

Princes Street (Blocks 1-7a) Development Briefs



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- 1.1** Following the Planning Committee approval of the City Centre Princes Street Development Framework (CCPSDF) on 4 October 2007, the Council have been progressing discussions on the individual development blocks contained within the Framework area. The CCPSDF set out three key development principles based on reconciling the needs of the historic environment with contemporary users, optimising the site's potential through retail-led mixed uses and creating a high quality built environment and public realm. The purpose of this document is to consolidate these principles and respond to particular issues and opportunities within each of the individual Princes Street blocks, known as Blocks 1-7a.
- 1.2** This document will take the form of 7 individual development briefs, one for each block, and will consider their unique opportunities, constraints and characteristics. This document will also consider a series of generic issues which apply to all the blocks facing Princes Street.
- 1.3** The purpose of each development brief is to set out the main planning and development principles on which development proposals for the area should be based. The development briefs have been subject to public consultation and will be a material consideration in the determination of planning applications.
- 1.4** The City Centre Princes Street Development Framework was subject to a strategic environmental assessment (SEA) under the Environmental Assessment (Scotland) Act 2005. A Scoping Report was submitted to the SEA Gateway and the individual Consultation Authorities (Historic Scotland, Scottish Environment Protection Agency and Scottish Natural Heritage) all responded.
- 1.5** An Environmental Report was prepared in order to document the SEA findings and was published for consultation. The Environmental

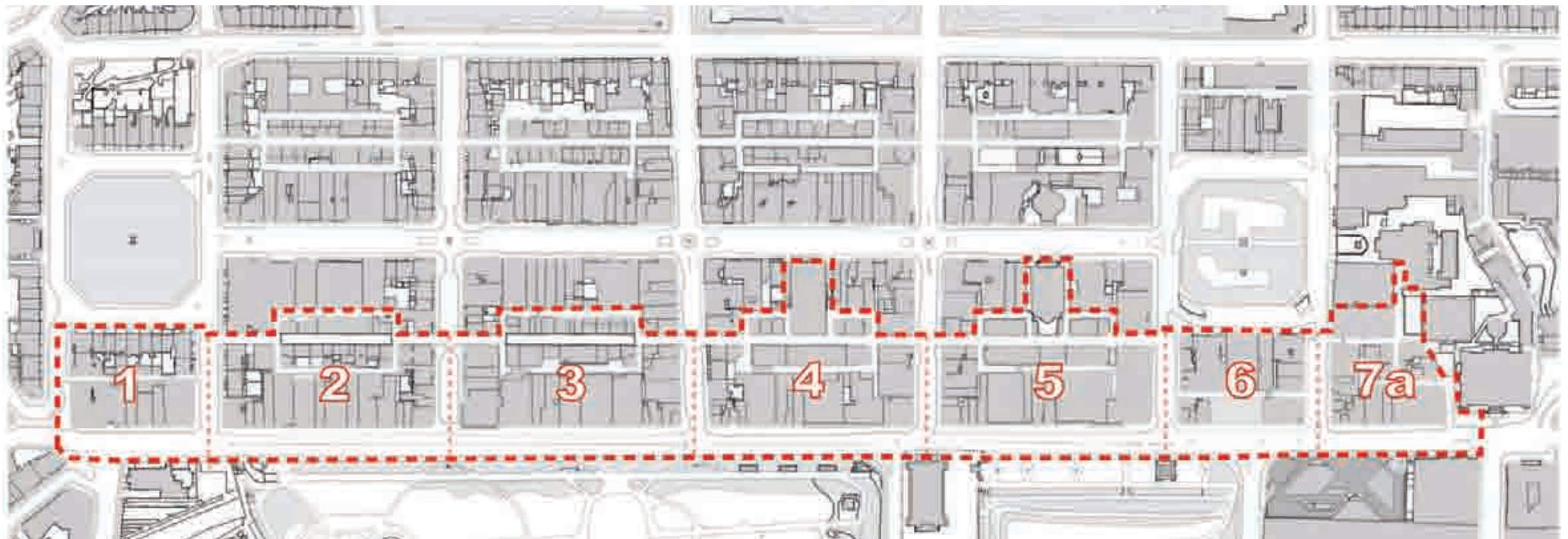
Report and comments received during consultation have informed the implementation of the CCPSDF through the preparation of the development briefs for Blocks 1-7a. A SEA Post-Adoption Statement has been prepared to outline how the SEA findings and consultation feedback have been appropriately considered and attended to by the Council. The SEA and post-adoption statement are available to view on the Council's website www.edinburgh.gov.uk search 'city centre development'.

2.1 The Site (Princes Street)

The Princes Street blocks are located in the city centre retail core, with the study area extending from Hope Street in the west to West Register Street in the east. The blocks are bound by Princes Street to the south and include the streets which run north/south such as South Charlotte Street, Castle Street, Frederick Street, Hanover Street, South St David Street and South St Andrew Street. The scope of the briefs include Rose Street and Rose Street Lanes North and South. For the purposes of this document each block will establish an overall objective and a series of

development principles drawn from the CCPSDF.

The majority of the buildings within the study area are statutory listed buildings with the entire site lying within the New Town Conservation Area and World Heritage Site. An assessment of the cultural values of the buildings within each block has been undertaken and has informed the content of the briefs.



Princes Street Study Area

Key
- - - Study Area Boundary
- - - Block Boundary

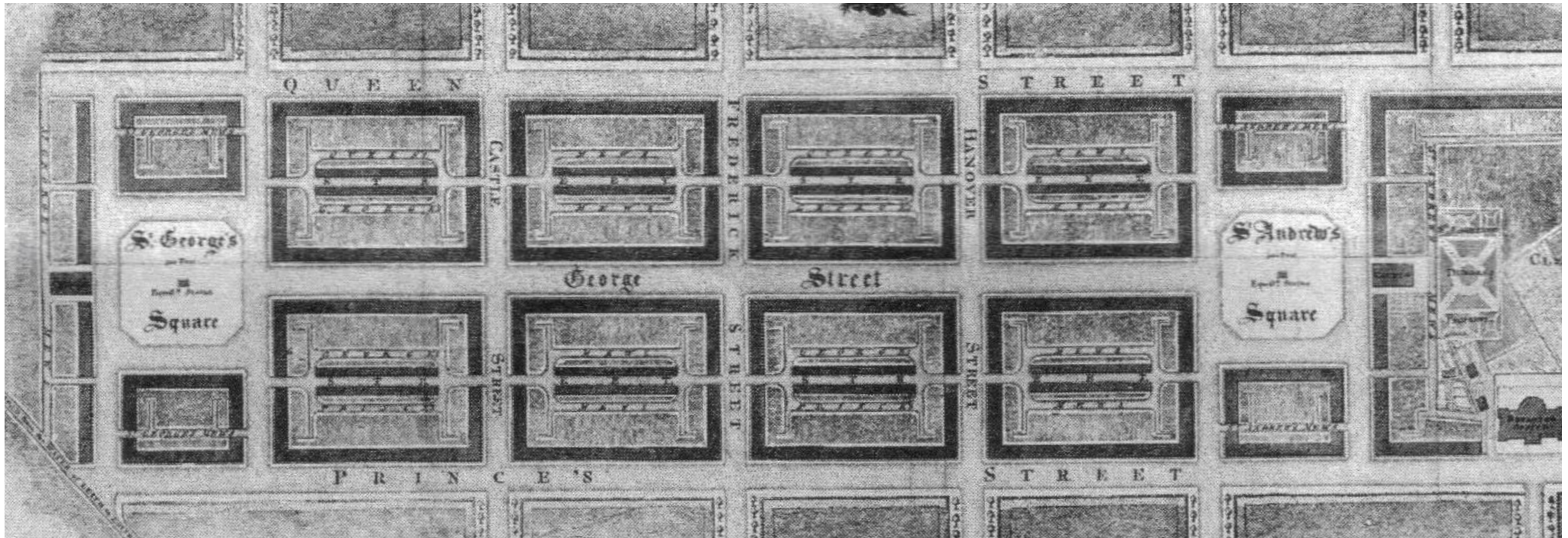
2.2 Historical and Urban Context

The historical development of the First New Town and specifically Princes Street is described in detail in the Council's 2008 Princes Street Heritage Framework. In summary, the following outlines some key dates:

- 1759: The Nor' Loch is drained to allow the city to expand to the north.
- 1772: After delays North Bridge is fully operational. The Council in turn acquires the land across the valley.
- March 1766: A competition is held for Plans of a New Town. The

objective is to create an elite residential suburb, the only public buildings being churches, based on 'order and regularity' with 'streets of a proper breadth'. Three months later James Craig's plans win the competition.

- 1771: The first feus in Princes Street are taken up for three storey houses. Although a good standard of housing was provided, they were not comparable with those in Queen Street and Castle Street.
- 1776: The most easterly house is converted into a hotel and four years later a book-shop had been opened nearby.



Engraving of the Approved Plan for a New Town, 1767

- 1805: The last of the Princes Street feus are developed with the buildings erected as private dwellings. However, Princes Street was the first street in the New Town to be affected by commercial pressures and by 1800 many of the buildings at the east end are non-residential, partly due to the proximity of industrial uses.
- 1821: The Nor' Loch is fully drained, enclosed and planted with trees. As a result Princes Street suffers from being a narrow carriageway overlooking a rubbish dump. This may be why it was never as popular a residential street as George Street.
- By 1830 much of Princes Street has become commercial with domestic buildings altered to accommodate commercial uses. Basement areas are built over, windows enlarged and completely new shop fronts added forward of the original front wall.
- Late 19th century: Complete replacement or radical adaptation of original small scale Georgian domestic buildings commences. With no overall controls, the replacements were individually designed and tended to be larger and more ornate than their predecessors. Princes Street ceases to have uniformity of design.



