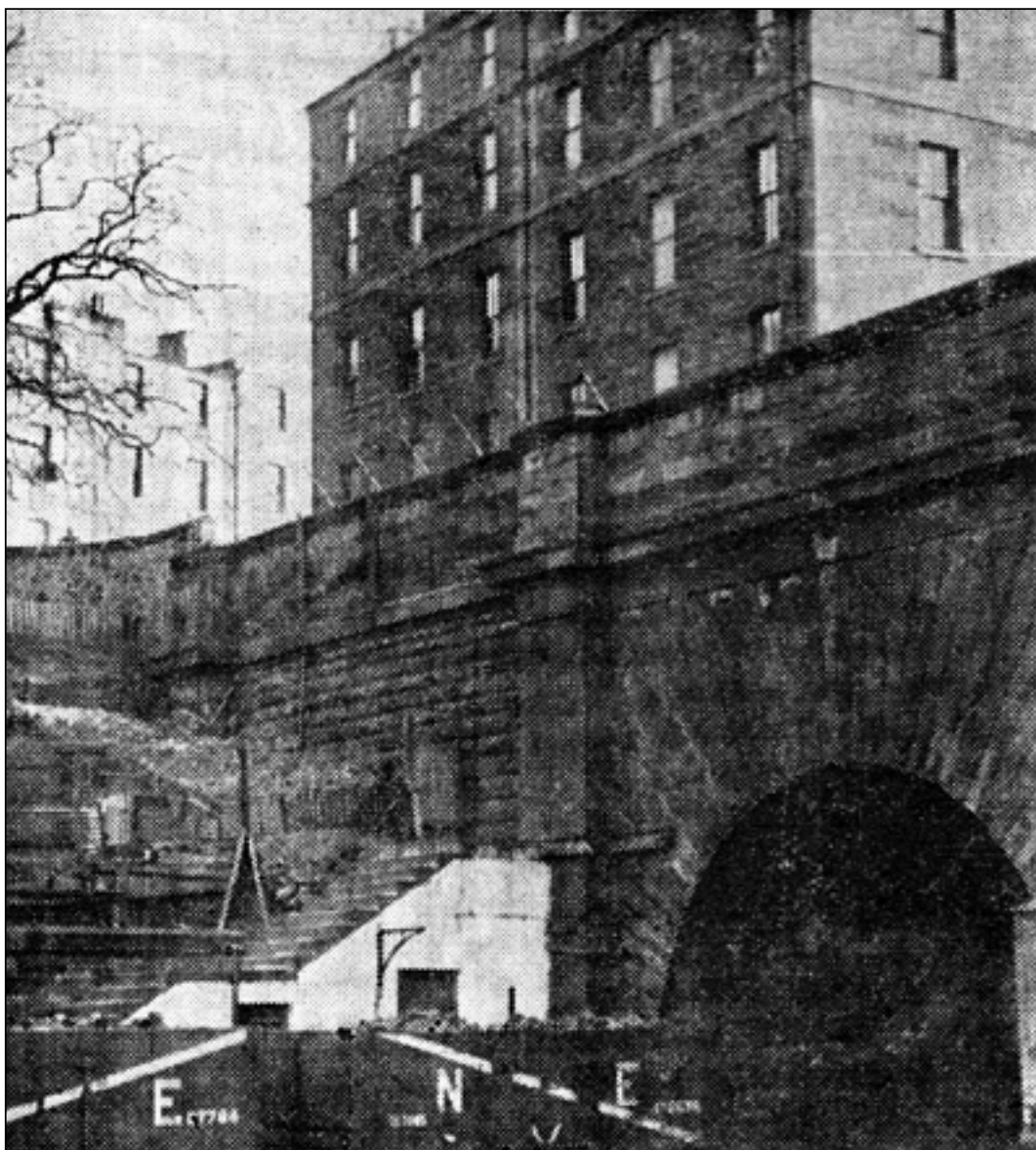


Scotland Street Tunnel & Scotland Yard Playground, King George V Park, Edinburgh
Conservation Statement



March 2011

Simon Laird Associates

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1.0 | Introduction

Scotland Yard Playground is located within King George V Memorial Park at the northern end of the now disused Scotland Street Tunnel. The park is accessible from Scotland Street to the South, Eyre Place to the North and Summerbank to the East and lies close to the city centre, only 10 minutes walk from St. Andrew's Square and Princes Street.

The objectives of this Conservation Statement are:

- to analyse and record the historical and cultural significance of the tunnel and surrounding park
- to establish a conservation policy and in doing so to set the context for future work to improve the tunnel mouth, adjacent playground and the park as a whole.

The scope of the study is defined by the extent of proposals to bring the tunnel mouth and its immediate surroundings into beneficial use as a managed and designed meeting place for young people. The extent of these proposals relate to the north entrance portal, a small section of the tunnel, and the recreation area to the east of King George V Park generally known as Scotland Yard Playground.

