

Site Ownership

The site is owned by:
City of Edinburgh Council (as Roads Authority)
City Chambers
High Street
Edinburgh
EH1 1YJ

Building fixing previously approved under the Prior Approval 08/01879/PA are:

[REDACTED]	[REDACTED]	[REDACTED]
1 and 1a York Place Edinburgh EH1 3EB	17 North St. Andrew Street Edinburgh EH2 1HJ	Greame Malott Clark 4/7 Dublin Street Edinburgh EH1 3PP

[REDACTED]	[REDACTED]	[REDACTED]
3C York Place Edinburgh EH1 3EB	19 North St. Andrew Street Edinburgh EH2 1HJ	4/8 Dublin Street Edinburgh EH1 3PP

[REDACTED]	[REDACTED]	[REDACTED]
for their firm RV's 3C York Place Edinburgh EH1 3EB	York Buildings, 2 York Place Edinburgh EH2 1HY	4/9 Dublin Street Edinburgh EH1 3PP

[REDACTED]	[REDACTED]	[REDACTED]
1F1, 16 North St. Andrew Street Edinburgh EH2 1HJ	4/1 Dublin Street Edinburgh EH1 3PP	4/10 Dublin Street Edinburgh EH1 3PP

[REDACTED]	[REDACTED]	[REDACTED]
1F2, 16 North St. Andrew Street Edinburgh EH2 1HJ	4/2 Dublin Street Edinburgh EH1 3PP	6/1 Dublin Street Edinburgh EH1 3PP

[REDACTED]	[REDACTED]	[REDACTED]
2F1, 16 North St. Andrew Street Edinburgh EH2 1HJ	4/3 Dublin Street Edinburgh EH1 3PP	6/2 Dublin Street Edinburgh EH1 3PP

[REDACTED]	[REDACTED]	[REDACTED]
2F2, 16 North St. Andrew		6/3 Dublin Street

York Place - Tramstop
Design Statement

Street Edinburgh EH2 1HJ	4/4 Dublin Street Edinburgh EH1 3PP	Edinburgh EH1 3PP
--------------------------------	---	----------------------

3F1, 16 North St. Andrew Street Edinburgh EH2 1HJ	4/5 Dublin Street Edinburgh EH1 3PP	6/4 Dublin Street Edinburgh EH1 3PP
--	---	---

6/5 Dublin Street Edinburgh EH1 3PP	8/1 Dublin Street Edinburgh EH1 3PP	8/3 Dublin Street Edinburgh EH1 3PP
---	---	---

6 Dublin Street Edinburgh EH1 3PP	8/2 Dublin Street Edinburgh EH1 3PP	8/4 Dublin Street Edinburgh EH1 3PP
---	---	---

3F2, 16 North St. Andrew Street Edinburgh EH2 1HJ	4/6 Dublin Street Edinburgh EH1 3PP
--	---

Planning History

Planning application 08/01879/PA: *Prior Approval for erection Overhead Line Equipment (OLE), street lighting and relocation of bus shelters as part of works for Edinburgh Tram Network at York Place, Edinburgh*, was granted on 7 July 2008.

Permission to vary the prior approval 08/01879/PA to enable the amendment of the OLE pole location and pole design was granted on 8 May 2008.

Due to disputes, delays and cost over-runs in the construction of the tramway, on Thursday 25 August 2011 the City of Edinburgh Council voted to reduce the Edinburgh Tram route significantly, such that it would terminate at Haymarket.

On Friday 2 September 2011 the City of Edinburgh Council announced that the tram route would be reduced to run between Edinburgh Airport and St Andrew Square.

On Tuesday 29 November 2011 the City of Edinburgh Council's Development Department announced the decision to extend the revised tram route, such that it would now terminate on York Place. The short extension to York Place from St Andrew Square would provide a tram reversing siding, whilst facilitating fare-paying passenger.

This application is supplementary to the 08/01879/PA prior approval. The proposed tramway to the west side of the site boundary has been subject of a separate Prior Approval (Batches 1/15 reference 08/01982/PA).

A planning application for a tram substation at Cathedral Lane directly south of the site was approved by the City of Edinburgh Council on 29 October 2007 (planning reference 07/03853/FUL).