Princes Street c1846 with shops and flats, combining residential and commercial activities

- 1949: The Abercrombie Plan criticises the laissez-faire development of the Victorian and Edwardian periods for their lack of cohesion. Abercrombie prescribed an overall framework for height and massing to restore cohesion. Redevelopment was considered inevitable and only three buildings were considered of sufficient quality to merit retention.
- 1967: The Princes Street Panel's Report continues the theme of the Abercrombie Plan of overcoming the lack of integration. The Report recommends that Princes Street is comprehensively redeveloped within a disciplined building envelope. A unified design is to be achieved by controlling height, materials, floor levels, frontage widths, and modelling of elevations. A standard section incorporating a continuous elevated walkway with shop fronts at first floor level was devised.
- 1970s: The Panel's formula is abandoned with only isolated sites rebuilt with its recommendations rescinded in 1982. There was a move away from an ethos of redevelopment to a more conservation-based philosophy. The buildings that had resulted from the Panel's recommendations were also subject to critical comment and there was growing concern over the indiscriminate loss of buildings of historic and architectural interest.
- 1996: EDAW Study - 'A Strategy for the First New Town' - considers, amongst other things, the issue of perceived conflict between the desire to maintain commercial vitality and the need to protect historic and architectural character.
- 2007: The Council approve the City Centre Princes Street Development Framework to promote a collective approach to the regeneration of the Princes Street blocks on the basis that 'the sum of its parts is greater than the whole'. The analogy of the 'string of pearls' is used to describe the approach.

2.3 Planning Policy Context

2.3.1 The Council's planning policies for the city centre are contained in the Edinburgh and Lothians Structure Plan (2015) (ELSP) and the Central Edinburgh Local Plan (1997) (CELP) which comprise the development plan for the area. In addition to the development plan there are a number of documents that will be material to the consideration of proposals that come forward for this area. Principal among these is the finalised Edinburgh City Local Plan (March 2007) (FECLP) which, when adopted will replace the CELP. Other material considerations include:

- City Centre Princes Street Development Framework 2007;
- Princes Street Heritage Framework 2008;
- Local Transport Strategy 2007-2012, including the Council's Parking Strategy;
- The Old and New Towns of Edinburgh World Heritage Site Management Plans;
- New Town Conservation Area Character Appraisal;
- Guideline for the Protection of Key Views;
- Inspiring Action: The Edinburgh City Centre Action Plan 2005-2010;
- The Edinburgh Standards for Streets 2006

2.3.2 The Council's planning policies aim to protect and promote the vital mix of government, cultural, business, retail and leisure uses within a diverse, thriving and welcoming city centre. To this end the Council seeks to maintain and strengthen the city centre as the principal focus of activities which are integral to Edinburgh's role as a capital city, a regional service centre and a major tourist destination.

2.3.3 The overarching CCPSDF, with its focus on the regeneration of Princes Street, sets out a series of development principles to guide and co-ordinate development and investment in the City Centre. The Framework accords with the development plan and complements the City Centre Action Plan 2005-2010. The innovation of the Framework is the 'string of pearls' concept – whereby the potential for individual street blocks to be developed along a particular theme, or set of uses, to create a distinct character is explored.

2.3.4 The development briefs consider the opportunities for new development, changes of use, refurbishment and enhancement of buildings and demonstrate how buildings and spaces could be made to work better for the benefit of the city centre as a whole. In all cases, the development and refurbishment of buildings will be required to deliver appropriate and sustainable uses which can contribute to the viability and vitality of the city centre.

2.3.5 The study area i.e. Blocks 1-7a lies in its entirety within the New Town Conservation Area and within the UNESCO World Heritage Site. While the designation of the site does not carry any additional planning powers or controls, the impact of any proposed development on the site will be a material consideration in the determination of planning applications.

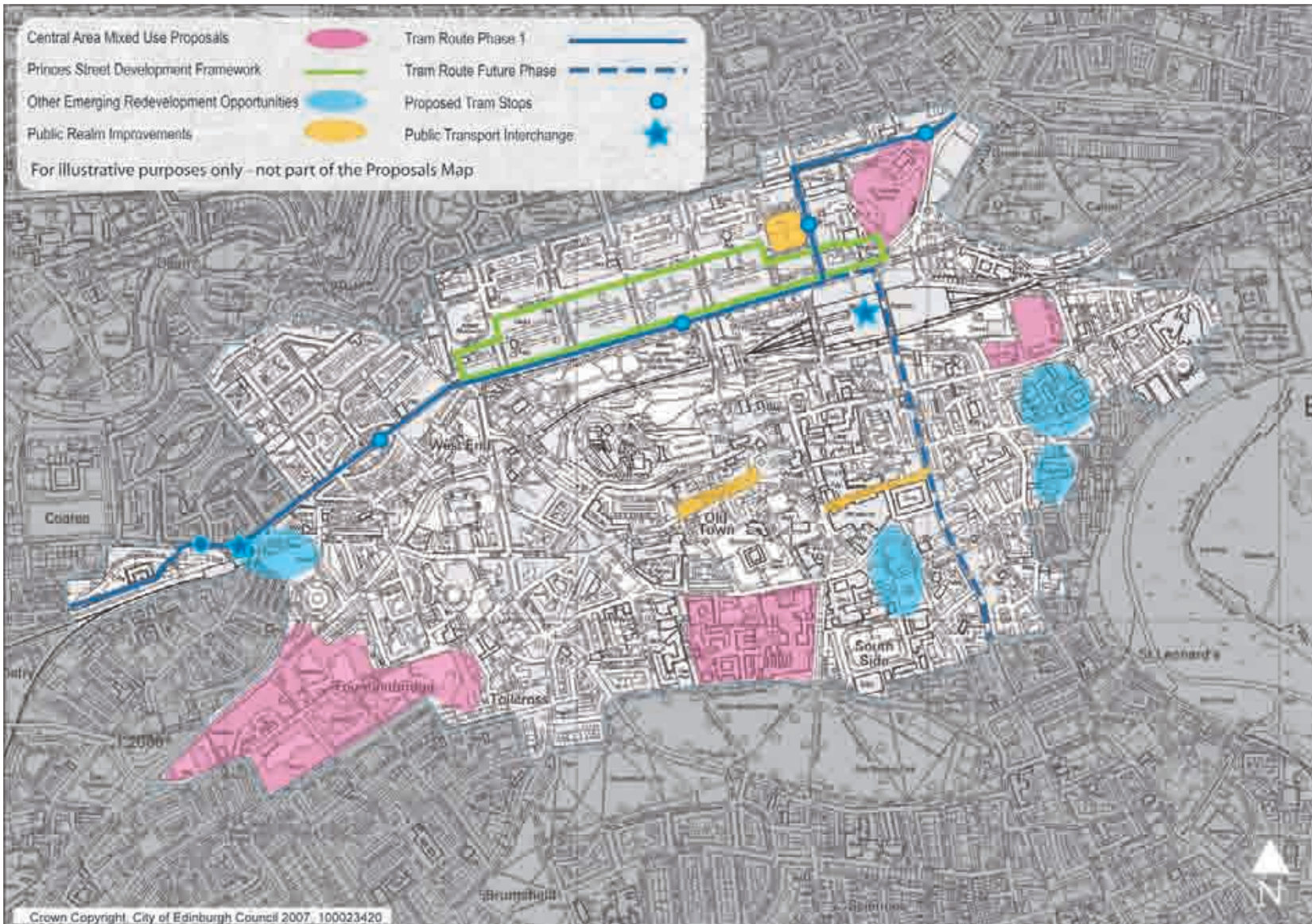


Figure 10.1 p.133 of FECLP (Tramline and Tramstop updated December 2008)

2.4 Land Uses and Movement

2.4.1 Land Uses

The FECLP sets out the Council's policies and proposals for development and use of land. The Council places great weight on this Plan in the assessment and determination of planning applications. Chapter 10 of the Plan considers the regeneration of the city centre. In summary, the chapter notes the following:

The city centre is the main focus of the city's economic growth and of the activities and services which are central to Edinburgh's role as a capital city. The environment of the centre has benefited in recent years from office developments that have supported its growth as a financial services centre and from many high quality, high profile cultural developments. As a major transport hub, it is the most sustainable and accessible location for employment growth and the provision of services. The concentration and diversity of activities found in the city centre is itself part of its character and is central to its success. The policies of the development plan, supplementary guidance prepared by the Council, e.g. the CCPSDF, and the proposals of the briefs therefore seek to ensure that it remains the focus for transport, employment, retail and leisure development. This approach accords with the Structure Plan which identifies the city centre as one of the region's 'core development areas', in which growth needs are primarily to be met.

Policy Ca1 of the FECLP summarises the broad types of development that will be acceptable in the city centre; i.e. the area designated 'Central Area' on the FECLP Proposals Map. It also sets out the requirements that development proposals will be expected to satisfy. Among these requirements is the need for development to promote a use or mix of uses appropriate to its location. The Plan also notes that it is particularly

important to maintain activity at street level, and the inclusion of units designed for shop use will be required in areas designated as 'core' or 'primary retail frontages'.

The FECLP notes that the current regeneration priority in the city centre is the retail core focussed on Princes Street and the St James Centre. The Plan states that it is essential that the redevelopment of sites in the retail core should include a significant retail element that will enable the centre to secure and enhance the quality and breadth of its retail offer. Proposals for the redevelopment of the St James Centre have the potential to make a significant contribution to this aim. With regard to Princes Street itself, policies of the Plan promote the retention of an intensive shopping character and to exclude non-shopping uses entirely from ground floor premises. This approach will continue as long as it is viable and offers the prospect of revitalising the street. In considering redevelopment and refurbishment proposals attention should be paid to upper floors, to ensure that these will attract and sustain viable uses.

The CCPSDF further augments the policies of the FECLP focussing on joint key objectives of promoting a retail destination of international quality and renown, with high quality public realm and spaces, improved accessibility, with a business environment that encourages a mix of independent traders and clean, safe and well maintained public facilities. The resultant principles of the CCPSDF that are extended into these development briefs are:

- To reconcile the needs of the historic environment with the requirements of contemporary users;
- To optimize the site's potential through a retail-led mixed use development; and
- To create a high quality built environment and public realm.

2.4.2 Residential uses

It is unlikely that redevelopment within the Princes Street blocks will bring forward a significant amount of new residential accommodation. Whilst the Council requires 25% of all new housing to be 'affordable', it is accepted that some of the existing historic buildings may not be capable of meeting the required 'Housing for Varying Needs' standards necessary to secure public funding, particularly relating to access, amenity and services. If that is demonstrated, however, the Council's Affordable Housing policy is sufficiently flexible to ensure that an affordable housing contribution can be secured through off site provision and/or the negotiation of a commuted sum payment in lieu of on-site affordable housing.

2.4.3 Movement

The accessibility of the city centre by public transport is of crucial importance to its continued success. This will be progressively enhanced, notably through the construction of tram, the improvement of conditions generally on radial routes for buses and by proposals to rebuild passenger rail links, such as one to the Borders via the Waverley line and one to south east Glasgow via a rebuilt Bathgate-Airdrie link. These are important developments, allowing the city to widen its labour and housing market areas.

