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Document Title	East Lothian Local Development Plan 2018: Combined Responses Received to Consultative Draft Supplementary Guidance – Town Centre Strategies

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Additional information:

This report accompanies the report to Council on 26 Feb 2019 - East Lothian Local Development Plan 2018 – Supplementary Guidance: Town Centre Strategies, Report on Consultation; and Supplementary Planning Guidance: Green Networks; Design Standards

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APPENDIX 3

East Lothian Local Development Plan 2018

Combined Responses received to consultative draft Supplementary Guidance: Town Centre Strategies

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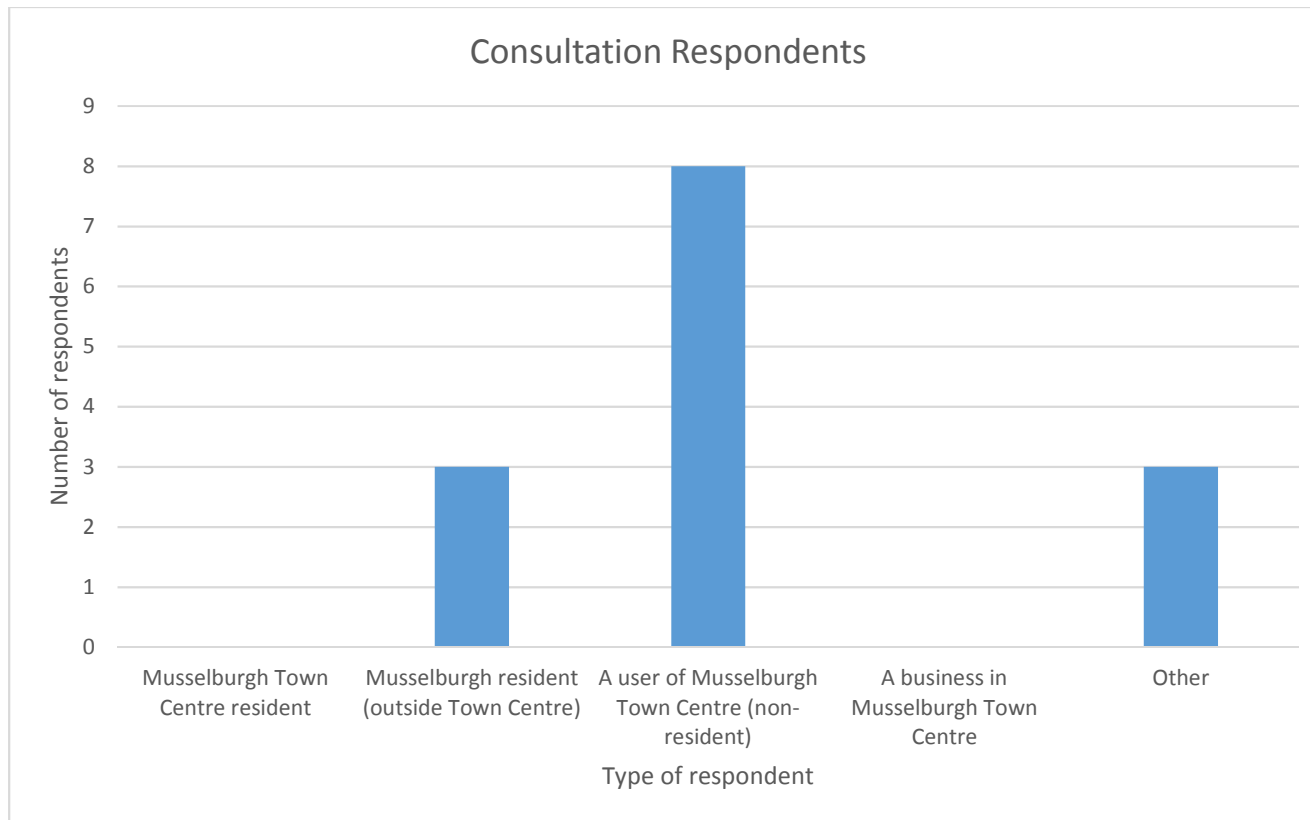
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MUSSELBURGH TOWN CENTRE STRATEGY – consultation results



Do you agree with the SWOT (Strengths, Weaknesses, Opportunities and Threats analysis) for the town centre and is there anything to add?

Respo-ndent	Response	Officer comment	Recommendation
001	Yes. However, do not wish to see the parking area at Mercat Cross solely for the use of pedestrians. The disabled parking bays afford residents and visitors access to that end of town.	Disabled bays would not be lost but relocated if the pedestrian area at the Mercat Cross was implemented.	No change
	Parking charges will impact negatively on small businesses.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. The assessment of any impact on small businesses would be part of an overall assessment of the impact of charging, were it to be proposed.	No change
012	If business rates were lowered, more shops may open.	Business Rates in East Lothian are not set by the Council but by the Lothian Valuation Joint Board against a poundage rate levied by Scottish Government. Because most businesses in East Lothian's town centres are small, around 50% of business currently qualify for varying amounts of rates relief meaning they pay less including in many cases no rates at all. Further reduction in business rates might attract more shops but would be unlikely to attract larger businesses.	No change

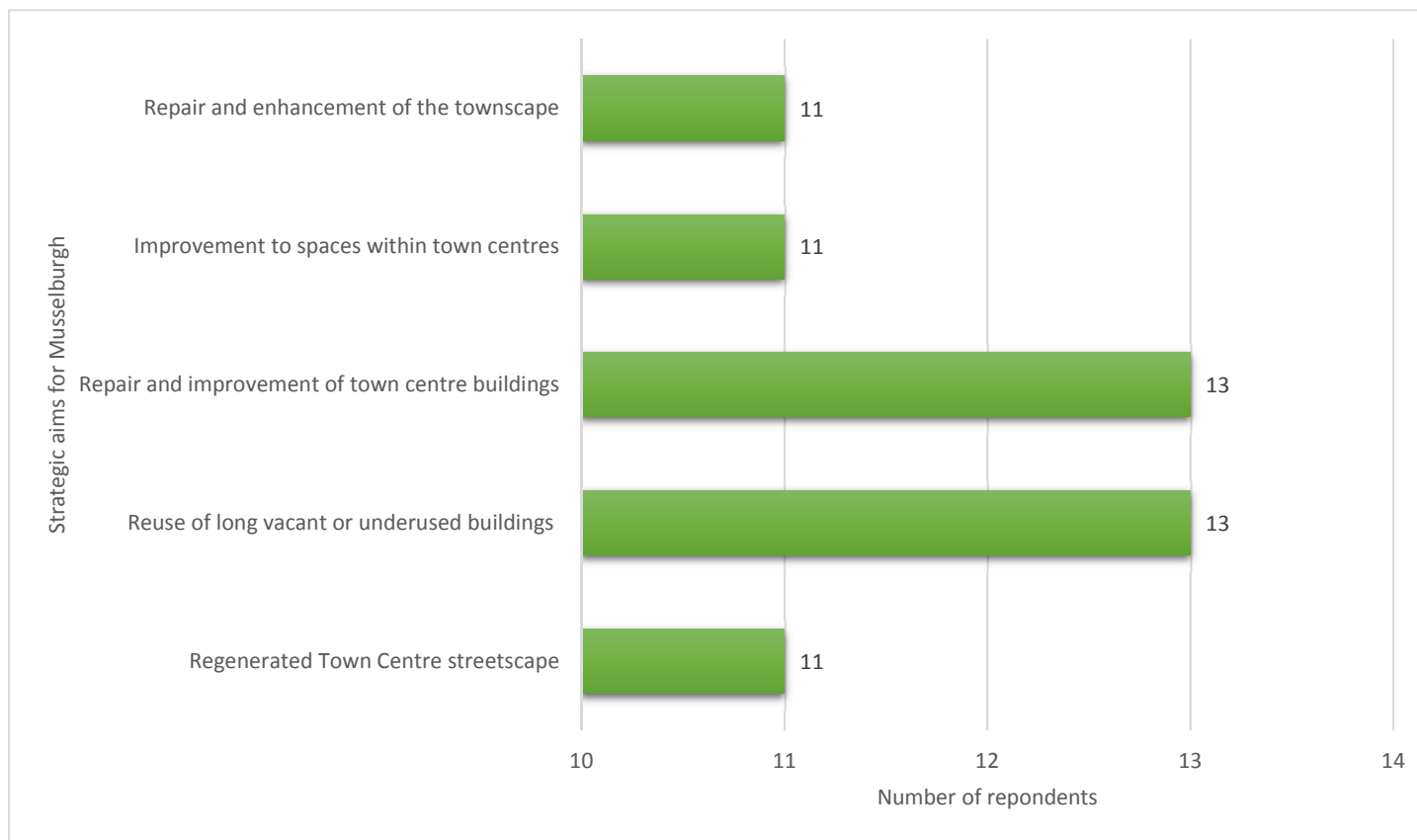
	There are too many of particular shop types like charity shops and beauty salons.	All shops come under Class 1 Shops of the Town and Country Planning (Use Classes) (Scotland) Order 1997 as amended and the Council cannot therefore distinguish between different shops. Shops, including charity shops, would not be in business if there was not demand for their goods. National statistics provided by the Local Data Company show that beauty salons were the second fastest growing presence on High Streets throughout the UK in both 2017 and 2018.	No change
025	The draft guidance is an admirable piece of work, thorough and teeming with ideas. Its authors are to be congratulated.	Compliment noted.	No change
	All 6 SWOTs need strengthening, for example it is not useful to enter 'vacant shops' on both sides of a SWOT equation as if it were some kind of balance sheet.	The reference to vacant upper floors in the town centre should be removed from the Opportunities list as it is too similar to a further bullet point in the same list.	Bullet points in Musselburgh SWOT have been combined for to prevent repetition.
	It is helpful that the SG takes account of the Conservation Area context of the town centres. Reference to the built heritage needs strengthening. The SWOT analysis should bring out what makes these settlements such a delight – their ancient layout, historic buildings and age old sense of purpose.	While this is accepted it is considered that it is more relevant for the forthcoming Conservation Area Character Appraisal (see Action 9). On completion this will be a material consideration in the assessment of planning applications within the designated Conservation Area. Agree to minor change to the Strengths list in the SWOT analysis to strengthen the reference to the Conservation Area and historic buildings.	Under Strengths: Delete High Quality eastern end of town centre has Conservation Area and historic buildings and replace with: 'Clearly recognisable historic burgh layout and listed buildings particularly at the east end of High Street' and as a separate bullet point;

			'Musselburgh Conservation Area covers much of the town centre'
	<p>The analyses are not forceful enough on 3 main issues:</p> <ol style="list-style-type: none"> 1. Invasiveness of motor vehicles. The SWOT needs to highlight the need for a greater sense of urgency in dealing with this. 2. Dereliction of historic buildings. The identification of the need to find new uses is encouraging by the SWOT does not identify the full extent of the problem. 3. The SWOT analyses needs to highlight the competition from superstores and internet trading. This shift is permanent. 	The SWOT analysis adequately references the volume of traffic within Musselburgh town centre. There are a number of measures proposed in the ELLDP 2018 to address this which will have their own timescales for implementation. The SWOT also refers to the vacant buildings in the town centre, addressed in Action 7, and to the threat of internet shopping. The weaknesses also include comparison retail expenditure outwith the town, which includes at superstores.	No change
	The SG might as well call a spade a spade, and recognise that the Conservation Area context may well impose constraints of what can be done to improve the high streets. Overspill parking, for example, cannot be introduced in a way which damages the built heritage outwith the town centres.	Noted. It is considered that the work done to implement streetscape changes at the eastern end of High Street undertaken as part of the implementation of Musselburgh town centre strategy 1 and which increased on street parking was able to be done whilst recognising the historic context of the area.	No change
	Specific to Musselburgh – the east and west High Streets are not integrated. Questionable whether St Michael's and the Roman remains should be included in the town centre as they are some distance from the shopping area.	Because of its geography High Street and North High Street are separate parts of the town centre separated by the river. The ELLDP designates the extent of the town centre boundary which cannot be changed until the plan is reviewed. The St Michael's area or the main area for Roman remains are not included in the town centre boundary which extends to the south to include the Tesco supermarket,	No change

		primary healthcare centre and Grammar School only.	
028	<p>Yes. The town centre streetscape at the east end of the High Street badly needs improving. The SWOT focuses mainly on the appearance and maintenance of buildings and air quality. These are important, but too limited. Also needed are:</p> <ol style="list-style-type: none"> 1. Lack of decent quality paving. 2. Improvement of lighting columns and street furniture 3. Attractively designed bus shelters <p>The Scottish Government has just announced £50m for town centre regeneration - the Council should be working flat out to cost up proposals for streetscape improvements for this fund.</p>	<p>While it is agreed that high quality paving and street furniture are desirable the existing townscape is neither a threat nor a weakness. Improving the quality of the streetscape and street furniture can however be considered as an opportunity. The need for paving and street furniture improvement should also be referred to in para 6.1.</p> <p>The Council will consider a range of projects across all of its town centres for any town centre regeneration funding opportunities that arise.</p>	<p>Add to SWOT Opportunities: Installation of high quality paving and coordinated street furniture in the town centre</p> <p>Add new second last sentence to para 6.1 to read: 'Paving and coordinated street furniture are an important part of the townscape and be improved throughout the town centre.'</p>
029	Yes	Noted.	No change
SEPA (email) 034	Support the identification of the existing air quality issues within Musselburgh. The commitment to interventions within the strategies to address this issue is important. The Scottish Government's Cleaner Air for Scotland (CAFS) strategy expects planning authorities to devise strategies to ensure air quality is not compromised by development. The Council's Strategy should be in line with the outcomes of the above and the National Planning Framework, which stresses the importance of tackling air quality issues through reducing traffic emissions and advocating close co-operation between planning authorities and air quality	Support noted.	No change

	management regimes. SEPA is encouraged to see a planned programme of transport improvements to improve traffic flow and maintain air quality within the Town Centre Strategy for each area and the recognition that tackling air pollution, within a location with an Air Quality Management Area (AQMA), is part of the Council's vision.		
035	The SWOT analysis under weaknesses mentions that there is no business association in Musselburgh when in fact it was reformed in 2016.	Accepted. This was an error that will be corrected in the final document. The Council was aware of the presence of the Musselburgh Business Association and alerted them to the forthcoming consultation on the draft Musselburgh town centre strategy in November 2018.	Amend the Musselburgh town centre strategy SWOT analysis Weaknesses to delete reference to 'no business association'

Which of the 5 strategic aims for Musselburgh do you agree with? (respondents could tick more than one)



Officer Comment on the above graph

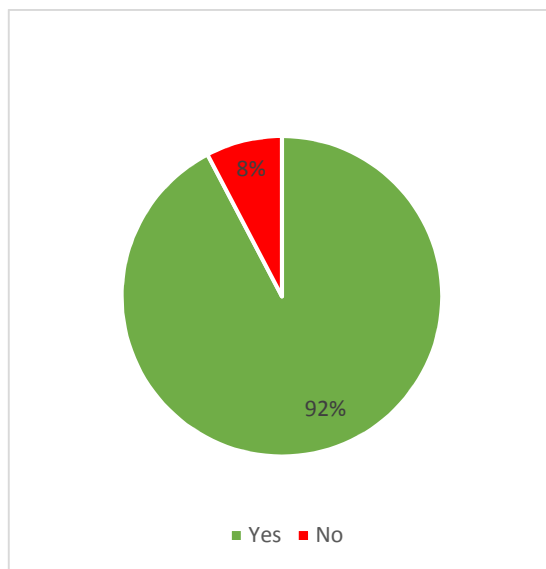
The graph above illustrates that overall respondents agreed with all five of the Strategic aims. Repair and Improvement of town centre buildings and reuse of long vacant or underused buildings gained most support.

Are there any aims you would change or add?

Respo-ndent	Response	Officer Comment	Recommendation
001	Do not pedestrianise the Mercat Cross area.	Noted. Of those that responded the majority of respondents do support this.	No change
006	More parking needed.	Noted. The Parking Management Strategy proposes to reorganise parking. At the same time there is a need to avoid increasing vehicle use in the town centre and a need identified in the Local Transport Strategy to encourage alternative means of travel within the town centre.	No change
007	Nothing twee.	Noted	No change
012	It's like most towns in East Lothian. Dirty and in need of updating/regeneration.	Comment noted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception.	No change
016	Repairs should be part of ongoing works to prevent buildings becoming unsafe.	Noted. Urgent work where buildings become unsafe is different from general repairs which can enhance the appearance of a building.	No change
025	Add Control of Motor Vehicles	Noted. Through the implementation of the Local Transport Strategy and the Local Development Plan proposals for Musselburgh town centre measures are proposed to address and regulate traffic flow in the town centre.	No change
028	It's hard to disagree with any of them though some seem to repeat and are narrow, as they are all about the built environment, important though this is. What about a strategic aim to tip the balance towards traffic using Musselburgh as a destination rather than as a through route	Noted. The traffic aims for Musselburgh are dealt with through the Local Transport Strategy and proposals to achieve modal shift, alterations to traffic flow within Musselburgh and encouragement to traffic to	No change

	or to develop Musselburgh as an attractive day visit destination, with a range of events and festivals through the year (the Brunton could play a much bigger role here)?	divert to the A1 will all help to do this. However the geography of the town means that through traffic will always be an option though different route options are always under consideration. The opportunity for Musselburgh's attractions to be marketed as a Day Out in Musselburgh is noted as an opportunity in the SWOT analysis. As the town centre strategy is limited to more strategic actions this more detailed action will be for others involved with tourism and promotion to develop further.	
029	Protect the existing character and identity of the town centre and its environs, not just within the Conservation Area. No specific planning policy appears to be in place to offer such protection in other parts of the town centre outside the Conservation Area e.g. around the Ship Inn	The area around the Ship Inn is not within the town centre as defined within the LDP therefore the town centre strategy cannot consider it.	No change
030	A town square is needed at the Town Hall to improve the town and provide somewhere for gatherings and markets.	Noted. This is proposed as Action 3 of the Musselburgh town centre strategy and would be specifically designed to accommodate gatherings and markets.	No change
SEPA (email) 034	SEPA welcomes the SG support for the "Town Centre First Principles" as described within Scottish Planning Policy (SPP) and the recently adopted East Lothian Local Development Plan (2018). Particular attention should be given to the consideration of the Water Environment, Flooding and Development, Waste and Air, Noise, and Light pollution policies.	Noted. Consideration of the water environment and flooding will be undertaken when the Musselburgh Flood Protection scheme proposals are implemented with a view to minimising its visual impact on the town centre and maximising connectivity and any other benefits.	No change

Do you consider Musselburgh town centre needs regeneration?



If yes, why?

Respo-ndent	Response	Officer Response	Recommendation
001	Proximity to Edinburgh makes it difficult, but Musselburgh needs less low end shops and more pride in shop frontages.	Noted. The town centre strategy should result in improvement to the external appearance of shops through Action 4 Shopfronts and Advertisements. The Council cannot influence the type of retail use that chooses to locate within the town centre.	No change
005	Looking old and tired.	Noted and accepted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions	No change

		planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception.	
006	The High Street looks scruffy.	Noted and accepted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception.	No change
012	It's like most towns in East Lothian. Dirty and in need of updating/regeneration.	Noted and accepted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception.	No change
013	Musselburgh has much to offer, i.e. the river, harbour, promenade etc. but the town centre can look neglected and could be more attractive e.g. smarter shops and floral displays	Noted and accepted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception.	No change
016	It cannot cater for the amount of pedestrian and vehicle traffic which has increased with the number of new homes in the area.	The traffic implications of new development were assessed in a detailed transport appraisal for East Lothian as part of the ELLDP 2018 and with proposed mitigation measures can cater for the planned growth in vehicle traffic.	No change

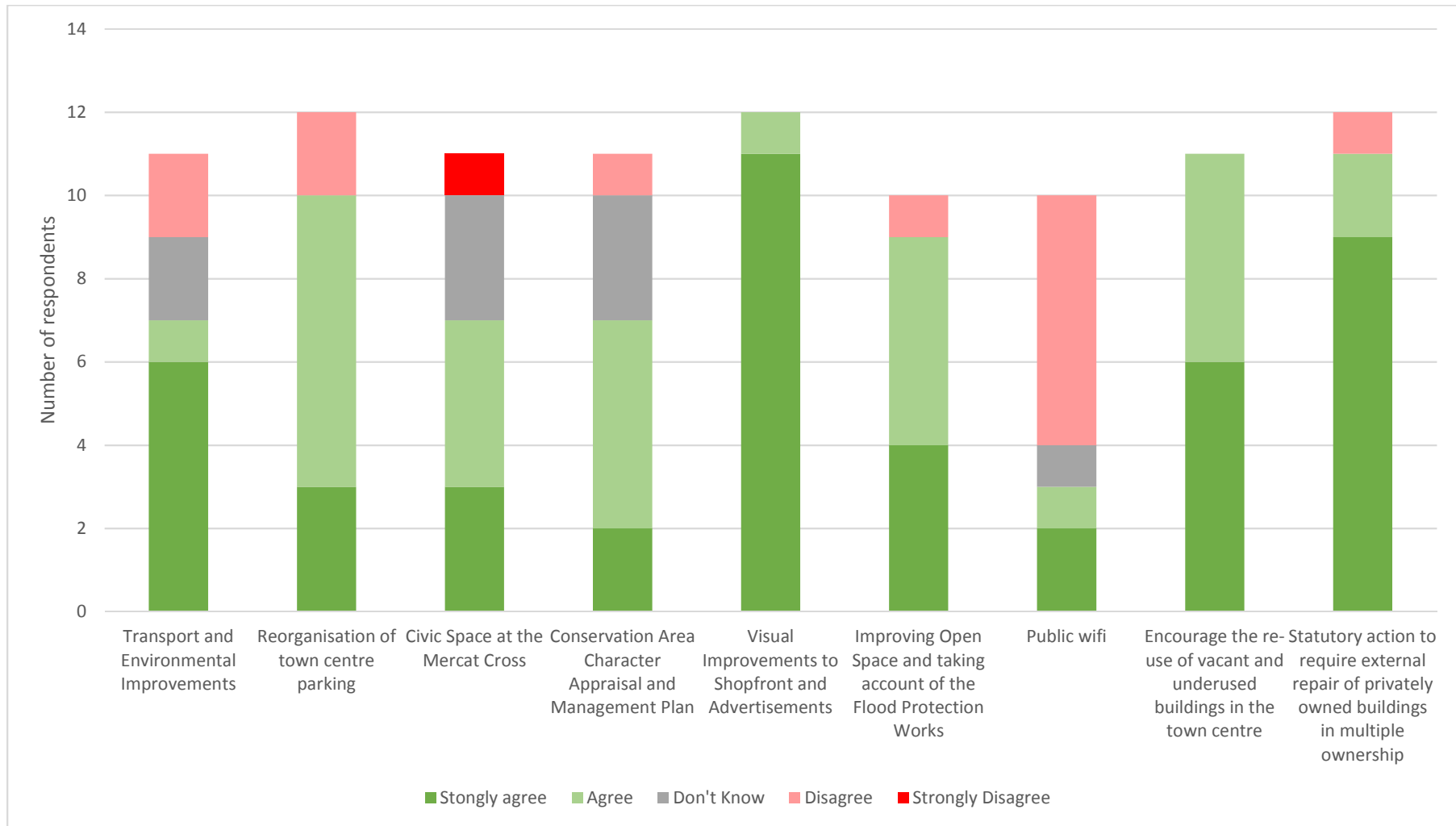
018	Very run down.	Noted and accepted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception.	No change
025	The pre-eminence of its memorable East High Street seems to be taken for granted, treated almost as if it were expendable, sacrificed to through-traffic. The importance of the West High Street seems barely appreciated at all, yet there is evidence of commercial and environmental opportunity here.	It is accepted that the east end of High Street is a high quality area included as part of Musselburgh Conservation Area and that it will continue to be a part of a through route for traffic. The western part of High Street can also benefit from environmental improvement. This will be covered in Action 1 Transport and Environmental Improvements in Musselburgh Town Centre.	No change
027	Not enough independent shops. Shop frontages look scruffy.	All shops whether independent or national chains come under Class 1 Shops of the Town and Country Planning (Use Classes) (Scotland) Order 1997 as amended and the Council cannot therefore distinguish between different shops. The proportion of independent shops in Musselburgh is 64%, Larger town centres tend to have a greater proportion of national shops but a balance is required for most successful centres. Independent shops will be monitored, graphs will be included in the Health Check for each town centre.	Insert new graph in each town centre healthcheck, after the graph that shows the proportion of uses in the town centre, that shows the proportion of independent and national multiple shops (Class 1 uses)
028	Musselburgh as a destination rather than as a through route or to develop Musselburgh as an attractive day visit	Noted. Because of its geographical location Musselburgh will always be a through route between Edinburgh and the rest of East	No change

	destination, with a range of events and festivals through the year (the Brunton could play a much bigger role here.	Lothian. It is also a destination and contains a range of attractions including the Brunton that help make it so.	
029	Hasn't changed much in 50 years. Dominated by traffic. Some parts looking run down. Huge potential that is not being realised.	Noted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception.	No change
030	Shorthope Street and the car park at the end of it are unattractive and should be improved. The appearance of shops and some of the adverts above the shops compare poorly to other towns	Noted. The implementation of the town centre strategy, its inherent regeneration strategy and other actions planned under the Local Transport Strategy and by the Area Partnership as well as investment decisions should help to address this perception. Although some improvement work has been undertaken by the Council Road Services department there is scope for further environmental improvements to this part of Shorthope Street but this should await the detail of the Musselburgh Flood Protection work.	No change
SEPA (email) 034	Support the inclusion of the discussion of the flood risk present in Musselburgh town centre. This is an important point, particularly when considering and discussing change of use of premises within town centres are discussed. We recommend that the following sentence is including at paragraph 2.2 to ensure that implications from flood risk for	This comment is accepted.	Amend paragraph 2.2 of the Musselburgh town centre strategy by adding the following to the end of the last sentence: 'and accords with the policies of the

	<p>the proposed residential use of buildings, above ground floor, within all town centre areas is considered.</p> <p>“ ..but will only be acceptable in a ground floor location where there is evidence that it is no long viable as a town or local centre use and accords with the policies of the adopted LDP and associated guidance.”</p> <p>This would ensure that the strategy cross references with existing policy commitments such as Policy NH11 Flood Risk which requires all relevant development proposals will be assessed based on the probability of a flood affecting the site and the nature and vulnerability of the proposed use. This is particularly pertinent for these strategies if for example a change of use application from a business premises to residential dwelling is submitted which would be an increase in the vulnerability and if the site is at flood risk, may not be suitable use of the premise.</p>		adopted LDP and associated guidance.”
HES	<p>Notes the references in this guidance (8.11-8.13) to landscaped civic space at the Mercat Cross. This refers to an appendix which shows the proposed layout, which we have not been able to locate in the current consultation documents. We would be happy to comment on this at a later date if this would be helpful.</p>	<p>It is noted that there was a production error in the draft Musselburgh town centre strategy and that the Appendix showed a zoomed in extract of the area east of the Town Hall rather than the area closest to the town hall. This will be corrected in the final version. This was an indicative design that had been included in Musselburgh Town Centre Strategy 1 and was carried forward. In due course final plans would be subject to further consultation.</p>	Amend Appendix 2 to show correct indicative plan
HES	<p>Paragraphs 8.17-8.19 refer specifically to the currently underused category A listed Old Tolbooth and Town Hall. HES continue to support the intention to find a sustainable</p>	Support noted.	No change

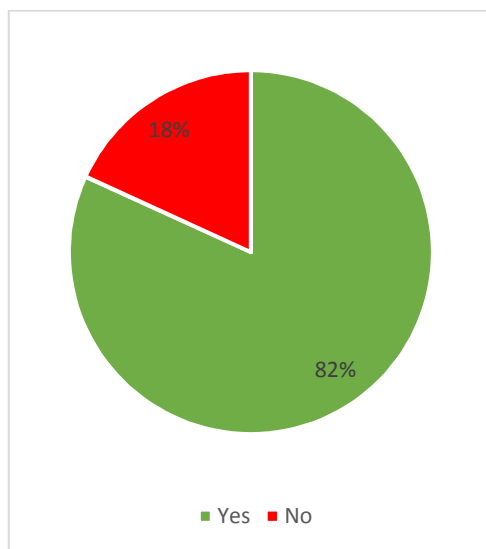
	long term use for this building, and in July 2017 provided advice on the potential for a new lift within the structure, which would have notable benefits for securing additional uses.		
HES	HES welcomes the undertaking, as per the Cultural Heritage Supplementary Planning Guidance, to produce a conservation area character appraisal and management plan for Musselburgh. This will be a key tool in decision making for the town centre.	Support noted.	No change

Which of the following actions are most likely to make a positive difference to Musselburgh town centre?



