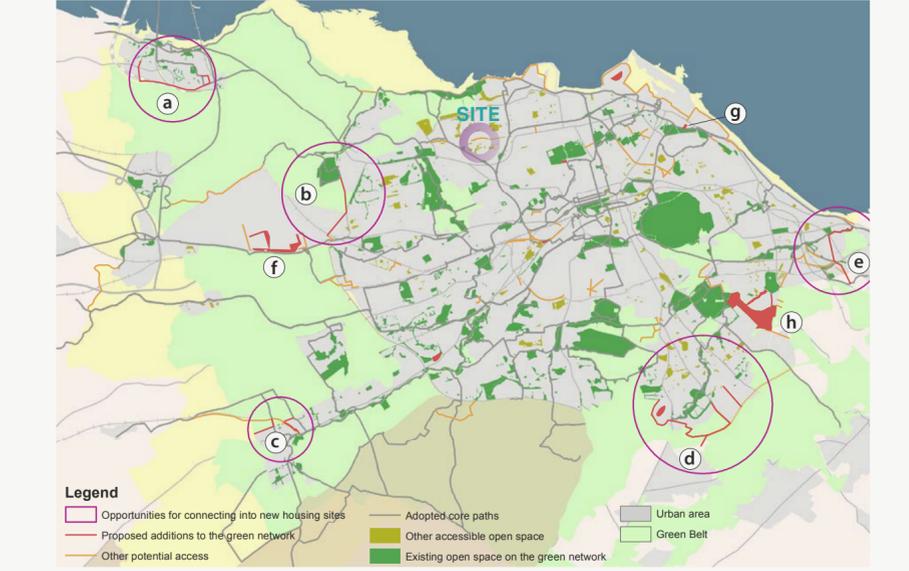


Figure 1: Edinburgh's Green Network. Extensions to the city's Green Network as set out in the Edinburgh Local Development Plan.

Map from Open Space Strategy 2021, page 13, showing a potential access link and green space network with the area