As a major transport hub, the city centre is well served by public transport, including the rail, taxis and bus network. As a compact city, Edinburgh sustains relatively high levels of public transport use, walking and cycling compared to other cities. An accessible city centre will be key to enabling the regeneration of the city centre and in particular the delivery of the aspirations for the Princes Street blocks.

The Edinburgh Standards for Streets highlight that the creation of public spaces is a key component of place making. Footways that are safe, attractive and comfortable to use are essential in encouraging people to walk.

Princes Street provides the setting for the city centre pedestrian activity and is the foreground to one of the finest views in Europe. It also provides a hub for a range of city activities. Changing cultural needs relating to the use of the area and demands for other modes of movement have eroded the pedestrian priority, legibility and clear functions that the space once offered. Improvements to public realm along Princes Street represent opportunities for change to people space. Understanding the opportunities that a revitalised public realm can bring to the functions of Princes Street is essential and an integral part of any change.



East End Node



Mound Node



West End Node

3.1 The Council seeks to realise a retail-led mixed use regeneration of Princes Street which protects and promotes the unique mix of city centre functions including its cultural, business, leisure, and government uses. The success of Princes Street will be dependant on not just the nature and quality of its retail offer but also its appearance, attractiveness, comfort and accessibility.

To take this forward 'concept plans' have been prepared for each street block. These illustrate opportunities for development within each block in accordance with a series of development principles. These are intended as a starting point for the development of more detailed proposals for each block.

The development briefs focus on the 'building' blocks and spaces around them. Issues common to each block e.g. the public realm, access and movement, servicing (deliveries and waste) will be considered in more detailed strategies, and brought forward independent of, but complementary to, the development brief process.

The opportunities within the blocks can be realised in a number of ways such as:

- **Sustainable reuse of historic buildings**
- **Reinforcing and reinterpreting the historic plan form**
- **Redevelopment of unlisted buildings**
- **Alterations to buildings to make them work better**
- **Removal and renewal of elements of lesser significance**

Rose Street and the lanes are integral to the success of Princes Street. They can help unlock the potential of the street by providing access and servicing solutions and in some instances becoming distinct 'places' in their own right.

4.1 Built Heritage and Archaeology

4.1.1 Outstanding Universal Value

The Old and New Towns of Edinburgh was inscribed on the World Heritage List in 1995. The World Heritage Site Management Plan was prepared by Edinburgh World Heritage on behalf of all the stakeholders including the Council and Scottish Ministers. The Plan sets out what is significant in the Site as a basis for understanding its important qualities, in order to protect and manage it. It explains the 'Outstanding Universal Value' which includes:

- Landscape Setting: Topography of the hills and valleys and the juxtaposition of the Old and New Towns;
- Urban Form and Landscape: Contrasting character, townscape and historic buildings;
- History and Heritage: Historic City and Capital of Scotland, communities and Edinburgh - Festival City.

The Management Plan identifies the integrity of the New Town street layout as a key defining factor of its character with its relationship to significant open spaces such as Princes Street Gardens. The Plan recognises the importance of topography in shaping the townscape and key views both out and into the World Heritage Site.

The Management Plan acknowledges that change will be necessary in a dynamic urban centre and achieving a satisfactory balance between preservation and change lies at the heart of successful conservation management. The Plan recognises that new developments, provided they complement the character of the Site and enhance its special

qualities, will play an important role in enhancing the Site and delivering the highest standards of urban design and architecture.

The unique setting of Princes Street and the Outstanding Universal Value of the World Heritage Site will be key considerations in assessing any development proposals which come forward.

4.1.2 Listed Buildings

In determining applications for listed building consent, the Council is required to have special regard to the desirability of preserving the building, or any features of special interest. The affect on the setting of a listed building will also be assessed in determining planning applications.

The 2008 Scottish Historic Environment Policy (SHEP) recognises that, ***"The protection of the historic environment is not about preventing change"*** but that ***"change in this dynamic environment should be managed intelligently and with understanding, to achieve the best outcome for the historic environment and for the people of Scotland. Such decisions often have to recognise economic realities."***

The SHEP includes a presumption in favour of preserving listed buildings except where a strong case can be made for demolition. In considering demolition the planning authority should be satisfied that:

- a. the building is not of special interest; or*
- b. the building is incapable of repair; or*
- c. the demolition of the building is essential to delivering significant benefits to economic growth or the wider community; or*
- d. the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.*

As referred to in the CCPSDF the Council will seek to retain and re-use listed buildings. However, it is recognised that there may be circumstances where a case can be made that outweighs the individual historic and architectural value of the buildings, such as the benefits of a regeneration scheme, the planning benefits gained and the quality of the replacement buildings. Where it is proposed to alter an existing listed building, the determining factor will be the impact of the work on the special architectural or historic interest of the building. The demolition of unlisted buildings will only be acceptable where they make no positive contribution to the character or appearance of the conservation area or the Outstanding Universal Value of the World Heritage Site. Where justified, the opportunity to salvage features of architectural or historic interest should be fully explored.

4.1.3 Statements of Cultural Significance

The Princes Street Heritage Framework 2008 was produced to better understand the features, details and planned form which give the area its historic character and identity, and to provide a context for its preservation, development and management. A further level of study has now been undertaken based on a comparative analysis of the cultural significance of each building. This assessment does not preclude the need for proposals to conform to the Scottish Government's policy in operating listed building control in terms of alterations, extensions and demolition.

Where decisions are being made about the future of historic buildings, their historic architectural significance should be adequately assessed. This should form part of the master-planning and design process, and the assessment undertaken at the earliest opportunity and before detailed proposals are drawn up for redevelopment. The statements prepared by the Council provide an overview of the cultural significance

of individual buildings, and development proposals will require to be accompanied by a detailed heritage statement.

The overarching principle as set out in the CCPSDF and considered in the strategic environmental assessment is "to reconcile the needs of the historic environment with the requirements of contemporary users".

4.1.4 Archaeological Interest

In line with Planning Advice Note 42 Archaeology, any development within the study area will require the undertaking of specific programmes of archaeological work to record and excavate both underground archaeological deposits and upstanding historic buildings and fabric where preservation in situ is not possible. Early consultation with the City Archaeologist will be expected.

4.2 Pollution, Air, Water and Soil Quality

Pollution can arise from many sources and activities, for example traffic and transport and industrial process. Air, soil and water quality can all be affected and harmed by some forms of development. Land can present a potential pollution threat if it has been contaminated by previous activities. Noise and light pollution can also be a source of harm to health and amenity. The potential risk and significance of pollution will be considered when assessing planning applications, in consultation where necessary with relevant agencies, notably SEPA.

The CCPSDF strategic environmental assessment notes that environmental impacts related to construction activity would similarly be considered when assessing planning applications in consultation with relevant authorities and stakeholders.

4.3 Sustainability

The Council requires that sustainability is at the core of future development proposals in the area and an integral part of the development process, including the design, procurement, construction and management of new development. In this regard, development will be required to meet and indeed the CCPSDF seeks to exceed the targets and aspirations of the Edinburgh Standards for Sustainable Building. The Standards, among other things, address:

- the reduction in climate change impacts and increase in renewable energy generation;
- use of sustainable resources and materials;
- reduction in pollution and improvement in recycling; and,
- sustainable construction and operation.

Unlike typical ad hoc development, the CCPSDF embodies the concept of strategic environmental management and sustainable development. The strategic environmental assessment identified potential opportunities to maximise environmental/sustainability improvements within the city centre through development under the CCPSDF, including:

- Adoption of low and zero carbon technologies and go beyond the minimum statutory requirements for energy minimisation and generation. For instance, integration of alternative forms of energy, such as: Biomass boilers; Combined heat and power generation; and Technologies utilising renewable heat (solar thermal) and renewable electricity (micro-wind turbines, photovoltaic);
- Sustainability assessments undertaken both at the design stage (as encouraged by the Edinburgh Standards for Sustainable Building), and also at post-construction stage; sustainable construction and operation;

- Minor elements, such as green roofs or swift nest bricks or landscaping and planting for biodiversity, voluntarily designed into proposed developments (where appropriate to the contextual setting), and thus contribute to the aims of the Local Biodiversity Action Plan ‘Urban Habitat Actions’,

Accordingly, planning applications for new development in the area should be supported by a Sustainability Statement, including a working method statement which outlines the developer’s commitment to sustainability throughout the whole development and construction process and how the Council’s sustainability objectives will be realised. The Standards can be viewed on-line at www.edinburgh.gov.uk