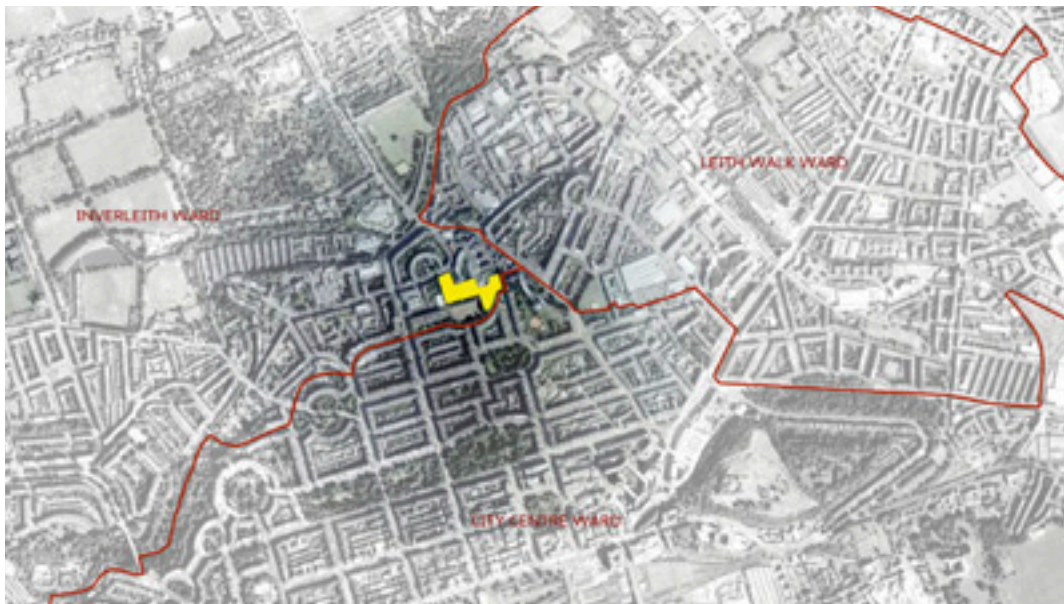


FIG 1 Location of site marked in yellow

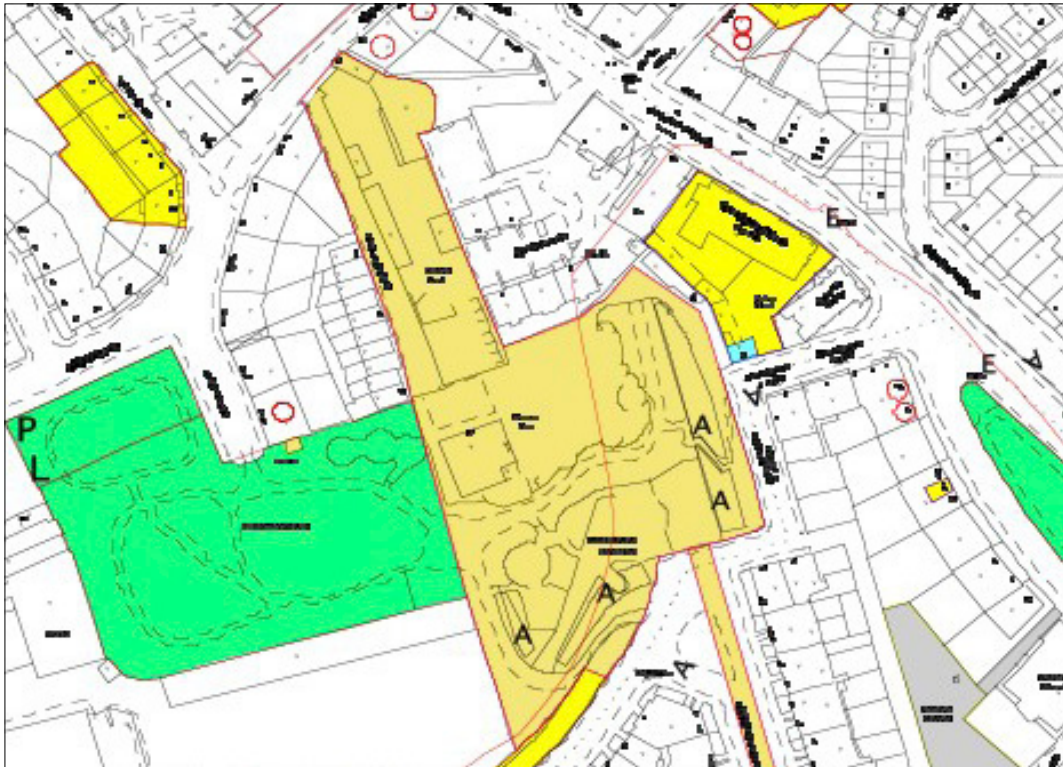


FIG 2 Plan indicating extent of park boundaries, including in mustard yellow the area between Scotland Street and Rodney Street Tunnels previously owned by the railway companies and now encompassing Scotland Yard Playground, Scotland Yard Adventure Centre and the Rodney Street Tunnel Cycle Path. The green area defines the extent of King George V Memorial Park.



FIG 3 Aerial photograph of the park from NW [RCAHMS Canmore]

2.0 | Historical Context

2.1 Canonmills Loch and the Railway

In the 18th and early 19th Centuries the whole area of what is now King George V Park, Scotland Yard Playground and the Yard Adventure Centre, was a rural meadow and Canonmills Loch occupied the corner between the present location of Eyre Place and Rodney Street (fig 4). The loch and meadows were a popular venue for angling and other recreational activities. In 1842 the loch was drained to make way for the railway. At this point the area immediately adjacent to the north tunnel portal, now known as Scotland Yard Playground, became the site of Scotland Street Station and goods yard (fig 5). From this point onwards the rest of the King George V Park area developed alongside the railway premises which remained largely unchanged for over a century, long after the tunnel was closed. This pattern of parallel development is clearly illustrated in the map extracts on the following page.

