

1 Introduction

- 1.1 Haymarket is an important point of arrival for those travelling to the city by road or rail. It functions as an interchange between different modes of transport for regional and local travel. It is also the confluence of two arterial routes providing access to Princes Street and the Exchange; the city centre's business district, beyond. This role will be reinforced through proposals to redevelop Haymarket station and the surrounding area to provide a key multi-modal interchange for tram, trains, buses and pedestrians in the west end of the city centre. The expectation is that the interchange should not only meet connectivity requirements, but should support regeneration in the area and an improvement of the public realm around the railway station.
- 1.2 The Framework describes how the structure and urban grain of the area has evolved and considers development that has been built within a poorly defined urban form centred on Haymarket station and its immediate environs - a brief description of historical development and urban analysis is attached as an appendix to this document. To address this situation and to guide future development the framework promotes a set of design principles that new development, infrastructure projects and improvements to the public realm should follow.
- 1.3 The study area extends from Haymarket Terrace in the west to West Maitland Street to the east; from Dalry Road in the south west to Morrison Street, to its junction with Morrison Link, to the east (see figure 1).

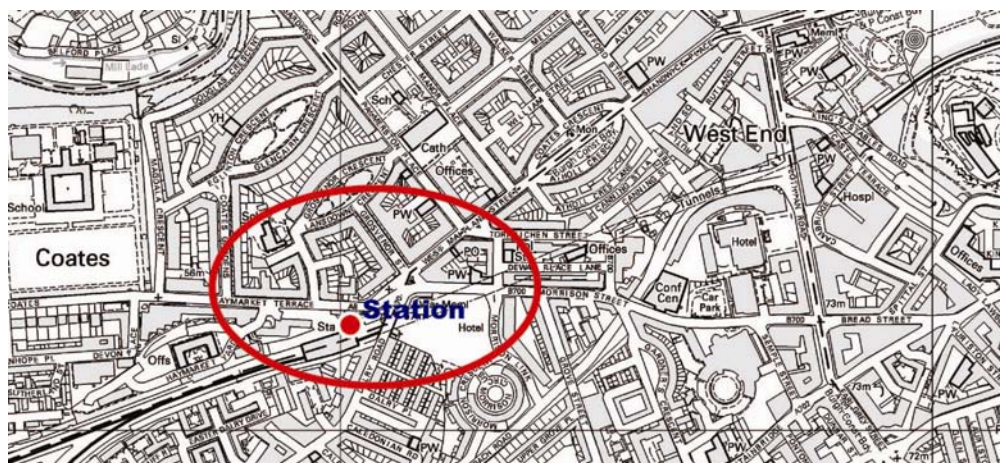


Figure 1 - Location Plan

2. Planning policy Context

2.1 The Council's planning policies for Haymarket are contained in the Edinburgh & the Lothians Structure Plan 2015 and the Central Edinburgh Local Plan (1997) (CELP), which together comprise the development plan for the area. In addition, there are a number of documents that will be material to the consideration of proposals that come forward at Haymarket; principal among these is the finalised Edinburgh City Local Plan (2007) (ECLP), which when adopted will replace the CELP. The Council places great importance on the ECLP for the purposes of development control. Other material considerations include:

- Edinburgh Standards for Urban Design
- Edinburgh Standards for Streets
- Edinburgh Standards for Sustainable Building
- Protection of Key Views
- Conservation Area Character Appraisals for:
 - New Town
 - Coltbridge & Wester Coates
- World Heritage Site Management Plan 2005;
- Local Transport Strategy 2007, including the Council's Parking Strategy
- Haymarket Interchange Feasibility Study (HIFS)
- Tram Design Manual

Edinburgh City Local Plan

2.2 Policy Ca1 of the Plan summarises the broad types of development that will be acceptable in the city centre i.e. the area designated 'Central Area' on the local plan proposals map. Mixed-use schemes will often be necessary to secure planning permission, especially those involving larger sites. For all major sites the Council will provide guidance or seek to agree with developers in advance of a planning application the appropriate mix of uses that should be provided for a particular site.

2.3 Paragraph 9.23 of the Plan notes that the Council is progressing proposals to redevelop Haymarket station and the surrounding area to provide a key multi-modal interchange in the west end of the city centre. The ECLP Proposals

Map also identifies and safeguards the route of the tram line and stops, including a stop at Haymarket.