## APPENDIX 8: Policies and guidance principles mapping

Scottish Government: Green Infrastructure: Design and Placemaking (BENEFITS)	Place-making	Economic	Climate Change	Environmental	Social and Community	Health and Wellbeing
<b>Framework Planning Framework 3: 4 Themes</b>			a natural, resilient place. Natural and cultural assets are respected, they are improving in condition and represent a sustainable economic, environmental and social resource for the nation. Our environment and infrastructure have become more resilient to the impacts of climate change.	a low carbon place. We have seized the opportunities arising from our ambition to be a world leader in low carbon energy generation, both onshore and offshore. Our built environment is more energy efficient and produces less waste and we have largely decarbonised our travel	a connected place. The whole country has access to high-speed fixed and mobile digital networks. We make better use of our existing infrastructure, and have improved internal and international transport links to facilitate our ambition for growth and our commitment to an inclusive society.	a successful, sustainable place. We have a growing low carbon economy which provides opportunities that are more fairly distributed between, and within, all our communities. We live in high quality, vibrant and sustainable places with enough, good quality homes. Our living environments foster better health and we have reduced spatial inequalities in well-being. There is a fair distribution of opportunities in cities, towns and rural areas, reflecting the diversity and strengths of our unique people and places.
<b>Central Scotland Green Network (CSGN): CSGN and the Glasgow Clyde Valley (GCV) Green Network Partnership have produced the good-practice guidance</b>	Access networks policy: Requiring that development proposals should maintain and enhance the quality and connectivity of access networks, integrating active travel and recreation routes into green infrastructure		Water management policy: requiring integration with naturalised SuDS	Habitat enhancement policy: Requiring that proposals should conserve and enhance on-site biodiversity and habitat networks within and adjacent to the site;	Open space policy: Requiring development proposals meet local accessibility, quality and quantity standards, and be designed to cater for the needs of the community	
<b>brochure 'Planning for Green Infrastructure11' – 4 policies</b>						
<b>City of Edinburgh Council Local Development Plan (2016)</b>	In creating high quality places, the spaces between buildings i.e. streets, civic squares and public realm, should be given as much consideration as the design of buildings.  The green network is the linking together of natural, semi-natural and manmade open spaces to create an interconnected network that provides recreational opportunities, improves accessibility within the urban area and to the surrounding countryside and enhances biodiversity and the character of the landscape and townscape, including the setting of new development.  Enhancements of the green network; Edinburgh's green network forms part of a wider Central Scotland Green Network (CSGN); providing for a range of different recreational uses which promote healthy living; Development on greenfield housing sites provides opportunities to extend existing green	The Council's economic strategy seeks sustainable growth through investment in jobs. The strength of Edinburgh's economy is based on a range of key sectors, for example tourism, financial services, life sciences and higher education. Edinburgh also has a wide range of cultural, arts and sports venues which bring economic benefits as well as enhancing the wellbeing of residents and visitors.	Development in sustainable locations and requires new buildings to include carbon reduction measures, promotes sustainable and active travel, supports small to medium scale, decentralised and community based renewables, and the greater use of micro-generation of renewable energy, aims to enhance the city's green network by encouraging land management practices which capture, store and retain carbon, prevent and manage flood risk, promote the prevention, reuse, supports the delivery of facilities needed to divert waste away from landfill recycling and recovery of materials; identified unbuilt areas of land which fulfil an important flood function, and which should be allowed to flood in order to protect other, built-up areas from floodwater	Mitigating and adapting to the impacts of climate change e.g. resource efficient design, planting trees to capture carbon, intercept and absorb rainfall. Supports a range of protected plants and animals. Providing new and/or enhancing existing wildlife habitats through building and landscape design, thus, preventing habitat fragmentation where possible • managing surface water drainage, treatment and flood risk through sustainable urban drainage, providing amenity and biodiversity benefits e.g. green roofs, swales and ponds Existing and future city Green Belt protection; directing planned growth, protecting landscape setting and providing access to open space, the LDP controls the types of development that will be allowed in the green belt; Specific legislation protects trees in conservation areas and those covered by a Tree Preservation Order. The Edinburgh and Lothians Forestry and Woodland Strategy provides a long term vision	Help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services. Help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.	
<b>CEC Edinburgh Design Guidance (2020)</b>				Innovative placemaking required to ensure resilience to the predicted impacts of climate change. Permeable, vegetated rainwater, shading and cooling from vegetation will be essential parts of the solution to create livable, resilient places and buildings.	A successful, sustainable place will provide cost saving in long term maintenance of green areas. Detail the hard landscape to ensure it has a good visual appearance that lasts over time.	Reduce impact of climate change include: an increase in extreme weather events such as overheating, extreme rainfall, increased average temperatures which will be similar to Paris by 2080 which will increase the Urban Heat Island effect. Living roofs, trees, landscaping and above ground SuDS are all essential green infrastructure components to be incorporated into resilient placemaking.
<b>CEC Open Space 2021 - Edinburgh's Open Space Strategy (2016)</b>				Good design: demonstrate an understanding of the historical development of the site, of the unique characteristics of the city and the context within which it is located; incorporate and use features worthy of retention natural features, views, including natural features and demonstrate a good understanding of the existing water environment on site and provide a creative response to manage future surface water. New public art works should match the quality of existing works, and make a positive contribution to the environment.	The project aims to restore and connect green areas of the city to make attractive and biodiverse landscapes, enjoyed by residents and visitors. Landscapes will be healthy, nature rich and resilient to climate change. 58% of the Council's greenspace estate is classified as standard close-mown amenity grassland, the Living Landscapes approach will help to increase native	Well designed developments can actively enhance the environment; manage exposure to air, noise and light pollution and reduce overall emissions of pollutants that are harmful to human health and the quality of life. Respond to existing variations in landform.  • Protect and incorporate existing trees that are worthy of retention into the design of new open spaces. • Retain and incorporate other existing natural features into the design to reinforce local identity, landscape character, amenity and optimise value of ecological networks. • De-culvert watercourses and integrate them with the site layout and function. Project should incorporate flood management, enhanced biodiversity and habitat connectivity. Conserve protected species and the habitats. Design sites to enhance and develop a varied and robust ecosystems, achieving biodiversity net gain. Protect animal species in Edinburgh.  Edinburgh's Play Strategy12 has long recognised that children and young people of all ages have a right to quality play environments, which offer stimulation and challenge. Freedom to play is recognised as a fundamental right of every child under the United Nations Convention on the Rights of the Child. The Scottish Government's Play Strategy promotes the

## APPENDIX 9: CEC 20Minute Neighbourhood - Living Well Locally, pages 5 and 12

### Chapter 1: The Edinburgh 20-Minute Neighbourhood

#### Our aims

Through the 20-Minute Neighbourhood model we aim to achieve:

- sustainable, safe and resilient neighbourhoods where residents have equal access to most of their daily needs
- co-location of quality services from across the public sector delivered within each neighbourhood
- changes in ways of working to ensure citizens can build trusted relationships with the services they rely on in the places they live
- support for local economies and businesses who can not only provide for the daily needs of their communities but also create employment opportunities
- better management and use of land and buildings across the city ensuring we also deliver our ambition to reduce carbon emissions
- an improved approach to service delivery with a core focus on the prevention of poverty
- enhanced voluntary sector facilities, services and networks, which bind our communities together and enhance social capital through voluntary sector hubs
- high quality placemaking in our town and local centres, where accessible green and/or open spaces are provided;
- new ways to work, which could include 'near me' officers and more local working
- sustainable onward travel so that services out with a 20-Minute Neighbourhood can be easily accessed
- delivery of our Digital and Smart City strategy to provide everyone with access to services online or a '5-second neighbourhood'.



**Thriving local business community:** we're fortunate to have a thriving community of independent businesses in Edinburgh. We want to work with local networks to improve trading conditions for local businesses, recognising the constraints and pressures they work under. Business Gateway drop in services could take place in local areas on a regular basis, allowing for people to access face to face support in their own neighbourhood, whilst encouraging opportunities for both local enterprise and employment.

#### Case Study 4: Pennywell (Macmillan) Hub

We already have a plan in place for North Edinburgh through the Pennywell (Macmillan) Hub and we see this as being an exemplar model for the future. We've entered into a partnership with a local anchor organisation, North Edinburgh Arts, to design and deliver a new and extended building in the heart of Pennywell community – the first project of its kind in the city. Construction is due to start in late 2021, the hub seeks to bring together new and existing communities as a flagship of the long-term regeneration in the area.

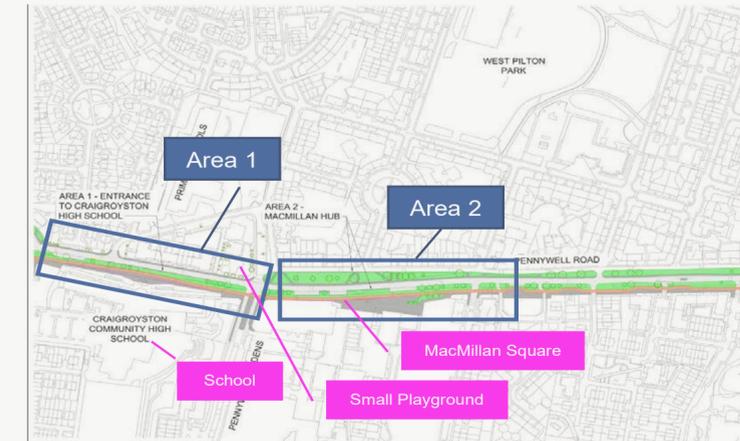
The hub will be a centre for culture and learning for the communities and neighbourhoods of North Edinburgh, offering much needed early years childcare places, a new library and learning hub, as well as an integrated cultural, arts and community support delivered by North Edinburgh Arts.