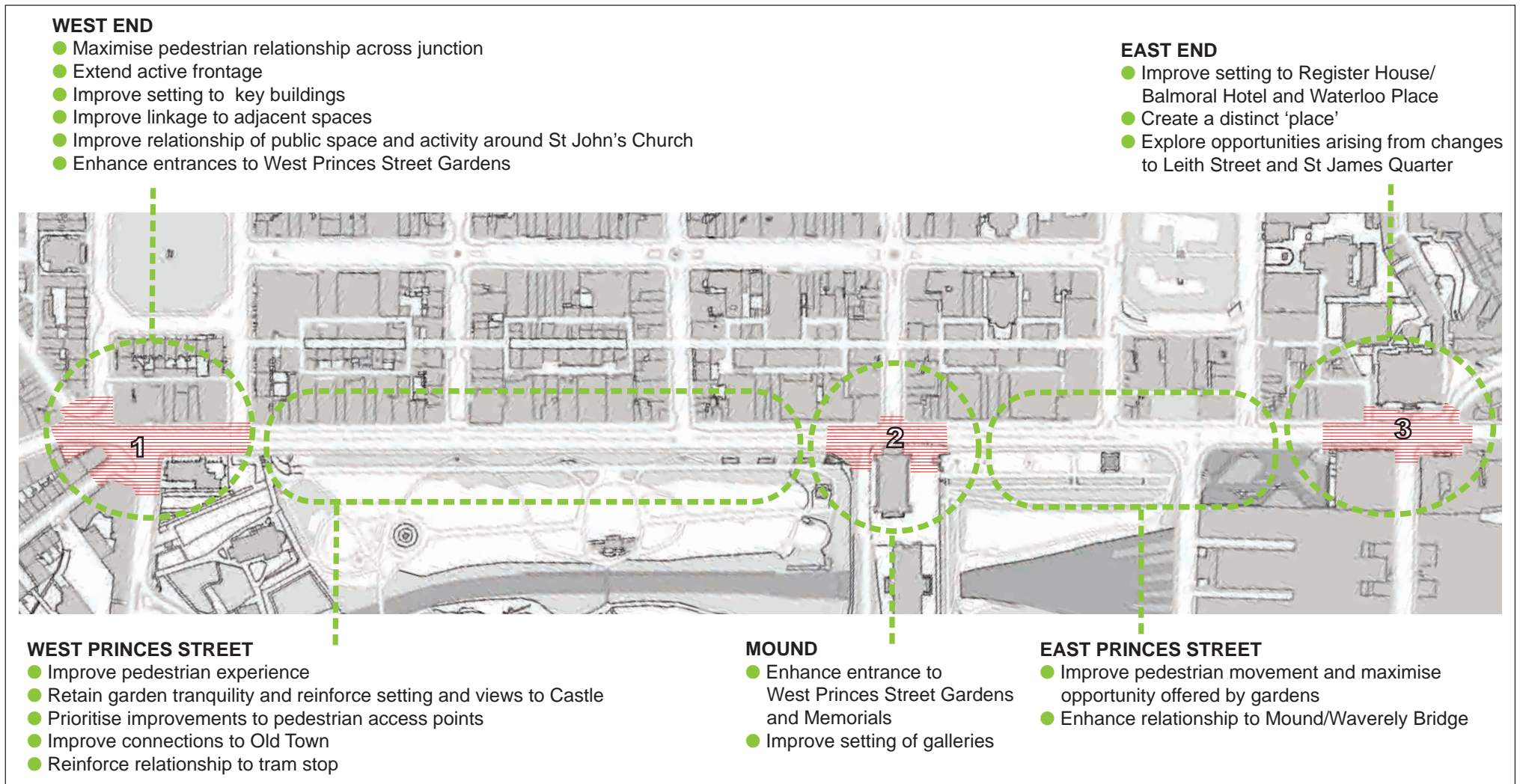
4.4 Nature Conservation/Historic Gardens and Designed Landscape

The entire study area lies within the Historic Gardens and Designed Landscape of the New Town. The inter-relationship between the street (Princes Street), its buildings and the gardens will inform the use, function and form of both the gardens and the aspirations for the blocks. Development within the individual blocks on Princes Street will be considered for its impact on elevated views such as views from the Castle and the Mound with the impact on the Designed Landscape a material planning consideration.

4.5 Movement and the Public Realm

To help support the aspirations of the Council’s Local Transport Strategy and enable the continued regeneration of the city centre, the Council will be preparing a City Centre Transport Strategy. This will seek to address:

- Improved conditions for pedestrians, as a priority
- Improved conditions and parking for cyclists



- Management of bus movements, seeking to reduce adverse impacts while retaining high levels of accessibility and not compromising the wider bus network
- Management of car traffic, seeking to retain and improve access (including exploring further off street/underground parking opportunities) while reducing negative impacts of moving traffic and on street parking
- Taxi movement and access, seeking to reduce adverse impacts while retaining good access
- Access for disabled people, seeking to ensure good access consistent with other objectives
- Servicing – catering for the needs of business while reducing impacts on pedestrians and minimising impacts on any residents
- Improving the public realm on Princes Street and its environs is fundamental to reinforcing the city centre's unique sense of place and to cope with a high concentration of pedestrian activity. Working towards improvements to pedestrian connectivity, legibility, safety and permeability, are linked to an overall aspiration to improve the quality of the public realm.

There is a requirement to consider enhancements to the public realm for Princes Street as a whole. Initial improvements will focus on the nodes of activity. The west and east ends of Princes Street and the central area around the Mound, where the Princes Street tram stop is to be sited, will require a focus on public realm to match the needs of people as the uses and activities in these areas evolve.

In the first instance there will be opportunities to make improvements to the public realm on Princes Street by rationalising street furniture and providing standard safety and operational features as the tram

is introduced. A clear strategy will evolve from this that considers the public realm for Princes Street as part of a wider public realm strategy, but considers in detail the potential for improved linkages. A priority would be to increase pedestrian space and the way these spaces work together.

4.6 Skyline

The Council's approved Guidelines for the Protection of Key Views have been prepared to ensure that new development integrates with the outstanding physical and natural characteristics of the city. The setting of the city, between open hills to the south and the Firth of Forth to the north, and the impact of volcanic hills and ridges which define the built form, together create a very strong sense of place and image for Edinburgh. This particular landscape sets up views to and from many key features around the city and allows the city, especially the city centre and the First New Town to be defined by its topography rather than just the height of its buildings. Whilst Princes Street offers the opportunity to achieve dramatic views of the city, proposals for new buildings and the adaptation of existing buildings should be considered bearing in mind the views from strategic viewpoints such as the Castle, the Mound and along Princes Street and other views identified in the Guidelines.

4.7 Urban Design

Responding to the opportunities and constraints outlined in the development briefs, the design of new development should be of the highest architectural quality and respond to its context in a manner that is informed by an in-depth understanding of the urban context. The design concept should demonstrate a positive relationship to the historic street pattern and fabric, and a sympathetic scale that preserves or enhances the existing undulating roofscape and views. The exploration

of contemporary idioms that enhance the character of the street and its unique historic setting, and contribute to the creation of new and exciting spaces and linkages, will be encouraged. Developers and designers should contact the Police Architectural Liaison Officer to seek advice on the crime prevention through the 'Secured by Design' initiative.

4.7.1 The changing character of Princes Street

The First New Town was characterised by a strict hierarchy of streets laid out on a grid pattern, and a corresponding hierarchy of heights and massing. Land use was predominantly residential and buildings were of uniform design, laid out on regular plot widths of consistent height and massing. The buildings were constructed using the traditional palette of materials such as stone, timber and slate.

Pressure for new larger forms of building, predominantly for retail and hotel uses located on Princes Street, has gradually eroded the original character of this prominent New Town edge. Although the buildings of the Victorian and Edwardian eras were of a larger scale, in their proportions, horizontal and vertical modulation, solid to void ratios, and materials they were similar, and were relatively sympathetic to the overall character of the street.

By contrast later 20th century additions to the street have altered the character of the street and eroded the uniformity of design. In some instances, they have altered the New Town street pattern by introducing large footprints extending across several feus and stretching back as a single block from Princes Street to Rose Street Lane South and in some instances to Rose Street itself.

This pattern of development is altering both the prevailing height of the street and the undulating roofscape of the street. This is more typical at the eastern end of the street and is particularly apparent in elevated views from the Old Town and Castle.

The scale and articulation of the street elevation has been compromised by some recent additions. Buildings have in some cases ignored or blurred the original feuing pattern, introduced significantly more glazing, and emphasised the horizontal over the vertical.

At street level some single storey and double storey shop fronts along Princes Street have become almost entirely glazed and in some cases divorced themselves from their more articulated upper levels. In comparison with George Street shop fronts, many frontages on Princes Street have had a negative impact on the overall townscape quality of the street.

The following design principles seek to address some of the negative elements identified above. They are generic principles for the street as a whole and therefore general in nature. They derive from an understanding of the essential elements that define the character of the street.

Individual proposals that come forward will require a more detailed urban analysis of the specific block, all of which reveal different characteristics. The 2008 Princes Street Heritage Framework will provide a basis for this exercise.

All proposals shall be accompanied with a detailed design statement that includes a rigorous urban analysis underpinning a strong design concept for the site and the streetscape.

4.7.2 Design Principles

Hierarchy of layout and spatial character

This principle seeks to respect the existing hierarchical New Town street grid and the historical spatial character.

Proposals shall demonstrate a positive relationship to the historic street pattern and spatial character. Proposals shall follow the general building lines on the Street and the Lane, and respect the physical separation between the rear of the blocks fronting the Street and the Lane.

The intention is that development proposals shall read as two buildings rather than one large box; the degree of separation considered appropriate will be derived from analysis of the spatial character of the block and key views. Note that this requirement does not preclude the provision of large floor plates at lower levels that connect from the Street through to the Lane.

Heights and roofscape

This principle seeks to encourage a sympathetic scale that preserves or enhances the key views of the New Town from the south, and of the roofscape in oblique views from the street itself.

Proposals shall either observe the existing undulating roof heights to the Street and the Lane, or where change is proposed carry out a thorough key views analysis of the proposed heights and massing. There will be a presumption against proposals that significantly exceed the heights of neighbouring buildings, or that replace an undulating roofscape with a horizontal roofscape fixed at the level of the highest roof.

Hierarchy of heights

This principle seeks to encourage a sensitive use of scale that preserves or enhances the subservient relationship between Street and Lane buildings, and respects the characteristic townscape when viewed from the south.

Proposals shall demonstrate a subservient relationship in terms of massing between the primary buildings fronting the Street and the secondary buildings fronting the Lane.

Elevational treatment

This principle seeks to encourage a contemporary interpretation of the essential character of the street and the New Town Conservation Area.

Proposals shall emphasise the predominant vertical modulation of the Street over the horizontal modulation. Devices for achieving this include the ordering of the façade to express the historical feuing pattern, the solid to void ratio of the upper storeys, and the proportions and ordering of the fenestration. The level of detailing and modelling of the facade shall be of a quality equal to the best historical examples.

In general, extensive areas of glazing should be limited to shop fronts or public rooms at ground and first floor levels. Resolution of the junctions with existing buildings, including treatment of gable elevations where appropriate, will be key to arriving at an acceptable solution.

Materials

Only high quality natural materials should be used on all elevations. Preference will be given to natural sandstone as the principal walling material. All materials should be of high quality, durable, easy to maintain and sustainable.

Shopfronts

In general new shop fronts, either on existing or new buildings, will follow the policy laid out in the Princes Street Shop Front Design Guide. The policy recognises the undistinguished nature of the shop fronts in general and classifies them into four broad types. Guidance is provided for each type. In essence this seeks to effectively integrate the shop fronts into the building elevation.

5.0 Development Principles



Block 1



5.1 Block 1

5.1.1 Objective

As the western gateway to the city centre core, Block 1 should establish the welcome to Princes Street and provide uses, activities and spaces which enhance this distinct place.

predominantly used for storage and service areas. The Charlotte Square side of the block is used as the headquarters for the National Trust for Scotland with predominantly office uses in the remainder of the block.