Other Material Considerations

Haymarket Interchange Feasibility Study (HIFS)

2.4 The HIFS demonstrates how Haymarket could develop sustainably as a major transport interchange and accommodate significant growth in passenger numbers predicted over the next 25 years and beyond. In summary the proposals include:

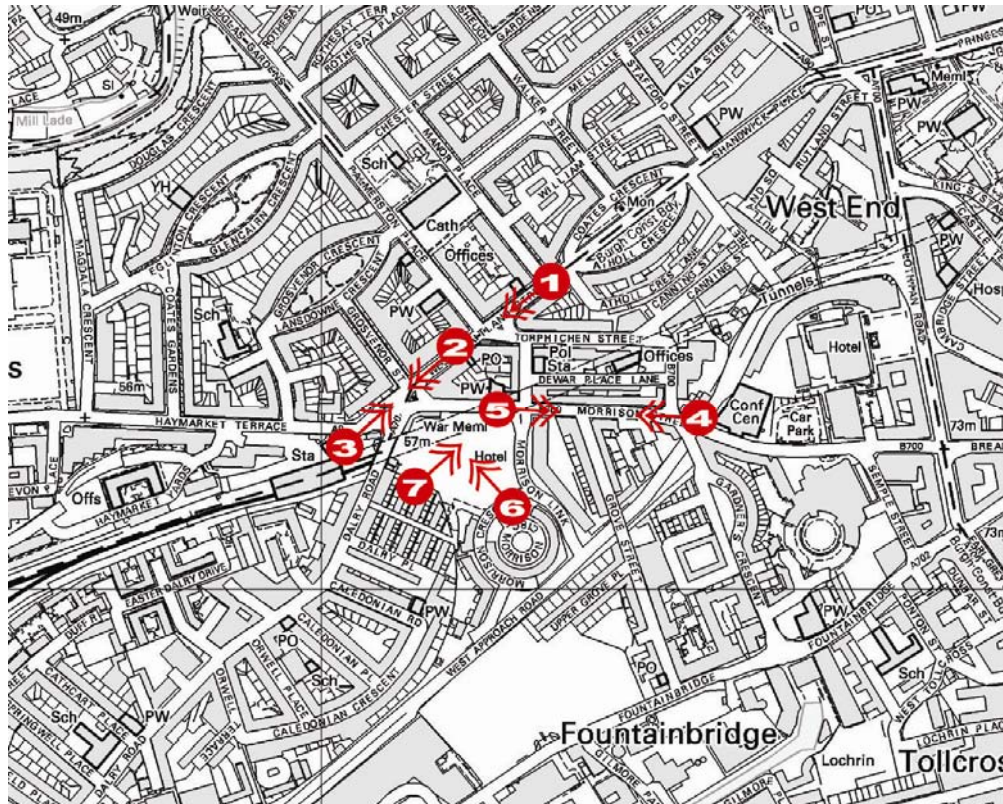
- an expansion of the station concourse and public realm area from the existing 3,000 sq.m. to 8,700 sq.m.
- the creation clear links between trains, trams, buses, taxis and bicycles with safe and convenient pedestrian links between each facility;
- a glazed roof structure with retail services beneath;
- the retention and refurbishment of existing station building and Ryrie's public house, both of which are listed buildings;
- a public space dedicated to the War Memorial;
- a large scale commercial / retail development opportunities; and
- a significantly improved waiting experience.

2.5 The HIFS envisages works taking place in two phases. Phase 1 of the works will be publicly funded and involve the development of new platform and concourse levels, transport links, road crossings, the glazed roof and the public realm works. A second phase of development would involve the provision of commercial and retail developments. The HIFS was approved by the Council in May 2008 and submitted to Transport Scotland for its consideration. Transport Scotland has included the proposal within its Strategic Transport Project Review; schemes that will be considered for funding from 2012 onwards.

Relevant Planning History

2.6 In July 2006 planning permission was granted to a development that proposed the comprehensive redevelopment of the former Haymarket Goods

Yard, comprising, retail, office, commercial leisure uses and car parking. The development proposed a seven storey office building incorporating a major public arcade running west to east through the building. Alternative proposals, broadly consisting of the same uses but in a significantly different form, have recently been considered by the Council, to which it was minded to grant planning permission. However, these proposals have been called-in by Scottish Ministers for their own determination. Before arriving at a decision a public inquiry will be held in May 2009 to consider this matter.



Key to Photos

3 Development Principles

Haymarket Townscape Qualities

- 3.1 There are a number of important townscape features, buildings and views that should inform the preparation of development proposals and infrastructure projects, including those identified in the series of photographs below:

Photo 1 -
The view west along
West Maitland Street:



Photo 2 - Long view to Corstorphine Hill



Photo3 - View east along West Maitland Street to St George's West

Photo 4 -
View from EICC to
Haymarket House in the north



Photo 5 -
View from Haymarket to
EICC to the south



Photo 6 – View from Goods Yard



Photo 7 - Corner block to premier Lodge Morrison Link.