### APPENDIX 10: Community Consultation NEAT Connection 0000 (add date), provided by CEC. .

## What We Think About North Edinburgh

Key	What's Important / Good?	What's Missing / Could be Better?	Things to Change
<p>It's a nice place to live - it's never quiet and having lots of people around makes you feel safer. There are especially lots of families, and it's really diverse.</p> <p>There are lots of local shops, a chippy and a McDonalds, as well as big shops like Morrisons and Lidl.</p> <p>We can get buses easily to town, to Leith, and there are some good activities to take part in.</p> <p>We have historical landmarks to be proud of, like the train station (which will become a market/ events space) and the Gas Tower.</p> <p>The youth groups are all great. We go to PYCP but we know people that go to the others. There's cool stuff to do and meet friends there. Some of us have been coming since P1!</p>	<p>There are a lot of playgrounds we can play in. Good for lots of age groups.</p> <p>The area is really walkable, and accessible to disabled people as well.</p> <p>There are lots of good primary schools</p>	<p>The Duck Pond and whole Fortquehan Park area is great and gives us more natural space to enjoy. There's also woodland around and it's safe and peaceful. It will be even better when it's all finished.</p> <p>The Duck Pond can be dangerous if people aren't careful. Bits of drowning.</p> <p>The pond could be cleaned up, plants removed, and it could be a better place to use for other things like a community garden.</p> <p>Beach near Gypsy Brae - no go at night. Feels creepy.</p> <p>Beach here nice and calm - feels safe. Not a lot of sketchy people there.</p> <p>Beachfront walkway</p> <p>Granton Pier is a great place to visit.</p> <p>Beachfront walkway</p> <p>Ocean Terminal - good to hangout in. Cinemas and shops, and a free ping pong place.</p> <p>Ocean Terminal - it used to be better for hanging out than it is now. Game has gone!</p> <p>More local businesses in the area and a sweetshop.</p> <p>More nature, fewer new homes.</p>	<p>Anti-social behaviour - people get up to anything and everything and always hassling folk. This includes gangs and young men coming from other areas to cause trouble here. It's worst around the shops and in the parks, especially after dark.</p> <p>People smash stuff and just leave it there, litter, leave their dog poo, set fire to stuff, throw up on the street (no one cleans it up and it stinks), throw rocks at windows, and dump stuff all over the neighbourhoods.</p> <p>It can stop children playing out during the day because of all the sketchy stuff lying about.</p> <p>The Motorbike Problem - Most people are just showing off with their motorbikes - messing around but not a real issue. They're mostly bored.</p> <p>There are some people on motorbikes when underage, driving recklessly. Sometimes the bikes are stolen. But we've also seen police take bikes off of people's properties without asking.</p> <p>The police can make it worse by chasing around the ones that are just showing off, rather than focusing on the real crime.</p> <p>New Homes Being Built - often on areas that had wild animals - deers, ducks and rabbits and/or on places we used to enjoy like the shopping mall.</p> <p>The homes mostly aren't for people from our community and all this new development is 'ruining the environment, draining the earth'.</p> <p>Other developments, like on the waterfront, are taking ages. It's been derelict for as long as we can remember!</p> <p>We need more places to go and things to do.</p> <p>We sometimes hang out in the city centre, but there's not really anything there for us. The shops are expensive,</p>
<p>Youth and Community Groups</p> <p>Youth groups could have more slots that include smaller groups, so some of us can have a calmer session. This can also help those of us with anxiety. They could be invite-only for those that need them.</p> <p>Some of us want to meet other young people from across Edinburgh. We could have a youth group in the city centre that's free to use for any young person in the city.</p> <p>Community groups should get more space so they can do more activities and organise fun stuff</p>	<p>Anti-Social Behaviour and Judgement of Young People</p> <p>Society forcing ASB - it's just the way people are expressing themselves when they have problems at home. They use anger and aggression, but don't feel they have the choice.</p> <p>Some people are ignorant enough to ignore these people and judge them. Other people are too soft and just stay in their houses and let ASB get in the way of living their lives.</p> <p>Police treat all young people age 12+ with suspicion. Feels like we can't do anything right, when we're just trying to hang out. Some police are compassionate and understanding (more of the female officers), but most judge us for our age.</p> <p>Judgemental people - the grown ups can use slurs and make mean comments. Instead of judging, they could give advice or try and help young people.</p> <p>People just expect young people to be mature - expecting too much when there's not much support and still growing up.</p>	<p>Local Activities</p> <p>Better and more challenging play equipment in all the parks - larger slides and swings that teenage girls can use. Not just young kids.</p> <p>We need more activities to calm people's behaviour - a motorcycle track is an example of something that would mean young people aren't causing trouble and police aren't chasing them around our neighbourhoods while we're trying to sleep. Here, they could do whatever they wanted with their motorbikes and the police could focus on actual crimes.</p> <p>Improvements to walking and cycling routes - The roads are bad. Too tight, even the cars are hardly managing to go down them. More off road options.</p> <p>Ideas for new activities - arcade, more skateparks and bikeparks, more swimming pools, something like the 'I'm a celebrity experience' in Manchester.</p>	

### APPENDIX 11: Youth Engagement Session January 2023, provided by CEC and APIC



Map of areas for the youth workshop sessions.

EDINBURGH  
THE CITY OF EDINBURGH COUNCIL

APIC  
A Place in Childhood

EDINBURGH  
THE CITY OF EDINBURGH COUNCIL

APIC  
A Place in Childhood

Improving the greenspace with trees flowers and swings

School

Different ideas for a "community shelter": for study, private QR code access and support

Design ideas: Sheets obtained from CEC nad APIC workshop report, displaying youth designs and ideas.



**Image:**  
Norman Park, West London designed by Kinnear  
Landscape Architects creates a local landmark park for  
a diverse community with a range of spaces for activity  
, relaxation and play. Image Source: Landezine.