5.1.2 Block Context

Block 1 is located at the western end of the First New Town and links key elements of the city's west end. This includes the Exchange Quarter, theatres (Usher Hall, Lyceum and Traverse), the west end trading area, and Charlotte Square. Shandwick Place, Queensferry Street, Hope Street, Lothian Road and Princes Street all converge at this point. The block is also equidistant between Waverley Station to the east and Haymarket Station to the west.

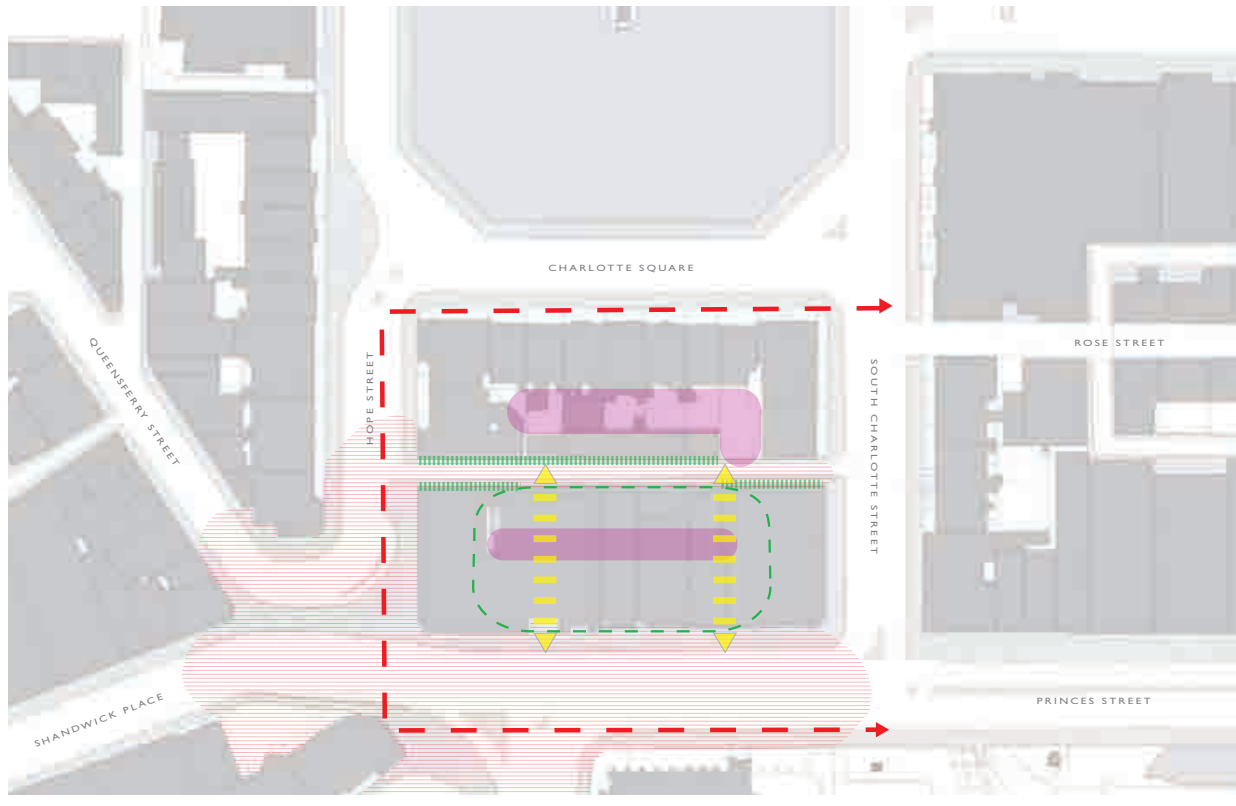
The block has a mix of building styles from a variety of periods. The building types range from the conserved former Georgian townhouses on Charlotte Square to the modern 1970's glazed curtain wall at 144 Princes Street. Hope Street Lane continues to provide a pedestrian and vehicular route through the block and is predominately used for servicing buildings. The area of open space between the former Georgian townhouses on Charlotte Square and the lane buildings reinforces the original historic spatial pattern.

The block has a mix of uses with the Princes Street level occupied by retail, financial and restaurant uses. Public house uses on Hope Street and South Charlotte Street have access points on Hope Street Lane with side entrances on the lane encouraging activity. The lane is however

Block 1



Elevation of Block 1



- Block boundary
- Reinforce historic plan form and fabric
- Potential active frontage
- Enhancement opportunity
- Potential movement pattern
- Public realm improvements

5.1.3 Block Concepts and Development Principles

The development principles outlined below will be the starting point for developing detailed proposals within Block 1:

- There are two broad elements to this block which offer different opportunities.
 - The section of the block, north of Hope Street Lane, should see continued sensitive use of the Georgian townhouses with the buildings on Hope Street and South Charlotte Street in uses sympathetic to their architectural character.
 - The section of the block facing onto Princes Street offers the opportunity to bring upper floors into full use through a reorganisation of these spaces. Improvements to the appearance of the Princes Street facades should also be explored.
- Alternative uses for existing lane buildings will be encouraged where this complements the physical appearance and land use character of the block.
- The existing open space between the Georgian townhouses and the lane buildings should be retained with its function and appearance enhanced.
- Any proposals to rationalise the Princes Street buildings should give consideration for a raised courtyard space between the Princes Street and lane buildings. This could allow the historic spatial pattern to be reinforced whilst providing useable space between the buildings.
- Proposals should encourage and stimulate movement north/south through the block. Enhancement of the public realm within the lane should be undertaken. The rationalisation of the existing refuse and delivery operations will be integral to improving the environment of the lane.
- Active frontage on sections of the lane may be acceptable.
- Improvements to the public realm at the junction of Hope Street, Lothian Road, Queensferry Street, Shandwick Place, Rutland Street and Princes Street should be explored. Based on a detailed movement study this should consider:
 - The relationship to the planned tram stop
 - The change in pedestrian movements
 - The uses surrounding the space
 - Connections to West Princes Street Gardens and Charlotte Square
 - The setting of buildings and opportunities to integrate city dressing

Block 2



5.2.1 Objective

The fine grain qualities of Rose Street Lane South is an opportunity to provide uses and spaces which respect this special character, reinforce the sense of place and support the buildings and uses on Princes Street.

5.2.2 Block Context

Block 2 retains the original Georgian scale at the east and west corners of Princes Street. These elements 'book end' the Princes Street frontage with the central buildings increasing the massing within the block. Double-height shop fronts remain at the east and west ends of the block. The east side of the block faces onto the renewed public realm on Castle Street which has helped stimulate activity in this side of the block. The west side of Castle Street retains most of its original Georgian façades with some projecting shop fronts facing onto the street.

The uses on Princes Street are predominantly retail at street level. Upper floors are also in use as retail, café and office uses. The Rose Street element of the block is predominantly retail and licensed premises with residential above. The north side of Rose Street Lane South retains areas of open garden space. Parts of this have been given over to surface parking with original boundary walls removed. A number of mews type buildings remain to the east of the lane. The lane retains much of its original whinstone kerbs, channelled stone gutters and setts. Much of the historic spatial character of the lane remains evident.

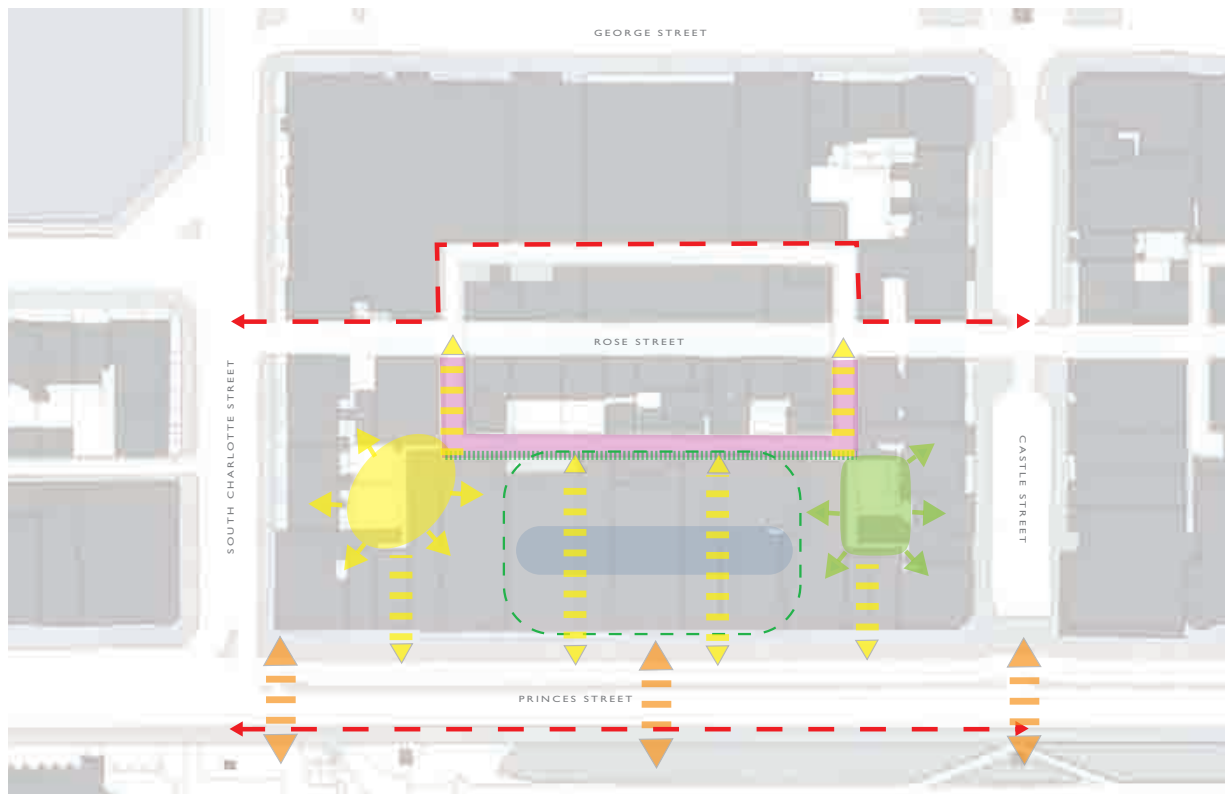
There are two access points to West Princes Street Gardens from the block. The relationship of the block to the gardens is defined by a strong boundary. The layout and surface details at these points result

in relatively weak connections. Vistas into the gardens terminated by statues and the wider views of the Castle provide an important backdrop. As well as valuable open space, the gardens are also a key pedestrian route from King Stables Road, Lothian Road, and the Grassmarket.

