

# Edinburgh Tram Network

## *York Place - Tramstop*

### *Design Statement*

Doc. Ref: ULE90130-01-REP-00171 V1



*Parsons Brinckerhoff Ltd  
Edinburgh Tram Network  
SDS Provider  
CityPoint  
1st Floor  
65 Haymarket Terrace  
Edinburgh, EH12 5HD*

*Telephone: 44(0) 131 623 8600  
Facsimile: 44(0) 131 623 8601  
Email: [edinburghtram@pbworld.com](mailto:edinburghtram@pbworld.com)*

12 March 2012

**AUTHORISATION PAGE**

Title: York Place Design Statements				
Approvals	Name	Position	Signed	Date
Author	E Briggs	Senior Engineer	[Redacted Signature]	13/03/12
Reviewer	M Young	Principal Engineer		13/03/12
Approver	M Brady	Project Manager		13/3/12

**Revision History**

Ver No	Date	Description	Prepared By
1	13/03/12	Issue to CEC for Prior Approval	E Briggs
1			
2			

**Distribution**

Ver No	Date	Name	Role	Company
1	13/03/12	Ken Bailey	Intake and Registration	CEC
1				
2				

**CONTENTS**

<b>1</b>	<b>BACKGROUND INFORMATION</b>	<b>4</b>
1.1	Terms of Reference	4
1.2	Project Context	4
1.3	Planning Context	4
1.4	Edinburgh World Heritage Trust	5
1.5	Role of Edinburgh World Heritage Trust in Prior Approvals	5
1.6	Role of Historic Scotland	5
1.7	Role of Historic Scotland in Prior Approvals	6
<b>2</b>	<b>SITE DETAILS</b>	<b>6</b>
2.1	Plans	6
2.2	Context	7
2.3	Identity	12
2.4	Connection	13
<b>3</b>	<b>DESIGN PRINCIPLES</b>	<b>14</b>
3.1	National Guidance	14
3.2	Local Authority Development Plan	14
3.3	Supplementary Planning Guidance	14
3.4	Other	15
<b>4</b>	<b>CONSULTATION</b>	<b>15</b>
4.1	Reduced Tram Route - York Place New Terminal Tramstop	15
4.2	Internal consultation with CEC as Planning Authority	15
<b>5</b>	<b>DESIGN COMMENTARY</b>	<b>15</b>
5.1	Design Principles	15
5.2	Site Development Proposal	18
<b>6</b>	<b>SUMMARY</b>	<b>21</b>
	<b>APPENDIX A – DRAWINGS</b>	<b>22</b>

## 1 BACKGROUND INFORMATION

Scheme:	York Place Tramstop Design Statement
Applicant:	Transport Initiatives Edinburgh ( <b>tie</b> ) City Point, 2 <sup>nd</sup> Floor, 65 Haymarket Terrace, Edinburgh, EH12 5HD
Agent:	Parsons Brinckerhoff (PB) 9 Lochside Avenue, Edinburgh park. Edinburgh. EH12 9DJ
Site Address:	York Place, Edinburgh
Description:	Erection of tramstop and associated street furniture, the repositioning of two overhead line equipment (OLE) poles to accommodate the tramstop, revised kerb lines and the localised repaving of footways, as part of the Edinburgh Tram Network.  Prior approval application is supplementary to Prior Approval 08/01879/PA and details the additional inclusion of the York Place tramstop.

### 1.1 Terms of Reference

This design statement is compiled in accordance with the Scottish Executive Planning Advice Note 68: 'Design Statements'. It explains the design principles on which the development is based. The design statement illustrates why the selected design solution is the most suitable in the circumstances in terms of the structures and buildings and the quality of spaces created.

### 1.2 Project Context

Substantial traffic growth within the Edinburgh city region combined with forecast population and employment increases will lead to significant growth in road congestion. To support the local economy, the City of Edinburgh Council (CEC) has identified trams as a preferred way to provide a comprehensive, high quality public transport network to help to create sustainable development. A tram system encourages a modal shift from car to public transport, whilst integrating with other public and private transport modes.

### 1.3 Planning Context

In the planning context, CEC has two specific roles in delivering the tram system: a role as the authorised undertaker and also as the Planning Authority. CEC has charged **tie** with the delivery of the tram project. The Edinburgh Tram (Line One) Act and the Edinburgh Tram (Line Two) Act (the Acts) both received Royal Assent in 2006. They give CEC as authorised undertaker powers to construct and operate the tram system. Planning permission has therefore effectively been granted by the passage of the Acts. The Acts state that Article 3 of, and Class 29 in, Part 11 of Schedule 1 to the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (S.I. 1992/223) shall apply. This effectively means that the buildings and structures, including overhead line equipment poles and building fixings, are 'permitted development' provided that the 'Prior Approval' of the Planning Authority is first obtained.