3.2 The Framework promotes the following development principles which have been developed to:

- acknowledge and enhance existing urban edges, voids and fragment buildings and features;
- define spaces, edges and connections; and
- establish edges to built forms and spaces.

Acknowledge and enhance existing urban edges, voids and fragment buildings and features

3.3 Through the historical analysis (see appendix) urban edges, voids and fragments can be identified important to the definition of an appropriate urban structure, and within which future development proposals will be considered.

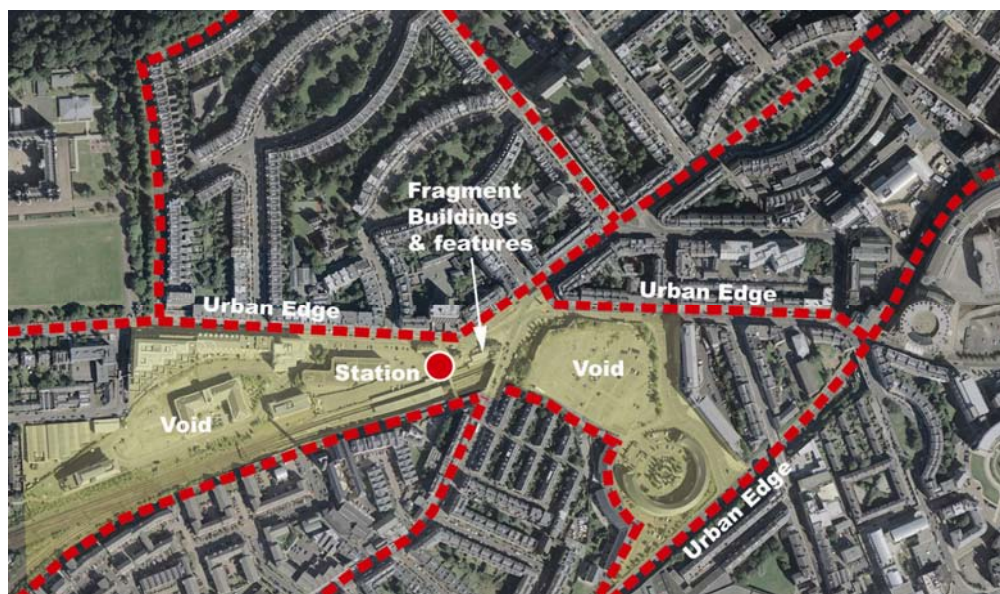


Figure 2: Urban edges, voids and fragments

Through the analysis it is possible to identify:

- edges that define areas of differing townscape character;
- voids that remain where former industrial land has yet to be developed, notably land at Morrison Street;

- fragment buildings that are left isolated amongst edges and voids, a reflection of past piecemeal developments: Haymarket Station, Ryries public house and Dalry House.

Define spaces, edges and connections

3.4 The Council expects new development proposals and infrastructure projects in their design and layout to contribute to an environment that is safe and equally accessible to all. In this context, proposals for the public realm proposals should make provision for connections and spaces identified by the framework (see Figure 3), namely:

- establish connections through public spaces that facilitate and improve pedestrian movements through Haymarket. Routes to be established include:
 - through the former Haymarket Goods Yard;
 - from the corner of Dalry Road towards the station.