Officer Comment on the above graph	Officer Response
<p>The graph above illustrates that the actions which are felt, by respondents during the public consultation, to most positively contribute to improving Musselburgh town centre are visual improvements to shopfronts and advertisements (strong support for this), reorganisation of town centre parking, encouraging the re-use of vacant and underused buildings in the town centre and statutory action to require external repair of privately owned buildings in multiple ownership. Civic space at the Mercat cross was supported by most respondents. Few respondents supported the proposed action to provide public wi-fi within the town centre.</p>	<p>Most actions are well supported. Although the provision of public wi-fi is not supported, the Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities</p>

Do you think there should be a Vision for the future of Musselburgh town centre?



What do you think the Vision should include?

Respo-ndent	Response	Officer Response	Recommendation
001	There is too much residential development and Musselburgh is becoming a commuter town for Edinburgh. The majority of new residents have no interest in the historic side of Musselburgh or town clubs.	This comment is not specific to the Town Centre	<p>Include a vision for the town centre, taking account of the responses received. This will read: <i>Musselburgh town centre will see improvements to help tackle climate change, improve its public realm, protect its character and historic identify and make the town centre a place that people choose to visit and build a business. The town centre is supported by its unique riverside location and historic eastern edge, both of which will see enhancement and preservation. Musselburgh town centre will be a place of choice for local residents and a destination for visitors, both day and night</i></p> <p>Insert as new para 1.4 to the Musselburgh town centre strategy</p> <p>A short summary vision is proposed to be added to the front cover of the Musselburgh town centre strategy:</p> <p>“Musselburgh town centre will be a better place for everyone to spend time in with its unique riverside setting, attractive streets, and historic areas.”</p>
005	Make it more tourist friendly	This would be relevant for a vision	
006	Tidy up high street, more parking	Noted	
012	We already thought there was a vision for the future of Musselburgh.	Many documents including the previous Town Centre Strategy for Musselburgh had a stated vision	
013	How the town will look in 10 or 20 years.	That is the purpose rather than the content of the vision	
016	There should be some free short term parking local to the shops to encourage shoppers to just pop in. There should be a way to alleviate traffic congestion by making better use of already existing infrastructure e.g. the Electric Bridge	Noted, but comments too specific for a vision. Parking stay length review (Action 2 of the town centre strategy) will include street parking which serves many shops and businesses. Through traffic routes are kept under review but the Council does not own the Electric Bridge and a balance is needed between through traffic and its impact on residential areas.	
025	The East end deserves to be treated as a national asset rather than a purely local	Noted. It is agreed that the town centre is part of a wider setting for Musselburgh that	

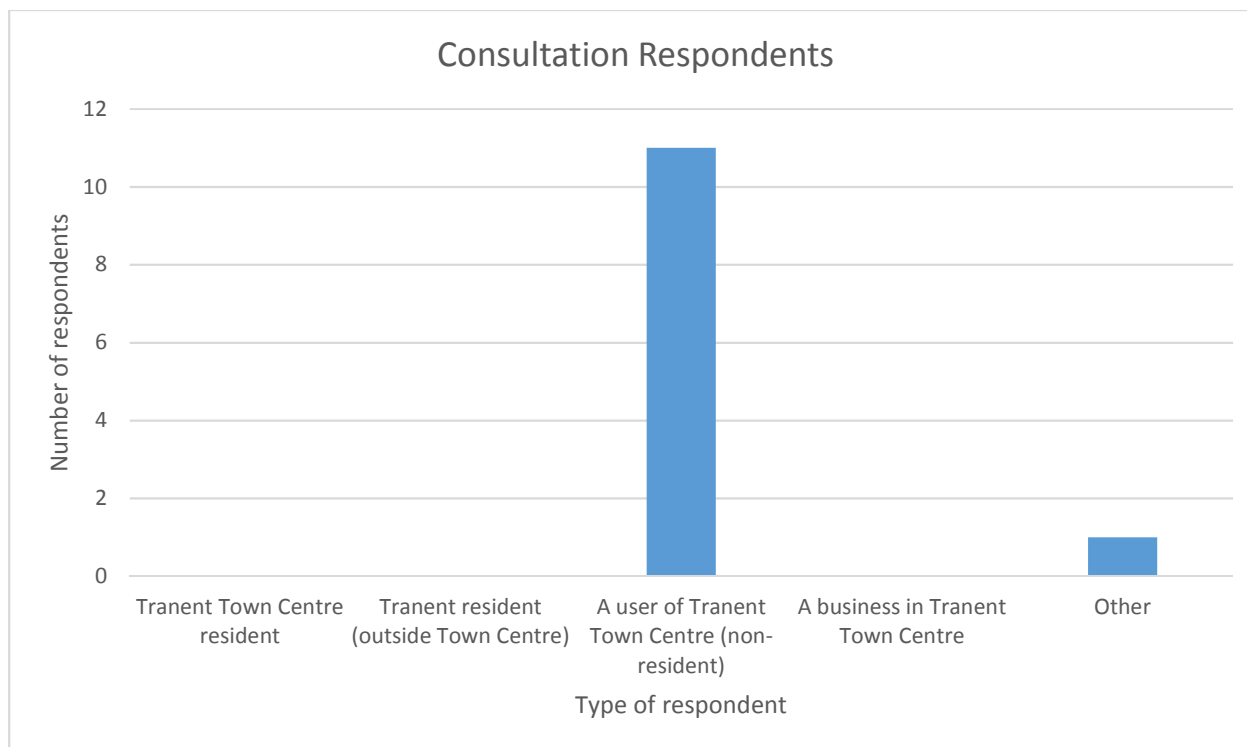
	<p>facility. The West end around the Brunton could major on a more contemporary image, with some emphasis on the arts and encourage links with QMU. The whole town centre needs to be seen in the context of its hinterland, especially the Conservation Area around the river.</p>	<p>includes the riverside and that the eastern end of High Street which lies within the Musselburgh Conservation Area has a special architectural and historic character.</p>	
028	<ol style="list-style-type: none"> 1. A quality streetscape 2. A town that is attractive enough to become a destination of choice for shoppers and visitors 3. A town centre that is playing its part in tackling climate change, in relation to transport and the built environment 	<p>A summary of these points would be useful in a vision statement</p>	
029	<ol style="list-style-type: none"> 1. A plan for reducing traffic levels and giving people priority over traffic 2. Overall protection of character and identity, not just in Conservation Area 3. Get vacant property back in use, notably the Old Town Hall which should be a priority action 4. Streetscape improvements 5. Creation of Public Square by the Mercat Cross. 6. Create indoor market in the Store 21 premises 7. Rearrange bus stops 	<p>With the exception of the reduction in traffic levels and the more detailed ideas, the other matters can be considered for a vision statement. Traffic flow proposals are predicated on a nil net detriment basis which is not the same as traffic reduction. The Council commissioned an active and sustainable travel study in Musselburgh in 2018 and further work is ongoing on this. The longer term aim is to make the town centre more pedestrian and cycle friendly.</p>	
SEPA (email) 034	<p>SEPA is encouraged to see a planned programme of transport improvements to improve traffic flow and maintain air quality within the Town Centre Strategy for each area and the recognition that tackling air pollution, within a location with an Air Quality</p>	<p>Support noted.</p>	

	Management Area (AQMA), is part of the Council's vision.		
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ADDITIONAL COMMENTS ON MUSSELBURGH TOWN CENTRE STRATEGY

Musselburgh Partnership 035	Area Partnership should have been involved from the beginning in this document given that the current Musselburgh Area Plan has priority action for the implementation of Musselburgh town centre strategy 1.	The work of Community Councils and more recently Area Partnerships as well as amenity bodies is important and relevant to town centres. These town centre strategies are strategic, higher level documents that support the LDP. There will be many more detailed actions that will be undertaken by local community groups that will also support and improve town centres, including participation in many of the actions contained within the strategies.	No change
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TRANENT TOWN CENTRE STRATEGY – consultation results

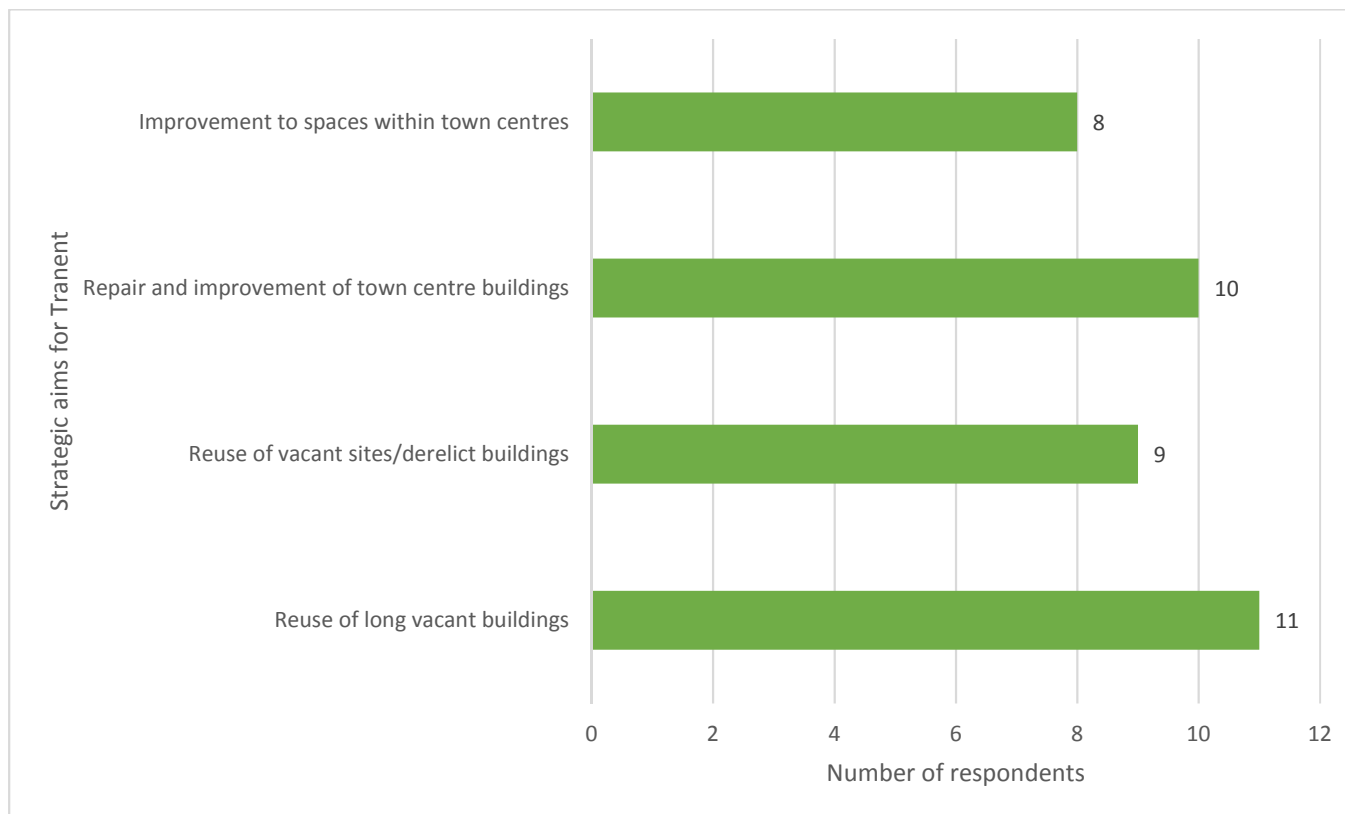


Do you agree with the SWOT (Strengths, Weaknesses, Opportunities and Threats analysis) for the town centre and is there anything to add?

Respo-ndent	Response	Officer comment	Recommendation
006	The floral hanging baskets looked amazing this year and made the high street look much more inviting.	Noted. The SWOT acknowledges the use of floral displays that enhance the town centre	No change
016	Yes. Nothing to add	Noted	No change

018	Yes. Another reason people don't use the high street after 6pm is because of the possibility of anti-social behaviour.	The perception of anti-social behaviour being a deterrent to evening use of town centre is noted. The proposed actions within the town centre strategy should collectively help to counter this.	No change
023	Yes. Nothing to add	Noted	No change
025	The draft guidance is an admirable piece of work, thorough and teeming with ideas. Its authors are to be congratulated.	Compliment noted	No change
025	The SWOT's emphasis on traffic problems is helpful. If there is indeed any real possibility of providing a new route for through traffic, it should be taken while it is still there, and taken with both hands.	Noted	No change
030	Strengths: better variety of shops now which is good, changes to old Co-op are good, Italian restaurant is a bonus	Supported	Add 'Improving variety of shops and restaurants' to Strengths in Tranent SWOT analysis
	Weakness: Shop signs like Farmfoods and chip shops too garish	The weaknesses section of the SWOT already notes that some advertisements detract from the appearance of the street. Para 8.13 acknowledges the work of the Tranent CARS project which has improved a number of shop signs in the conservation area which includes most of High Street. Action 5 aims to see further improvements.	No change

Which of the 4 strategic aims for Tranent do you agree with? (respondents could tick more than one)



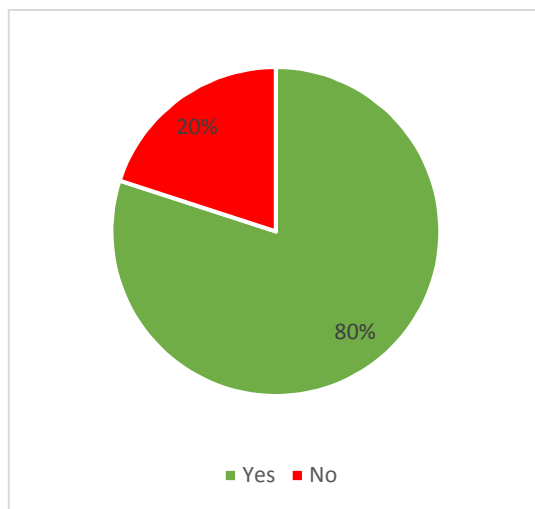
Officer Comment on the above graph

Overall respondents agreed with all four of the strategic aims. Reuse of long vacant buildings gained most support.

Are there any aims you would change or add?

Respo-ndent	Response	Officer Comment	Recommendation
013	Traffic congestion on the High Street	This is identified as a weakness in Tranent in the SWOT analysis and is to be addressed in Actions 1 and 2 in addition to the ELLDP 2018 proposals.	No change
016	A way for through traffic to bypass the high street	Through ELLDP 2018 proposals for improvements to Tranent town centre to better accommodate traffic and Actions 1 and 2 of the town centre strategy traffic will be reduced in High Street. Through traffic can use the A1 to bypass the town and there are routes elsewhere within Tranent that can avoid High Street. While there are no current plans to have through traffic in Tranent bypass the High Street the Council has commissioned a transport appraisal for the Tranent and western East Lothian area to gather evidence and develop potential transport interventions that may include a link road east of Tranent to the A1.	No change
025	The achievements of CARS are a model in the third of the above aims. Continuing emphasis on the conservation of historic shop fronts, pubs and other buildings is essential.	Noted	No change
SEPA (email) 034	SEPA welcomes the SG support for the “Town Centre First Principles” as described within Scottish Planning Policy (SPP) and the recently adopted East Lothian Local Development Plan (2018). Particular attention should be given to the consideration of the Water Environment, Flooding and Development, Waste and Air, Noise, and Light pollution policies	Support noted.	No change

Do you consider Tranent town centre needs regeneration?



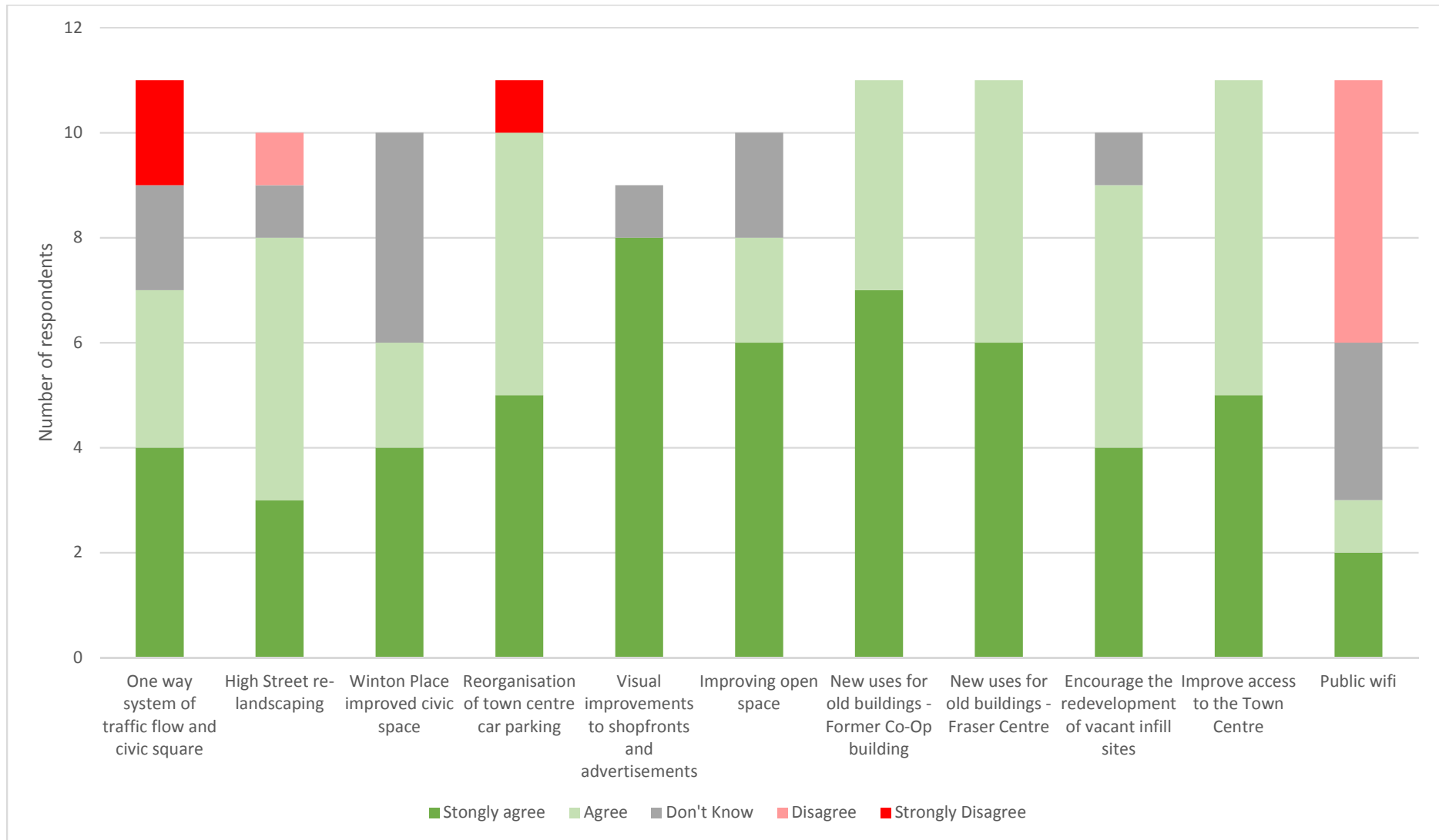
If yes, why?

Respo-ndent	Response	Officer Response	Recommendation
006	Too many bookie and pie/takeaways shops	Trading shops and services exist because there is demand for them. Bookmakers form part of the overall mix of commercial offering in the town centre. Uses within a single use class such as shops can change from one to another without permission for change of use. However under new legislation introduced in 2017 the change of use of premises to a betting shop now requires permission.	No change
013	To bring it up-to-date	Noted	No change
016	Too much congestion	Noted	No change

018	It's very run down. Filled with fast food, betting shops etc. Really needs an increase of Cat 1 shops to bring people back to the High St - some sort of scheme to help people start up?	Trading shops and services exist because there is demand for them. Uses within a single use class such as shops can change from one to another without permission for change of use. Retail shops are encouraged as part of the mix of uses permitted in a town centre. The Council has supported the Town Catalyst project in Dunbar as a pilot exercise. It supports new retail business start ups. If successful it is hoped to roll it out to another town this year. The Tranent CARS project also supports businesses on High Street to improve their premises with grants for good quality conservation repair and enhancement to buildings as noted at para 8.13 of the draft Tranent town centre strategy. The re use of the ground floor of the former Coop premises at Bridge Street/Winton Place was grant assisted and has restored the shop frontage.	No change
	The traffic is awful - don't think the parking helps	Through ELLDP 2018 proposals for improvements to Tranent town centre to better accommodate traffic and Actions 1, 2 and 4 of the town centre strategy traffic will be reduced in High Street and parking managed differently.	No change
025	This is a town of immense and diverse interest, from its early surviving fortalice, to the parish church where Wishart preached, to its battily apt 60s civic centre, complete with memorials to industrial labour. None of this seems to be valued as it deserves. In fact, it is so bad that a visitor from another planet would think Scotland had broken its own historic backbone in a moment of inattention. Regeneration might change the mind set which has allowed this to happen and restore some of the civic pride to which Tranent is entitled.	This comment is noted and it is accepted that Tranent has a rich history. Through the many educational activities of the Tranent CARS project and the town centre charrette which discussed a number of historical aspects of the town centre there has been a greater recent understanding of the heritage of the town, including among schoolchildren who won a Scottish Planning Award for their Streets Ahead Tranent project to re-imagine the High Street and whose mural is	No change

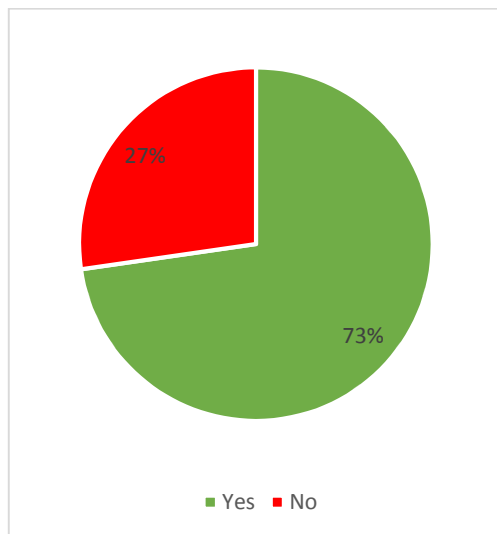
		now on display outside the entrance to Ross High School. It is considered that the town centre strategy will continue to support pride in the town through actions to support new uses for older buildings and improvements to the appearance of buildings and spaces. Whilst it is acknowledged that recognition of this era of building is mixed, views expressed at the town centre charrette did not support the retention of the Civic Square buildings.	
027	Tranent Town Centre has improved greatly over the last few years, there are a number of independent little shops which cover everything you need. Everything is there on offer.	Noted	No change
030	Still looks a bit run down overall.	This is what the town centre strategy plans to address through its actions.	No change

Which of the following actions are most likely to make a positive difference to Tranent town centre?