Block 2



Elevation of Block 2



- - - - - → Block boundary
- Reinforce historic plan form
- Reinterpret historic plan form
- Potential active frontage
- Coordinated regeneration
- Connection space
- Potential courtyard
- ||| ▶ Potential movement pattern
- ||| ▶ Enhanced connectivity

5.2.3 Block Concepts and Development Principles

The development principles outlined below will be the starting point for developing detailed proposals within Block 2:

- The fine grain character of Rose Street Lane South should inform proposals for development within the lane. Based on an understanding of the townscape qualities and the relationship of the buildings and the spaces, proposals should seek to reinforce the historic plan form. New uses within the lane should be compatible with its physical and land use characteristics, having regard to the amenity of existing residents.
- The central section of the block (see Block 2 Diagram) could provide an opportunity for ‘co-ordinated regeneration’. Delivered in a collective and collaborative approach, proposals could reinterpret the historic plan form whilst respecting the Outstanding Universal Value of the World Heritage Site. This would allow consideration to be given to a raised level courtyard between Princes Street and the lane buildings.
- Any reduction in floor area could be balanced out by a more intensive use of currently vacant upper floors and the use of underused lane buildings. Opportunities for new interventions on Princes Street and the lane should be explored with solutions based on a sound understanding of the context and historic spatial character of the block.
- Open spaces or courtyards (for example the existing private car park to the east of the block) could provide opportunities for circulation within the block and allow access to the upper floors of the Princes Street buildings.
- Movement through the block will be encouraged. This will increase permeability which in turn will help to activate the lane. Improvements to the public realm on the lanes should be explored as part of any proposals.
- Connectivity to West Princes Street Gardens should be considered in more detail with modest improvements made to enhance and reinforce the links and views of the Castle.

Block 3



5.3.1 Objective

The predominance of larger floor plate buildings offers the opportunity to intensify the shopping character of Princes Street through three development opportunities within the block.

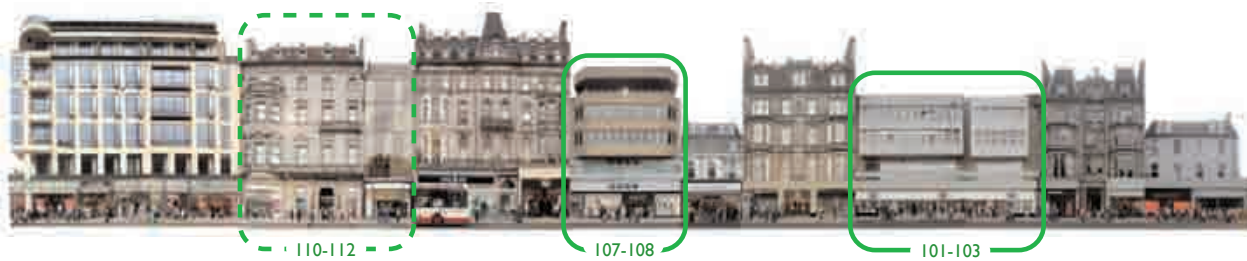
5.3.2 Block Context

The block has open views to the south and allowing views to and from the castle, Princes Street Gardens, St John's Episcopal Church, the Royal Scottish Academy and the Mound. The block is opposite the Ross Bandstand and is linked to the Gardens via two pedestrian crossings at either end of the block.

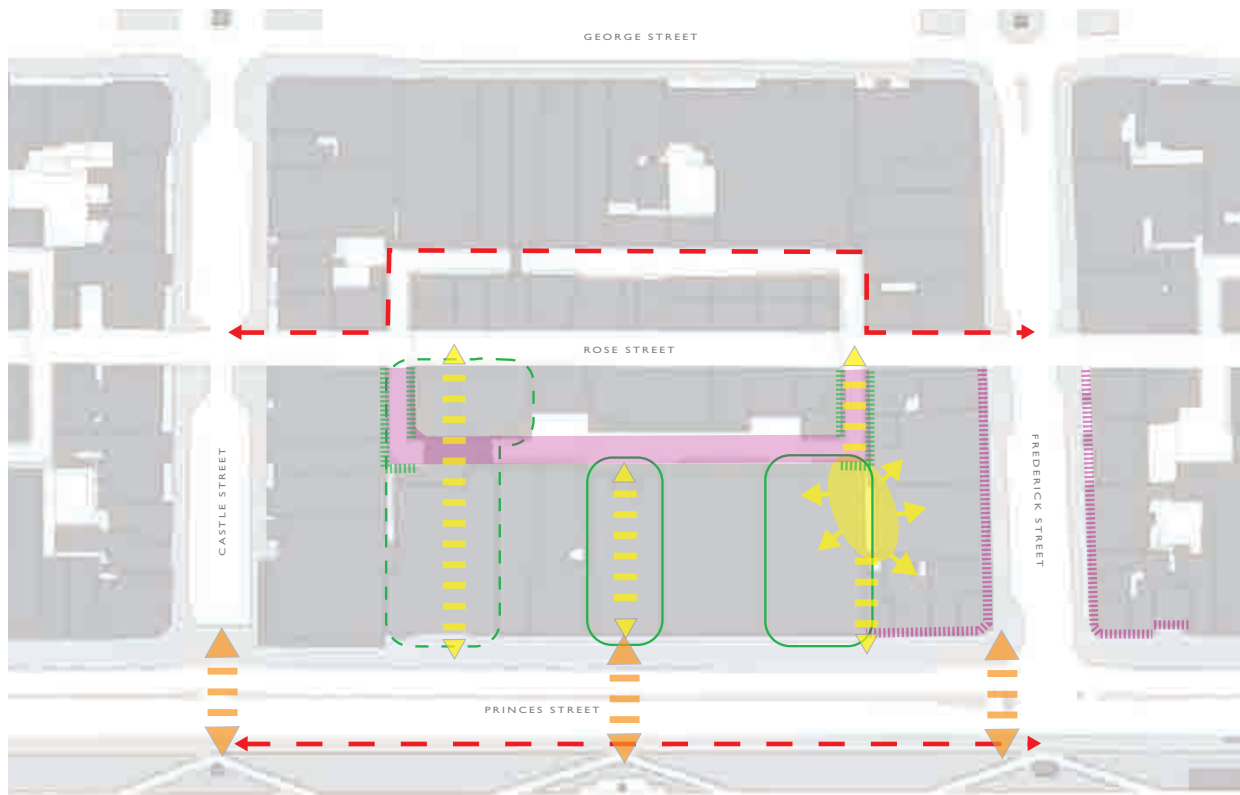
The block retains little of the original Georgian scale buildings with two examples remaining at 106 and 99 Princes Street. The early homogeneity of the block has been significantly diminished with significant 18th century fabric remaining on Frederick Street. The block is intensively developed with the area between the lane building and the Princes Street buildings now developed to varying degrees. Historically the block had a retail arcade at 104-105 Princes Street which connected Princes Street to Rose Street Lane South. This no longer exists.

The street level on Princes Street is exclusively retail with the upper floors providing a mix of uses including a club (the Royal Overseas Club at 100 Princes), office uses and a continuation of retail. The block has a large element of office use on the corner of Castle Street and Princes Street. The uses on Castle Street and Frederick Street are a mix of retail, financial institutes and food outlets. There are also some elements of residential on these streets. Rose Street has public houses and restaurants with some residential on the upper levels of buildings.

Block 3



Elevation of Block 3



- Block boundary
- Reinforce historic plan form
- Enhance historic edge
- Potential active frontage
- Redevelopment opportunity
- Enhancement opportunity
- Connection space
- Potential movement pattern
- Enhanced connectivity

5.3.3 Block Concepts and Development Principles

The development principles outlined below will be the starting point for developing detailed proposals within Block 3:

- The original character of Rose Street Lane South has been eroded by more recent development. Active frontage on the returns of the lane would encourage movement into block. This would support the longer term ambition to regenerate the main section of the lane.
- Three development opportunities are identified within the block i.e. Nos. 101- 103 (Boots), 107-108 (Next) and 111-112, (Debenhams). All three properties extend into Rose Street Lane South and the following could be explored to unlock the potential of this block:
 - The redevelopment of 101-103 Princes Street (Boots) as an unlisted building within the block should be considered. The position of the building and its relationship to the lane should be exploited and include improved permeability, active frontages and the introduction of a high quality architectural response. Using the area to the rear of the buildings on the corner of Frederick Street and Princes Street could be investigated to improve connectivity.
 - 107-108 Princes Street (Next) is an unlisted building within the block and provides an opportunity to enhance the building form on Princes Street, improve movement between the lane and Princes Street, maintain and extend the retail function with consideration given to the use of upper floors.
 - A rationalisation of 111-112 Princes Street (Debenhams), a category B listed building, could provide renewed floorspace, a mix of complementary uses, improved permeability and deliver a creative design solution which addresses Princes Street, Rose Street and the lane. A thorough assessment of the architectural and historic merits of the building should inform opportunities for a sensitive reuse and remodelling of this part of the block.
- Together all three buildings have the potential to reinvigorate the lane including active frontages, routes through the block and a collective servicing system.
- Proposals for the block should explore opportunities to restore or improve the historic edges on the corners of Princes Street and Frederick Street. The upper floors of the corner buildings should provide uses which complement the original building form and help maintain the vitality of the city centre.
- Improved links into West Princes Street Gardens could be considered to increase the use of this potentially enhanced facility, whilst respecting the secluded nature of the gardens to either side. Creative solutions to better connecting the gardens to the street could be considered.
- This location also offers opportunities to make improvements to connections to the Old Town across Princes Street Gardens.

Block 4



5.4.1 Objective

The identified development opportunities within Block 4 should be used as a catalyst to deliver a wider regeneration and, better connect Princes Street to the lanes, Rose Street and George Street.

5.4.2 Block Context

Block 4 is positioned in the mid-section of Princes Street and is connected to West Princes Street Gardens via pedestrian crossings at either end of the block. The planned Princes Street tram stop will be positioned in the centre of the block. The Princes Street façade is book-ended by the original Georgian-scale buildings at the east and west ends, although the original frontages have been largely altered with double and single height shop fronts. The south view down Hanover Street frames the view of the Royal Scottish Academy on the Mound, New College and the spire of the former Tollbooth Church in the Old Town.

The block contains the only remaining full height Georgian frontage and surviving basement well at 95 and 96 Princes Street. Having three large Panel buildings this block came closest to delivering the aspirations of the 1960s Panel's ideal for two level shopping and a continuous first floor walkway before it was abandoned in the late 1970s.