2.2 Royal Patent Gymnasium

In 1865, John Cox's Royal Patent Gymnasium opened on the site, an eccentric and extravagant outdoor water park that attracted visitors from across Britain. Attractions included "Chang," a one hundred feet long giant see-saw with a capacity of two hundred people and "The Great Sea Serpent," a large roundabout set within a circular pond and operated by up to six hundred seated rowers (figs 6 & 8).



FIG 4 Kay's map of 1836 showing Canonmills Loch.



FIG 5 Ordnance Survey 1849 following construction of the railway.



FIG 6 Ordnance Survey 1876-77 showing the Royal Patent Gymnasium.



FIG 7 Ordnance Survey 1895 shortly prior to the occupation of the site by St Bernard's Football Ground.



FIG 8 The Royal Patent Gymnasium in 1875 alongside a post office directory advertisement for the facility. [Edinburgh Old and New by Catherine Cruft and P.O. Directory Archive]

2.3 St. Bernard's Football Ground

The Gymnasium disappears from maps at the end of the 1880s and the area was next occupied by St. Bernard's Football Ground, a popular and successful community club, drawing attendances of up to 27,000.¹ The team played at the 'Royal Gymnasium Ground' intermittently from 1896 until the 1942. At the end of the Second World War the land was divided almost in half, and in 1950 King's George V Park was opened in the northern part. The southern half is now a car park owned by the Royal Bank of Scotland. In recent years several proposals have been made for this site to be redeveloped as office space or for residential units. As one of the last gap sites within the New Town it is unlikely to remain undeveloped for much longer.

2.5 Scotland Street Railway Tunnel

Scotland Street Tunnel opened on 17th May 1847, five years after plans were approved and at a cost of £100,000. At 1,052 yards the tunnel completed the final section of the new Edinburgh-Granton line passing deep beneath the New Town from Canal Street Station (later to form part of Waverley station) to Scotland Street. Due to the steep 1 in 27 gradient of the tunnel (fig 9), locomotives were disconnected from their carriages at Scotland Street Station at the northern end of the tunnel and hauled up by steel cable to the terminus at Canal Street.



FIG 9 Paterson, 1846. Geological Section through the length of the tunnel (southern half). [Bound drawing, Edinburgh Room, Edinburgh Central Library]

¹ Rees, 27

In 1862 the tunnel operators, Edinburgh, Perth and Dundee, were taken over by the North British Railway Company. The new owners opened an alternative route to Granton Harbour via Abbeyhill and Leith Walk and closed the tunnel in 1868 which was deemed too expensive and impractical to operate and maintain. Scotland Street Station and the tunnel were then used as a coal depot and one track was retained at the North end for storing railway wagons. The coal depot operated until 1962 and shortly afterwards the track was lifted.

2.6 Alternative Uses for the Tunnel

Since its closure as a rail route in 1868 the tunnel has been used intermittently for a variety of purposes. In 1888 the Edinburgh Mushroom Company was formed, recognising the ideal dark and damp conditions within the tunnel. Unfortunately, after a short period of success the commercial mushroom growing scheme was halted by a parasitic fungus outbreak. Two later attempts in 1903 and 1927 met the same fate.²

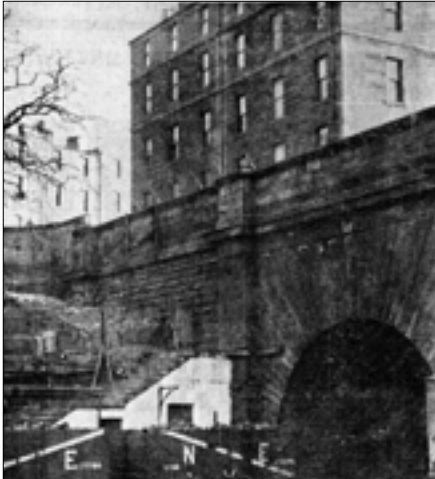


FIG 10 Scotland Street Tunnel North Portal. [The Scotsman 12/09/1963 (the photo predates the article)]



FIG 11 Scotland Street Station at the tunnel entrance. [Edinburgh Evening News 1965]

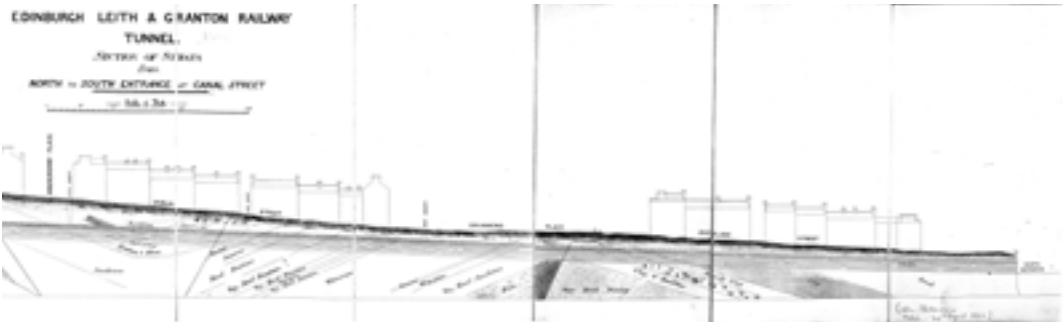


FIG 12 Paterson, 1846. Geological Section through the length of the tunnel (northern half). [Bound drawing, Edinburgh Room, Edinburgh Central Library]