Officer Comment on the above graph	Officer Response
<p>The graph above illustrates that the actions which are felt, by respondents during the public consultation, to most positively contribute to improving Tranent town centre are visual improvements to shopfronts and advertisements, improving open space and finding new uses for older buildings, such as the former Co-Op building and the Fraser Centre. There was overall support for most of the proposed actions, although there was a split on the proposed one way system and civic square with a number of respondents choosing the 'strongly disagree' option or the 'don't know' option. There was also a lot of support for finding a new use for Harlaw Hill House. Whilst all of the proposed actions received some support, few respondents supported the proposed action to provide public wi-fi within the town centre. Although the majority were in favour of the one way system of traffic flow there was some strong opposition.</p>	<p>Most actions are well supported. Although the provision of public wi-fi is not supported, the Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities.</p>

Do you think there should be a Vision for the future of Tranent town centre?

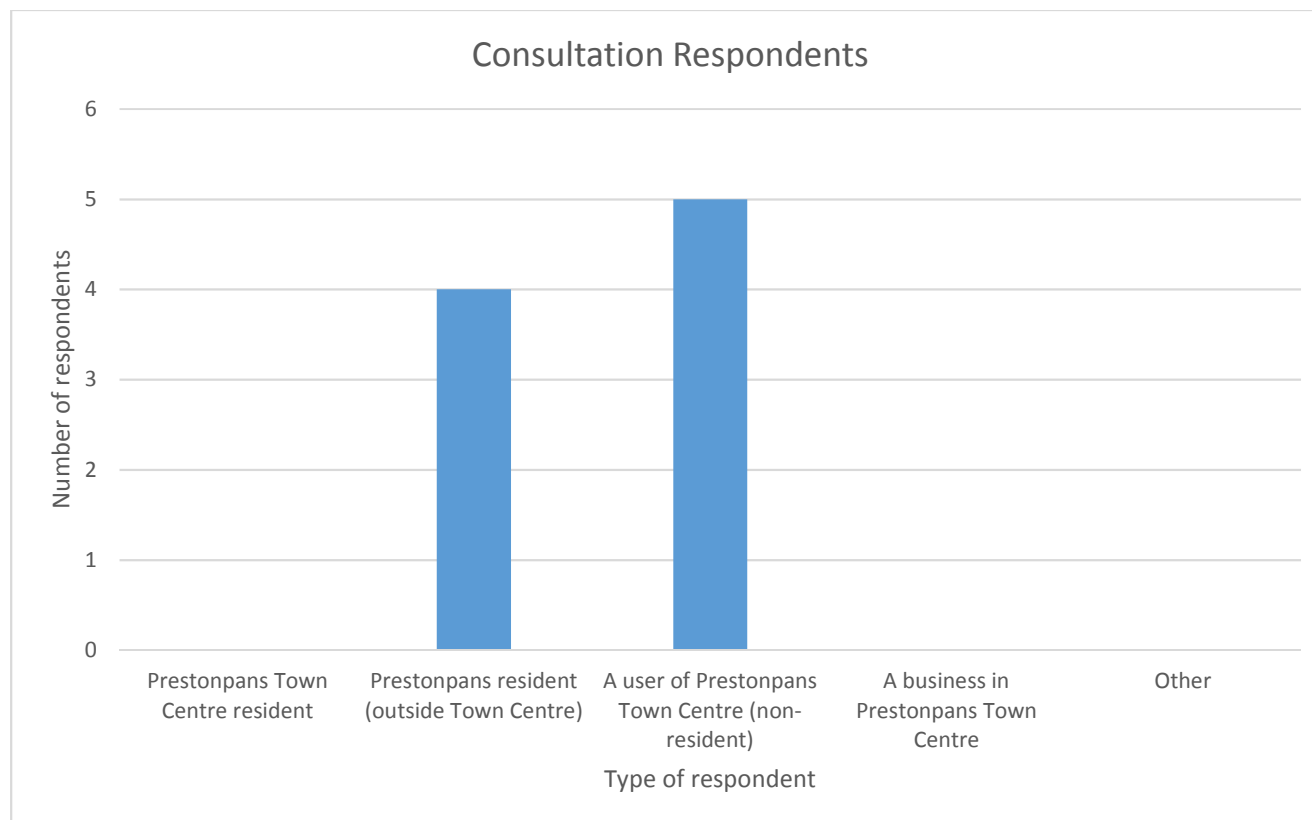


What do you think the Vision should include?

Respo- ndent	Response	Officer Response	Recommendation
005	Make it a place people want to visit	This would be a suitable part of a vision	Include a vision for the town centre, taking account of the responses received. This will read: <i>Tranent town centre responds to the expanding population of the town and surrounding villages with opportunities and investment in the shopping and leisure offer. Repair and improvement of buildings, spaces and the environment help make Tranent an accessible town centre which is attractive to residents and visitors, both old and new.</i>
006	It can be a bottle neck when people pull in to bus stops.	Noted but not the type of comment that can be included in the vision	
	Keep hanging baskets up	Noted but not the type of comment that can be included in the vision	
023	It's pretty clear the vision for Tranent is embodied in the actions that are listed, all of which are valid and each of which could have significant value in regenerating Tranent town centre.	Accepted	Insert at new para 1.4 to the Tranent town centre strategy. A short summary vision is proposed to be added to the front cover of the Tranent town centre strategy: "Tranent town centre will tackle its traffic issues resulting in a more attractive place in which to spend time and do business encouraging its greater use by residents old and new and those from outlying areas."
	What is increasingly important is recognising that Tranent is growing in residents rapidly with the feeder villages also seeing significant additional housing. All these new homes will require access to Tranent services such as the school, petrol stations, supermarkets, leisure facilities and, as such, having a wider Fa'side strategic vision for how people can access town services within the Area Partnership is key	A vision statement needs to refer to the growing town. A vision specifically for the town centre can refer to improving access to and within the town centre.	
	How people can choose to make active choices to commute to/from other parts of the Area Partnership area (e.g. Pencaitland) to Tranent, whether for school, shops, social or any other reason. Right now a lot of progress has been made in improving	Noted. Action 10 of the town centre strategy aims to improve access to Tranent town centre and in line with the Council's Green Network Strategy this will include paths routes, and their improvement, from outlying villages. This is a valid point for a vision.	

	connectivity for people on foot/bike but there are still significant perceived impediments, mainly surrounding where cyclists have to encounter road traffic directly at the southern entrance to Tranent, which will put people off accessing the town in this manner.		
025	Give the 60s Civic Centre a mention of the sort given to Winton Place and the Fraser Centre. This development is typical of its kind and is going to be seen as a great asset one day.	Noted. This is not something that the vision can support given the position of the ELLDP 2018 in terms of support for a one way traffic flow system within Tranent and the likelihood that it should be routed through Civic Square and that views expressed at the town centre charrette did not support the retention of the Civic Square buildings.	
	Sceptical about having a one way traffic system in Winton Place/the civic square. These traffic management schemes tend to isolate and divide, even when accompanied by traffic calming.	The principle of a one way traffic flow system is a proposal in the ELLDP 2018 to ensure appropriate traffic flow within Tranent town centre and in time will result in improvements to the High Street public realm which should benefit the town centre.	
HES	We have not identified any elements of this guidance where we have specific interests or comments to make.	Noted	

PRESTONPANS TOWN CENTRE STRATEGY – consultation results



Do you agree with the SWOT (Strengths, Weaknesses, Opportunities and Threats analysis) for the town centre and is there anything to add?

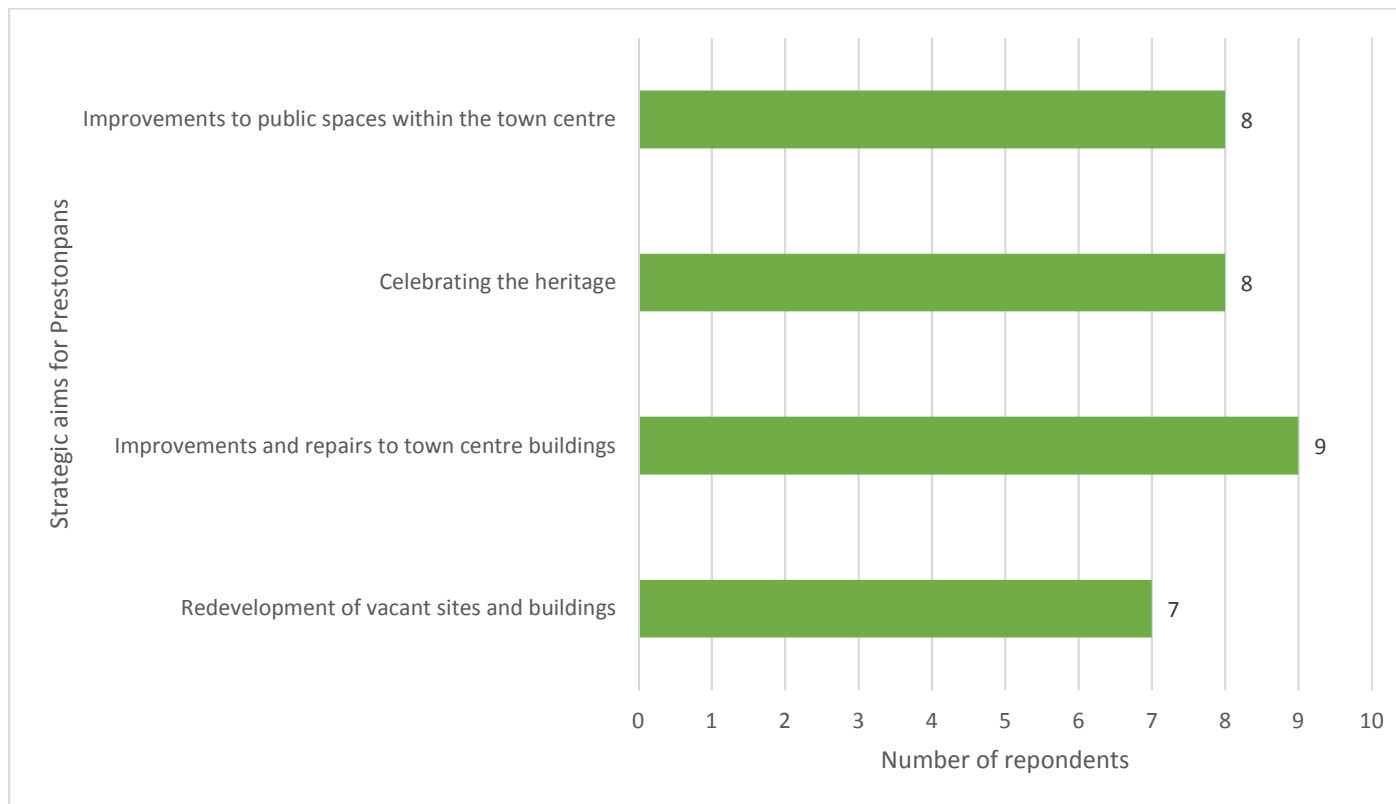
Respondent	Response	Officer comment	Recommendation
008	The High Street is run down, having shops such as Kick Ash in the town centre gives a bad impression to visitors.	It would not be appropriate for the SWOT analysis to oppose any one shop or business in	No change

		the town centre. Businesses that are trading in the town centre can be assumed to be there because there is a demand for their services.	
	Prestonpans needs a community butcher.	Noted. While this might improve Prestonpans town centre it is too detailed a point for the SWOT analysis.	No change
	Put hanging baskets up.	While hanging baskets and floral displays do improve the appearance of town centres they are costly for the Council to provide and are all now provided by community led In Bloom groups at their cost. The Council focuses its efforts on permanent planting and wildflower displays that have longer season, use less natural resources and provide a better resource for wildlife.	No change
	One threat is that the High Street is located along the town's coast line with near enough poor sea defences. Build a promenade on the existing pipe line. Concrete that would reinforce sea defences and would be great for tourists. The John Muir way could be re-routed along it.	Sea walls at Prestonpans are normally owned by the adjacent landowner, not by the Council. There would be health and safety implications building a promenade over the encased lagoon ash pipeline, which is in a tidal zone and is the responsibility of Scottish Power/Iberdrola. The John Muir Way was set back from the pipeline because of the tidal issues.	No change
	Prestonpans needs to be promoted as a place of interest with lots of heritage and history. Aldhammer House could house a community information centre to attract people into Prestonpans	The town centre strategy Action 8 seeks to make the most of the heritage of Prestonpans. Aldhammer House remains in use.	No change
	Harlaw House could be developed into a museum that could house local artefacts, old town photos and the town battle tapestry.	While this is a good idea for Harlaw Hill House, the income that such an attraction can provide will be crucial to determining whether the house can be a long term viable project.	No change

012	Is there a town centre?	The adopted East Lothian Local Development Plan 2018 defines a town centre at Prestonpans centred on High Street as shown in the draft town centre strategy document.	No change
016	The removal of the bank is a weakness	Noted. The Council has previously raised its concerns regarding the loss of the former RBS branch in Prestonpans.	
025	The draft guidance is an admirable piece of work, thorough and teeming with ideas. Its authors are to be congratulated.	Compliment noted.	No change
	The key sentence in the SWOT analysis for Prestonpans is "Consider a hierarchy of town centres and a new role for Prestonpans."	Noted.	No change
	The emphasis on the importance of buildings such as Harlawhill House, which are outwith the designated centre, is a valuable feature of the SWOT.	Noted. The defined town centre of Prestonpans, as shown in LDP maps includes Harlaw Hill House.	No change
	Immediately on the designated boundary is another important facility, the former St Andrew's Episcopal church in West Loan. The uses to which it is now being put illustrate the sort of activities which seem to be needed.	Although this former church building is currently used as a community hub and supports the town centre it is outwith the designated town centre in the LDP and it would be outwith the scope of the strategy to alter the boundary.	No change
	The SWOT's identification of murals, the John Muir Way, the Mining Museum, unusual historic buildings such as the Gothenburg, greater enjoyment of the sea front etc. all point toward a rather different future for the High Street than that envisaged in the SPG's standard policy matrix. As with other historic streets, this future may push Prestonpans into becoming more of a "destination" than a commercial centre. If so, the town centre would benefit	It is accepted that Prestonpans has a remarkable amount of heritage interest and that this is adequately reflected in Action 8 of the town centre strategy. One such project considered under Action 8 might be the signposting of places of interest as suggested. Most of the town centre does not lie within the Harlaw Hill Conservation Area and it would be	No change

	by being treated as part of the wider CA, with well-signed links and walkways to other places of interest, such as the parish church, Preston Tower, Hamilton House and the magnificent RC church of St Gabriel's.	for a future Conservation Area Character Appraisal to determine whether any additional parts of the town centre merit inclusion in the Conservation Area.	
	A signposted perambulation would be an asset.	Noted see comment above.	No change

Which of the 4 strategic aims for Prestonpans do you agree with? (*respondents could tick more than one*)



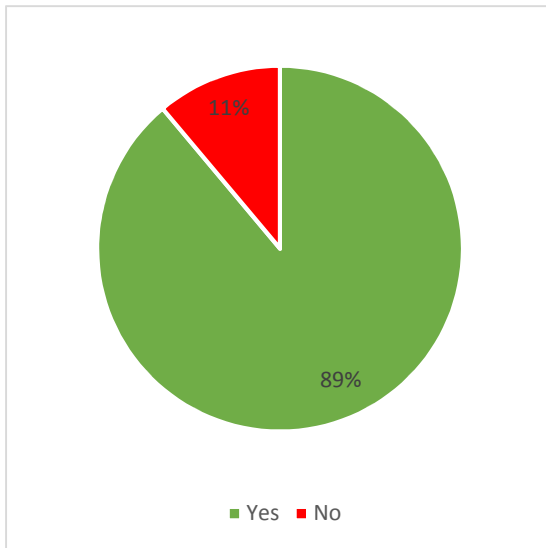
Officer Comment on the above graph	Recommendation
Overall respondents agreed with all four of the strategic aims.	Noted

Are there any aims you would change or add?

Respo ndent	Response	Officer Comment	Recommendation
013	Traffic congestion on the High Street	High Street is part of the well-used coastal road, the A198. Traffic is considered to flow fairly freely on this street with only occasional delays not considered to be congestion.	No change
016	If you are going to encourage restaurants and other types of shops there must be free parking for customers.	Parking is free and There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council.	No change
020	Bring a greater range of shops and cafes	While Prestonpans town centre would benefit from a greater range of shops and cafes and there is currently a relatively high vacancy rate compared to other East Lothian town centres, the Council is limited in the actions it can take to attract new businesses. The Council has recently introduced the East Lothian gift card to encourage local spend and works closely with businesses that have formed a business or trade association in their town centre. Currently, this does not exist in Prestonpans.	No change
SEPA (email) 034	SEPA welcomes the SG support for the “Town Centre First Principles” as described within Scottish Planning Policy (SPP) and the recently adopted East Lothian Local Development Plan (2018). Particular attention should be given to the consideration of the Water Environment,	Support noted.	No change

	Flooding and Development, Waste and Air, Noise, and Light pollution policies.		
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Do you consider Prestonpans town centre needs regeneration?

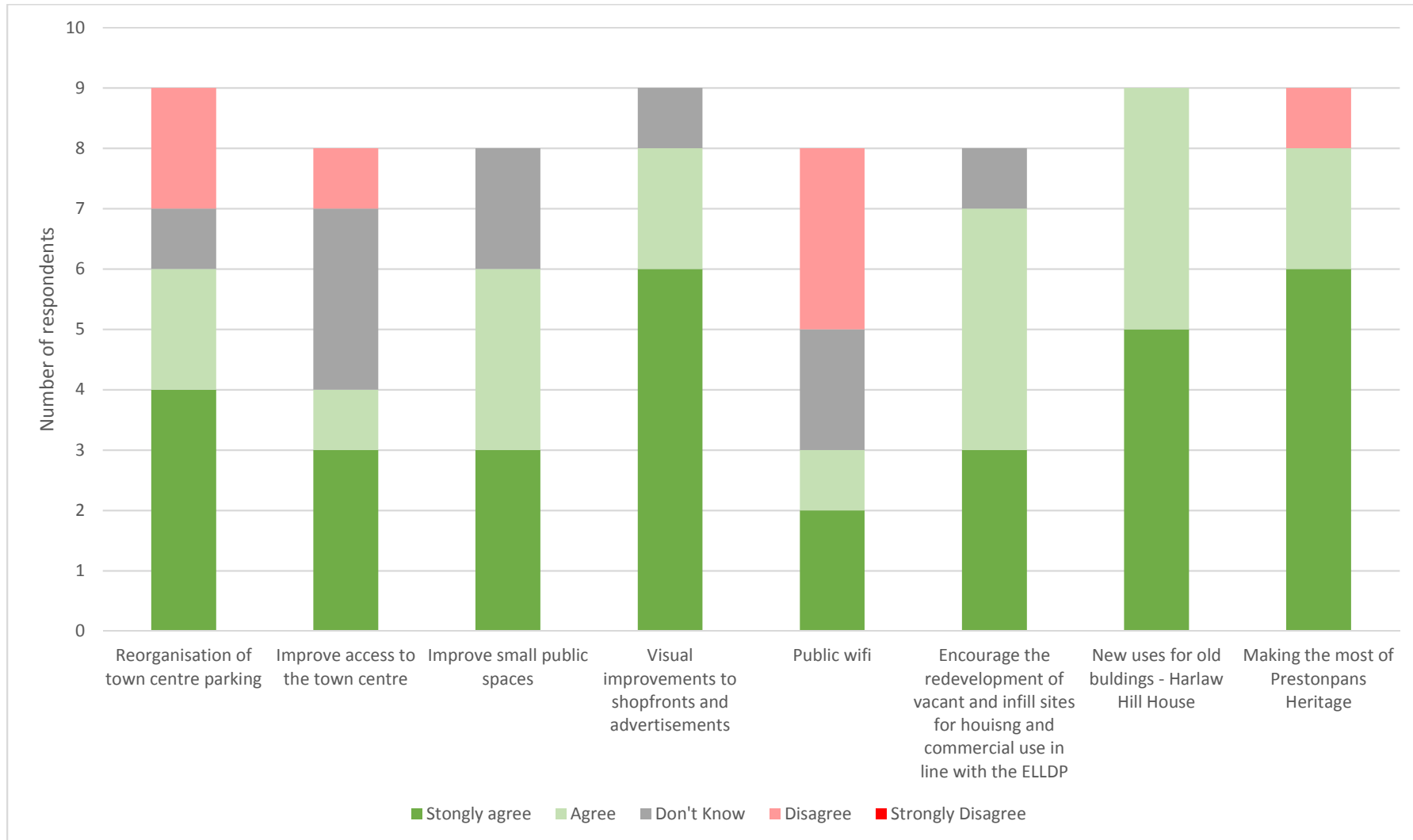


If yes, why?

Respo- ndent	Response	Officer Response	Recommendation
008	It's run down. Prestonpans has been forgotten as an ELC town.	The actions proposed in the town centre strategy aim to improve the town centre.	No change
012	If there a town centre???	The town centre boundary is defined in the East Lothian Local Development Plan 2018 and is shown in the town centre strategy.	No change
020	If looks worn out and unattractive.	The actions proposed in the town centre strategy aim to improve the town centre.	
025	Of the issues identified by the SWOT I think the opportunities connected with the sea front deserve further study.	As noted in para 8.16, Prestonpans lies on the John Muir Way and needs to attract walkers to use the town centre. Improvements to coastal path area are encouraged by Actions 2,6 and 8 will help to improve the sea front spaces, improve access to the town centre and make the most of the natural as well as built heritage of the town.	No change
027	There is no main shopping area in the town. Residents have to go out of the town to get essential items.	Noted and accepted in part. The disparate nature of the town centre in Prestonpans means that the shops are not concentrated in one part and are separated by housing.	No change
	The flats on the High Street heading towards Musselburgh are an eyesore.	Noted	No change
	There is no heart to the town	Noted. Prestonpans has several attractive open space areas off High Street but little civic space other than the war memorial area. The geography of the town with its dispersed shops and facilities is a contributory factor.	No change
	The War memorial and the gardens near the church on the High Street are beautiful.	Noted. These places are an asset to the town centre.	No change

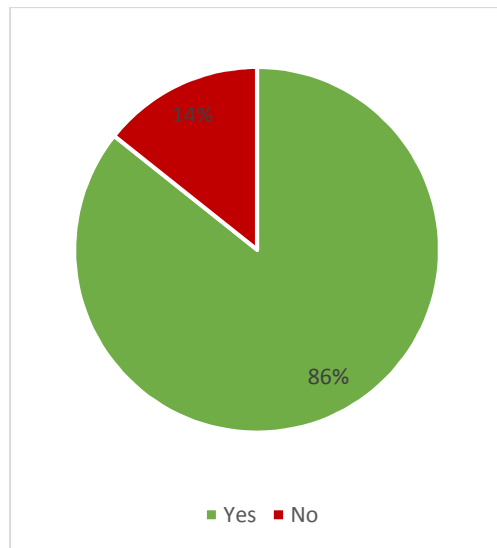
	Facilities in Aldhammer House have been removed. Elderly now need to travel up the hill to the library for services, like paying rent.	Noted. Some facilities have moved from Aldhammer House but not all and the building remains used. The library is just on the edge of the town centre.	No change
HES	Paragraphs 8.12-8.14 of the guidance refers to the category A listed Harlaw Hill House. HES would welcome any further contribution they can make to ensure the sustainable use of this nationally important building. HES would be happy to be identified as a partner in Action 7 of the document which relates to this.	Noted. Agree that HES should be added as a partner to Action 7.	Amend table in Action 7 accordingly

Which of the following actions are most likely to make a positive difference to Prestonpans town centre?



Officer Comment on the above graph	Recommendation
<p>The graph above illustrates that the actions which are felt, by respondents during the public consultation, to most positively contribute to improving Prestonpans town centre are visual improvements to shopfronts and advertisements and making the most of the heritage. There was also a lot of support for finding a new use for Harlaw Hill House. Whilst most of the actions are supported by respondents to the draft town centre strategy, the action to provide public wi-fi attracted the least support with less than half of the respondents supporting the idea.</p>	<p>The actions are well supported. Although the provision of public wi-fi is least well supported, the Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities</p>

Do you think there should be a Vision for the future of Prestonpans town centre?

