
From: Aileen Grant [Aileen.Grant@dundas-wilson.com]
Sent: 26 March 2007 14:53
To: Trudi Craggs
Cc: Ian Spence; duncan fraser
Subject: POINTS FROM MEETING

Importance: High

Follow Up Flag: Follow up
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Trudi

The outcome of the meeting with Ian and Duncan is that they want some changes to the general approach to design. Tie needs to "up the ante" so to speak on design.

I would summarise their main concerns as follows.

1. **Integrated design** - it is not clear at present if there is a genuine integrated approach to design. At present, urban design appears to be a "bolt-on". However, in the charette spaces, they accept that a more integrated approach has been achieved. Equally, the current round of workshops are helping, but these are at strategic design level. While tram public realm project will potentially help to demonstrate an integrated approach, there is a need to be able to demonstrate this ASAP.

Tie needs to demonstrate their commitment to achieving a good design solution. Additional integrated design work needs to be done on "secondary spaces" such as Edinburgh Park and Ocean Terminal Stops etc (rolling out earlier charette approach)

More appropriate plans need to be produced for the route as a whole (not just engineering plans)

2. **Management of the design process** - tie needs to be managing the design process more effectively. There should be a clear design manager who is leading the integrated design approach and monitoring if the emerging design is up to the appropriate standard. Is this a role for Matthew Crosse, or is this a gap in the current project? If tie wished, Ian could take on this role, but could not do it in his current role. He would need to do it as an independent consultant. Alternatively, what has happened to the PB man in New York? And why does Scott Ney frequently say that urban design improvements are "not in my brief"?

3. **Information coming forward on design** - The current focus is on programme and procedures and getting Approvals. There needs to be an articulation of the Project's design principles, and how these are being taken forward through the detailed design. Ian can and will review the Townscape Briefs, the emerging Design Statements, and the Tram Design Manual, but at this stage these documents appear to be disassociated parts of the project, rather than having coherence. There is a need to capture the "design story" somehow to give parties such as A+DS (and HS other potential objectors) comfort that the design approach sought in the Tram Design Manual is being taken forward by tie and the Council. In addition, the style of plans which are coming forward need to demonstrate that it is a holistic or integrated design, not just an engineering design approach.

In conclusion, tie needs to take on board fully its responsibilities of governing the design. This needs to be urgently addressed. Historic Scotland are in a position to raise an objection at prior approval stage and we must do what we can to avoid this.

Hope this is clear. Have copied Duncan and Ian in for info/extra comments.

Regards

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