Adjacent Land Uses

The area to the east of the site at Picardy Place/Broughton Street is one of the city's main destinations for restaurants, pubs, clubs and entertainment.

Office and residential uses dominate in York Place and Queen Street with retail and commercial units at ground and basement level. There are also two hotels, a casino and the Scottish National Portrait Gallery. The New Town Conservation Area considers the site and the surrounding area as an office core and seeks the retention office use subject to other important city centre uses being retained.

South of York Place is the new bus station, Multrees Walk (an upmarket shopping street) and the St. James Shopping Centre/multi storey car park. The latter were designed in 1962 and completed in 1970 in Brutalist concrete style. The St. James Quarter, including shopping centre, car park, office block and hotel, has now been bought by Henderson Global Investors and is currently subject to a master planning exercise. The St. James Quarter Development Brief was approved on 19 April 2007 by CEC.

Heritage

To the north and south of the site boundary are the elegant Georgian Terraces of York Place. These are almost entirely Category 'A' listed buildings on the southern side. They were listed in 1966. Listed buildings that bound the site are as follows:

'A' Listed Buildings:

- Raeburn House, 32 York Place including Railings
- 47 – 49 (Odd Nos.) York Place including Railings
- 8 & 8A York Place including Railings
- St. Paul's and St. George's Church (also Schedule 10)
- National Portrait Gallery (also Schedule 10)
- 7 York Place including Railings
- Former St. George's Chapel, 5B York Place
- 6 York Place including Railings
- 12 York Place including Railings and Lamps
- 10 & 10A York Place including Railings
- 21 York Place (and 38 Elder Street) including Railings and Lamps
- 4A (Even Nos.) York Place and 3 – 9 (Odd Nos.) Dublin Street
- 9 – 13 (Odd Nos.) York Place including Railings
- 15 – 19A (odd Nos.) York Place including Railings and Lamps
- 27 York Place including Railings
- 53 – 55 (Odd Nos.) York Place including Railings
- & 5A York Place including Railings
- 51 York Place including Railings
- 36 York Place including Railings
- 38 York Place including Lamps and Railings
- 14 York Place including Lamps and Railings
- 16 York Place including Railings
- 26 York Place including Lamps and Railings
- 34 York Place including Railings

- 18 York Place including Railings
- 22 York Place including Lamps and Railings
- 28 York Place including Lamps and Railings
- 20 York Place including Lamps and Railings
- 24 York Place including Railings
- 29 – 31 (Odd Nos.) York Place including Railings
- 40 & 42 York Place including Boundary Wall
- 33 – 37 (Odd Nos.) York Place including Railings
- 57 – 61A (Odd Nos.) York Place including Railings
- 63 – 67 (Odd Nos.) York Place including Railings
- 39 – 43 (Odd Nos.) York Place including Railings
- 30 York Place including Railings and Lamp
- 69 – 73 (Odd Nos.) York Place including Railings

'B'-Listed Buildings

- 45, 45 A and 45 B York Place including Railings

Focal Points and Landmarks

As a linear street, there are no focal points as such. There are two key landmark buildings: St Paul's and St George's Church is located at the north east corner of the junction adjacent to the site. This is an impressive Gothic revival building, with a glass bronze entrance pavilion in front of the west gable and main entrance, to give a distinct point of reference.

On the south west corner of the site is the Scottish National Portrait Gallery. This is a striking red sandstone Gothic revival building designed by Robert Rowand Anderson and built between 1885 and 1890.

Vistas

There are strong axial views east and west along York Place, but no terminal focal points.

Topography

The south to north cross slope on York Place ranges from minimal on the east end to up to approximately 5% on the west end at Elder Street. The longitudinal slope along the road is approximately 2.5% from west to east.

2.3 Identity**Surrounding Buildings**

Buildings on York Place are mainly sandstone town houses between three and five bays wide, stepping down the street from west to east. These have high pitched, slate roofs and basements accessed by stairs from the street. Most have cast iron railings, painted black next to the pavement and cellars under the street. This gives a strong building line and 'unity of character'. The exceptions are 44 York Place, a 1970s concrete office block which is set back from the otherwise uniform building line and the former St. Georges Chapel which is now a casino.