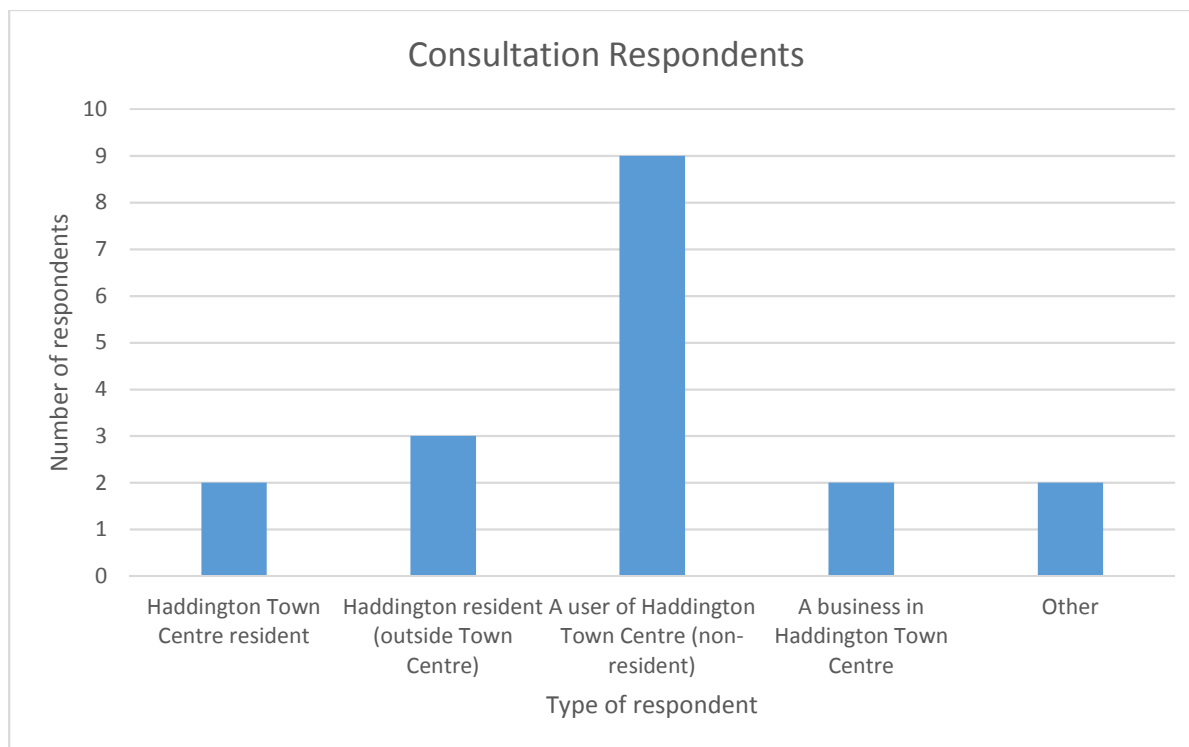


What do you think the Vision should include?

Respo- ndent	Response	Officer Response	Recommendation
008	A promenade from the back to Inchview that leads to a newly developed beach.	This is considered to be outwith the scope of the town centre strategy	Include a vision for the town centre, taking account of the responses received. This will read: <i>The attractive coastal centre of Prestonpans has a wealth of history and heritage to be celebrated with good access and signposting to places of interest within the town centre and beyond. Prestonpans town centre will become a place that people wish to visit and spend time, focusing on its coastal assets and historic legacy.</i>
	A newly developed port that would house a cruise terminal that would bring in tourism to Prestonpans.	This is considered to be outwith the scope and of the town centre strategy and is outwith its designated area.	
	Add hanging baskets	This is considered to be too detailed a matter for a town centre vision.	
	Better signage i.e. to the towns places of interest or the nature reserve at Levenhall.	Better signage could be incorporated into a vision statement.	
012	Don't know if there is a town centre! There is no parking available. NO CAR PARKING CHARGES in ANY East Lothian Town, ELC have already ruined our coastal area with double yellow lines and charges.	Noted but this is not considered a matter for the town centre vision	Insert as new paragraph 1.4 to the Prestonpans town centre strategy. A short summary vision is proposed to be added to the front cover of the Prestonpans town centre strategy: "Prestonpans town centre will celebrate the town's heritage and be a welcoming and accessible place for its residents and visitors with good signage to the town's attractions."
	Tranent and Musselburgh have more buses than any other East Lothian town, however the new residential properties to the south of Prestonpans need a better service.	Noted but not considered a matter for a town centre vision.	

020	Making the area more welcoming and somewhere you'd want to spend time.	This could be incorporated into a town centre vision.	
025	The radical re-evaluation suggested by the SWOT of "Making the most of Prestonpans Heritage" cuts the mustard!	This could be incorporated into a town centre vision.	

HADDINGTON TOWN CENTRE STRATEGY – consultation results



Do you agree with the SWOT (Strengths, Weaknesses, Opportunities and Threats analysis) for the town centre and is there anything to add?

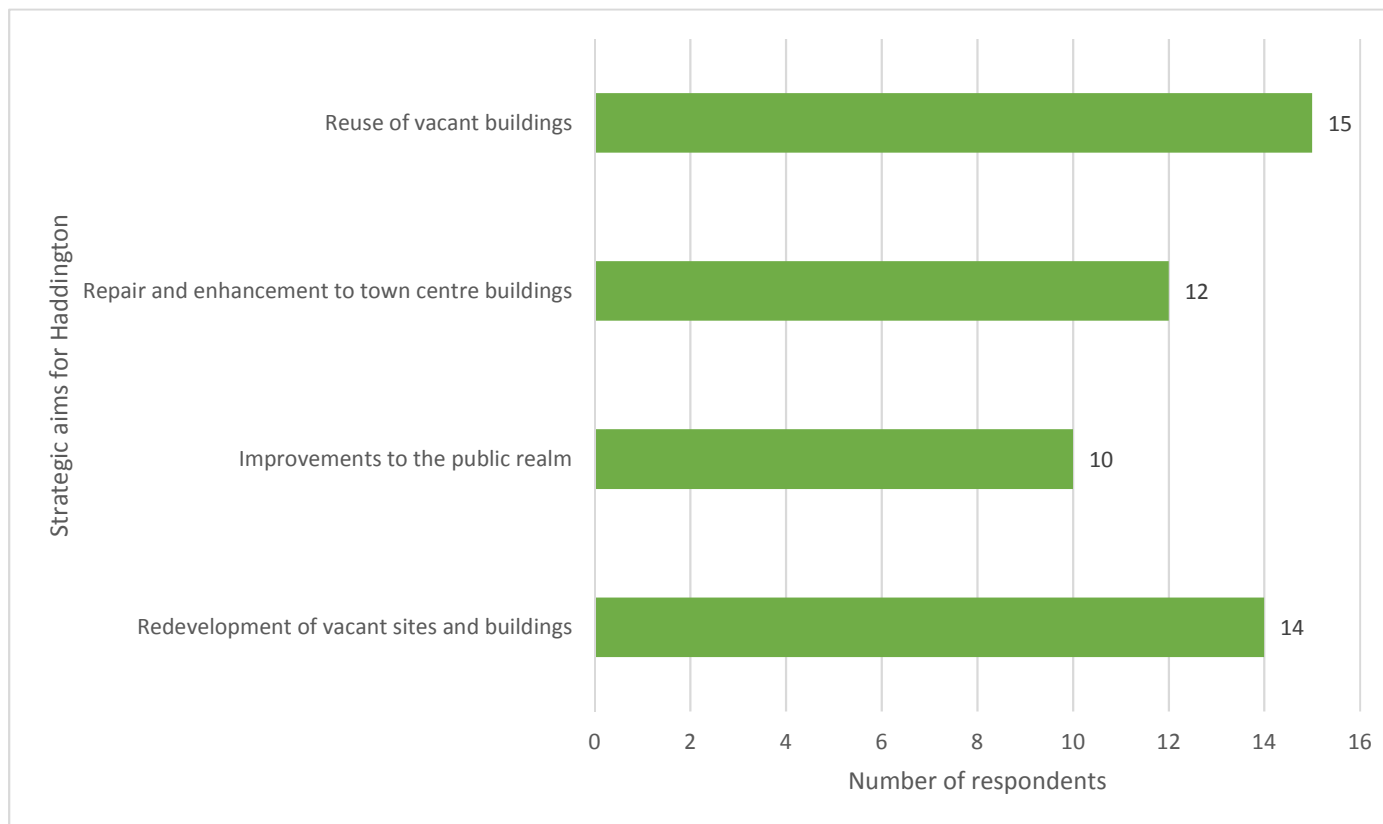
Respo-ndent	Response	Officer comment	Recommendation
002	Pretty much	Noted	No change

003	Yes in general terms	Noted	No change
017	Yes, you need to keep a town centre alive. Don't let it turn away people who want to visit.	Noted	No change
019	I don't agree that the introduction of parking fees is an opportunity. If introduced I feel this would make me less likely to visit the town centre.	The reason parking charges are included as an opportunity is that the fee income could potentially be reinvested in the town centre. It is also included in the threat column for the reasons that the respondent suggests. A SWOT analysis needs to recognise all potential strengths, weaknesses, opportunities and threats.	No change
020	While many facilities are listed as strengths e.g. Aubigny leisure centre, these facilities are already full with large expansions planned.	Noted. This is not considered to be a reason to remove it from the list of strengths as it may be one of a number of reasons that draws people to the town.	No change
022	No.	Noted	No change
024	A radical approach to long-term parking within 5 minutes' walk of town centre is needed urgently if the town centre is to thrive.	The Council approved its Parking Management Strategy as part of its Local Transport Strategy on 30 October 2018. This identifies two potential sites for long stay parking opportunities east and west of the town centre which are under active consideration. Both are within 5 minutes walk of the town centre.	No change
025	Traffic congestion is bad in Haddington. Through traffic - with the routes to the A68 producing virtually insoluble congestion problems via Pencaitland Road and the Poldrate, when, in the town centre, they	Comment noted. While the town centre strategy is for the designated area of the town centre, traffic is a recognised issue within the town centre. The work that is ongoing under Actions 1 & 2 of the Strategy will include the consideration of through	Amend SWOT Opportunities to include new bullet point to read:

<p>intersect with other, equally busy routes. The SWOT (and, indeed, the SPG itself) provides no evidence of strategic thinking in terms of possible by-passes, relief roads or county-wide traffic management, including possible detours or prohibition of routes to HGVs. The danger is that these expedients will be forced on ELC once housing developments such as Letham Mains have narrowed the options.</p>	<p>traffic. Rather than narrow options, Letham Mains will have a through road between Pencaitland Road and West Road. The Council has recently undertaken a transport appraisal for the whole of East Lothian taking into account all planned new development and there is no evidence that additional relief roads or bypasses are required for Haddington. Traffic congestion can be in part eased by more active travel to and from the town centre. The SWOT should include reference to active travel improvements.</p>	<p>'Increase active travel both to and within the town centre'</p>
<p>On parking a more intractable problem is the need to phase out and rezone long stay privileges enjoyed by residents and shop owners. The SWOT is not forthright enough on the need to grasp this. It might it worth looking at prospects for some one or two storey car parking? Behind the Council offices? Pure Malt encouraged to cooperate by making a site available immediately across the river as a commercial joint venture with ELC?</p>	<p>The issue of resident parking and shop owner parking is being considered as part of the Haddington Town Centre Design Project. The Council's recently approved Parking Management Strategy identifies two potential sites for long stay parking opportunities east and west of the town centre which are under active consideration. It also includes policy to introduce amendments to residents parking to the benefit of other parking demands within the town centre.</p>	<p>No change</p>
<p>I go along with the SWOT narrative (paragraph 8.8 et seq) and would have liked to see it nail economic double-speak more firmly.</p>	<p>Noted</p>	<p>No change</p>
<p>On the intractable issue of private neglect, it is difficult to know if enforcement by ELC on the lines envisaged in paragraphs 8.12 and 8.13 would be effective.</p>	<p>The Council anticipates that where such action is proposed it will be successful within the terms of any such statutory notice.</p>	<p>No change</p>

	I am not entirely convinced that the little car park at the east end of Market Street needs to be built on. The open space there mirrors the open area to the north, providing an attractive contribution to street design (in conformity with Scottish Government policy). The missed opportunity here is the empty building to the immediate south. With its Tudor revival half timbering it could be a picturesque feature in urban regeneration.	Comment noted. This site was previously developed by destroyed by a bomb in the 1940s and has remained vacant since. Because it exposes a backland view of the side of buildings not originally intended to be in public view it is considered appropriate for a sympathetic mixed use redevelopment that can re-provide a frontage on to Market Street as well as bringing additional activity and new residents to the town centre than its present use.	No change
033	I would particularly draw attention to the traffic problems in Sidegate - overused in both directions.	Not accepted. The Council does not agree that Sidegate has an unacceptable volume of traffic.	No change
	There is also a problem with speeding on the sections outside St Mary's Church and at Langriggs. Also at Haddington House and The Pleasance car park. I would urge the Council to consider whether there should be a 20mph speed limit, or alternatively, a speed hump at the entrance to Langriggs where elderly people cross the road to the hairdressers and opticians.	The Scottish Government is considering a 20mph Restricted Roads Bill which is progressing through Scottish Government. This will introduce a blanket restriction to 20mph in towns subject to local needs review. Vertical traffic calming measures are not appropriate for an arterial routes such as Sidegate.	No change

Which of the 4 strategic aims for Haddington do you agree with? (respondents could tick more than one)



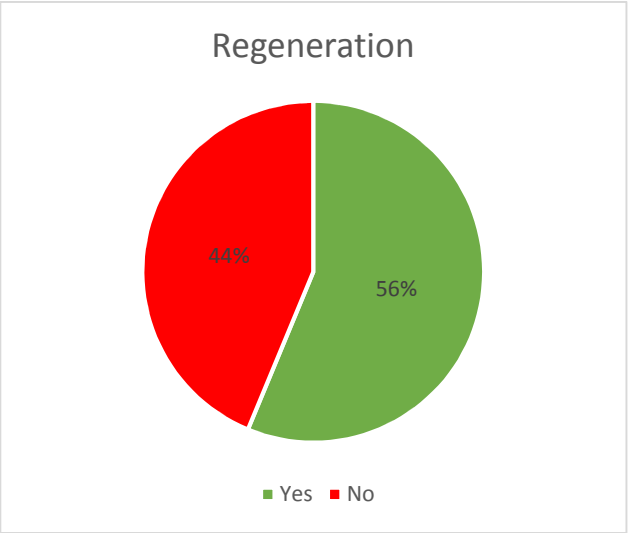
Officer Comment on the above graph	Recommendation
Overall respondents agreed with all four of the Strategic aims. Reuse of vacant buildings and redevelopment of vacant sites and buildings gained most support	Noted

Are there any aims you would change or add?

Respo-ndent	Response	Officer Comment	Recommendation
003	Improving shops in High Street, with more small independents. Close charity shops, bookies etc. Arrange maintenance of dilapidated buildings, painting, and removing plant growth.	<p>Haddington currently 69% of independent shops within the Town Centre. The matter of their improvement is for the owners and operators, though the Council will encourage external improvement in line with Action 3. Graph's will be included in the Health Check to demonstrate the proportion of shops (Use Class 1) in independent ownership, for each town.</p> <p>Bookmakers and charity shops form part of the overall mix of commercial offering in the town centre and the Council has no powers to close these. However under new legislation introduced in 2017 the change of use of premises to a betting shop now requires planning permission, which allows for various considerations to be taken into account.</p>	Include pie chart to demonstrate the proportion of shops (Use Class 1) in independent ownership. This to be included in the Health Check for each town.
012	More buses/better to and from Haddington.	The bus network throughout East Lothian is continually evolving. The Council encourages further cross county bus routes and works in partnership with service providers to realign services to meet the needs of existing and new residential areas.	No change
017	This town is very attractive and has so much to offer, do get away from the old market town.	Noted	No change
020	Improvements to public realm - some areas could be easily improved but generally not too bad in Haddington, especially if traffic issues are addressed.	While this comment is noted the Council considers that the public realm within Haddington town centre, which is a designated Conservation Area, is not of sufficiently high quality to	No change

		complement the historic buildings that make up one of the finest town centres in Scotland. Action 1 Haddington Town Centre Design Project will not only encourage more walking and cycling in the town centre but also enhance the appearance of the town centre with a design and materials that are appropriate to the conservation area.	
	Traffic congestion and parking should be a main aim.	Addressing traffic issues in the town centre is one of the aims of the town centre strategy both through catering for the traffic that needs to be in the town centre and ensuring through traffic is appropriately directed. The recently approved Parking Management Strategy will implement changes to parking stay lengths in line with Action 3 to ensure the availability of parking to support the town centre.	No change
024	No mention is made of the long disused vennel, Burleigh's Wa's. This is an eyesore and should be restored. It is a public right-of-way.	Noted. Burleigh's Wa's cannot be fully reinstated until the site on Brown Street (formerly no 10 Brown Street) which is in private ownership is redeveloped.	No change
025	Traffic.	Noted	No change

Do you consider Haddington town centre needs regeneration?



If yes, why?

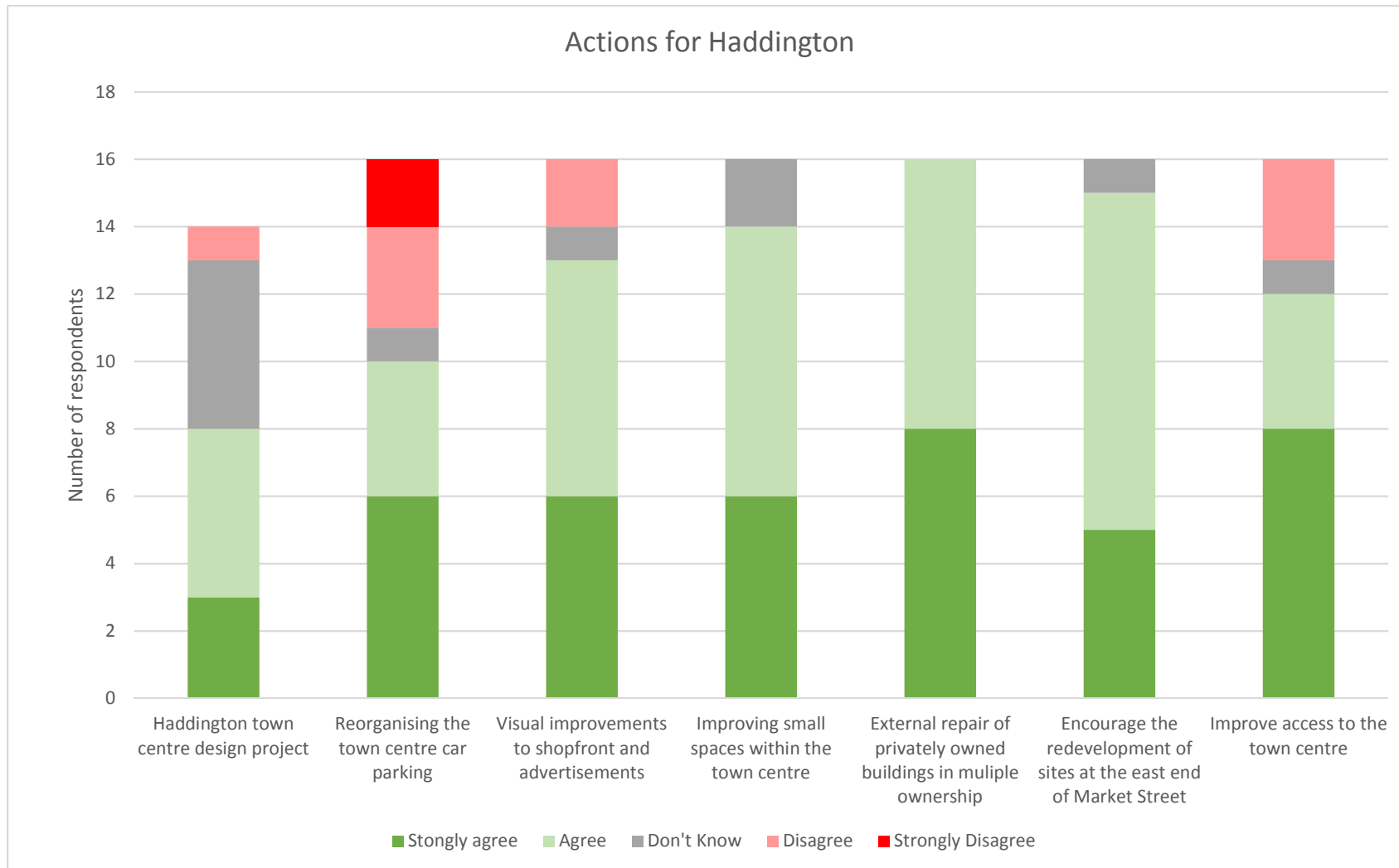
Respo- ndent	Response	Officer Response	Recommendation
003	To do away with derelict or dilapidated buildings, smarten up, restrict Road signage	Noted	
012	It's not as bad as Tranent, Musselburgh and Prestonpans.	Noted	No change
017	Yes but not a huge amount it needs to stay as a market town people are proud of.	Noted. Through the implementation of the first town centre strategy for Haddington the emphasis was on repairing and restoring town centre buildings. This strategy will continue that where necessary but also concentrates on the public realm between the buildings to complete townscape improvements.	No change
019	Yes. Some of the buildings require repair / cosmetic improvement in order to make a good space.	Noted. There are still buildings within Haddington town centre that require repair and improvement and the town centre strategy's actions will encourage this.	No change
	Cycle routes / designated cycle lanes could be considered to make cycling safer in the town centre.	Noted This is being considered under Action 1 the Haddington Town Centre Design Project.	No change
020	Public facilities are not good enough for the increasing size of town e.g. supermarket, sports centre.	The Sports Centre will benefit from proportionate developer contributions from new housing developments as part of the ELLDP to ensure it can address the needs of all residents. Additional food retail provision may also be needed with any proposals assessed against ELLDP 2018 planning policy, including the town centre first principle.	No change
	There is a significant tension between traffic flow, parking and pedestrians.	Noted. The needs of all town centre users will be addressed in town centre strategy Action 1 Haddington Town Centre Design Project. Since the introduction of a one way traffic flow within the core of the town centre there is opportunity to	No change

		reduce the space occupied by vehicles in favour of increased space for pedestrians, cyclists, public transport and commercial unit servicing.	
022	There are too many run-down areas e.g., Kilpair Street/Brown Street. The town centre generally looks down-at-heel. It is in need of considerable tidying up.	There has been significant improvement in Kilpair Street/ Brown Street with three former vacant buildings now restored and occupied. Both tenements on High Street that back on to Kilpair Street have been repaired and restored within the last ten years. However, more work is needed to bring vacant sites and buildings back into use. Action 6: Encourage the Redevelopment of Sites at the East End of Market Street, makes specific reference to the vacant site at Market Street/Brown Street, one of two redevelopment opportunities in Haddington town centre.	No change
	There are too many private cars in the town centre where parking spaces should be reserved for shoppers, the less able and those supporting economic activity, e.g. deliveries.	The needs of all users are being addressed in Action 1 Haddington Town Centre Design Project. Since the introduction of a one way traffic flow within the core of the town centre there is opportunity to reduce the space occupied by vehicles in favour of increased space for pedestrians, cyclists, public transport and commercial unit servicing. Action 2 proposes the reorganisation of parking to provide short medium and long stay parking for town centre users.	No change
024	Regeneration is perhaps a bit strong but a lot of care and maintenance is needed to protect the town centre and attract visitors and new residents to use shops and leisure facilities.	Noted. The town centre strategy should help to address these issues through its strategic actions.	No change
025	We need to keep at it, or standards will drop. This has already been demonstrated in Haddington, once the cynosure of urban conservation in Scotland, the example	Noted. The town centre strategy is intended to provide a strategic structure for actions within the town centre in line with the ELLDP 2018. Action 6	No change

	<p>to which comparable towns automatically turned. Those glory days - to our shame - are now well and deservedly over. The inexorable trend towards centralisation in Edinburgh is not working in Haddington's favour. Among the town's many problem sites, Kilpair Street and the crucially important former petrol station on the Market Street/ Hardgate junction are not going to go away. The latter intersection requires a traffic management reboot, in addition to its other difficulties.</p> <p>By contrast, incidentally, the Knox Place/Station Road intersection needs to be left alone.</p>	<p>Encourage the Redevelopment of Sites at the East End of Market Street, addresses the redevelopment of the former petrol station at the Market Street/Hardgate junction and the short term car park on Market Street. Several privately owned buildings on Kilpair Street have recently been repaired and converted though other opportunities remain on the street. Actions 1 Haddington Town Centre Design Project and 2 Reorganisation of Town Centre Car Parking will include proposals for the traffic junctions on Hardgate. The Knox Place/Station Road junction's traffic signals were upgraded as part of the implementation of the Letham Mains development site. There are no further proposals to alter the Knox Place/Station Road junction</p>	
030	<p>A lot has been done and the buildings such as the George are looking much better but the streets and pavements need improving.</p>	<p>Agreed. Action 1 Haddington Town Centre Design Project will address the issues of streets and pavements in the town centre aiming to produce a design that befits the town centre status as a designated Conservation Area.</p>	No change
033	<p>The CARS grant, or some other form of grant assistance, should be brought back to Haddington. There are still too many buildings in need of repair - Brown Street and Kilpair Street for instance.</p>	<p>Noted and supported in part. The HES funded CARS programme, which successfully repaired and improved some 25 main buildings along with a similar number of smaller projects within central Haddington, is for high quality repairs to existing buildings. The Council will continue to explore sources of external funding that can help its town centres. There has been significant improvement in Kilpair Street/ Brown Street with three former vacant buildings now restored and occupied. Both tenements on High Street that back on to Kilpair Street have been repaired and restored within the</p>	<p>Add to para 8.8 new last sentence:</p> <p>'The Council will continue to seek external funding opportunities that can help to improve Haddington town centre.'</p>

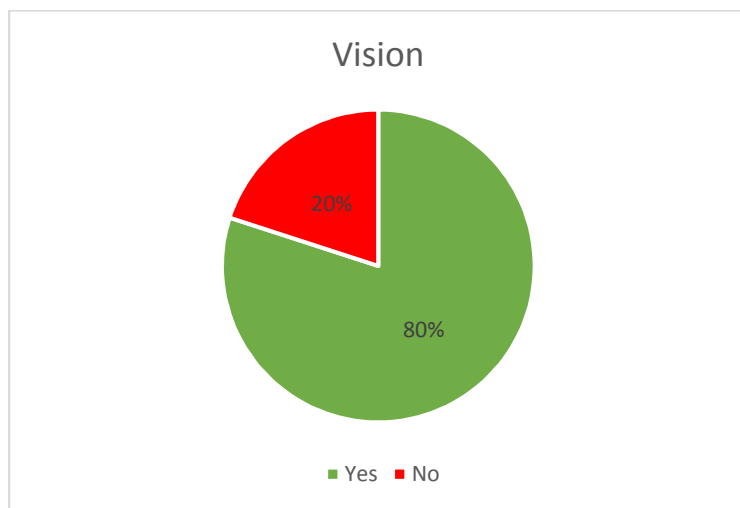
		last ten years. However, more work is needed to bring vacant sites and buildings back into use. Action 6: Encourage the Redevelopment of Sites at the East End of Market Street, makes specific reference to the vacant site at Market Street/Brown Street, one of two redevelopment opportunities in Haddington town centre.	
	This and its bullet points should definitely be encouraged.	Noted	No change

Which of the following actions are most likely to make a positive difference to Haddington town centre?