² Turnbull, G. N. (1963) "Booming Business hit by tunnel fungus" The Scotsman, 12/09/1963

During the Second World War the tunnel was adopted by London North Eastern Railways (LNER) as an emergency control centre and was also the city's "biggest and safest" air raid shelter with fresh water taps, drainage, electric lighting and space for 3000 people (fig 13). Seats used in the tunnel during this time were gathered from stations across the Edinburgh district, their station names carved into them, so that, as the Evening Dispatch recounts, "you could move from "Corstorphine" to "North Queensferry" or "Reston" with less difficulty than crossing the street." Each end of the tunnel was guarded by an "invisible ray" (presumably a motion detector), which alerted guards of any intruders.³

In 1948 the tunnel was used briefly by a visiting professor at Edinburgh University who carried out radiation measuring experiments, the depth of the tunnel helping to block out unwanted background radiation.⁴

During the 1960s a 250 yard section of the tunnel was leased by Cochrane Garages Ltd. to store up to 150 cars (fig 14).⁵ Unconfirmed report suggest this use ended after local youths gained access and started a fire that caused considerable damage. In the 1980's the Edinburgh New Town Conservation Committee used part of the tunnel to store salvage materials such as balconies, columns, capitals, and mouldings, during repair works on New Town properties.



FIG 13 LNER WWII emergency control centre.
[Evening Dispatch 16/03/1945]



FIG 14 Cochrane's Garages used the tunnel for car storage

3 (1945) "Secrets of Edinburgh Tunnel. How L.N.E.R. Solved Blitz Control Problem" Evening Dispatch, 16/03/1945

4 (1948) "Edinburgh Tunnel Best for Atom Tests" Edinburgh Evening News, 20/09/1948.

5 (1964) "A new use for an old tunnel" The Scotsman, 16/05/1964

The demolition of the southern end of the tunnel in 1983 to make way for the foundations of the Princes Mall adjacent to Waverley station makes the re-opening of the tunnel as a through route virtually impossible (fig 15).⁶ Only a narrow ventilation pipe approximately 1.5 metres in diameter now connects the tunnel to the former site of the southern portal in Waverley station (fig 16).

Since then the tunnel has remained empty and unused despite various proposals for its re-use. Suggested uses have included using the tunnel for a pedestrian link between Waverley station and St Andrew's Square bus station,⁷ installing a robotic car parking system at the northern end,⁸ and using the tunnel to divert heat waste from shops on Princes Street to a community heat plant at Beaverhall refuse site.⁹ The depth of the tunnel and lack of access or exit points makes the space completely unusable for public access. In fact the tunnel is classified as a Confined Space and a risk assessment has highlighted the potential for the build up of dangerous gases. As such gas monitoring equipment and a mine rescue team are required for any visits or inspections.



FIG 15 (left) Southern end of the tunnel demolished during excavations for the Princes Mall foundations. [Edinburgh Evening News 05/01/1983]

FIG 16 (right) The blocked tunnel with only a narrow ventilation pipe passing through to Waverley Station.

⁶ (1983) "Diggers Unearth Railway History" Edinburgh Evening News, 05/01/1983

⁷ (2000) "Walkway plan in doubt as problems pile up" Edinburgh Evening News, 06/11/2000

⁸ (2000) "Tunnel Vision for Robotic Car Park" Edinburgh Evening News, 03/02/2000.

⁹ (2008) "Heat scheme not just a pipe dream: Hot air from shops could warm homes via New Town Tunnel" Edinburgh Evening News, 21/03/2008.

2.4 King George V Memorial Park

The original designs for the King George V Memorial Park, drawn in 1946, largely reflect the present day layout with small alterations to the route of paths.¹⁰ The most significant change came when the goods yard and station were cleared for the Scotland Yard Adventure Centre which opened in 1986 “as a purpose built indoor and outdoor play facility and adventure playground for children and young people with additional support needs.”¹¹ The Scotland Yard Playground, which encompasses the area adjacent to the tunnel mouth opened was created at the same time and subsequently won an award for the best new playground in Scotland in 1989.¹²