Streetscape

The carriage way is asphalt with two lanes of green coloured asphalt for bus ways. Footways are precast concrete flags, many of which are uneven or broken, with traditional whinstone kerbs. There are three steps to the south footway which is higher standing due to the cross gradient of the road. Both footways have bus shelters with advertising, bus trackers, bins and poles. Street lighting is mounted on buildings (see Figure 3).



Figure 3 York Place looking east to Picardy Place

- Key:
- 1) Strong axial views lack a strong landmark building
 - 2) St. Paul's and St. George's Church
 - 3) Wide street with differing pavement levels
 - 4) Wall mounted street lighting

2.4 Connection

Vehicular movement

To the east of the site is the junction of Broughton Street/Picardy Place and York Place. This is a major junction for both vehicular and pedestrian traffic and prone to congestion throughout the day and evening.

The roadway is approximately 19m wide and currently comprises five lanes of traffic of which two are dedicated bus lanes 'Greenways'. York Place is a major bus route with bus stops situated at two points along each side of the street. Loading and street parking is currently restricted on both sides of the roadway due to the Greenways. Servicing access is provided on lanes to the north and south of York Place.

Pedestrian movement

Due to the heavy traffic flows and geometric constraints, pedestrian crossings have been maintained at three signalised points within the site:

- A staggered pedestrian crossing across York Place (with pedestrian crossing across Elder Street)
- Additionally, just to the east of the site, the Broughton Street/Picardy Place pedestrian crossing has also been maintained, which is critical to the pedestrian movements through the application site:
- A staggered pedestrian crossing at Broughton Street/Picardy Place (see Figure 4);

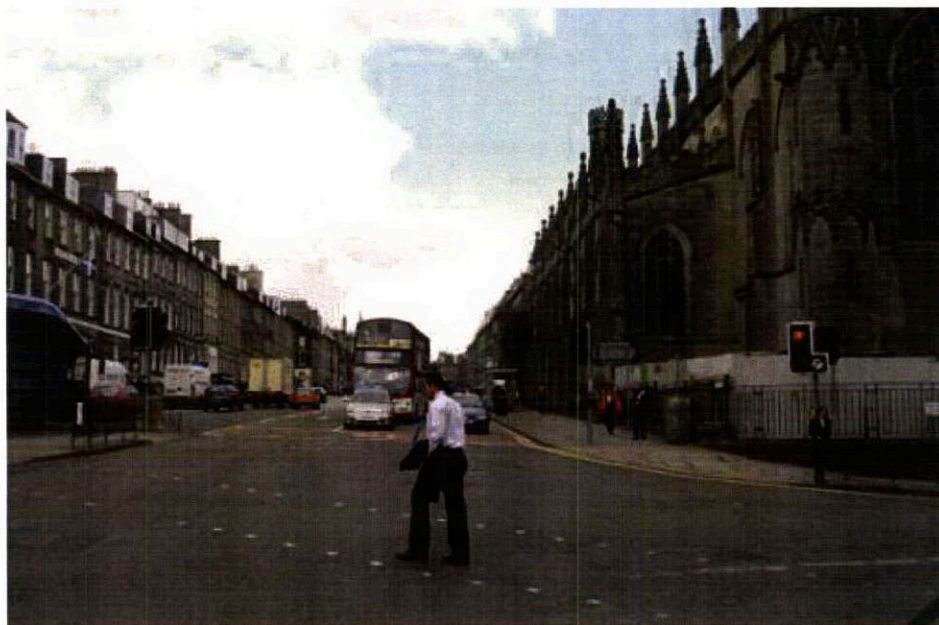


Figure 4. York Place / Broughton Street / Picardy Place pedestrian crossing looking west along York Place.

3 DESIGN PRINCIPLES

This development has been taken forward having regard to the following guidance:

3.1 National Guidance

- Scottish Planning Policy 1: The Planning System (2004)
- Planning Advice Note 68: Design Statements (2003)
- Planning Advice Note 78: Inclusive Design (2006)
- Designing Places: A Policy Statement for Scotland (2001)
- National Planning Policy Guidance 18: Planning and the Historic Environment (1999)
- Inclusive Mobility, Department for Transport
- Memorandum of Guidance for Listed Buildings and Conservation Areas (1998)

3.2 Local Authority Development Plan

- Edinburgh and Lothian Structure Plan 2015
- Central Edinburgh Local Plan (1997)
- Finalised Edinburgh City Local Plan (2007)