Officer Comment on the above graph	Recommendation
<p>The graph above illustrates that the actions to most positively contribute to improving Haddington town centre are External repair of privately owned buildings in multiple ownership and improved access to the town centre. The majority agreed with encouraging the redevelopment of sites at the east end of Market Street and improving small spaces within the town centre. There was overall support for most of the proposed actions, although there was disagreement to the idea of reorganising the town centre car parking and improving access to the town centre.</p>	<p>No change</p>

Do you think there should be a Vision for the future of Haddington town centre?



What do you think the Vision should include?

Respo-ndent	Response	Officer Response	Recommendation
02	Small trees/shrubs planted, benches and more classic/rustic shop fronts/signage as well as the existing floral displays.	Agree with thrust of representation in respect of improving the appearance of shop frontages and the overall environment of the town centre generally. Enhancement of the townscape can be included in the vision.	<p>Include a vision for the town centre, taking account of the responses received. This will read: <i>The historic Haddington town centre will see streetscape improvement, together with restoration and maintenance of historic buildings and spaces to preserve and enhance the charming townscape that will help create the best town square in Scotland. A wide range of shops, cafes and services is encouraged which will help make Haddington town centre an appealing destination for the growing population, visitors and businesses</i>”.</p> <p>Insert as new para 1.4 to the Haddington town centre strategy.</p>
	More independent shops and fewer charity shops.	Noted but outwith the scope of the Council’s powers. Many successful town centres have a mix of retail offering with a strong proportion of independent shops. Whilst this is not an element for the vision, graphs illustrating and monitoring the percentage of shops in independent use are to be included in the Health Check section for each town. Currently 69% of shops (Use Class 1) in Haddington are in independent ownership.	
03	Restore Georgian building facades to former glories and architecture or radically modernise to 21st century glass and steel whilst maintaining overall feel.	Noted. Appropriate restoration will be encouraged where the opportunity arises.	<p>A short summary vision is proposed to be added to the front cover of the Haddington town centre strategy:</p> <p><i>“Haddington town centre will create the best town square in Scotland through a programme of public realm improvements tackling its traffic issues and resulting in an accessible, welcoming and desirable place that attracts the town’s residents and visitors to use it in increasing number.”</i></p>
06	Encouraging more independent shops and small businesses to keep the lovely feeling, keeping shop rents and rates low to do this.	Business Rates In East Lothian are not set by the Council but by the Lothian Valuation Joint Board against a poundage rate levied by Scottish Government. Because most businesses in East Lothian’s town centres are small, around 50% of business currently qualify for varying amounts of rates relief meaning	

		they pay less including in many cases no rates at all. Shop rental levels are set by landlords. Where the Council is a landlord it must achieve market rent levels. Rent levels do change according to the market and in places where there is a surplus of rental property rent levels may fall. Accordingly, action open to the Council is currently limited in respect of these aims. This comment is suitable for a vision.	
05	Maintain	Noted. Maintenance can be referred to in a vision statement.	
017	No. it's just another "thing" that is costing money where it should be spend on education or somewhere all these money saving ideas are coming from.	Noted	
019	Improved pedestrian safety measures in particular at the corner of Knox Place and the A6093 where the pavement is extremely narrow and improved road markings at the junction of the B6368 and the High Street.	Noted. This is not a matter for a vision statement but has been passed to the Council's Road Services Safety officer to respond.	
020	Relooking at traffic flow - areas around the east of the centre and around the schools are dangerous.	Noted. This is not a matter for a vision statement but has been passed to the Council's Road Services Safety officer to respond	
	Mid length parking needs reviewed. There is a shortage of parking but areas such as Tesco car park and Aubigny should not be included as parking for town centre. I would visit the	All parking stay length, including mid length parking, will be reviewed and implemented in accordance with the Parking Strategy and if necessary adjusted if it does not achieve its aims. The Council approved its Parking	

	town centre far less if parking charges are introduced and often need to park longer than 90 mins but not all day.	<p>Management Strategy as part of its Local Transport Strategy on 30 October 2018. This identifies two potential sites for long stay parking opportunities east and west of the town centre which are under active consideration. Both are within 5 minutes walk of the town centre.</p> <p>The Tesco car park is owned by the Council and requires to be part of the town centre parking mix as vehicles can be parked there for a set period of time whether or not they are using the supermarket. There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council.</p> <p>The car park at the Aubigny Sports Centre is promoted as a 'park and stride' location for at school drop off and collect times and so is a multiple use car park.</p>	
022	All the actions but also to encourage a spirit of co-operation e.g. on car parking rather than antagonism.	Noted.	
024	Yes. Included in the Vision report - about 5 years ago	Noted The vision report will be reviewed for its vision's appropriateness to the town centre strategy	

025	In the immediate future, private sector maintenance of historic buildings and car parking are the main problems.	Noted for inclusion in the vision.	
	In the longer term, Haddington needs outer relief roads to draw off through traffic.	Noted Road Services consider that the A1 and A199 act as suitable relief roads. Routes using Hardgate and Sidegate by pass the town centre and the Council does not consider that any further relief roads are required at Haddington.	

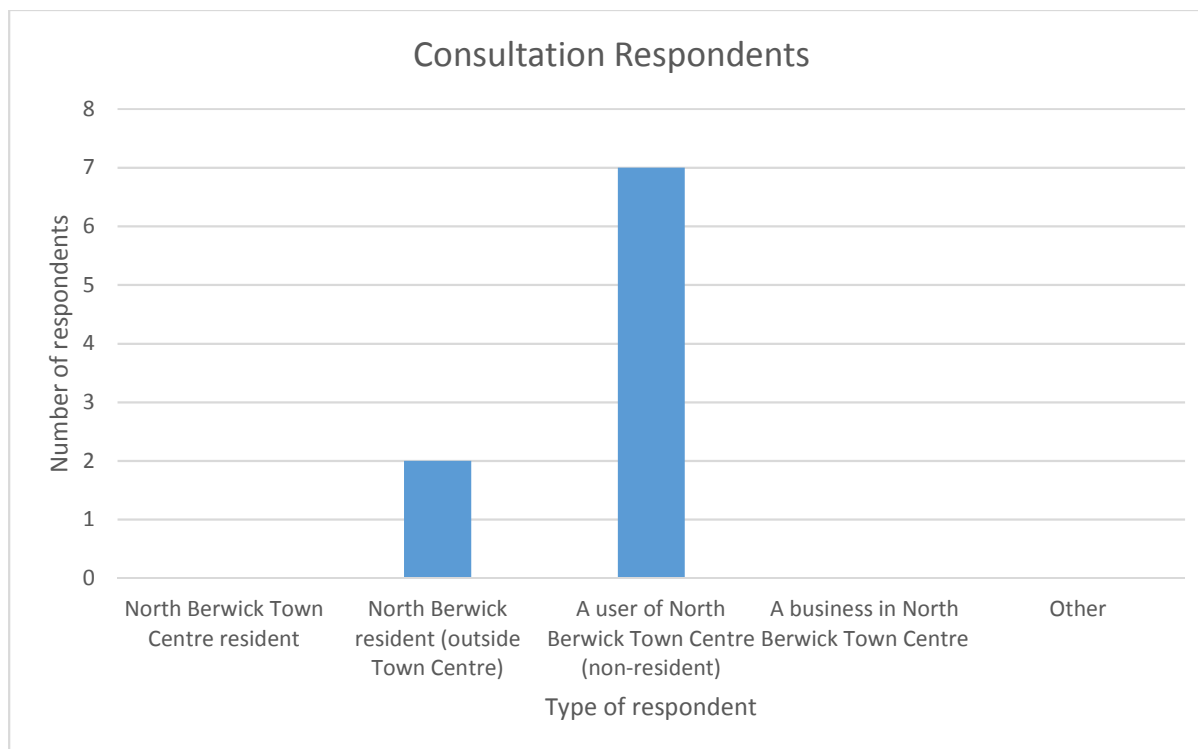
Additional Comments?

Respo-ndent	Response	Officer Response	Recommendation
002	Parking needs to be improved. People need easy access to shops and attend to other types of business such as banks and health premises. My business relies entirely on ease of parking as our clients are often temporarily restricted in their mobility and unable to walk any distance. Disabled parking would help but only slightly as our clients generally do not have permanent mobility issues.	Action 1 Haddington Town Centre Design Project aims to redesign the spaces between buildings in High Street, Market Street, part of Court Street and Hardgate, enhancing the historic town centre and making it an easier and safer place to move around and to stay in if walking or cycling or using one of the bus services. The carriageway width for vehicles will be narrowed and service bay parking provided. The overall amount of car parking in the town centre is likely to reduce but this will be undertaken along with Action 2 Reorganisation of Town Centre Car Parking. Parking stay lengths in all car parks including those within the town centre will be reviewed and permitted stay lengths implemented and kept under review. Taken together these actions are designed to support the town centre economy. Disabled parking bays will always be located as	No change

		close as possible to where people need to go. Blue badge holders can park on no waiting restriction areas provided there is no obstruction caused.	
003	Live near Garvald, no buses. Parking needs to be available and free as we visit Haddington County Town regularly.	<p>The actions of the town centre strategy will ensure that parking is available in and around the town centre. There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council.</p> <p>The Council is actively assessing rural transport needs to determine if there is opportunity to provide community responsive public transport.</p>	No change
033	Para 5.8: - Parking is a thorny issue for many people who both live and work in the town and visit it for shopping and so on. More discussion and constructive debate is needed. Too many local residents are allowed to take up parking spaces all day, sometimes all week.	Noted. Residents parking will also be subject to review of town centre parking as part of the Parking Management Study.	No change
	Para 5.9: - A more attractive town centre is essential to bring people into the town. There is too much rubbish in the streets. Green bins are scattered everywhere making it difficult to walk along the narrower pavements.	It is agreed that the town centre should be as attractive as possible. Action 1 Town Centre Redesign Project aims to upgrade the overall quality of the public realm in the town centre and with the prospect of wider footways the accommodation of bins temporarily on streets should become less of an issue in due course. All East Lothian town centres receive a regular cleaning regime, twice daily Monday to Friday and daily on Saturday and Sunday. The Council is currently developing a new Litter Action Plan	No change

		which places a greater emphasis on prevention of litter rather than reactive cleaning. That plan will include proposals to reduce the sources of litter and get more public ownership of what is a public problem, not a Council problem.	
	The low quality of public space, particularly between buildings, is exactly the right description.	Noted	No change
	Many years ago, there was a plan to bypass Haddington town centre through Artillery Park and Whittingehame Drive. This would make a one-way system relieving the traffic congestion. What happened to this plan?	The respondent may be referring to a plan put forward by a land owner for large scale housing development east of Haddington and which showed such a link road. There are no plans for any such road link today.	No change

NORTH BERWICK TOWN CENTRE STRATEGY – consultation results



Do you agree with the SWOT (Strengths, Weaknesses, Opportunities and Threats analysis) for the town centre and is there anything to add?

Respo-ndent	Response	Officer comment	Recommendation
009	The proposed Whitekirk development in such a historic landscape is very worrying, as is the proposed development of housing for elderly in the fields facing Bass Rock. Please consider areas which won't impact on the	While this comment is noted it is not relevant to the town centre strategy	No change

<p>landscape and environment that brings everyone to North Berwick.</p>		
<p>One area you could consider developing is the Tesco site, it is a large area which could be used for development of shops or transport. Add a few new retail outlets on this space e.g. Marks food and Next clothes? Also you could use the space for a park and mini bus ride into town?</p>	<p>Noted. This site is not within the town centre nor is it proposed for further commercial development. The Council has undertaken a viability assessment of a park and ride in North Berwick and currently it is not considered an appropriate measure for the town due to insufficient number of potential users. However it will be kept under review.</p>	<p>No change</p>
<p>Has the study considered developing transport links between cluster towns e.g. a regular bus service between Dunbar and North Berwick or North Berwick and Haddington e.g. every 30 mins there and back might help more people without cars and those under 16 who don't drive to get between towns to socialise, shop, use facilities e.g. leisure centres etc. I do feel this should be tested and it might improve visitors to all towns and increase revenue in the shops in the towns.</p>	<p>The Council supports inter town bus services 120 and 121 between Dunbar and North Berwick but currently there is insufficient patronage for a more regular service. If demand warrants further services these will be considered. A new 122 bus service linking Aberlady, Gullane and Dirleton to Haddington has recently been introduced.</p>	<p>No change</p>
<p>Children would use the bus more into North Berwick if it ran more regularly every day of the week, including from Dunbar to North Berwick before 9am to get to school on time. I would also use the bus to get to North Berwick instead of the car if the buses ran more regularly from Whitekirk, East Linton etc., thus helping parking in North Berwick too.</p>	<p>The 120 service serves Whitekirk – ELC looking to improve early morning services to North Berwick - under consideration.</p>	<p>No change</p>

012	This is the nicest town centre in East Lothian. The footfall they get is fantastic, they have some independent shops, which is good.	Noted	No change
025	The draft guidance is an admirable piece of work, thorough and teeming with ideas. Its author are to be congratulated. N Berwick is a contradictory town. Its Brighton, if I may put it this way, is the seaside holiday resort whose vulgarity is an asset; its Hove the distinguished bourgeois villas beyond St Baldred's. The two cultures jostle in the town centre in a slightly alarming way; and both are overlaid by the new demand from owners of "executive" villas up the hill. The services provided by the town centre need to have a certain in-built flexibility if they are to cope with this inflammable mix.	Compliment noted.	No change
		Town centres must meet the demands of all the people that wish to use them, whether resident or visitor.	No change
	On the fringes of the town centre, the subdivision and in-fill to which the grand Edwardian villas of yesteryear are being subjected is a particularly intractable problem, with several town centre properties affected, and more likely to emerge. The SWOT needs to respond to this tricky situation, comparable almost with a personality disorder. I would put North Berwick high on the list of towns needing the kind of intensive appraisal which, so far, has been extended only to the Inveresk part of Musselburgh.	Noted. Further Conservation Area Character Appraisal work is planned with towns the main priority.	No change
030	Parking is a problem. Walking along High Street is difficult and you end up in conflict with the cars.	Noted. It is considered that this issue is sufficiently well identified at para 8.2-8.3 of the draft town centre strategy. Improvements suggested as Action 1 should help address these in time.	No change
031	I think there needs to more analysis by demography. 65 plus is too broad a category, you need to start looking at 75/8- plus as a distinct category. Plus the impact on blue	Any plans prepared for works to the public realm in the High Street will have to be subject to safety audits and designed to allow access by all.	No change

<p>badge parking. What happens when people stop driving? How are they able to access the high street?</p>	<p>Interventions identified in the charrette process also included all user mobility.</p>	
<p>One thing we've picked up is the number of falls in the high street (as part of the discussion about the Edington). Do you have statistics about these falls and where they are happening? Some are more serious but looking at places where people say they are happening they do seemed linked to the dreadful state of the pavements and crowding. Many older people keep away from the very top of the high street.</p>	<p>This information is not held by the Council. Roads Services undertake regular inspections of footways and road surfaces and any safety issues identified and remedial action required is prioritised as necessary.</p>	<p>No change</p>
<p>Suggest you look at dementia and cognitive impairment, Plus how this links to wider goals such as the health accrue lives for all ages.</p>	<p>The design process for all road and footway improvements must be all inclusive with an integrated impact assessment as part of its process. Designs identified in Action 1: High Street Improvements will be subject to this process.</p>	<p>No change</p>
<p>Paid and family carers need to be able to park and drop people off easily. You need to talk to them. Link to EL carer strategy.</p>	<p>Noted. This will be considered as part of actions for improvements to the public realm within the town centre.</p>	<p>No change</p>
<p>How does TC first link to the growing size of the town and the ability of the High street to accommodate what's needed. What happens when it's full?</p>	<p>The town centre first Principle (Policy TC1 of the ELLDP 2018) applies a sequential test to development that would attract significant footfall – town centre first and then if no suitable site is available sites on the edge of the town centre should be sought then other commercial centres and lastly out of centre locations.</p>	<p>No change</p>
<p>How are planning decisions affecting use - the community want business, retail etc. but we end up with very expensive houses instead. Why? How?</p>	<p>Planning decisions are taken in accordance with the Development Plan unless material considerations indicate otherwise. The ELLDP 2018 defines the town centre and provides the</p>	<p>No change</p>

		<p>policy framework for decision making within the centre. Outwith the town centre land is allocated for employment within North Berwick. North Berwick town centre has a low commercial vacancy with little space within the town centre for new commercial development. Footfall in North Berwick town centre is generally stable against a national backdrop of decline and this is in part due to new residents.</p>	
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Which of the 4 strategic aims for North Berwick do you agree with? (respondents could tick more than one)



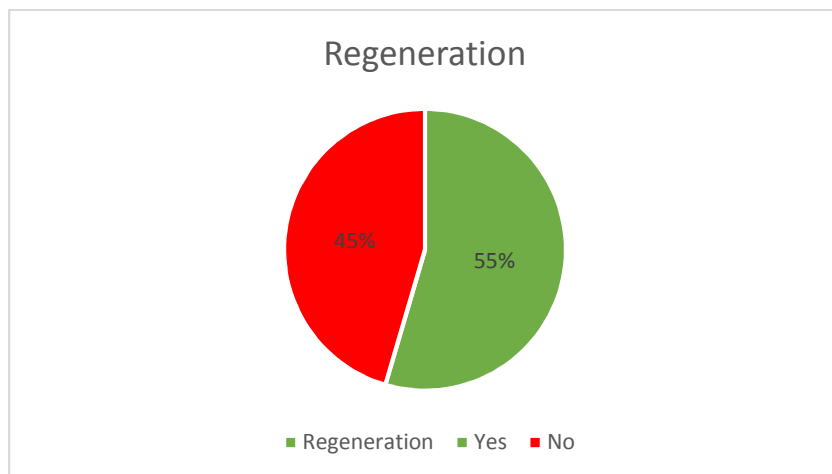
Officer Comment on the above graph	Recommendation
Overall respondents agreed with all four of the strategic aims.	Noted

Are there any aims you would change or add?

Respo-ndent	Response	Officer Comment	Recommendation
009	See comments in aims section re park and ride, more buses and cross transport links between East Lothian towns.	The Council has undertaken a viability assessment of a park and ride in North Berwick and currently it is not considered an appropriate measure for the town due to insufficient number of potential users. However it will be kept under review. The Council supports inter town bus services 120 and 121 between Dunbar and North Berwick but currently there is insufficient patronage for a more regular service. If demand warrants further services these will be considered. A new 122 bus service linking Aberlady, Gullane and Dirleton to Haddington has recently been introduced.	No change
	Retail outlets are needed so people do not have to travel to Fort Kinnaird e.g. next, marks pets at home, argos would be useful e.g. Dunbar or near Haddington, probably too much for North Berwick.	Noted. There is commercial development industry interest in additional retail development at Haddington as referenced by Proposal of Application notice 18/00003/PAN erection of retail and restaurant development with access, car parking, landscaping and engineering/infrastructure works.	No change
031	What's not to like! As long as they are accessible to all - why is that not a strategic aim?	The design process for all road and footway improvements must be all inclusive with an integrated impact assessment as part of its process. Designs identified in Action 1: High Street Improvements will be subject to this process. As such they do not require to be specified as a strategic aim for regeneration.	No change

<p>The crossings will help and you should talk to people about where they are and how they work.</p>	<p>The design process for all road and footway improvements must be all inclusive with an integrated impact assessment as part of its process. Designs identified in Action 1: High Street Improvements will be subject to this process.</p>	<p>No change</p>
<p>What is the provision for social accessible community space, e.g. for people to meet socially in a club or similar?</p>	<p>Noted. Town centres should have a mix of uses including community space. North Berwick has community space some of which is in the town centre.</p>	<p>No change</p>
<p>Have a look at the Dementia Friendly Design principles for place. Very compatible with Scottish planning - build in from the start.</p> <p>https://www.housinglin.org.uk/_assets/Resources/Housing/Support_materials/Viewpoints/Viewpoint25_AtAGlance</p>	<p>The design process for all road and footway improvements must be all inclusive with an integrated impact assessment as part of its process. Designs identified in Action 1: High Street Improvements will be subject to this process.</p>	<p>No change</p>
<p>Public transport? Where does that fit?</p>	<p>All town centres are accessible by public transport and will continue to be so, therefore it is not considered necessary to refer to public transport as an objective for the town centre strategy.</p>	<p>No change</p>

Do you consider North Berwick town centre needs regeneration?



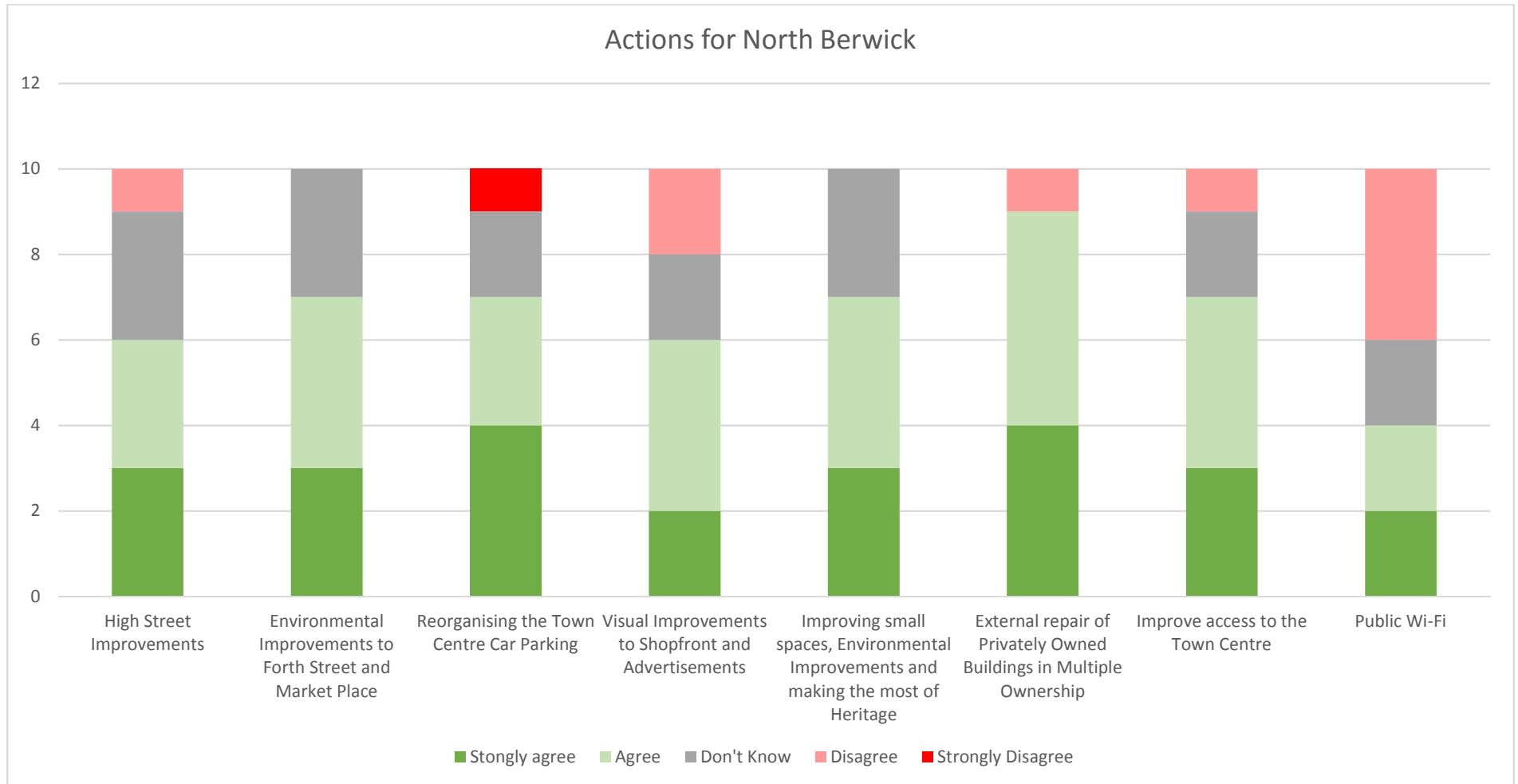
If yes, why?