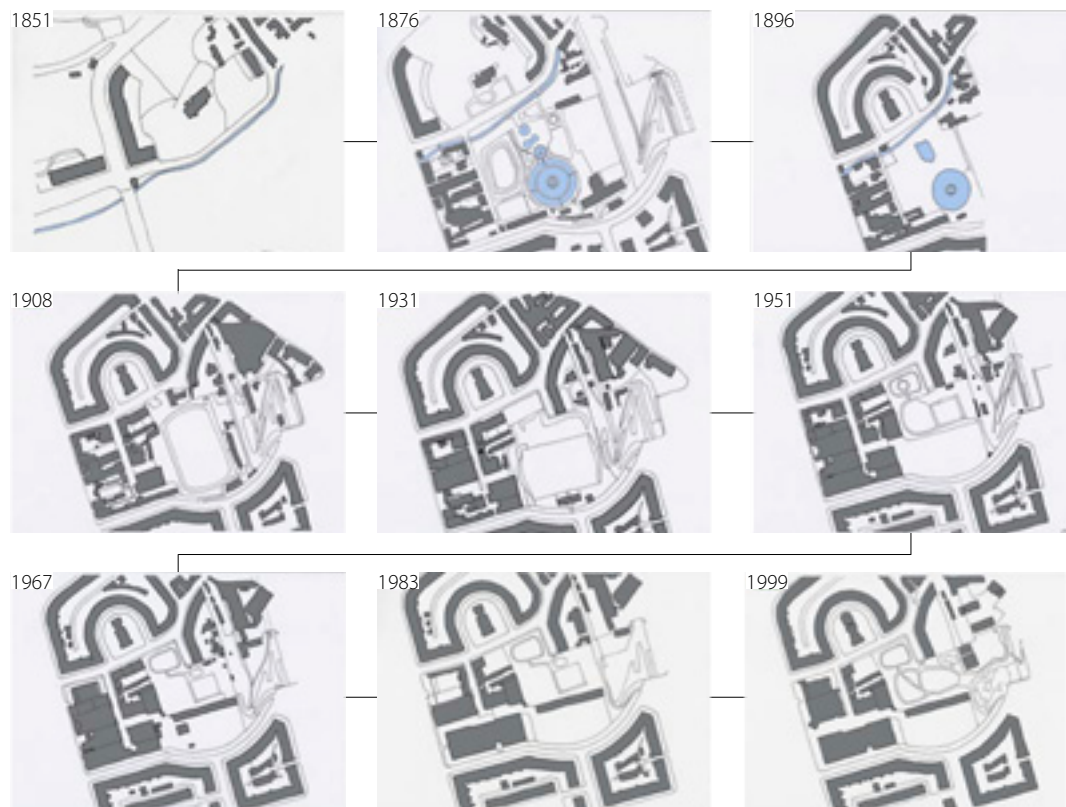


FIG 17 Map extracts traced from historical maps illustrating the development of the site, arranged chronologically from left to right starting at the top left. [Simon Laird Associates]

10 (1946) “Gymnasium” of the Future” *Edinburgh Evening News*, 27/07/1946.

11 Scotland Yard Adventure Centre Website <www.theyardscotland.org.uk/about.html>

12 Rees, 9. The plaque for the award is mounted on the path from Royal Crescent.

2.7 The Tunnels Youth Project

The Tunnels Youth project proposes the use of a small section of the tunnel at the northern portal as a bespoke youth shelter with the potential to create a flexible controlled and managed interior space where youth clubs could meet. The project is led by a working group of councillors, residents, community police officers and other interest parties. In 2009 and 2010 a series of workshop consultations led by Simon Laird Associates were held with a wide range of interested parties from the local community, including pupils from nearby Drummond Community High School and Broughton High School.

The first phase of the project was completed in February 2010 when the bricked-up northern portal was opened up and a new metal bar security screen installed, set back approximately 2 metres into the tunnel to create a small sheltered area for the park.¹³



FIG 18 (top left) View across derelict Scotland Street Station and Goods Yard towards the northern tunnel portal, probably taken during the 1970s. [RCAHMS Canmore]

FIG 19 (top right) The same view in 2009 with little change evident, prior to phase 1 of the Tunnels Project.

FIG 20 (bottom) The tunnel mouth area following the installation of the metal security screen.

¹³ Refer to appendix II for further details of Tunnels Youth Project



FIG 21 Demolition of brick infill (used for organised graffiti artwork activity with local children prior to demolition) and installation of new metal security screen.



FIG 22 The Scotland Yard playground area in 2010 looking towards the tunnel mouth.

3.0 | Present Condition

Since the playground was opened in 1989 the area adjacent to the tunnel has seen relatively little investment which is reflected in the dilapidated state of the area today.

The tunnel is structurally sound and was last inspected by a council bridges and infrastructure specialist in 2009.

The original stone retaining wall of the Tunnel north portal and adjacent embankment wall remain in generally good condition. Nevertheless, some stones are damaged and remnants of the station building and signage hang loosely. The interior lining of the tunnel is in fair condition and the ground surface was levelled as part of the phase 1 of the Tunnels Project facilitating future phases which aim to occupy a small section of the tunnel.

Within the playground area in front of the tunnel mouth there is a small court with basketball hoops and a metal football goal, screened from the play area to the West by chest-high barriers made of railway sleepers. Along with a generic 'youth' shelter these elements are in poor condition.

The embankment up to Summerbank can be climbed via a small informal path and is covered in scrub woodland which is overgrown and poorly maintained. The other half of the old goods yard area in front of Rodney Street Tunnel is screened off from the playground by overgrown planting and is occupied by a pedestrian and cycle path through Rodney Street tunnel which was opened in 2009. After forty dormant years and an investment of £350,000, the tunnel structure was upgraded and was re-opened to the public in 2009. It now forms an important part of the National Cycle Network's route 75 that links Glasgow to Edinburgh and provides an important short-cut for pedestrians and cyclists commuting to and from the city centre.



FIG 23 Initial identification of stones requiring repair or replacement with close-ups right. The photo was taken following demolition of the brick infill and prior to the installation of the metal security screen.



FIG 24 Main grassy area of King George V Park



FIG 25 Looking from the grassy area across the cycle path towards the tunnel mouth



FIG 26 View into the recently opened Rodney Street Tunnel cycle path



FIG 27 View towards Scotland Yard Playground from Rodney Street Tunnel, obscured by vegetation.



FIG 28 Present condition of adventure playground and area adjacent to tunnelmouth viewed from cycle path.