As such, this submission is for Prior Approval from the Planning Authority for the detailed elements of the tram system described above and is to be determined in accordance with the report to planning committee of 16 May 2006. Prior Approval may only be withheld or granted subject to conditions if the development ought to be and could reasonably be carried out elsewhere on the land designated (i.e., within limits of deviation), or the design or external appearance of any building or bridge, etc, would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury. It should be noted that this test was extended in the Acts. In relation to prior approval for works affecting a listed building, consideration of the phrase "injury to the amenity of the neighbourhood" is deemed to include the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

CEC has appointed Tram Public Realm consultants to progress wider streetscape designs in priority areas. It is anticipated that these wider designs will be progressed in 2008.

#### **1.4 Edinburgh World Heritage Trust**

Edinburgh World Heritage Trust (EWHT) was created in 1999 to champion the World Heritage Site. Its main purpose is the management, protection, enhancement and promotion of the Site.

The Trust has produced *The Old and New Towns of Edinburgh World Heritage Site Management Plan* (2006). The Plan identifies what is significant about the World Heritage Site, recognises challenges and threats, and sets out policies to preserve and enhance the Site.

The plan was prepared by Edinburgh World Heritage in consultation with the City of Edinburgh Council, Historic Scotland and other parts of the Scottish Executive, the Edinburgh City Centre Management Company and Scottish Enterprise Edinburgh and Lothian.

#### **1.5 Role of Edinburgh World Heritage Trust in Prior Approvals**

Edinburgh World Heritage Trust's role in the prior approval process is to promote the protection of the World Heritage Site. The trust has played an important and proactive role in the pre application process. It is an integral member of the Tram Design Working Group, helping to influence and shape the tram design.

#### **1.6 Role of Historic Scotland**

Historic Scotland (HS) is an executive agency directly responsible to Scottish Ministers. Its purpose is to safeguarding the nation's built heritage while promoting its understanding and enjoyment.

The key policy document produced by HS is the Memorandum of Guidance for Listed Buildings and Conservation Areas (1998). This is the document to which all planning authorities are directed

by Scottish Office Development Department Circular No.13/1998 in their consideration of conservation and listed building consent matters.

Scheduled monuments, listed buildings, and buildings in conservation areas are protected by legislation and consent is normally required before any alteration or development can take place.

Because of the 2 Edinburgh Tram Parliamentary Acts, only listed buildings identified in Schedule 10 of the Acts are subject to listed building consent.

### 1.7 Role of Historic Scotland in Prior Approvals

HS's role in the prior approval process is to promote the protection of the World Heritage Site and Listed Buildings.

It has played an important and proactive role in the pre application process. It is an integral member of the Tram Design Working Group along with EWHT and City of Edinburgh Council, and has helped to influence and shape the tram design.

## 2 SITE DETAILS

### 2.1 Plans

The following plans are attached as Appendix A:

Drawing Reference No.	Rev.	Drawing Title
ULE90130-01-PLG-00007	4	York Place Tramstop Planning Drawings Batch 1/13B Location Plan
ULE90130-01-PLG-00028	4	York Place Tramstop Planning Drawings Batch 1/13B Topographical Survey Sheet 1 of 1
ULE90130-01-PLG-00058	5	York Place Tramstop Planning Drawings Batch 1/13B General Arrangement Sheet 1 of 1
ULE90130-01-PLG-00408	1	York Place Tramstop Planning Drawings Batch 1/13B General Arrangement Detail
ULE90130-01-PLG-00234	3	York Place Tramstop Planning Drawings Batch 1/13B Sections 1 of 2
ULE90130-01-PLG-00238	2	York Place Tramstop Planning Drawings Batch 1/13B Sections 2 of 2
ULE90130-01-STP-00133	2	York Place Tram Stop, platform Arrangement, Layout and Elevations

## 2.2 Context

### *Location*



Figure 1. York Place looking west at junction with Picardy Place / Broughton Street

The site is located in York Place and Queen Street, Edinburgh City Centre. It is approximately 0.3km in length, and covers the pavements and carriageway from the junction with Picardy Place and Broughton Street to the west side of the junction with Elder Street. It is bounded to the north and south by the curtilage of the buildings.

Queen Street and York Place are part of the First Georgian New Town the main east-west thoroughfare in the city centre. Many fine listed buildings of historic and architectural interest are on the street (see Figures 1 and 2).

York Place and Queen Street are located in the Edinburgh World Heritage Site. The centre of Edinburgh was awarded World Heritage status in 1995 by UNESCO. A World Heritage Site is a specific location that has been included in the UNESCO World Heritage Programme list of sites of outstanding cultural or natural importance to the cultural heritage of humankind

The site also lies in the New Town Conservation Area, which was established by Edinburgh District Council in 1977.



Figure 2. York Place at the junction with Dublin Street looking east towards Picardy Place

### Site History

CEC's New Town Conservation Area Character Appraisal confirms that the site and surroundings were developed between 1780 and 1799. In the early Twentieth Century York Place accommodated the original electric Edinburgh Trams until 1956 (see Figure 3).



Figure 3. The junction of York Place and St Andrew Street North, looking northeast (Ref CEC)