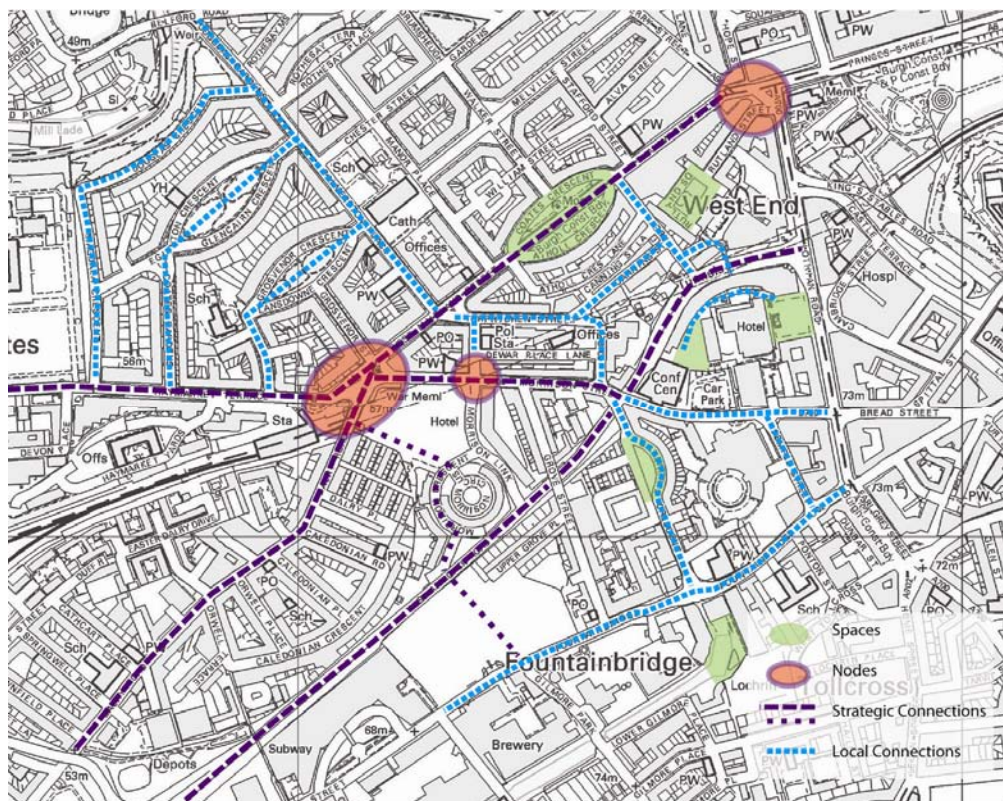


Figure 3: Strategic and local connections, nodes and spaces

The success of future development in the area is dependant upon resolving weaknesses in the urban structure. A priority is to improve strategic and local connections to the west around the railway station. The introduction of the tram, combined with the improvements described above to the station to create an interchange, provide a rationale for these improvements. One such opportunity is the creation of a pedestrian link between Fountainbridge and Haymarket, as promoted by the Fountainbridge Development Brief. At a local level, a series of important spaces are linked by a secondary level of connections.

Haymarket has an important role to play in creating a 'sense of arrival' at the city centre. New development and infrastructure projects should contribute to this experience through the creation of a sequence of spaces from west to east.

Development proposals should:

- seek to establish a strategic pedestrian connection from Haymarket to Fountainbridge;
- seek to establish local connections, including local routes across Morrison Street i.e. through the development opportunity site, and areas to the north and west of Haymarket;
- contribute to the creation of a sequence of spaces when travelling from west to east culminating in a sense of arrival at the edge of the city centre: Coates Gardens, Haymarket Junction, Morrison Street and West Maitland Street.

Establish edges to built forms and spaces

- 3.5 Proposals for the former Haymarket Goods Yard and railway station (HIFS) have the potential to create the edges, built forms and spaces sought by the framework.

All proposals should, where appropriate:

- create a space adjacent to Rosebery Crescent. The rationale for this space, and the Haymarket space, need to be clearly defined;
- define south edge of Haymarket space
- reinforce the south west edge of Haymarket space to create an 'entrance' to Dalry Road;
- retain important character forming 'fragment' buildings and features: railway station, Ryrie's public house and Hearts War Memorial;
- respond to the prominent building edges to the north of Haymarket and ensure that the potential redevelopment site at Haymarket House contributes to the definition of space;
- establish edges that complement the existing townscape and defines the route from Haymarket to the Exchange along Morrison Street; and
- promote edges that make provision for street level activity.