FIGS 29 & 30 Looking across Scotland Yard Playground from the embankment steps



FIGS 31 & 32 Looking through the embankment scrubland onto the playground. Note the barely distinguishable dirt pathway.



FIG 33 View down into the playground from Scotland Street, above the tunnel mouth.

FIG 34 View onto the embankment terracing from Scotland Street.

4.0 | Analysis of Significance

The Burra Charter defines cultural significance as follows:

Cultural Significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related place and related objects.

The following assessment of the cultural and historical significance of Scotland Street Tunnel and Scotland Yard Playground is based directly on the analysis of the historical and physical context of the site. Key aspects of significance are identified as a basis from which conservation policies are derived in the following chapter.



FIG 35 Green spaces in Edinburgh's New Town. Public gardens are highlighted with aerial photos, private gardens are faded and the subterranean tunnel route is also highlighted. [Simon Laird Associates]

4.1 Setting

4.11 Public Outdoor Space

King George V Park occupies an important position within Edinburgh's New Town, situated on the ward boundary between the communities of Broughton, Canonmills and Leith Walk and on the edge of the World Heritage Site. Within the wider context of the city, King George V Park, of which Scotland Yard Playground forms an integral part, is an important public outdoor space. As stated within the Edinburgh World Heritage Management Plan, "parks and gardens are integral to the New Town's layout

and architectural composition." Significantly, King George V Park is one of only a few of these parks and gardens in the New Town that are accessible to the public (fig 35).

4.12 Cycle and Pedestrian Infrastructure

The present day park serves as an important junction for cyclists and pedestrians on busy commuter routes between Eyre Place, Scotland Street and via the recently re-opened Rodney Street Tunnel (fig 36).



FIG 36 King George V Park including Scotland Yard Playground. Four principle entrances are highlighted with red arrows. The white path from Summerbank represents the possibility to upgrade the existing path to allow improved bicycle access. [Image source: Simon Laird Associates]

4.2 Historical Significance:

4.21 Variety of function

The tunnel and adjacent outdoor space have served a variety of purposes from its time as a railway, station and goods yard, to a park, to various more unusual commercial ventures. Over the years many people have queried why the tunnel has not been utilised as a route for buses, cars, trams, pedestrians or cyclists. However, the destruction and almost complete blocking of the south end of the tunnel to make way for the foundations of Princes Mall, combined with the steep gradient and sheer length, mean that the tunnel is no longer suitable for transport infrastructure. In many respects the lack of intermediate access/exit makes the space unsuitable for public access on safety grounds alone. In fact, huge investment would be required to improve access, waterproofing, drainage and ventilation meaning that the majority of the tunnel is difficult to re-use. However, the northern end of the tunnel does have the potential to link with the adjacent park space.

4.22 Linked yet Distinct Site Development

Since the construction of the tunnels and railway the area that is the focus of this report immediately adjacent to the Scotland Street tunnel portal has developed at a different rate to the rest of the King George V Park. Whilst, this is less evident today the distinction between the two areas still exists although the historic and physical link between Scotland and Rodney Street Tunnels is somewhat obscured. Nevertheless, the tunnel mouth area remains intrinsically linked to the rest of the King George V Park.

4.33 Quality of Construction

The tunnel mouth is faced in high quality stone dress stone and the interior is a mixture of stone and brick. The sheer scale of the retaining wall and the elegant detailing of the stonework are testament to the impressive feat of construction that the tunnel represents.

4.3 Social Significance

4.31 Community Value

This area of King George V Park has served as a centre for recreation for the local citizens throughout its history from angling on Canonmills loch, to the Royal Patent Gymnasium and St. Bernard's Football club, to the present day park. The Scotland Yard playground area immediately adjacent to Scotland Street tunnel entrance forms part of this park and is a space specifically geared towards young people. With Drummond Community High School and Broughton School close-by and a lack of other external public space, Scotland Yard provides an important recreational venue for local young people to meet and interact. Unfortunately the poor condition of the playground and its equipment mean it is yet to fulfil its potential.

4.4 Summary Statement of Cultural Significance

The Category B-listed tunnel has historical significance as a remarkable legacy of Edinburgh's industrial past on the edge of Edinburgh's World Heritage site. Whilst it is not possible to re-use the tunnel for its original infrastructural purpose, this important layer in the history of the city should not simply be erased and forgotten.

The tunnel and surrounding park area have considerable significance within the wider context of the city as public open spaces. The park adjacent to the tunnel and now including the area directly adjacent to the north portal, has evolved through the past two centuries as an important focus of both the local community but also the city as a whole, used throughout its history for recreational and leisure activities. The present day park physically embodies the fascinating historical development of the area and has the potential to be an important part of the city and local community into the future.

5.0 | Proposed Conservation Policies

From the analysis of historical research we derive the following policies. Where possible outline scopes of work required are described. These are compiled into a phased preliminary scope of works included in appendix I. Specific aspects of significance identified in the previous chapter from which these policies are derived are indicated in parentheses.

5.1 Setting and Townscape

(4.11 City Centre Public Outdoor Space)

Reflecting its importance as a public green space in this part of the city the park as a whole should be preserved and where possible improved in line with policy 40 of the Edinburgh World Heritage Management Plan, that is “To facilitate the greater public use of gardens.”