The street level of Princes Street is exclusively retail with the upper floors of 86 Princes Street in club use (The New Club). The remaining upper floors are a mix of office use, such as the Abbey Business Centre, storage areas with a degree of vacancy in some buildings. A small element of residential use exists at 90 Princes Street. The uses on Rose Street are a mix of retail, public house and office. The block also contains the Assembly Rooms as a cultural venue.



Block 4

- ➔ Block boundary
- Reinforce historic plan form
- Enhance historic edge
- Explore potential active frontage
- Redevelopment opportunity
- Coordinated regeneration
- Connection space
- ➔ Potential movement pattern
- ➔ Enhanced connectivity
- Public realm improvements
- Planned tram stop

5.4.3 Block Concepts and Development Principles

The development principles outlined below will be the starting point for developing detailed proposals within Block 4:

- The unlisted buildings at Nos. 91-93 Princes Street (formerly Littlewoods) and 80-83 Princes Street (Abbey Business Centre) represent two individual redevelopment opportunities. These two sites provide the potential to form spaces which could better integrate Princes Street with Rose Street and the lanes. Independent access to the upper floors of buildings on Princes Street and side streets could be created. This could allow currently underused floors to be activated with the open spaces reinforcing the character of the lane.
- A coordinated development opportunity on Rose Street Lane South could be explored. A creative approach could incorporate the buildings on the south side of the lane and the rear of the Hanover Buildings – activating the entire lane with uses and open spaces could be explored. This should be based on a sound understanding of the historic plan form, how this contributes to the Outstanding Universal Value of the World Heritage Site and how these values can be protected and enhanced.
- The introduction of active frontages to Rose Street and the North and South lanes with improved access to George Street is encouraged.
- The restoration and enhancement of the historic edge on the south east corner of the block is encouraged. The reuse of the upper floors with uses which are compatible with the building form is supported.
- An analysis of the relationship of Block 4 and Block 5 to the space around the Royal Scottish Academy should be undertaken to inform proposals for improved public realm in this area. The opportunity to ‘place make’ at area around the Mound should be explored with the aim of improving the pedestrian environment, enhancing the setting of the historic buildings and providing a renewed public realm befitting of this location.
- Proposals for a new war memorial at this end of West Princes Street gardens will highlight the sensitivity of this public space. Improvements to the links to the former gardener’s house could be explored with potential uses such as public information and exhibitions.
- The location of the tram stop in Princes Street will alter the dynamics of pedestrian movement and will require further assessment as part of the City Centre Transport Strategy. This node and area around the galleries provides an important context to any changes.

Block 5



5.5.1 Objective

The existing successful retail and hotel uses within the block should be used as a catalyst to regenerate the block. Opportunities which create new uses and bring upper floors into use are encouraged with consideration given as to how the historic plan form of the block could be reinterpreted.

5.5.2 Block Context

Block 5 is located in a pivotal section of Princes Street providing a direct relationship to East Princes Street Gardens, the Scott Monument, Waverley Bridge and the Old Town, the renewed St. Andrew Square and Multrees Walk. The block also has informal access through from George Street to Rose Street via the pends either side of No. 14 George Street (The Dome).

The block has been intensively developed over time with the early homogeneity of Princes Street now replaced. This has included overhead and subterranean connections created between Princes Street and Rose Street. Rose Street Lane South is mainly used as a service area with the tall buildings either side of the lane creating an unwelcoming 'canyon-like' feel. Hanover Street retains several less-altered 18th century buildings and has a high degree of early fabric. The block is particularly visible from a number of views including views from the Scott Monument and across East Princes Street Gardens from Market Street.

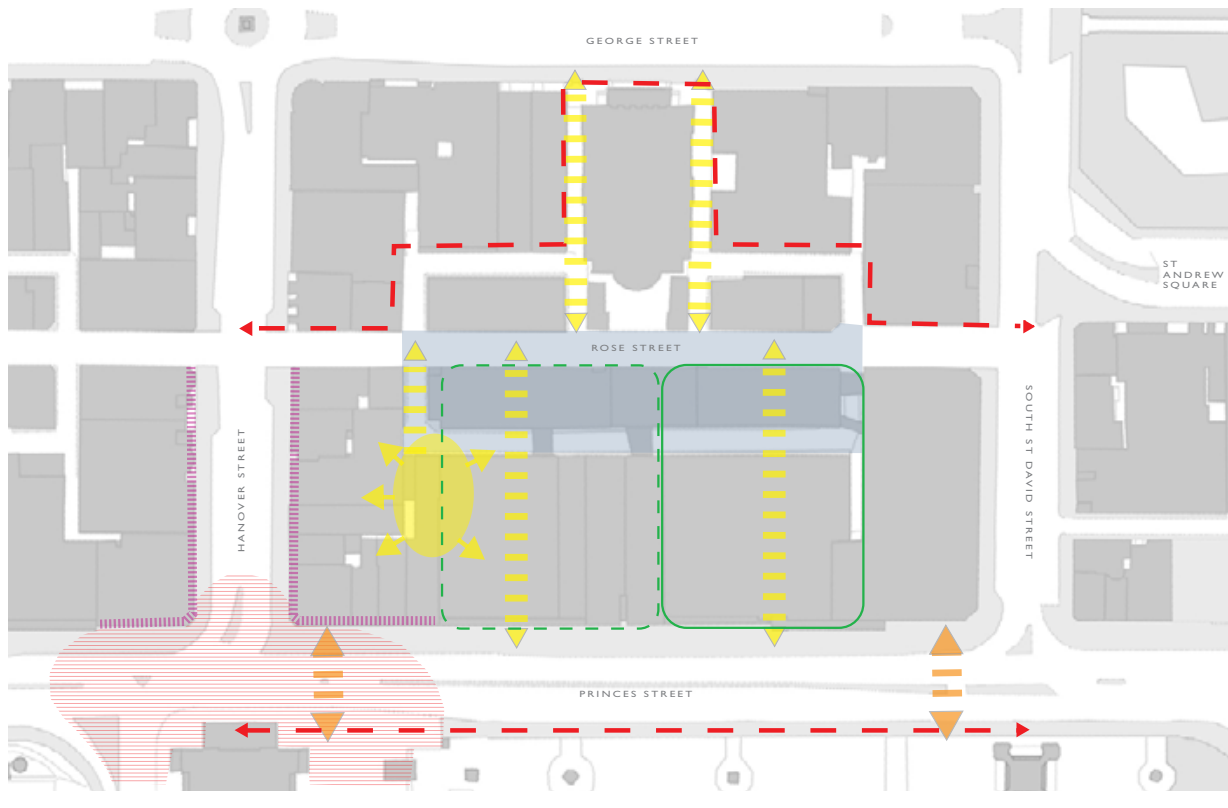
The ground floor of Princes Street is predominantly retail the exception being the entrance to the Mount Royal Hotel. There is a degree of vacancy in the upper floors towards the west end of the block. The

upper floors of Clinton Cards, (Nos. 70-71), BHS (No. 64), Marks and Spencer (No. 60) and Jenner's are in retail use with hotel use at No. 53 (Mount Royal). There are a mix of uses on Hanover Street including office, restaurants and some residential use.

Block 5



Elevation of Block 5



- Block boundary
- Enhance historic edge
- Reinterpretation of historic plan form
- Redevelopment opportunity
- Enhancement opportunity
- Connection space
- Movement pattern
- Enhanced connectivity
- Public realm improvements

5.5.3 Block Concepts and Development Principles

The development principles outlined below will be the starting point for developing detailed proposals within Block 5:

- There are two broad elements within the block which offer the potential to improve the functioning, appearance and sense of place within the block. This includes the redevelopment of Nos. 53-59 Princes Street (The Mount Royal Hotel and part of Jenner's) and improvements to Nos. 60-64 Princes Street (British Home Stores, Romanes and Paterson and part of Marks and Spencer). A series of opportunities could be explored including:
 - The reinterpretation of the historic James Craig plan to deliver a renewed 'place' on Rose Street. This must be based on a sound understanding of the historic plan form, how this contributes to the Outstanding Universal Value of the World Heritage Site and how this will be protected and enhanced.
 - Using the change in levels between Rose Street and Princes Street to deliver imaginative solutions for servicing, including deliveries and waste collection, and the creation of additional retailing accommodation and storage areas.
 - Improving the setting for the rear elevation of No. 14 George Street (The Dome). The significance of this building should be used to inform proposals with the opportunity to 'place make' fully realised.
 - Retaining the connections between George Street and Rose Street either side of the Dome will continue to provide important access to the block.
- The existing movement north-south through the block should be retained and expanded with opportunities for new or additional access to upper floors created. This could help with the reuse of the upper levels of the group of buildings at Nos. 70-76 Princes Street and 1-33 Hanover Street.
- The restoration and enhancement of the historic edge on the south west corner of the block is encouraged. The reuse of currently vacant upper floors with uses compatible with the building form is supported.
- In an overlap with Block 4, the relationship of this block to the Mound, the area around the galleries and connections to the garden should be explored.

Block 6



5.6.1 Objective

Block 6 has the potential to deliver a renewed presence to this part of the First New Town by providing active uses at ground level and the reuse of upper floors.

5.6.2 Block Context

Block 6 sits between St Andrew Square to the north and Princes Street to the south. The block forms part of the framework of several planned views such as the view south down South St David Street to the Scott Monument and the Old Town beyond. The location of the block at the northern end of Waverley Bridge gives it a definite prominence and its close proximity to Waverley Station, the bus station, the planned tram stop at St Andrew Square, Princes Mall and the Old Town sets the block in a strategic location.

There are a wide variety of building types within the block with none of the original townhouses, tenements or lane buildings now surviving. The block has some very good examples of 19th and 20th century buildings such as the Old Waverley Hotel, the former Scottish Provident building (Nos. 6-7 St Andrew Square) and the outstanding Edwardian department store at the former Forsyth's building on the corner of Princes Street and South St. Andrew Street.