Respo-ndent	Response	Officer Response	Recommendation
009	It needs to attract more footfall from local people, not just tourists or second home visitors. More could be done to help these traders attract more local visitors out of season.	The North Berwick footfall trend is stable and is counted in November, a time of year when fewer tourists are in the town. The Council through the Visit East Lothian web site and social media feeds actively promotes East Lothian during the winter months. Local traders and trades associations can apply to the Council for up to three days free consultancy on a range of business topics including marketing and social media.	No change

	Parking is obviously a problem but maybe a park and ride (small shuttle bus) from the High School carpark (at weekends) and rugby club (during the week) would assist, or even from Tesco Car Park?	The Council has undertaken a viability assessment of a park and ride in North Berwick and currently it is not considered an appropriate measure for the town due to insufficient number of potential users. However it will be kept under review.	No change
025	Yes, because it is happening anyway, with the disappearance of formerly profitable banks, shops, lodging houses and hotels; and because the pressures are so multifarious and contradictory. The process of change is potentially unmanageable but cries out for help.	Noted. It is accepted that town centres are experiencing change as a result of national trends such as bank closures about which the Council can do little. However the town centre strategy is intended to help through its 8 strategic actions. More local actions will also be undertaken by the Area Partnership and Community Council and by working together the town centre should continue to be a place that attracts people with an improved public realm, maintained buildings that enables it to cope with these changes.	No change
030	Street improvements.	Noted. Work has commenced on designing for street improvements in North Berwick town centre in line with Action 1 of the town centre strategy.	No change
031	It is not an accessible High Street, it is not pleasant to walk along, the shops don't do it justice.	It is recognised that the High Street could be subject to improvement to make it more pedestrian friendly and this will be undertaken as outlined in Action 1: High Street improvements. As some of this work, including proposals arising from the town centre charrette, will also be considered for streets other than High Street in the town centre it would be appropriate for Action 1 to be renamed Town centre Street Improvements rather than just High Street and for a similar change in column 1 of the Action.	Amend title of Action 1 to read: 'Town Centre Street Improvements' Amend text in column 1 of Action 1 to read 'Town Centre Street Action Plan'

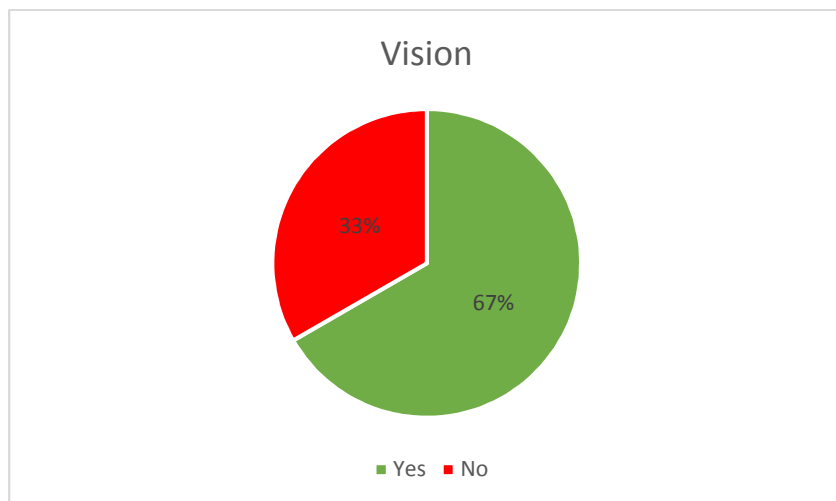
	Why can't the old coach house be something really special for the community? Why is it still empty when people are looking for spaces?	Noted. This building is privately owned. Unless the community can acquire or lease it, it will be up to the owner to put forward plans for its re-use.	No change
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Which of the following actions are most likely to make a positive difference to North Berwick town centre?



Officer Comment on the above graph	Recommendation
<p>The graph above illustrates that the action which was felt, by respondents during the public consultation, to most positively contribute to improving North Berwick was external repair of privately owned buildings in multiple occupation. Overall there was support for most of the actions, with less support for the introduction of public wi-fi.</p>	<p>Most actions are well supported. Although the provision of public wi-fi is not supported, the Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities.</p>

Do you think there should be a Vision for the future of North Berwick town centre?



What do you think the Vision should include?

Respo- ndent	Response	Officer Response	Recommendation

009	North Berwick is the jewel in the crown of East Lothian.	Noted	<p>Include a vision for the town centre, taking account of the responses received. This will read: <i>North Berwick town centre is a vibrant heart of the town with an excellent and well used shopping and café scene. Improvement and enhancement of the town centre seeks to create a greater sense of place for all its users. The town centre is a favourite destination for visitors.</i></p> <p>Insert as new para 1.4 to the North Berwick town centre strategy.</p> <p>A shorter summary vision is proposed to be added to the front cover of the North Berwick town centre strategy:</p> <p><i>“North Berwick town centre is a vibrant heart of the town with an excellent and well used shopping and café scene. Improvement and enhancement of the town centre will create a greater sense of place for all its users. The town centre will be a favourite destination for visitors.”</i></p>
	Improved parking and park and ride.	The Council has undertaken a viability assessment of a park and ride in North Berwick and currently it is not considered an appropriate measure for the town due to insufficient number of potential users. However it will be kept under review.	
	Improved facilities e.g. cinema or concert hall?	Any vision would have to contain projects that had a realistic chance of being implemented. The planning authority is unaware of any commercial interest in developing a cinema or concert hall.	
	Grants to restaurants and cafe owners to improve their facilities.	No grants are available but the Council through its arm’s length company East Lothian Investments Ltd offer interest free loans to all business sectors and have awarded in excess of £150,000 of loans to hospitality businesses based in North Berwick. This is not considered to be an appropriate issue for a vision statement.	
	Consider better lighting on the roads which run into North Berwick after dark e.g. after 5 in autumn/winter - they are so poorly lit and tricky if you don't know the area.	Council has a strategy to replace street lighting with LED white light which is more conducive to the human eye and improves visibility. This is not	

		considered to be an appropriate issue for a vision statement.	
	Consider a few retail outlets where there is space e.g. near Asda in Dunbar.	While this comment is noted it is not relevant to the North Berwick town centre strategy	
	Consider more buses between Dunbar and North Berwick and Haddington not just to help people get to school and work but to encourage cross town visiting.	Noted. A vision statement could include the town centre being easily accessible by public transport.	
	Limits on second home owners in the town which impacts on the economy during autumn and winter months.	Noted. The Council has no plans to limit second home owners.	
	Limit building away from the historic/environmental areas.	Owners of land and buildings can submit a planning application at any time and the Council as Local Planning Authority has a duty to determine all application. The Council cannot limit building away from any particular area but it can and has planning policies in the ELLDP 2018 that help it to determine all applications for development.	
011	One produced by the NB Community Council as it currently being worked upon	While this is noted, the vision statement referred to has not been submitted. The purpose of asking the question was to see if people felt that the town centre strategy should contain a vision for the town centre. The majority do and so a vision statement based on the responses received is to be included.	

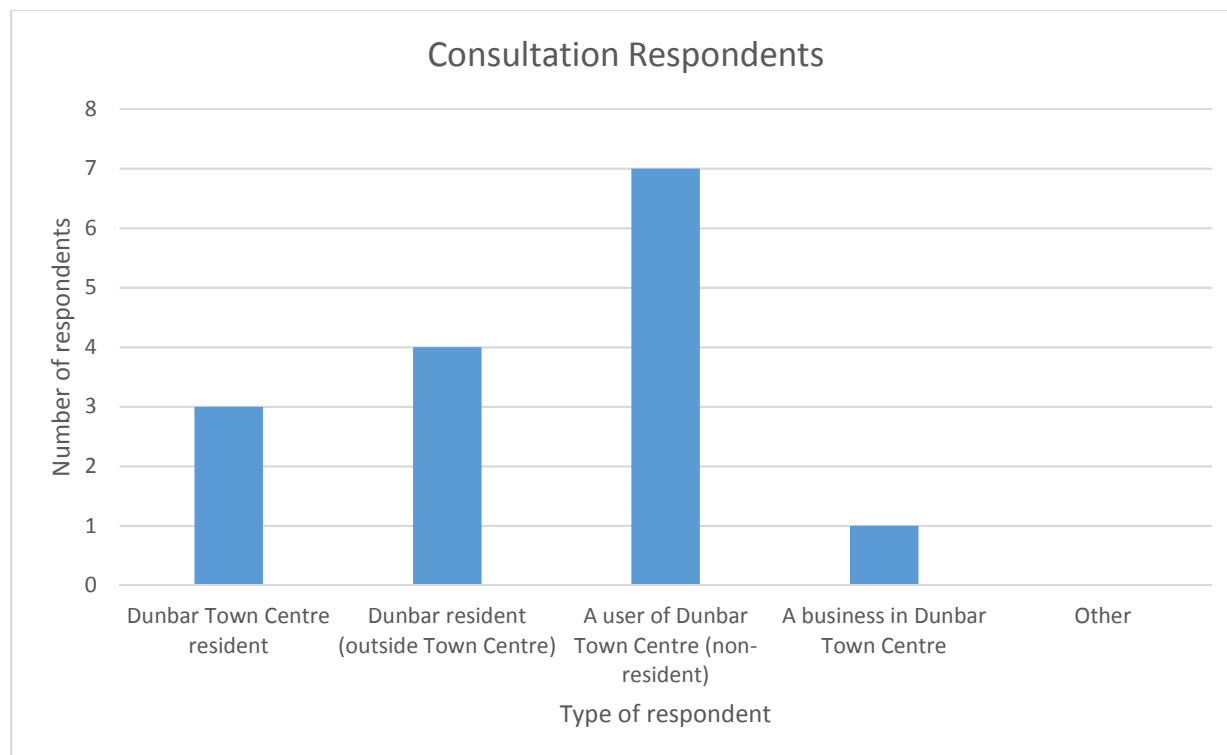
012	Not charging for car parking, you would push people to the retail parks.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council.	
025	A balance has to be struck between Kiss-Me-Quick and Mind-Your-Own-Business. Resist axiomatic conformity.	Noted	
031	Please talk with the North Berwick Community Council. We are currently developing a proposal to develop a Twin Plan to bring a sense of place and cohesion to the whole town. The town centre needs to be part of that. We feel that there is the lack of vision for our town that is generated by us.	The purpose of asking the question was to see if people felt that the town centre strategy should contain a vision for the town centre. The majority do and so a vision statement based on the responses received is to be included.	

Additional Comments?

Respondent	Response	Officer Response	Recommendation
011	I do believe that East Lothian Council must involve the NB Community Council before arriving at any conclusions.	Town Centre Strategies form supplementary planning guidance to the ELLDP 2018 and to be effective have to be approved by the Council,	No change

		following consideration of all comments received during the consultation.	
031	Many of the points for NB apply to other town centres e.g. about age, disability, carers and dementia and maybe even the need communities feel for a sense of place in the face of major housing increases. You can't separate the town centre off.	In all public realm design work the needs of all users require to be taken into account. It will also have regard to the local context to ensure that the sense of place is preserved.	No change
	In discussions about Abbey and Edington in NB I've been surprised by the number of times High Street falls come up. I'd like to see figures and a map. We're all talking about doing a walk down the High Street to assess what it's like, where the dangerous points are.	This information is not held by the Council. Roads Services undertake regular inspections of footways and road surfaces and any safety issues identified and remedial action required is prioritised as necessary.	No change
	The Charrette was too short and fast a process to enable the full engagement of everyone and this needs addressed.	No process is perfect and can engage with everyone. All were welcome and there was significant publicity but many people choose not to engage. The charrette was a useful exercise that came to an agreed conclusion with participants on a way forward for the town centre the more strategic parts of which are included within this town centre strategy, thus offering another means of engagement. Detailed actions such as public realm works will also provide opportunities for people to make their views known.	No change

DUNBAR TOWN CENTRE STRATEGY – consultation results



Do you agree with the SWOT (Strengths, Weaknesses, Opportunities and Threats analysis) for the town centre and is there anything to add?

Respo-ndent	Response	Officer comment	Recommendation
04	I think the trader's association should not have a stronger say or eventual say in what happens within the shopping outlets allowed into the town. I think that the Councillors should go out to the residents of the town when new	The Council is obliged to consider any planning application for new retail or commercial development against the planning policies of the Development Plan (SESplan and ELLDP 2018)	No change

	shopping outlets are proposed and get our say in what we want.	and any other material considerations. Everyone is able to comment on a planning application. While some changes of use require permission e.g. the change of use from a shop to a café/restaurant the change of use between one retail use and another does not require permission from the Council or any other local body.	
010	Not all of them and some of the strengths appear to contradict the weaknesses and vica-versa.	Noted	
	There doesn't appear to be any mention of cycling or cycling provision or cycle parking in the plan. To alleviate some of the parking issues in Dunbar town centre, more encouragement should be given to people to use cycles to get in from (especially) the new housing developments. Make it easy for people to travel by bike.	Not accepted. Action 3: Improving Access to the Town Centre is about encouraging both pedestrian and cycle access to Dunbar town centre from outlying residential areas. These will include paths links installed as part of new residential developments and new path links. Para 8.6 goes on to explain some of the path links under consideration.	No change
	I really find it surprising that town WIFI has been identified as a possible benefit for the town centre. With excellent 4G coverage in the town this would perhaps be more suited at the end of the list of improvements.	Not accepted. The Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities	No change
014	In general, yes, this is a good summary.	Noted	No change
	The lack of a large public function hall is already mentioned, but is an increasing problem for a town of this size.		
	Rail station parking needs to be addressed urgently.	There are proposals to introduce new parking supply on completion of the new platform works at the station due to be implemented in 2020	No change

	New developments South of the railway line are increasingly isolated for lack of an interconnecting rail bridge to the West.	A pedestrian cycle access to the station is due to be implemented shortly.	
	There is a need for a Youth Club or indoor skate park or other social venue for teenagers.	Noted	Amend SWOT Weaknesses to include a new bullet point: 'No youth club, indoor skate park or social venue for teenagers'
	I don't think lack of public WiFi is an issue with 4G cover widely available.	The Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities.	No change
	High Street Parking charges must not be introduced.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council.	No change
015	The retail element in the town is focused on two segments: (i) the retail park (Asda, Garden Centre, restaurants) south of the railway line and (ii) the shops, cafes, pubs, etc. on the High Street.	Agreed. The retail park south of the town is a designated as a Local Centre in the ELLDP 2018 with the area centred on High Street designated as Town Centre.	
	The Conservation Area around the High Street and Harbour can be characterised as the "Old Town" or "Old Dunbar" and should be branded, and enhanced, as such. This would	Noted. The idea is worthy of further consideration and should be included as an opportunity.	Amend SWOT Opportunities to add new bullet point:

	contribute to increased footfall by tourists and residents alike.		'The oldest parts of Dunbar could be branded as Old Town or Old Dunbar'
030	High Street has to compete against Asda.	Noted. This comment is presumably suggested as an inclusion as either a weakness or a threat to the town centre in the SWOT. The presence of a supermarket on the edge of the town does offer significant competition to the High Street as does the adjacent garden centre. However the town centre has successfully traded with both these competitors for more than 6 years and with a growing town in terms of population therefore it is not accepted as a weakness or threat.	No change
026	The SWOT is the main weak point of the whole document. It doesn't necessarily lead to the strategy aims.	Comment noted. However because the town centre strategy is a high level strategic document it does not address all detailed actions that could improve the town centre. It provides a framework for other actions by community and other groups as well as by the Council.	No change
	I disagree that CCTV has worked. I find that low level ASB is commonplace on the High Street, it sets the tenor and tone, which contribute to the town not being that welcoming after about 5pm.	CCTV is never intended to be a panacea for ASB or any other kind of disorder. It is only one tool towards helping with this. Other resources include the Police, Community wardens and local citizens all working together.	No change
	I disagree strongly that parking is really such a problem. Importantly it has little or nothing to do with the vitality of this High Street. Many vibrant towns have little or no parking,	Parking is probably the most commonly raised issue in discussion on any of East Lothian's town centres. In an area like East Lothian where town centres such as Dunbar serve a rural hinterland, where public transport cannot	No change

	<p>but are accessible by good public transport, of which this is little mention in this document.</p>	<p>cover everywhere, it is an important part of the town centre offering that those who need to park a vehicle should be able to find a space in which to do so. Every encouragement should also be made to those within easy walking and cycling distance of the town centre to consider walking or cycling to it hence Action 3 Improve access to the Town Centre. There is a regular hourly town bus service within Dunbar.</p>	
	<p>Weakness: Dowdy uninviting shops, cafe's stuck in the 1980s, pubs that are neither tourist nor family friendly, an emphasis on takeaway and convenience, which attracts the transient car dependent visitor. The night economy is not welcoming.</p>	<p>Not accepted. Any town centre with well over 100 businesses will have a mix of higher and lower quality retail, service and food and drink businesses just as it has a mix of independent and national shops. The proportion of takeaway premises is lower in Dunbar than in some centres but in line with national trends this is an area that has been increasing in recent years.</p>	<p>No change</p>
	<p>Weakness: Negligent rental property landlords, and a low proportion of owner occupiers in the heart of the town, though latterly this may be changing (it would be useful to evidence this).</p>	<p>Although Dunbar High Street has a high proportion of properties that are let out by registered private landlords it would be unfair to say private landlords are negligent. Much of the recent regulation in this sector has been to require higher standards. Because private rental is increasing nationally it would not be appropriate to class this as a weakness for Dunbar town centre.</p>	<p>No change</p>
	<p>Weakness: I appreciate the difficulty in prosecuting negligent landlords and note that this sometimes raises the cost of</p>	<p>Noted</p>	<p>No change</p>

<p>interventions, though I do wonder if all ELC interventions need to be goldplated.</p>		
<p>Weakness: Serious developers are not that interested in investing because there is little prospect of a decent return on the one hand and the attendant risks of bad neighbour issues.</p>	<p>Comment noted</p>	<p>No change</p>
<p>Weakness: I can't think of a town where there is shared office space, Edinburgh? It is a good idea to try it out, but it should be listed in opportunities and the general lack of office space perhaps highlighted in the weaknesses. But again, I suspect that anyone seeking a change of use would be granted it, so is there really a latent demand? Or is this Dunbar where people have long wish lists and less appetite when it comes to pay to play?</p>	<p>Comment noted</p>	<p>No change</p>
<p>Strengths: A growing proportion of owner occupation may be helping the town's fortunes. Owner occupiers seem more willing to invest than private landlords who bought cheap, or inherited a property. A failure to recognise the needs of owner occupiers stands to undermine the aims of this strategy.</p>	<p>Comment noted</p>	<p>No change</p>
<p>Opportunities: Providing an environment in which private owner occupier investment is secured and protected from bad neighbour</p>	<p>Noted</p>	<p>No change</p>

	development (sensu lato) might encourage the better class of retail that is being asked for!		
	<p>Threats:</p> <p>The biggest threat to the High Street is this vain hope that its revival is predicated on the success of shopkeepers or the arrival of multiples. There is little evidence of retail working anywhere. We need to radically rethink our High Streets, placing the people that live on them at the heart of decisions. Shopping is last century.</p>	<p>While it is not disputed that there are a number of wider economic and lifestyle threats to High Streets in general, that point towards a longer term decline, it is not accepted that the current town centre strategy for Dunbar should plan for the replacement of its shops. The increasing population of the town has benefitted the High Street and the footfall trend is generally stable with an increase from 2017 to 2018. Vacancy rates are also generally stable, though increased from 2017 to 2018 but remain below national average rates therefore the town centre is not exhibiting signs of permanent decline. Those living on the High Street are important to the success of the town centre and have every opportunity to participate in decisions by the Council and partnership groups that affect the street.</p>	No change
	<p>Threats:</p> <p>Developing the night time economy looks to me like a threat and it could easily discourage owners and occupiers from investing. The growing appetite for fast food, convenience shopping opportunities and similar are inimical to regeneration.</p>	<p>Not accepted. It is considered that there is a place in a town centre for convenience shopping opportunities and for fast food, both of which are an integral part of a town centre and need not be seen as inimical to regeneration.</p>	No change
021	Yes - although public wifi is not so much a priority as regeneration of the townscape.	Noted and accepted. Action 8 is considered to sufficiently cover this.	No change

<p>Need to work in partnership with other groups to regenerate buildings.</p>	<p>Not accepted.. Paras 8.118.20 of the draft town centre strategy are about the regeneration of buildings at risk and encouraging the redevelopment of vacant sites within Dunbar town centre which is identified as both a weakness and a threat to the town centre. Actions 7 – 10 are about partnership and joint working between the Council, land and building owners, community groups and national agencies to address this problem.</p>	<p>No change</p>
<p>Need to chase up businesses who fail to apply for permission for advertisements and shop fronts - particularly listed buildings in the conservation area.</p>	<p>Agreed. Scottish Government guidance in Planning Advice Note 71, Conservation Area Management is for Local Authority enforcement to consider a more proactive approach in conservation areas including monitoring development activity and ensuring compliance with the terms of planning permissions. However, resources make it difficult to adopt a proactive approach in all conservation areas. The Council has regular dialogue with local business and trades organisations and with many new business start-ups on regulations that affect business. New guidance on shopfront alteration and advertisement is contained within the approved Supplementary Planning Guidance: Cultural Heritage and the Built Environment.</p>	<p>No change</p>
<p>Need for another community hub - the Bleachingfield is not suitable for some uses e.g. theatre.</p>	<p>Noted. The SWOT acknowledges the lack of a public function hall and business hub. The need for any additional community hub in addition to Bleachingfield would need to be the subject of detailed assessment.</p>	<p>No change</p>

	Need to upgrade the skatepark at Pine Street.	Pine Street is not within the designated town centre.	No change
	Need to actively promote the commercial centre - too many people go to ASDA and the Garden Centre but do not come into the town.	The town centre is signposted from the ASDA local centre and from East Links Park to encourage users of these facilities to also visit the town centre. In the last year footfall has increased in the town centre and the commercial unit vacancy rate is lower than the national average. The Dunbar Trades Association has consistently promoted the town centre through its Dunbar town leaflet that is circulated to coach companies and information points around Scotland and attract visitors through events it organises such as the Stone Stacking Championship, Graffiti and Busker Saturday. The Council promotes all of the East Lothian towns through its Visit East Lothian web page; individual town centre promotion is generally undertaken by community groups.	No change
	Need a place for young people - not all want to go to the Youth Club	Noted	No change
	Need better links between old and new Dunbar - including public transport	It is considered that the footpath links work well but vehicle links are constrained because of the rail line. Bus services are continually reviewed to ensure they meet the needs of residents and the 130 Dunbar town service has recently been extended to serve new housing at Fairbairn Way and Newtonlees.	No change
	The draft guidance is an admirable piece of work, thorough and teeming with ideas. Its authors are to be congratulated.	Compliment noted.	No change