The park is set within a natural depression formerly occupied by marshland and Canonmills loch. Surrounding buildings are built upon higher terrain and as a result overlook the site considerably. Although this helps to maintain a degree of informal security within the park, a degree of separation between the urban streetscape and the open park is important and currently provided by the perimeter treeline. Any future intervention within the park such as landscaping, or construction on adjacent sites, notably the area currently used as the RBS car park, should take this into account to maintain the sheltered character of the park.

5.2 Access and Circulation

(4.12 Cycle and Pedestrian Infrastructure)

The interface between busy cycle routes through the park and pedestrians using the park is properly considered to minimise risk and obstruction of park areas by the cycle routes and vice versa. In the long-term an improved ramped path leading into the park from Summerbank would considerably improve accessibility, especially to the area of the park adjacent to the tunnel mouth as this path is currently unpaved making it difficult especially in poor weather.

5.3 Use

(4.21 Variety of Function, 4.22 Linked Yet Distinct, 4.31 Community Value)

The social significance of the park will be maintained through continued use by members of the whole local community. In order to ensure this the use of the park must be carefully considered and where possible facilitated. The Scotland Yard Playground Area has developed particularly but not exclusively for young people. The improvement of the space in this respect would help to counter the lack of other

youth facilities in the area.

The potential of the covered area within the mouth of the tunnel, created by setting back the new metal security screen, could be exploited to provide a bespoke youth shelter with appropriate finishes, seating and lighting in line with the preliminary scope of works laid out by the Tunnels Youth Project. In the long-term this improvement of finishes, particularly the ground surface could be applied to the wider Scotland Yard playground area with improvements such as multi-functional seating/stage/play obstacle elements extending out into the park to reinvigorate the area (see appendix II, potential phase 3)

The potential for re-using at least a small section of the tunnel as a controlled covered external space should be explored further. Indeed, this was an initial focus of the Tunnels Youth Project and remains a potential aspect of future phases of the project (see appendix II, potential phase 2). This adaptation of the tunnel is in line with policy 32 of the Edinburgh World Heritage Management Plan, "To encourage adaptation or re-use of vacant historic buildings in preference to redevelopment."

5.4 Conservation, Restoration, Repair

(4.22 Linked Yet Distinct)

It would be in keeping with the distinct, railway centred history of the Scotland Yard Playground area, to re-establish the visual and spatial connection between the Rodney and Scotland Street tunnel portals and enhance the distinct character of the Scotland Yard Playground. This would help to provide a suitable variety of spaces within the King George V Park as a whole. Initial design concept proposals indicate that a suitable approach would be tailored towards young people with hard surfaces ensuring that, unlike other grassy areas of the park, the space is usable year-round and reducing long-term maintenance requirements (see appendix II, phase 3).

Likewise, the tunnel mouth area is intrinsically linked to the rest of the King George V Park and as such any interventions must take account of the wider context of the park and community, for example incorporating improved access from other areas of the park or surrounding streets.

(4.33 Quality of Construction)

Subject to a suitable source of funding being identified, a limited programme of stonework repairs to the tunnel mouth wall should be considered. This would involve a detailed condition survey by a suitably qualified architect followed by re-instatement of damaged elements and consolidation/making good of tunnel mouth facade. Materials should be repaired and re-used where possible or otherwise replaced using like for like materials and techniques. Previous cement pointing should be removed and replaced with the correct lime mortar mix to prevent further deterioration to the stonework. A strategy for dealing with the ongoing problem of graffiti should be developed between the park users, council and police.

5.5 Alterations, Additions & Improvements

Any new intervention within or adjacent to the tunnel should not detract from the existing structure or surrounding park area and where possible have minimal impact on original masonry. The simple security screen installed in 2010 using minimal bolt fixings is perhaps a good example, making minimal intrusion into the tunnel lining and elegantly expressing the contrast between old and new elements. The requirements for ventilation of the tunnel space should be taken into account.

5.6 Security

As a natural source of curiosity the tunnel must be properly secured to prevent personal injury or anti-social/criminal activity. This security is currently provided by the metal security screen installed in 2010. Informal surveillance by passers-by and nearby residents as well as local community police officers provide further security within the park as a whole.

5.7 Cleaning and Maintenance

Existing areas of planting and the woodland embankment should be regularly maintained and currently overgrown areas should be cut back. In the long-term the configuration of planted areas should be reviewed in relation to re-establishing the link between the two tunnel mouths and realise the potential of the currently dilapidated embankment area. Although green areas are important they are well provided in the rest of the park - planting should not detract from the usability of the space and create unnecessary maintenance burdens. Any significant works should be overseen by a qualified architect/landscape architect.

6.0 | Justification for Conservation Funding

Extensive consultation and study has highlighted the potential of the tunnel and park in providing youth facilities that are lacking in this area. The conservation and improvement of this area has the potential to provide stimulating recreational activities for young locals and reduce crime rates in the area.¹⁴

As a public space the council do not have sufficient funds available to implement capital improvements to the Scotland Yard Playground area by themselves or carry out cosmetic repairs to the tunnel mouth stonework. As such the project seems to meet several criteria qualifying it for Project Funding, in particular:

- benefits public or community purposes.
- architectural merit: The Tunnel is a B-listed structure on the edge of the World Heritage Site.
- historic interest: The Tunnel and surrounding area have a fascinating history that is demonstrated by the physical evolution of the site and embodied within its current form.
- evidence of risk to the property or historic environment: the stonework is damaged in places and continues to deteriorate due to previous inappropriate cement mortar repairs.
- urgency of the work required: the work to the stone tunnel mouth wall is necessary to prevent further deterioration
- financial need for grant demonstrated: the grant is essential if there is to be any restoration of the the masonry
- public realm work of historic significance: these are works to a publicly owned space that is accessible to all for which there is good evidence that improvement works will benefit the whole community
- sustainability of the development; the intention of the work will be to raise the standard of the tunnel mouth and surrounding park area to a good state of repair.