3.3 Supplementary Planning Guidance

- Tram Design Manual (2006)

- Edinburgh Standards for Streets (2006)
- Edinburgh Standards for Urban Design (2003)
- CEC Development Quality Guidelines
- New Town Conservation Area Character Appraisal (2005)
- Princes Street Development Framework (2007)
- CEC Development Quality Guidelines

3.4 Other

- The Old and New Towns of Edinburgh World Heritage Site Management Plan
- Disability Discrimination Act 1995
- CEC Local Transport Strategy 2007-2012
- Edinburgh Tram (Line One) Act 2006
- Parliamentary undertakings
- Environmental Statement for Edinburgh Tram (Line One) Act
- Noise and Vibration Policy
- Office of Rail Regulation Railway Safety Publication 2: Guidance on Tramways

4 CONSULTATION

4.1 Reduced Tram Route - York Place New Terminal Tramstop

CECs decision on the 29 November 2011 to terminate the tram route at York Place has not been subject to public consultation.

4.2 Internal consultation with CEC as Planning Authority

The Roads Authority and CEC Planners have been consulted extensively to develop the additional York Place tramstop, whilst retaining the existing cellars on York Place.

5 DESIGN COMMENTARY

This section sets out the design principles for the elements presented in this Prior Approval application. This rationale explains why the design solution was chosen and how the tram design integrates with the surroundings of the site.

5.1 Design Principles

The design guidance for tramstops as presented in the Tram Design Manual (Clause 4.11), are:

- To protect the integrity of important spaces and of important axial views;
- Fit in with the context and function of space;
- Elements should complement the alignment along the street;
- Unnecessary clutter should be avoided by providing only those facilities which are necessary to meet users needs;

- Develop the tram system identity through a consistent suite of details for all tramstop elements;
- Supply a consistent suite of detail at each tramstop using a limited palette of materials to be maintained whilst permitting change from tramstop to tramstop as necessary to reflect the specific context;
- The comfort and safety of all users.

The key design principles for trackside equipment as presented in the Tram Design Manual (Clause 4.15) are:

- To avoid clutter wherever possible, through rationalising and sharing of facilities;
- In all parts of the city visual impact and clutter should be minimised by concealing or integrating equipment within new buildings wherever possible;
- Where proposed, equipment should be designed to be unobtrusive; and
- Colour Controlled.

The design guidance for Access for All as presented in the Tram Design Manual (Clause 4.43), are:

- The choice of tram and infrastructure must ensure maximum access and ease of use by all sectors of the population, including persons with young children, the elderly and those with sensory or physical disabilities.
- Ensure an inclusive approach that strives to fulfil the needs of each user group as closely as possible. If compromise is necessary, no single group should be discriminated against.
- Use the tram as a catalyst to improve and expand public access throughout the city.
- Address safety requirements for all user groups.

The design guidance for Surfacing as presented in the Tram Design Manual (Clause 4.39), are:

- Response to Context: The tramway surfacing will be influenced by its environment / context. The final palette of materials elected must be capable of satisfying equally aesthetic and technical requirements and confirm within the 'Edinburgh Standards for Streets'.
- Technical Requirements: Material changes / interfaces that should be addressed by simple and robust design.
- Safety: Where certain types of materials or changes in levels (such as those designed to deter cars and pedestrians) are required the design and choice of materials should be appropriate to the location.
- Noise: Consideration must be given to the potential noise generated by road vehicles when they cross the tram tracks so it may be necessary to use different surface materials for the tram route at such locations. However, the number of such material differences should be kept to a minimum.
- Definition of tramway Path: The tramway path of the tram system requires some form of delineation. The design of this feature and choice of materials must take account of the specific design location context. The opportunity to rationalise with other features, e.g. curving and road markings shall be regarded as paramount.
- Maintenance: The materials chosen must be consistent with the Council's standards for this purpose.

The design guidance for OLE as presented in the Tram Design Manual (Clause 4.36), are:

- Where poles are required the opportunity to rationalise through shared use with other street utilities such as street lightings and road signs should be considered
- The visual impact must be assessed both at a strategic level (entire volume of space with a street or public area) and a detailed level (individual buildings)
- New support structures must be positioned and styled to relate positively to key views and landmarks and historic buildings