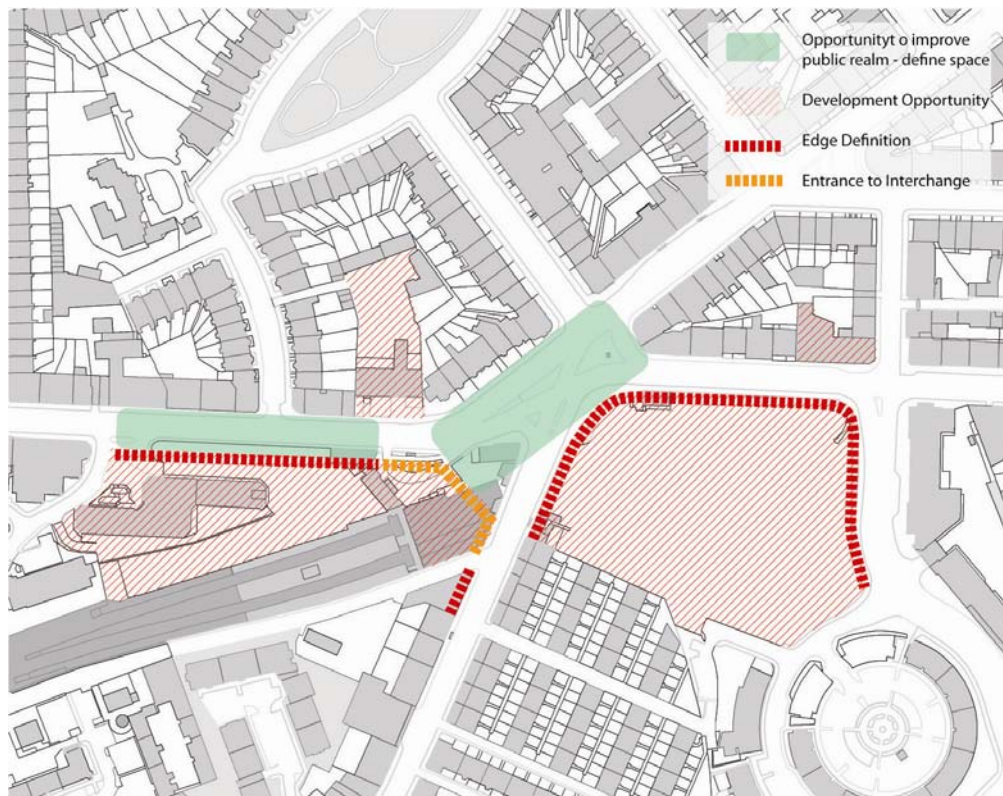


Figure 4 Edges to Built Forms and Spaces

4 Design of External Spaces

- 4.1 High quality, well designed public spaces are crucial elements of the urban environment and in making successful places. The Council expects close attention to be paid to the detailed design of streets and all other spaces in proposals for new development. The Council has prepared supplementary guidance, the Edinburgh Standards for Streets and other guidance (for example, Quality of Landscaping in Developments) to which developers should refer.
- 4.2 The development principles set out above are a first step in articulating how a successful gateway to the city centre can be achieved. They seek to retain important townscape qualities of the area, including the protection of views, buildings and features. The development principles acknowledge the important role that Haymarket plays on the western edge of the city centre, the aspiration to improve connections to the west and demonstrates how the urban form should develop over time.

5 Status of the Framework

- 5.1 The framework is a material consideration in the assessment and determination of planning applications. The proposals of the framework have been subject to public consultation and amended in response to comments received.

Historical Development and Urban Analysis

Introduction

The New Town and Coltbridge and Wester Coates Conservation Area Character Appraisals contain detailed descriptions of townscape qualities and essential characteristics. The Haymarket Urban Design Framework (HUDF) has taken cognisance of these documents and their description of historical development and landscape features. The HUDF does not assess the quality of these areas or the essential characteristics of the townscape in general but focuses on some of the key features of the areas that have helped inform an understanding of the Haymarket area.

Historical Development

The present day urban form of Haymarket was shaped to the north by the 19th Century First New Town expansion with its neat geometric shapes that absorbed the country estates and houses that occupied the area. Later developments to the south were influenced by the industrial uses that grew around the canal and the railway in the mid 1800's.

Urban Analysis

The analysis reveals that the urban forms that emerged in response to development pressures of the time lacked the clear structures of the New Town. Piecemeal industrial development continued apace into the 1900's, the legacy of which is evident today, for example, the vacant land at the former Haymarket Goods Yard. An analysis, using the 'Nolli/Figure Ground' illustrations below demonstrate, by focussing on roads/rail and spaces, rather than buildings, how the Haymarket and its immediate environs has developed.

1. The strongest urban form, the 'primary' urban grain, includes colony and tenement buildings in Dalry, the crescents and grid formations of the western New Town (Eglington Terrace / Palmerston Place), and buildings on Torphichen Street, Morrison Street and Grove Street.

2. The 'secondary' urban grain highlights those areas first developed for industrial development purposes have given way to piecemeal development, predominantly for residential and commercial purposes.
3. The 'tertiary' urban grain, to the west of Haymarket, is essentially suburban in character. It is typified by open, green space settings for villa and estate developments, often at a finer grain than those at the edge of the city centre. These spaces contribute to a sequence of spaces that culminate in a sense of arrival at the city centre.

With the majority of land developed the illustration highlights the void that is Haymarket Junction and the townscape elements that are characteristic of the area i.e. the fragment buildings, railway lines and associated tunnels.

4. The final illustration identifies more recent buildings that have not been too successful in knitting into the surrounding townscape.