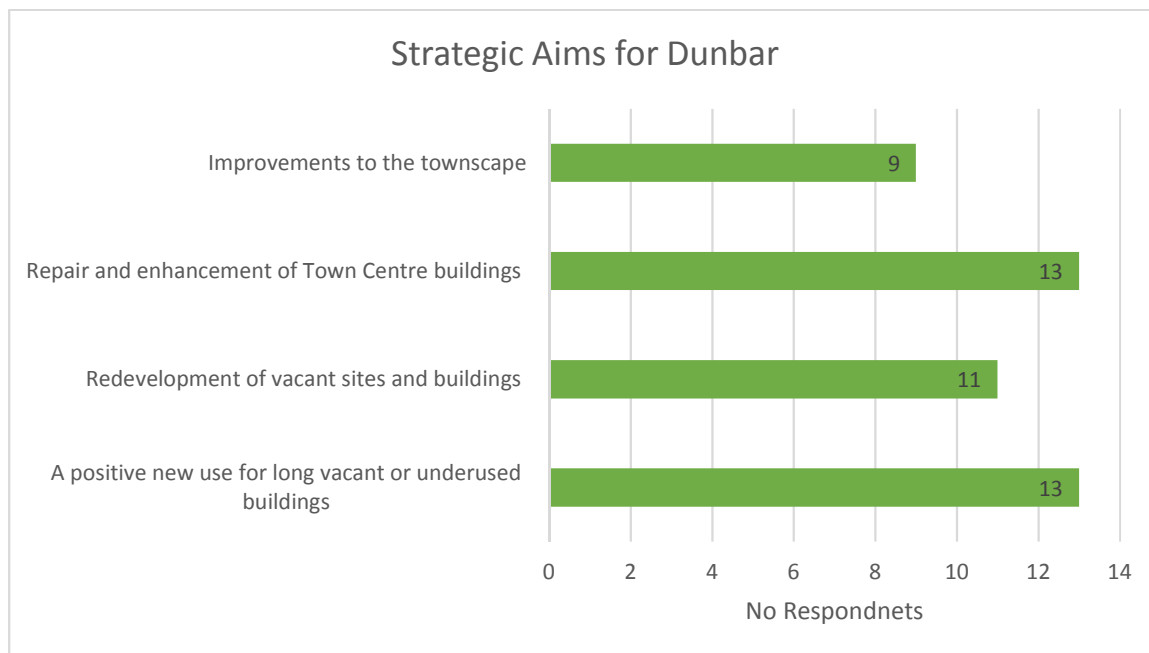
025	Dunbar High Street is one of the most distinguished in Scotland. The backlands of the fine houses lining the street abound with historic evidence, much of it under threat.	Noted. Several of the buildings in the backlands are noted as buildings at risk in the Dunbar town centre strategy and Action 8, 9 and 10 encourage repair and redevelopment.	Amend third bullet point in SWOT analysis to read 'Buildings in poor repair in High Street and in the backlands'
	If the opening of a new railway station comes about, and if its benefits are exploited, Dunbar may become the new North Berwick. The SWOT does not quite bring out the evolving nature of the situation.	Noted. If a new station is opened at East Linton there should be opportunities for improved local train services. However this is approximately 5 years away and therefore need not be included in the SWOT.	No change
	The threat from the ASDA/MacDonalds/Garden Centre development on the A1 undoubtedly draws footfall from the High Street. On the other hand the proximity of the leisure centre and the popular - and fascinating - harbour(s) suggests that the High Street could easily attract more recreational footfall, especially in the form of more up-market cafes, wine bars, restaurants, gift shops and such.	Footfall in Dunbar High Street has been relatively stable and increased by 10% last year. The town centre strategy identifies a good range and mix of commercial enterprises in Dunbar town centre.	No change
	Is there a case for redefining the town centre map to include the adjacent harbour/leisure centre/castle area? The High Street is closely integrated with them. Or the railway station, so neatly but definitively excluded from the town centre boundary?	The town centre is designated in the ELLDP 2018 and is centred on the main retail and commercial parts of the town. As this plan has only recently been adopted the boundary of the town centre cannot be redesignated. The harbour area contains uses directly associated with the harbour and a number of residences but few commercial uses. As such it is not considered suited to classification as part of the town centre.	No change
DCC (Dunbar Commu	The lack of a large public function hall is already mentioned, but is an increasing problem for a town of this size. More events should be promoted to the north end of High St.	Noted. The SWOT analysis notes the lack of a large public function hall. The north end of the High Street is used for Christmas lights events	No change

nity Council) 032		and is therefore an appropriate area that can be used for occasional events.	
	Maximum support should be provided to enhance the street elevations in order to encourage and attract specialist shops.	The Council can only act under its statutory powers. Action 9 of the town centre strategy encourages the Council to serve statutory notices notes that these powers can be used where appropriate to encourage repair or safety works to buildings. If the CARS bid is successful action will be taken to encourage long lasting repairs to and the reuse and restoration of key town centre buildings.	No change
	Rail station parking needs to be addressed urgently. High Street Parking charges must not be introduced.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. There are proposals to introduce new parking supply on completion of the new platform works at Dunbar station due to be implemented in 2020	No change
	New developments South of the railway line are increasingly isolated for lack of an interconnecting rail bridge to the West.	The nature of the geography of Dunbar is that the town centre is physically quite far from areas where the town has expanded in recent years. However footpath connections are good but the presence of the rail line means that vehicle links are constrained. The volume of traffic does not justify a new road bridge over the rail line. A pedestrian and cycle access to the station is due to be implemented shortly.	No change

<p>Public transport between the old and new parts of Dunbar should be instituted to increase footfall. This might be a community 'circular bus' with a season ticket or low cost smart card.</p>	<p>Dunbar has an hourly town bus service no.130 that is considered to adequately serve the old and newer parts of the town. The contract for this bus is due for renewal in April. The Council will be consulting with the community after Easter on this and other routes.</p>	<p>No change</p>
<p>There is a need for a Youth Club or indoor skate park or other social venue for teenagers.</p>	<p>The town centre first principle applies to leisure development proposals and ideally such a facility would be located in or close to the town centre. The Council can assist any local group in helping to identify a site or suitable premises.</p>	<p>Amend SWOT Weaknesses to include a new bullet point: 'No youth club, indoor skate park or social venue for teenagers'</p>
<p>Lack of public WiFi is an issue with 4G cover widely available.</p>	<p>Noted The Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities</p>	<p>No change</p>
<p>Conservation Area could be branded Old Town or Old Dunbar to emphasise the nature of the place.</p>	<p>Almost by definition conservation areas tend to be in the oldest parts of towns, and as it is only the one conservation area in Dunbar (the others are named West Barns and Belhaven) it is reasonable to call it Dunbar Conservation Area.</p>	<p>No change</p>
<p>Town centre should be more widely promoted with signage as the Old Town/Old Dunbar and make reference and capitalize on the links to the harbours.</p>	<p>This idea is worthy of further consideration but is considered too detailed for inclusion within the town centre strategy as an action point. Ideas to change the name of parts of a town even for marketing purposes should have community backing first but if this can be demonstrated then the Council can consider how best to sign this.</p>	<p>No change</p>

	Links to John Muir should be capitalised upon and form a key part of the Green Network plans	Noted and agreed. Links to John Muir are included as part of the Green Network.	No change

Which of the 4 strategic aims for Dunbar do you agree with? (respondents could tick more than one)



Officer Comment on the above graph	Recommendation
Overall respondents agreed with all four of the Strategic aims. Repair and enhancement of town centre buildings and positive reuse of long vacant or underused buildings gained most support.	Noted

Are there any aims you would change or add?

Respo- ndent	Response	Officer Comment	Recommendation
004	All aims need improvements upon and funding towards. Shops cannot afford to upkeep the outward decorator of their business due to the high shop tax.	Noted. Many shops currently receive rates relief.	No change
010	It has already been identified that Dunbar desperately needs a public building for concerts, events, gatherings, jumble sales etc. There is a great appetite from the people of Dunbar to have the Corn Exchange building brought back into public use.	Noted. The Council has just completed repairs to the roof of the corn exchange building which is currently in use as a storage hub for the town centre. The lack of a formal gathering hall is noted as a weakness in the SWOT for the Dunbar town centre strategy.	No change
015	Create recurring pedestrian area at the west end of the High Street for mounting weekend events throughout the year.	Noted. It is important that events take place in the town centre to attract people to it.	
021	Chase up of businesses who fail to apply for planning permission for shop fronts etc. particularly in the conservation area.	Agreed. Reference to planning enforcement should be included.	Add new 3rd sentence to para 8.8; of Dunbar Town Centre Strategy, 'The Council will, as appropriate, exercise its powers to enforce planning controls for unauthorised development, breaches of condition or unauthorised work to a listed building to ensure that the

			overall appearance of the commercial units in the town centre is maintained as it should be.'
025	The Schwerpunkt (main focus) of the third of these aims should be to sort out the Abbey Church. Paragraph 6.4 of the SPG is spot on.	Noted and agreed. The former Abbey Church is listed as one of the buildings at risk in the town centre and a building that will be a focus of regeneration efforts given its prominent location on High Street.	No change
Dunbar Community Council 032	There remains a need for a robust plan of pro-active repair and maintenance of roads, pavements and street furniture.	The Road Asset Management Plan is part of the approved Local Transport Strategy which provides a strategy for maintenance.	No change
	Replacement of street lighting heads with LED units has been identified as an urgent issue.	The Council's Road Services have a strategy to convert all street lighting to LED luminaires.	No change
	8.3 - DCC would welcome a <i>co-ordinated</i> approach to the placement of planters etc. DCC would rather the planting scheme be smaller but better maintained and that it should be considered in the round with other High St initiatives. There is no evidence that the maintenance of High St infrastructure is ongoing at the instigation of ELC. Area Partnership funds have been decreased.	Where planters or other street furniture require planning permission the coordination of the proposed street furniture with other street furniture in the street will be considered. Street furniture should be coordinated and carefully positioned to ensure safe passage along footways as well as enhancement to the area. The maintenance of planters is a matter for the organisation that uses them and should be undertaken to a high standard.	

<p>The Lady of the Waves car park should be understood to be publicly accessible parking however the car park is owned by the Church, and so cannot be considered as a 100% public car park such as those in ELC ownership.</p>	<p>Noted</p>	<p>No change</p>
<p>8.4/8.5 - Charging for car parking must not be introduced. Pro-active moves to secure station car parking should be and ELC priority.</p>	<p>There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. There are proposals to introduce new parking supply on completion of the new platform works at Dunbar station due to be implemented in 2020</p>	<p>No change</p>
<p>8.6 - Safe cycle and pedestrian routes are largely to be encouraged within the town centre. (Back Road pedestrianisation IS NOT supported).</p>	<p>Noted. The Dunbar town centre strategy makes no reference to Back Road.</p>	<p>No change</p>
<p>8.7 Public wi-fi is not considered a priority.</p>	<p>Noted. The Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities.</p>	<p>No change</p>
<p>8.9 - The blind retention of 'boundary walls' has led to many unfortunate residual structures which are not claimed or maintained and/or which force a poor urban planning result e.g. Cromwell Anchorage and Stables Court. It is unrealistic to insist on expensive repair and maintenance of these walls when the economies of redevelopment/development in the old town are so pressured. Careful recording and the</p>	<p>Not accepted. The importance of stone boundary walls are an important feature of the Dunbar Conservation Area and identified in the Council's recently approved Supplementary Planning Guidance: Cultural Heritage and the Built Environment, Conservation Area Character Statement for Dunbar Conservation Area as</p>	<p>No change</p>

	<p>marking of original boundaries is to be encouraged in lieu of retention as is the support for schemes that fit the rig pattern and preserve the texture and porosity of the old town layout. The work of The Ridge in the Backlands is highly commended but cannot be seen as the means by which many kilometres of walls are reinstated and repaired at no/low cost.</p>	<p>important to retain. Stone boundary walls remain a historic feature of the town and should be maintained by owners. There are many examples where owners have successfully done this. Many walls are listed, attached to listed buildings or form part of the setting of listed buildings and in these situations Historic Environment Scotland's Managing Change guidance on boundaries highlights the importance of retaining walls.</p> <p>The work of the Ridge is to be commended in encouraging the repair of old rigg walls by training stone masons in appropriate repair techniques.</p>	
	<p>8.11 – 8.20 -DCC supports any and all initiatives that lead to redevelopment and reuse of derelict buildings and land. The reintroduction of 'repairs notices' is welcomed. Repairs notices to owners of significant property with decaying walls etc. should be actively pursued (e.g. Spott Road, Queen's Road).</p>	<p>Support noted. The examples given are outwith the designated town centre to which the strategy applies.</p>	<p>No change</p>
026	<p>It is hard to disagree, but I have some concerns that additional housing on backlands is not desirable or even needed. It would be undesirable to alienate areas for affordable housing.</p>	<p>Noted. While additional housing in backland areas would support the town centre, not all areas of the backlands will be suitable for housing and a formal garden which could act as a quiet area away from the High Street could be also be an asset for the town centre.</p>	<p>Amend SWOT Weaknesses to include: 'Few community or formal garden spaces in town centre for passive recreation'</p>

<p>There is a lack of green space in the heart of the town, despite what the recent open space strategy states. Many tenants and some o/os don't have gardens, so having a formal garden would be a welcome idea.</p>	<p>Noted. The SWOT will be amended to reflect the lack of formal or community garden space. The provision of such a space is considered too detailed an action for the town centre strategy and it may be a suitable project for a community group to progress.</p>	<p>No change</p>
<p>Movement and access: There has been a tendency to let the granite sets decline. There is a lot of unevenness in the Caithness.</p>	<p>This comment relates to the maintenance of the landscaped public realm within High Street. Regular inspection is undertaken and any safety issues identified and remedial action prioritised as necessary.</p>	<p>No change</p>
<p>Movement and access: The street crossings were removed (these should be reintroduced) and have increased the tendency for motor cars to travel at unsafe speeds. Cars no longer stop for pedestrians. There is a surfeit of signage and street clutter like A Boards.</p>	<p>The provision of regular places where the road was narrowed with wide footway blisters facilitating short road crossing points was an integral part of the overall landscaped scheme introduced in the mid-1990s. However because some drivers stopped for pedestrians and others did not the decision was taken to replace some with zebra crossings. Furthermore some people found even the small granite cubes difficult to walk over which led to some being removed and replaced with tar. This has adversely affected the overall appearance of the designed scheme and an alternative that meets the needs of all pedestrians whilst maintaining the look of the original scheme would be beneficial. However, at present, a needs assessment process is used to compare areas where remedial action is needed to enable limited budget resources to address the greatest priorities. High Street will be taken into consideration within this annual assessment process. A boards are permitted on</p>	

		wider pavements where there is no impediment to pedestrians.	
	<p>Movement and access: The bus stops are dowdy, dirty and uninviting. The street light scheme is not fit. Moreover, the current scheme is seriously over-lit / polluting. Schemes in Haddington and East Linton seem saner and less overwhelming. Maybe less poles are necessary and the lanterns / luminaires reconfigured to point outwards.</p>	<p>These detailed points regarding the quality of street furniture are important to the quality and appearance of the town centre. The street lighting is due for upgrade and these points will be passed to Road Services to consider. Regarding the overall amount of light in the High Street at night there are national lighting standards that the Council must meet. Most lights in Haddington are building mounted which successfully reduces the visual impact of lighting columns and allows a clearer view of the buildings. However the buildings are of a more consistent height in Haddington High Street compared to Dunbar and a mix of columns and building mounted lights might be the result which may look uneven. Bus stops are subject to regular inspection with any safety issues identified and remedial action prioritised as necessary.</p>	No change
	<p>Parking management: People who have different work patterns, needs, and work from home, retired, need accessible parking. The resident parking scheme is not mentioned at all.</p>	<p>The town centre strategy addresses the main parking management issues which will be of benefit to the town centre. These detailed comments will be a matter for the Council's road services team to consider in the implementation of the approved Parking Management Strategy. Residents parking schemes are subject to demand assessment and community support.</p>	No change

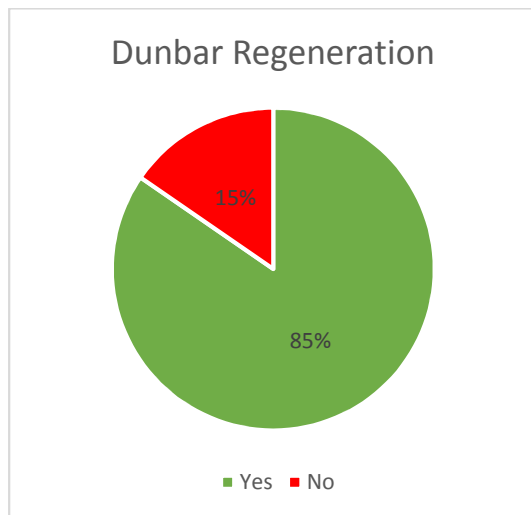
	<p>Parking management: More imagination required on providing solutions to increasing delivery drivers, people picking up/dropping parcels and get it OFF the high street. This would reduce demand for short term parking need dramatically.</p>	<p>The town centre strategy addresses the main parking management issues which will be of benefit to the town centre. These detailed comments will be a matter for the Council's road services team to consider in the implementation of the approved Parking Management Strategy.</p>	<p>No change</p>
	<p>Parking management: Unusually for East Lothian, indeed Scotland, rail commuters are forced to pay or use a public space. If these spaces are removed, commuters may just turn to driving all the way or park in a residential area, so we are just displacing the problem.</p>	<p>The town centre strategy addresses the main parking management issues which will be of benefit to the town centre. These detailed comments will be a matter for the Council's road services team to consider in the implementation of the approved Parking Management Strategy.</p>	<p>No change</p>
	<p>Parking management: The town is actually reasonably accessible on foot, but it is a bit too easy to take the car. The measures proposed in the SPG will make it easier for the very same journeys that the policies are supposedly planning against. No amount of path making will redress this, we must accept that the town is very dispersed and suburbanised now, so microshops or hubs in those localities might meet their needs as effectively.</p>	<p>Comment noted. The Council requires to make new residential development areas as accessible as possible by foot or cycle and always looks to design in easy access links to the existing networks of paths in Dunbar. It also works with external funders such as Sustrans to improve the path network where necessary to further encourage active travel. At the same time though access must also be provided for vehicles though this need not and often is not as direct as possible thus encouraging more active travel. Small scale commercial developments in residential areas could be acceptable if there is sufficient demand.</p>	<p>No change</p>

<p>Shopfronts: There are small improvements here in just 10 years, but the majority are not playing along. An approved palette and a design guide might help things along. Unless shopkeepers are restoring a listed shopfront, they should get no support, as a decent shop front is good marketing.</p>	<p>The Council approved supplementary planning guidance on the Cultural Heritage and the Built Environment in October 2018 that offers additional guidance on shopfronts and advertisements. Planning permission and where appropriate listed building consent is required for changes to colour schemes for the exterior of commercial buildings in the town centre but rather than be prescriptive the Council considers each on its merits taking into account the need as advised in the guidance to consider how the proposed colour fits with the colours above and on either side of the commercial premises. It is acknowledged that a high quality shop frontage is an asset in marketing terms. Almost all shop fronts in Dunbar town centre are of a good basic design quality, the very few that are not and would benefit from restoration may be able to be grant funded if external grant funding is awarded to the town in the future.</p>	<p>No change</p>
<p>Walls: Great idea. Some towns make a real feature of their walls, which are much grander. This work needs to go beyond the backland areas and become visible. The walls of historic houses (and settings of former) in and around Dunbar are all increasingly in substantial decline / need of repair. Should housebuilders and landbankers also be contributing?</p>	<p>Comment in support of the repair and retention of the town centre's stone walls noted. Many walls in prominent parts of the town centre have been successfully repaired by their owners in recent years, for example, those on the north side of Silver Street, in long lasting good quality repair schemes. Although many tenement properties and other buildings in the town centre have also been the subject of comprehensive repair schemes that have provided long lasting benefits for the town centre, it is accepted that many other buildings require repair, including to their walls. The Council has made a bid in line with Action 7 of the town centre strategy for</p>	<p>No change</p>

		<p>funding from Historic Environment Scotland to encourage further repairs of this type to the main buildings in need in the town centre. There might in principle be instances where it might be appropriate for developers to contribute e.g. a site in a town centre. The house building industry can contribute if developing within the town centre adjacent to their site, otherwise they can only contribute funding if it is a direct consequence of their development.</p>	
	<p>Public wi-fi: Not necessary.</p>	<p>Noted. The Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities</p>	<p>No change</p>
	<p>Buildings at risk / CARS: Yes, but this can only benefit a few during the scheme duration. Need to find a long term way of funding this. Worry that all the CARS money will get soaked up by a small handful of high profile schemes.</p>	<p>Comment noted. Much of the town centre strategy addresses, through its actions, the need to repair and improve buildings within Dunbar town centre. While there are some buildings in need of substantial repair, for example the former Abbey Church, any future CARS regeneration scheme will not be restricted to one or two major projects. A CARS scheme is intended to have a wider benefit to the Conservation Area and to encourage other building owners in the town centre to see what can be done if buildings are restored. After completion and investment in around 25 major projects and a similar number of smaller projects through the Haddington CARS scheme, several other major buildings in the town that were in need of comprehensive repair were restored without grant assistance. In this way a scheme</p>	<p>No change</p>

		such as CARS can encourage other investment. Should building owners fail to repair their buildings the town centre strategy Action 9 can be used to require this to prevent the deterioration of individual buildings harming the overall town centre.	
	Bad actors should not be rewarded. Compulsory purchase might be necessary, but we need a viable Trust to take these things forward, a trust that comes with a significant endowment, an independent trust.	Noted. The Council will encourage the establishment of a suitable trust if it can repair and invest in buildings in the town centre in future. The town centre strategy outlines a series of actions for building repairs which are appropriate for the period of the strategy.	No change
	There could be synergies between Sustaining Dunbar's desires for a common working space, The Ridge's training aims and another independent Heritage Trust, which has slightly wider aims than just buildings.	Noted. It is considered beneficial for Dunbar to have active community interest in actions that will benefit the town centre and which would be complementary to the town centre strategy.	No change
	Support public garden space or pocket park uses for the many of the backlands which are supposedly under utilised. These could be undertaken at much lower cost than redeveloping and building new.	Noted. The backlands cover a substantial area of land in mixed ownership and use, including under used areas. Land in the Council's ownership has been leased to The Ridge for a successful community garden and growing project. However some land in the backlands may be more suited to development which will bring additional activity into the town centre. Other land may suit garden or open space and it is considered that there is room for both.	No change

Do you consider Dunbar town centre needs regeneration?



If yes, why?