¹⁴ CABE SPACE. Decent Parks? Decent Behaviour? : link between quality of parks and user behaviour

| Appendix I Tunnels Youth Project : Preliminary Scope of Works



Scotland Yard Playground prior to implementation of phase 1 enabling works.



Concept image for the rejuvenation of the park



Concept image for the tunnel mouth and embankment



Plan prior to phase 1 works implemented in spring 2010.

Initial Phase comprised:

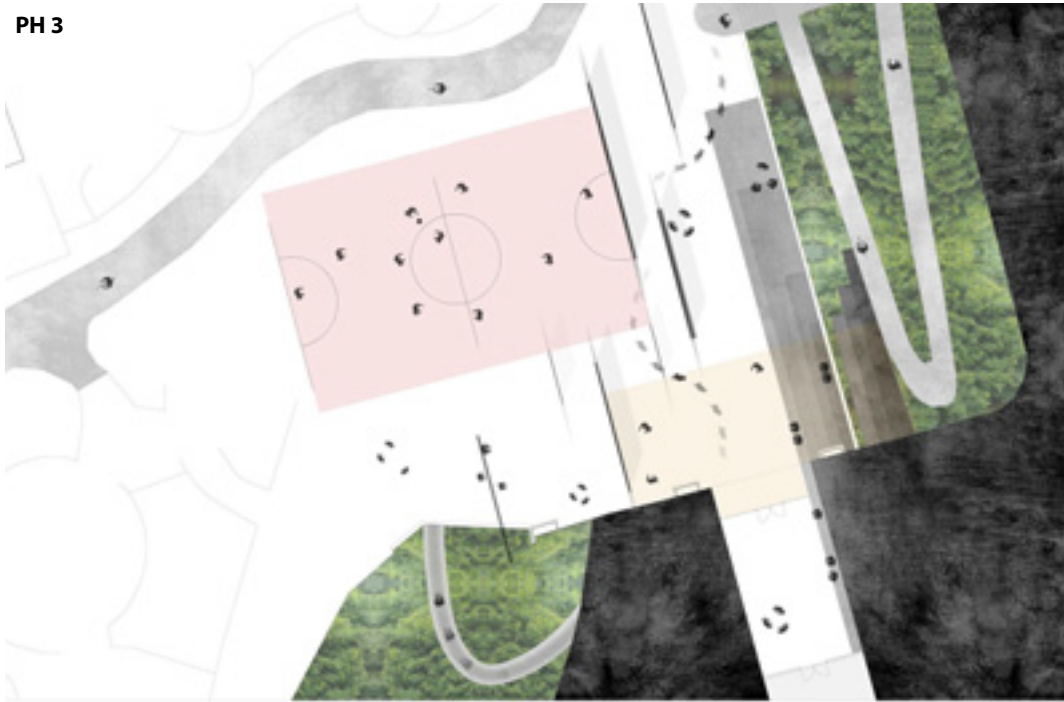
- Removal of railway sleepers to improve access and visibility
 - Basketball hoop retained in current position
 - Internal brick walls demolished and debris from tunnel mouth removed
 - Level change made good to create level access at mouth of tunnel
 - Secure metal gates installed
- NB :- Additional funding subsequently secured to pay for additional lighting within the adjacent area and access path.



Potential 2nd Phase: Youth Shelter and Tunnel Space (this phase can interchange with phase 3)

- Install appropriate floor finish and simple bench seating
- Create canopy to underside of stonework to gather drips
- Install feature lighting within tunnel space and adjacent to youth shelter
- Carry out fabric repairs to tunnel mouth stonework including reinstatement of damaged elements and lime mortar pointing. Exact scope to be defined.
- Install signage above tunnel mouth.
- Potential for planting on wall adjacent to tunnel mouth.

PH 3



Plan concept for rejuvenation of wider park area.

Potential 3rd Phase: External Works within the Park (this phase can interchange with phase 2)

- Develop design of external space featuring simple walls and terrace concept
- Incorporate within design multifunctional sports space for basketball, football etc.
- Potential to enhance finishes and planting throughout playground and wider park
- Consider options for improving cycle/pedestrian access from Summerbank

HISTORIC SCOTLAND

**EDINBURGH
BURGH**

EDINBURGH, CITY OF COUNCIL

STATUTORY LIST

Information Supplementary to the Statutory List
(This information has no legal significance)

HB Number 27953	Item Number: 247 -	SCOTLAND
Group with Items:		STREET TUNNEL
Map sheet:	Category: B	ROYAL CRESCENT,
	Group Category:	FOOT OF
	Date of Listing 25-NOV-1965	SCOTLAND
		STREET

Description:

Grainger & Miller, engineers. Opened May 17th, 1847. Closed 22nd May, 1868. Northern exit arch, now blocked semi-circular with long voussoirs.

References:

Newspaper Cuttings (Edin. Room)

Notes:

Edinburgh Leith and Newhaven Railway. Similar tunnel at N end of Goods Yard dates from 1841.

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