Respondent	Response	Officer Response	Recommendation
04	Very out dated shops. There are more hairdressers and coffee shops than actual shops. A small retail park near Asda.	The Council supports both the town centre and the local centre by the supermarket both of which are designated in the ELLDP 2018. Where it has control through the Use Classes (Scotland) Order the ELLDP 2018 now permits the Council to allow the change of use of retail premises to another town centre use including café or service use rather than leave a unit vacant for a set period of time while it is being marketed for another retail use.	No change
09	It looks a bit dated. It has a lot of tourist attractions but you are not directed to them from the A1 etc. There are	There are other ways that businesses should be promoted other than directional signage. To	No change

	lots of fascinating aspects about Dunbar (museums etc.) and quality eateries but neither are overtly promoted by signage.	minimise the overall amount of directional signage the signing strategy for the A1 promotes major attractions and the historic burgh which is considered sufficient for vehicle occupants to read rather than signs for individual businesses.	
010	All towns need to improve to go with the flow of change in society. Dunbar is pretty unique as a High Street as it hasn't changed very much since the Victorian era. It is a strength which should be highlighted.	Noted. The unique historic character of Dunbar High Street could be considered a strength in the SWOT analysis.	Amend SWOT Strengths to include new bullet point to read: 'Unique historic character of High Street'
	The town itself could do so much more. Use free marketing tools (facebook, Twitter). An organised strategy to promote the town as a whole and also individually businesses/attractions. Use the money earmarked to WIFI to create a role?	The Council understands that the Dunbar Trades Association undertakes a significant amount of town marketing and through Visit East Lothian the Council promotes all of East Lothian's historic towns as destinations. The Dunbar Trades Association has consistently promoted the town centre through its Dunbar town leaflet that is circulated to coach companies and information points around Scotland and attract visitors through events it organises such as the Stone Stacking Championship, Graffiti and Busker Saturday. The Council promotes all of the East Lothian towns through its Visit East Lothian web page; individual town centre promotion is generally undertaken by community groups.	No change
012	No, I think it's quite a pretty town centre.	Noted	No change

013	The town centre needs to give visitors a better shopping experience.	Noted. The footfall figure from 2018 is nearly 10% higher than in 2017. Improving the quality of shopping and the experience of shopping is primarily a role for the business owners. The town's community group that provides floral displays and the traders who have hanging baskets add to the experience. ELC offers customer care workshops to all trade associations as well as a Shop Doctor programme to assist in retail business improving their product / sales / customer journey.	No change
014	Yes. Many buildings are old and in need of repair. There is a CARS project underway which may help.	The Council has submitted a bid for a CARS regeneration project but its outcome is still awaited.	No change
015	Yes. Significant investment has taken place for some years, although there have been small-scale improvements.	Noted	No change
018	The residents and business owners try their best to make the high street as welcoming as possible but investment from the Council is minimal. The town is missing out on funding because of the Council's refusal to confirm a long lease on the corn exchange.	The town centre strategy provides a framework for action in the town centre by the Council and other community groups to benefit the High Street in future. The corn exchange building is held on the Common Good. The Council has recently repaired its roof.	No change
021	Yes. Needs partnership between ELC and other groups to upgrade buildings. Some buildings in ELC ownership have fallen in to neglect e.g. the Corn Exchange. Some past upgrade has not worked e.g. the small paving on the High Street - pieces have gone missing.	The corn exchange building is held on the Common Good and is not owned directly by the Council. It is in use as a town centre store and workshop. Action 1 of the town centre strategy aims to ensure the right repairs to all streets including High Street. However, at present, a needs assessment process is used to compare	No change

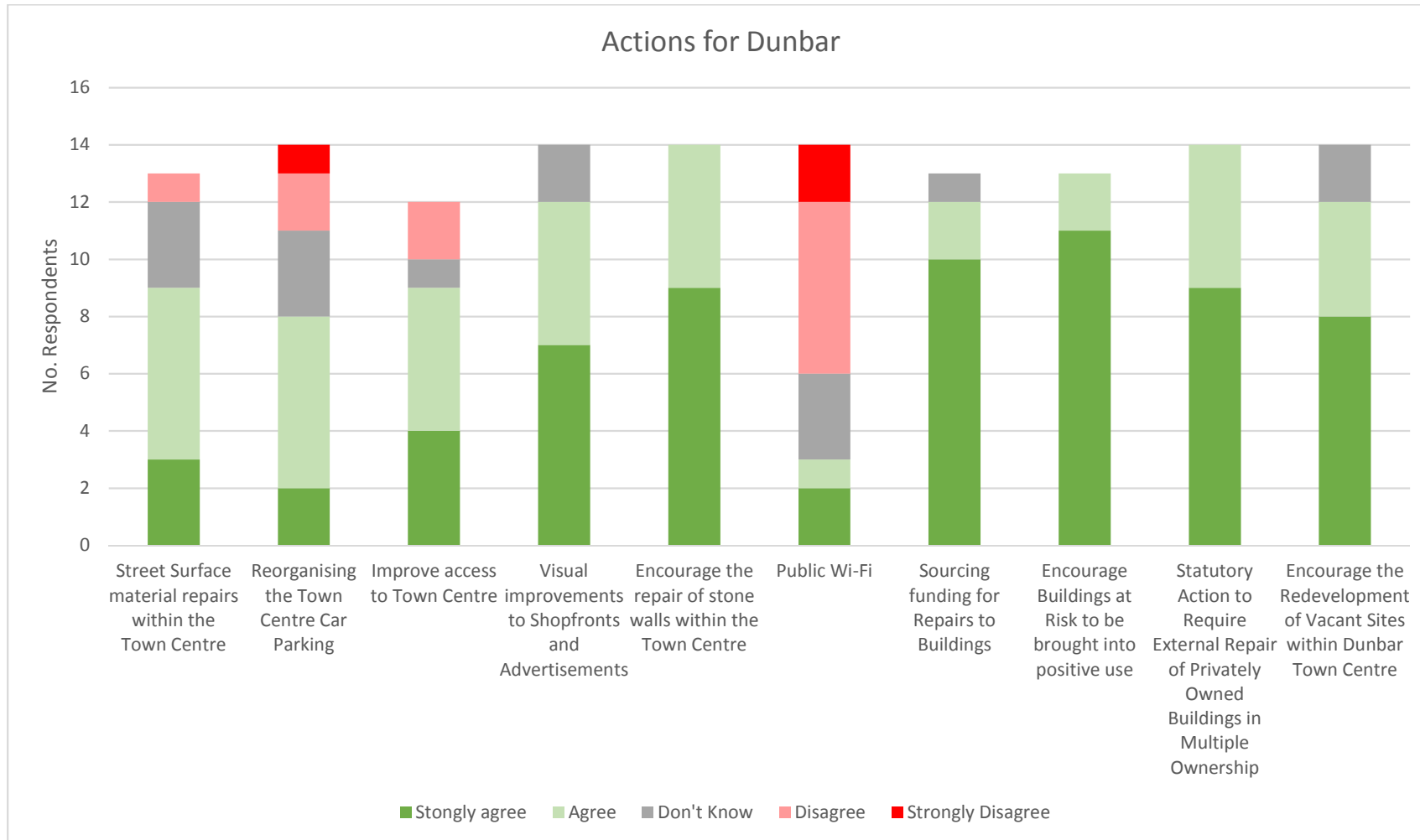
		areas where remedial action is needed to enable limited budget resources to address the greatest priorities. High Street is taken into consideration within this annual assessment process.	
025	Yes. Too many of the former initiatives have been skin deep. Its fate as yet another satellite of Edinburgh is, in some ways, to be deplored: but it is the new reality; and it appears to be bringing significant new investment into the town. Leadership is needed.	Noted. Dunbar, in common with other East Lothian towns is growing. The increase in population will be beneficial to the town centre.	No change
030	Yes. Too many vacant buildings and shops like the old computer shop and the old bakery.	Commercial unit vacancy rates in Dunbar town centre are fairly stable and below the national average. If a bid for external funding is approved for a CARS regeneration project this will encourage building repair, restoration and enhancement in and around High Street.	No change
	The street needs better maintained such as replacing the cobbles when they come loose.	The town centre strategy seeks to address this through Action 1 Street Surface Material Repairs within Dunbar Town Centre. However, at present, a needs assessment process is used to compare areas where remedial action is needed to enable limited budget resources to address the greatest priorities. High Street will be taken into consideration within this annual assessment process.	No change

Dunbar Community Council (Email)	Abbey Church must be a priority for redevelopment and it is essential that a pragmatic approach is taken by ELC. The façade is important but an insistence on non-cost effective restoration of the remainder of the building must be avoided if a new and commercially viable use is to be found. Inclusion of this building in the anticipated CARS scheme is to be welcomed.	The Abbey Church is a category B listed Building and given its prominence within High Street its appropriate restoration will be encouraged through a CARS or other regeneration project.	No change
	Parking is important but pay to park must not be introduced here. Additional parking at the swimming pool and Lauderdale park, as well as a drive to secure parking in the Backlands via the old PO site must be pursued.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. There are no plans to create additional new car parking in the backlands.	No change
	Any residents' parking scheme for High St/West Port must be carefully explored and only implemented after full consultation. Parking on the High St reduces shopper's spaces and may negatively impact on footfall. There is no perceived need for residents parking elsewhere.	Residents parking schemes are subject to demand assessment and community support.	No change
	Solving the station car parking issues is key.	There are proposals to introduce new parking supply on completion of the new platform works at the station due to be implemented in 2020.	
	Support the development of sites within the town centre but insist that this must be a blend that includes housing for starters and those at of later years. Car parking associated with new flats must not prohibit development of sites. They can be developed as 'no car' properties.	All developments should comply with ELC approved parking standards. However ELLDP 2018 policy CH2: Development affecting Conservation Areas ELLDP 2018 outlines circumstances in which a reduced level of parking may be acceptable. While it is agreed that these areas may be suitable for starter or	No change

		elderly persons housing, it is not accepted that housing development should be limited to only these types of housing.	
	Actively support any move to reinstate repairs notices ('S13 notices'). Visual improvements of shopfronts should include a 'deemed planning consent' palette which prescribes paint colours, lettering choices and signage materials that would not require consent. The process of securing planning consent is a barrier to improvement for 'borderline' business.	Support for Action 9: Statutory Action to require External Repair of Privately Owned Buildings in Multiple Ownership, noted. The Development Management and Advertisement Regulations prevent the Council as Planning Authority from issuing a deemed consent to any particular paint colour scheme or shop sign. All businesses in Scotland must comply with the same planning regulations.	No change
026	There has been a historic lack of private investment in the town's buildings. The street scheme is a working canvass for further improvements, but we need to reflect carefully on whether we just make our high street accessible to the motorist and shopping and concentrate on the street facing facades. The reality is an obstinate backdrop of economic disadvantage, which dictates the High Street we have. This is hard to tackle, and probably out of scope, but central to so-called joined up policy making.	Noted. Dunbar town centre is not immune to national trends but with a growing local population, supported by visitors, has a generally stable footfall trend and vacancy rate.	No change
	Although properties may be relatively cheap, they are expensive to look after and there are few if any incentives to do so by the conservation book. Unlike some neighbouring towns that I can think of, investing on Dunbar High Street, you are unlikely to get your money back if you buy a listed building and do it up by conservation principles, and certainly not over the short term.	Comment noted. Action 7:Sourcing Funding for Repairs to Buildings, of the town centre strategy is to source funding to help owners pay for good quality and long lasting repair work to town centre buildings. The more buildings that are repaired and enhanced, the more likely that other investment will be attracted to the town centre.	No change

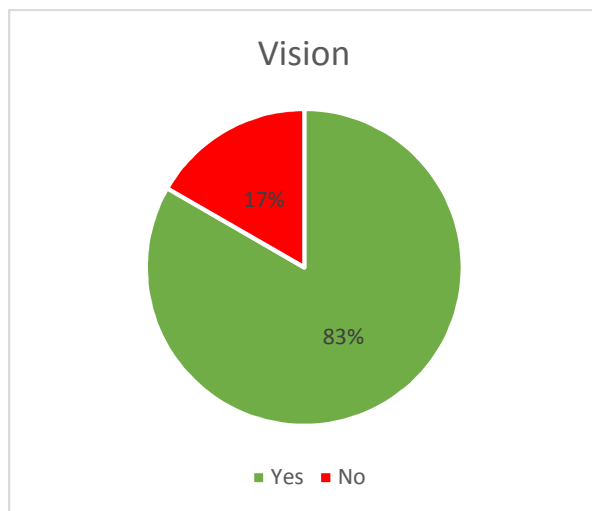
	<p>It is important to set the incentives that encourage investment and repairs and balance them with enforceable sanctions that stop speculative types, from sitting on properties while they decline or performing a cosmetic refurbishment, usually obliterating the conservation interest and value.</p>	<p>Comment noted. It is considered that the Actions proposed in the strategy will do this.</p>	<p>No change</p>
	<p>Any initiative needs to go well beyond a short lived CARS scheme, and build in long term support for conservation orientated work, building up a pool of local skills in conservation and repair work, but with ELC also playing a greater advocacy role publicly by having a conservation officer.</p>	<p>Noted. The proposed CARS regeneration scheme will if approved be used to address many of the current priority buildings in greatest repair need within the central part of the Dunbar Conservation Area. These are unlikely to have been the subject of previous grant funded repair programmes such as the Townscape Heritage Initiative and the Dunbar Initiative which achieved the restoration and long term repair of many historic buildings within the town centre and the harbour area. In so doing this will continue a programme of long term renewal of the historic fabric of the town. To address the issue of local skills such grant programmes emphasise the build of local skills in conservation and repair work through their education and training aspects. If successful a local conservation trained officer will coordinate the work of the regeneration scheme.</p>	<p>No change</p>
	<p>A dedicated conservation office/officer/role might be a good idea in the short term but longer term an independent Heritage Trust is probably the vehicle needed.</p>	<p>The Council would support a local Heritage Trust if it could help to address local repair issues with the town's buildings.</p>	<p>No change</p>

Which of the following actions are most likely to make a positive difference to Dunbar town centre?



Officer Comment on the above graph	Recommendation
<p>The graph above illustrates that the actions to most positively contribute to improving Dunbar town centre are encouraging buildings at risk to be brought back into positive use, sourcing funding for repairs to buildings. There is support for statutory action to require external repairs of privately owned buildings in multiple ownership as well as encouraging the repair of stone walls within the Town centre. There was overall support for most of the proposed actions, with the exception of public wi-fi which was opposed.</p>	<p>Most actions are well supported. Although the provision of public wi-fi is not supported, the Council notes that even with 100% superfast broadband coverage [the same goes for 4G/5G] affordability will remain a significant challenge. Consequently, there will still be a requirement for free Wi-Fi Internet access across our communities.</p>

Do you think there should be a Vision for the future of Dunbar town centre?



What do you think the Vision should include?

Respo- ndent	Response	Officer Response	Recommendation
04	Allowing other named businesses to run in the town such as Boots, Argos click and collect and New Look. Allow a small retail park near Asda. Ask the people not the trader's association.	It is not within the gift of the Dunbar Trades Association or the Council to prevent such named businesses from operating within Dunbar town centre should they be able to find suitable premises and desire to do so. Land adjacent to the Asda supermarket is allocated in the ELLDP 2018 for employment supported by Policy EMP1: Business and Employment Locations.	<p>Include a vision for the town centre, taking account of the responses received. This will read: <i>Dunbar town centre serves the needs of all of its users with inspiring shopping and leisure opportunities and a diverse evening offer. It is recognisably a part of a historic burgh, with links to its attractive harbours and the John Muir Way, making Dunbar a go-to destination for locals and visitors alike</i></p> <p>Insert as new para 1.4 to the Dunbar town centre strategy.</p> <p>A short summary vision is proposed to be added to the front cover of the Dunbar town centre strategy:</p> <p><i>“Dunbar town centre will serve the needs of all its users and be recognisably a part of a historic burgh, with links to its attractive harbours, coast and the John Muir Way, making it a go-to destination for local people and visitors.”</i></p>
09	Promote tourism.	It is considered that the collective impact of the actions in the town centre strategy whilst not specifically related to tourism will benefit the local economy including tourism. Include within vision.	
	Car parking	This is an integral part of the town centre strategy	
010	Difficult to implement statutory actions when the Council is the owner (Corn Exchange).	This is not considered to be a matter suited to a vision.	
	There would be a greater turnover of parking in the town centre if it was enforced.	Parking in the town centre is enforced by the Council’s parking attendant service.	
012	The parking in Dunbar is very good, does NOT need car parking charges at all.	Noted. There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council.	

014	Yes. All of the above.	Noted.	
015	Designate it as the "Old Town" or "Old Dunbar" and take action to enhance that image.	Noted. This idea is worthy of further consideration but needs to have community support.	
018	Yes. To use its situation, climate and history to increase and encourage people to visit the centre. Ensure the harbour remains a real, working harbour with fishermen and not just a place for yachts.	Include within vision. Note that the harbour lies outwith the defined town centre for Dunbar. The vision will apply to the town centre only.	
021	Yes. A go to destination for locals and visitors - a vibrant experience.	Include within vision.	
	Consider a Town Centre Manager. Joined up thinking between groups in the town and ELC - partnership working.	The Area Managers liaise between Area Partnerships and service departments of the Council to ensure partnership working where appropriate.	
	NO to town centre parking charges.	Noted but not relevant to a town centre strategy vision.	
025	Valuing the Town Centre as the pre-eminent urban space it can be and ought to be.	Noted.	
026	Probably. Just one thing is needed: Dunbar Historic Burgh and Harbour. Get rid of all the clutter of brown signage and replace with just one simple and clear message. Have fewer signs and allow people to really	Noted. Those visitor attractions that attract significant numbers of people merit brown tourist directional signage hence the lists of attractions on signs approaching Dunbar. It is noted that East Linton has Historic Burgh signage but Dunbar does not.	

	discover things, as opposed to spoon feeding them.		
	The vision should be concise and simple, not a delusional wish list of impossible aspirations. Putting people that live there at the heart of this vision might actually reset the way we think and care about the place, as we move beyond shopping.	Noted. Retail still makes up half of all commercial units in the town centre. Include these points in the vision.	

Additional Comments for Dunbar Town Centre Strategy

Respo-ndent	Response	Officer Response	Recommendation
004	Better disabled access to shops and to get around shops. You cannot get around some shops in a wheel chair. Counters too high. Poor disabled access to bathroom facilities.	While access to and within shops should ideally be available to everyone, it is only where building warrant works to a building affect primary access, toilet provision and general accessibility around the premises that there may be regulatory requirements to improve facilities.	No change
009	Consider a rail link from East Linton to spread the parking and access to Edinburgh and beyond	A rail station with a link to Dunbar is planned at East Linton for 2024/25.	No change

Dunbar Communi- ty Council (Email) 032	<p>Section 4 - Background</p> <p>There would be support for the extension of the 'town centre' to include the harbour areas, Castle St/Church, Lamer St and Woodbush Brae.</p>	<p>The town centre is designated in the ELLDP 2018 which was adopted in September 2018. The boundary cannot be considered for alteration until the next ELLDP.</p>	No change
	<p>Section 4 - Background</p> <p>The specific architectural and historic characteristics of Dunbar's conservation area to be preserved and enhanced should be clearly defined. There must be space in modern policy to allow for modern construction practices, materials and responses to energy conservation.</p>	<p>The Dunbar Conservation Area Character Statement contained within the Supplementary Guidance: Cultural Heritage and the Built Environment guides the development management process along with relevant guidance from Historic Environment Scotland. A balance is always required where new methods and materials are proposed within the conservation area and there are many examples of new practices and materials that fit within conservation areas. HES guidance on energy conservation is regularly updated following detailed research to ensure that heritage needs are met while also responding to energy conservation.</p>	No change
	<p>Section 5 – Dunbar Town Centre Analysis</p> <p>There is concern over the number of empty buildings and effort is needed to bring them back into use. The resurrection of repairs notices is warmly welcomed.</p>	Support noted.	
	<p>Section 5 – Dunbar Town Centre Analysis</p> <p>Defective gutters and downpipes and the lack of any cohesive and cost effective plan for clearing gutters annually has a disproportionately negative impact on building fabric. A robust plan to remedy this is urgently needed and DCC are willing to be party to this.</p>	<p>The effect of poorly maintained gutters should be included in the SWOT analysis under threats. While the maintenance of rainwater goods is the responsibility of property owners, many owners do not appear to undertake maintenance. It is acknowledged that this requires addressing and may be something that can be considered under a regeneration scheme.</p>	<p>Amend SWOT Weaknesses bullet point three to read:</p> <p>'Blocked gutters cause deterioration to buildings in High Street'</p>

HES	Note there are a number of listed buildings in the town centre that are on the Buildings at Risk register including Buildings to the rear of 72 High Street, the Abbey Church and the old Assembly Rooms and welcome opportunities to advise on how to bring them back into use. Welcome and pleased to support the broader intention to celebrate the heritage of the area.	Support noted.	No change
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ADDITIONAL GENERAL COMMENTS

Respondent	Response	Officer Response	Recommendation
006	Implementation of car parking charges kills off many high streets. If parking charges are introduced the shop local East Lothian campaign will be obliterated.	<p>There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. There are many successful town centres where parking charges apply. If parking charges were proposed any demand assessment would require to demonstrate its appropriateness for its local context, including any impact on the High Street.</p> <p>The Council has recently introduced the East Lothian gift card to encourage more local shopping.</p>	No change
	Keep shop rents and rates reasonable so small businesses can afford them, no one wants a high street full of chain stores, bookies and pie shops.	Business Rates In East Lothian are set by the Lothian Valuation Joint Board against a poundage rate levied by Scottish Government. Because most businesses in East Lothian's town centres are small, around 50% of business currently qualify for varying amounts of rates relief meaning they pay less including in many cases no rates at all. Shop rents are set by private landlords. The Council therefore has no control over rents and rates, unless it owns a shop and is the landlord. In such circumstances the Council has to achieve a market rent.	No change

		Shops and businesses would not have a presence on a High Street if no one used their services, so there must be demand for the examples given.	
007	In my experience any "improvement" work has generally partially destroyed the heritage of our towns. Old buildings are replaced with characterless structures. Efforts to maintain the 'traditional' look in reinstatement work tend to be overly twee and devoid of the earthy character of what they are meant to emulate. Let's tidy up and maintain existing buildings, etc. to retain the soul of the town as much as possible. We should be protecting and saving what hasn't already been destroyed or violated.	Many of East Lothian's town centres are wholly or partly within designated conservation areas the character and appearance of which the Council has a must preserve or enhance when considering any changes to these areas. There are few redevelopment opportunities within East Lothian town centres. Where there are, such as in Haddington the draft town centre strategy, a broad guideline for redevelopment is provided. The emphasis in many of the town centre strategies is on the conservation and repair of buildings that add character to the town centre. The townscape of each town centre is the urban context in which all town centre activities take place and in that respect is the unique selling point for each place hence the emphasis placed on improvements.	No change
010	I genuinely do hope that ELC take into account the views of residents and that this isn't a box ticking exercise.	Noted. The views of residents are considered and where appropriate will influence Council policy and strategy.	No change
	The introduction of parking charges in the town high streets of East Lothian will kill them.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. There are many successful town centres where parking charges apply.	No change

		If parking charges were proposed any demand assessment would require to demonstrate its appropriateness for its local context, including any impact on the High Street.	
012	If you bring charges for parking into East Lothian, you will definitely kill the town centres.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. There are many successful town centres where parking charges apply. If parking charges were proposed any demand assessment would require to demonstrate its appropriateness for its local context, including any impact on the High Street.	No change
013	East Lothian Council does a good job e.g. parks and gardens, Public toilet facilities are excellent.	Compliment noted.	No change
	More Park & Ride car parks would be beneficial.	The Council has undertaken a viability assessment of a park and ride in North Berwick and currently it is not considered an appropriate measure for the town due to insufficient number of potential users. While park and ride options have not been examined in the same way for other town centres the parking management strategy has suggested where additional car parks may be required in some town centres and the possibility of park and ride will be kept under review.	No change
	Pedestrianised areas would make it easier to walk round the towns.	Conditions for pedestrians in some town centres such as North Berwick are poor with narrow footways. In Dunbar where a comprehensive landscape scheme was implemented in the	No change

		1990s through a regeneration initiative, the footways are wider and the pedestrian can move about much easier than before, whilst traffic also occupies the town centre. Many of the town centre strategies propose public realm improvement to make them more pedestrian and cycle friendly and to encourage people to stay longer. Full pedestrianisation is not appropriate for every town and must be considered very carefully. Town centres require activity and life to be vibrant; in some town centres it has to be accepted that the spaces between buildings are too extensive for them to be vibrant if they were permanently fully pedestrianised.	
016	As large retail parks and supermarkets generally have free parking for visitors this should be the same for our town centres. This needs to be short term parking for visitors and shoppers, between 1 and 1.5 hours. Places like Berwick on Tweed have parking discs that you pay for once. This means regular visitors are not penalised for parking whilst tourists all pay an initial fee.	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council. If parking charges were proposed any demand assessment would require to demonstrate its appropriateness for its local context, including any impact on the High Street. It would only be introduced following consultation including with businesses as outlined in the Parking Management Strategy.	No change
017	Stop wasting all this money on things that are taking customers and tourists away from areas.	Noted. The town centre strategies are there to support town centres.	No change

021	No to town centre parking charges across East Lothian	There are no current plans to introduce parking charges; if the Council wished to do so in future it would be predicated on a parking demand assessment showing a need for an appropriate parking charging regime that is supported by the community. This would be a decision for East Lothian Council.	No change
022	This is a very good initiative by the Council and should be encouraged by everyone but I fear not enough people know about it. Good luck!	Compliment noted. The town centre strategies will be used in the determination of planning applications in town centres as they provide additional guidance to the planning policies of the ELLDP 2018.	No change
025	Perhaps the SG would benefit from underlining the importance of the work which local bodies, such as Community Councils and amenity societies, have made in the past and, it is hoped, will continue to make in the future?	Noted and accepted. The work of Community Councils and more recently Area Partnerships as well as amenity bodies is important and relevant to town centres. The town centre strategies are strategic and higher level documents that support the ELLDP 2018. There will be many more detailed actions that will be undertaken by local community groups that will also support and improve town centres, including participation in many of the actions contained within the strategies.	Amend the introduction to the town centre strategies Supplementary Guidance to include the following: after 1.3 ' The work of Community Councils and more recently Area Partnerships as well as amenity bodies is important and relevant to town centres. The town centre strategies are strategic, higher level documents that support the LDP. There will be many more detailed actions that will be

			undertaken by local community groups that will also support and improve town centres, including participation in many of the actions contained within the strategies.'
	The SPG might benefit from a section devoted to identifying opportunities to promote the public good (not necessarily or exclusively public sector projects).	Whilst the sentiment behind this idea is good, it is considered that the LDP as a whole promotes the public good for example public park provision, public transport improvements and community facilities in its policies and proposals and its Action Programme. Given that the town centre strategies support the plan and contain higher level strategic actions, it would be more appropriate for promotional action to be at the community level.	No change
026 and 023	<p>It would be helpful to have spread this consultation across the towns in a separate form, so that each question was on a different page. I lost the contents of an earlier draft.</p> <p>Each town centre should have been a separate survey as it may have confused people the way it was set up on the hub.</p>	Noted. These comments refer to the way in which the consultation hub questionnaire was set up. This was set up with all questions on one town centre strategy followed by all questions on the next town centre strategy and so on, as it was anticipated that most respondents would want to provide comments about one town centre, though should also have the opportunity to provide comments on other town centres as well. Respondents were also able to send in individual responses by email or letter. It is acknowledged that there are other ways of arranging the questions on the consultation hub but the only adverse comments received on this were from people who did complete the online	No change

		consultation.it is considered that the way in which it was done was acceptable.	
029	We have no confidence that the Council's proposals to reduce the impact of traffic will work given the huge increase in the number of car trips likely as a result of all the new housing proposed. We believe that there will be need for a scheme that penalises financially through traffic having no business in the town centre.	There is no mechanism for the Council to introduce financial penalty within the Council's approved local transport policies.	No change
030	Should say what significant footfall means in the town centre first Policy	Policy TC2, Town Centre First Principle, requires a sequential test to be applied where appropriate, to retail, commercial, leisure, office and other development proposals that would attract significant footfall. The sequential test requires a search for a town or local centre location first followed by a site on the edge of the centre, then a commercial centre and finally an out of centre location subject to transport considerations. Its purpose is to direct activity towards town centres to support them. This is important when considering developments of an appropriate size and those that attract significant footfall. For example a retail development is expected to attract significant footfall, more so than a hotel or care home might depending on their size and method of operation. There can be no precise figure applied to 'significant' as it has to be seen within the context of the relevant town centre.	No change