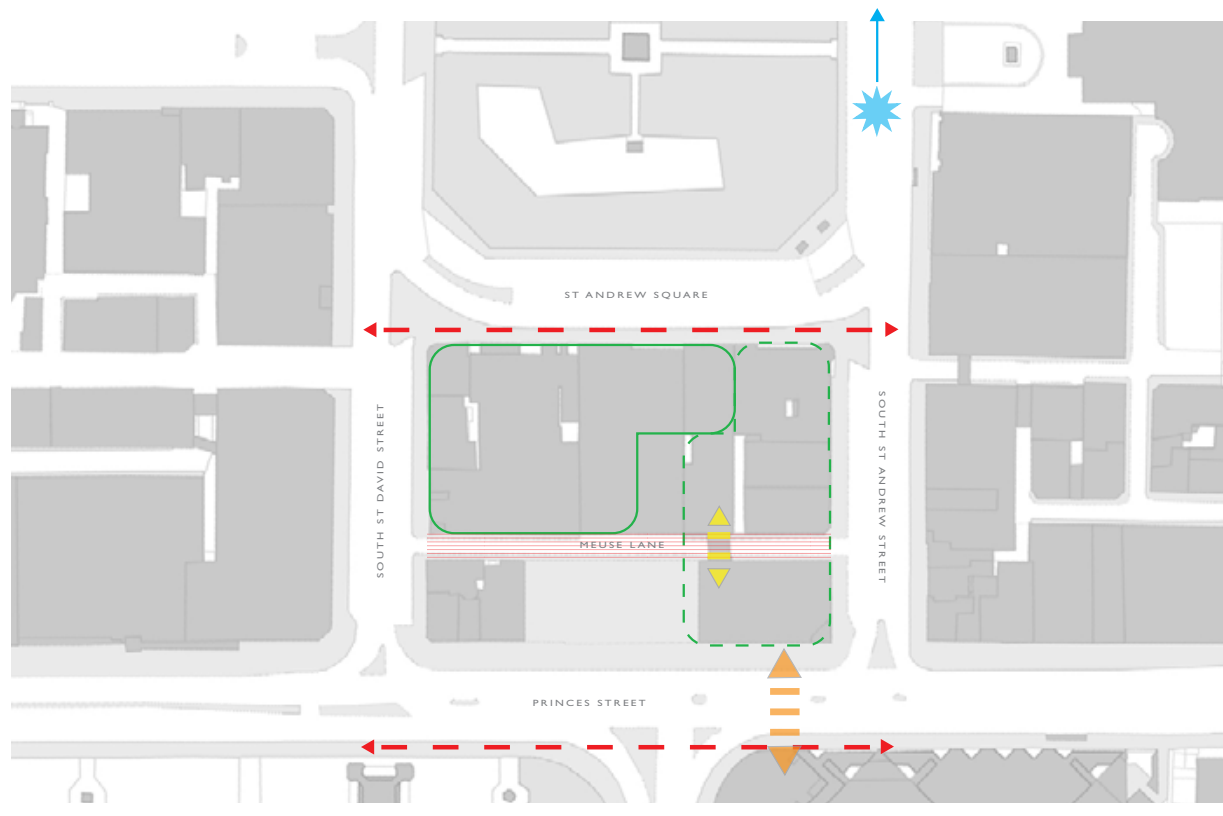
The street level of Princes Street is exclusively retail with upper floors used as hotel, office and retail. There is a mix of uses on South St. Andrew Street including a hairdressers, a restaurant, a bank and a public house. There is some vacancy within the block on upper floors. This includes the former Forsyth's building (now Topshop) and the building on the north east corner of St. Andrew Square and South St. Andrew








Street. The entire north west corner is vacant in anticipation of a mixed-use redevelopment to include, retail, office and an element of residential accommodation. Meuse Lane dissects the block east-west and remains in use as a through road and service lane. Although not a welcoming place it continues to be used by pedestrians.



Elevation of Block 6

Block 6



-  Block boundary
-  Anticipated redevelopment
-  Reuse upper floors
-  Potential high level Movement pattern
-  Enhanced connectivity
-  Public realm & servicing improvements
-  Planned tram stop

5.6.3 Block Concepts and Development Principles

The development principles outlined below will be the starting point for developing detailed proposals within Block 6:

- The anticipated redevelopment of Nos. 3-8 St. Andrew Square will act as a catalyst for regeneration within the block and will be a significant contribution to the continued revitalised of the east end of the city centre. Special attention should be paid to opportunities to improve the public realm on South St. David Street, improve connections between the block and St. Andrew Square Gardens, Rose Street and the planned tram stop.
- Opportunities to bring into full use the upper floors of both the former Forsyth's building (now Topshop) and Nos. 8-22 South St. Andrew Street/1-3 St. Andrew Square should be fully explored. Imaginative solutions including the reuse of existing links over Meuse Lane to reconnect these upper floors and providing accesses from St. Andrew Square, South St. Andrew Street and Meuse Lane should all be considered.
- Consideration should be given to providing simple but robust public realm improvements within Meuse Lane. This should provide a safe, clean, well maintained and functional lane.
- Improving connections to the south side of Princes Street to Princes Mall, Waverley Bridge, Waverley Station and the Old Town should be explored. This could include exploring options for subterranean links between the block and Princes Mall.

Block 7a



5.7.1 Objective

Block 7a will play an important role in knitting the renewed St. James Quarter into the core of the city centre and can in itself provide a unique mix of city centre uses and spaces within the rear lanes.

5.7.2 Block Context

Block 7a is the south west corner of Block 7, which included the St. James Shopping Centre and New St. Andrew's House. As the St. James Quarter has a finalised development brief (April 2007), with the outline planning application granted for the redevelopment of this part of the block, the scope of this brief has been reduced to the Princes Street section of the block. Block 7a occupies a strategic location in close proximity to the St. James Shopping Centre, St. Andrew Square, Multrees Walk, the planned tram stop and the bus and railway stations. The block also represents the entrance to the city centre core from the east.

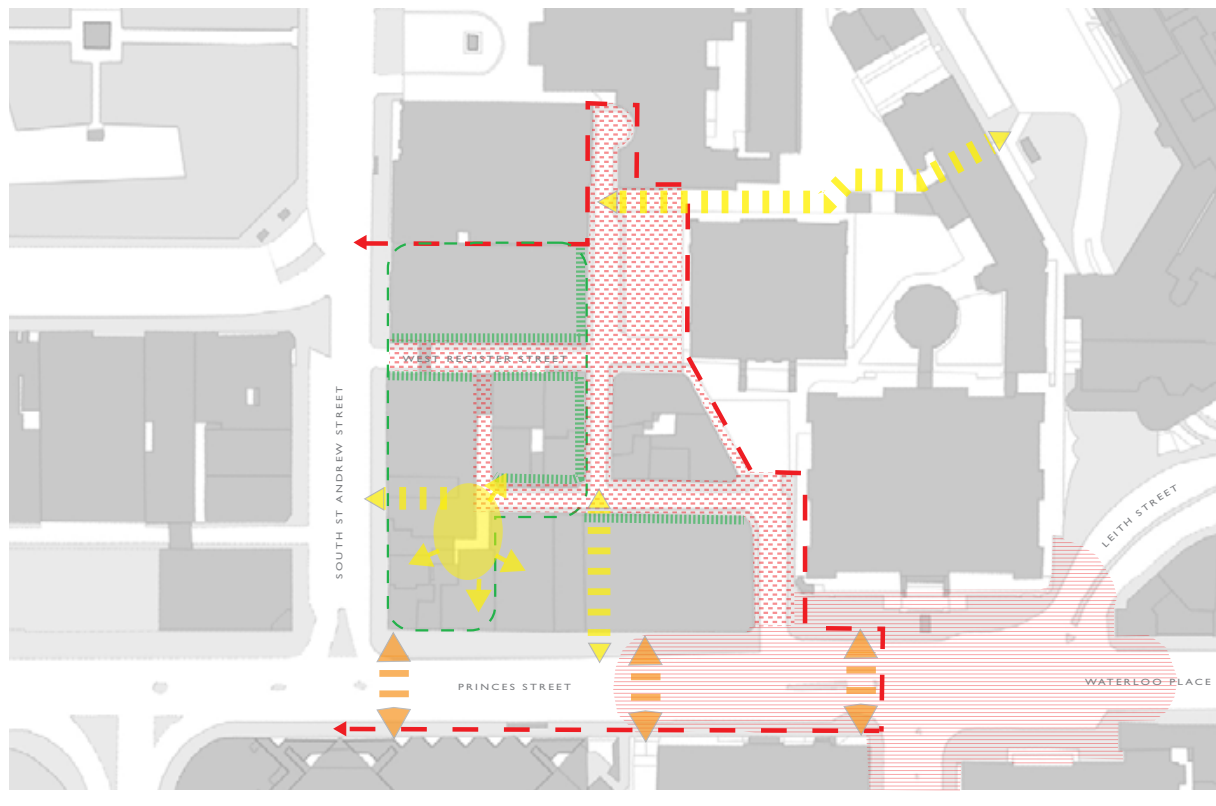
Much of the early homogeneity of Princes Street has been replaced. Some of the more significant elements of change have been the large purpose-built shop at No. 10-14 Princes Street (formerly Woolworth's) and the Royal British Hotel at No. 19-20 Princes Street. Although much of the block has been redeveloped over time, the three buildings at the western end of the block represent the earliest built fabric of James Craig's First New Town. The block also has a distinct identity through the series of intricate lanes and spaces to the rear of Princes Street. A number of outstanding buildings surround the lanes. This includes the Café Royal, a former paper warehouse and New Register House. The lanes retain a considerable amount of historic street surfaces.

Street level of Princes Street is predominantly retail, with the exception of the restaurant (Burger King) at the east end. The upper floors include uses such as hotel (the Royal British Hotel), office and a continuation of the retail uses. There is a degree of vacancy within the block. The uses within the lanes include public houses, a café, a hairdressers, takeaways, and a backpackers hostel.



Elevation of Block 7a

Block 7a



- - - - - ➔ Block boundary
- ▨▨▨▨▨ Improve historic public realm and connections
- ▤▤▤▤▤ Explore potential active frontage
- - - - - Enhancement opportunity
- Connection space
- ▤▤▤▤▤ Potential movement pattern
- ▤▤▤▤▤ Enhanced connectivity
- ▨▨▨▨▨ Public realm improvements

5.7.3 Block Concepts and Development Principles

The development principles outlined below will be the starting point for developing detailed proposals within Block 7a:

- The unlisted buildings at Nos. 13-23 South St Andrew Street offer the potential to renew this part of the block through the delivery of an exemplar design solution. The reuse of 42 St. Andrew Square, as a listed building, is encouraged and should introduce uses which enhance and complement the character of the area.
- Improvements to the public realm in the rear lanes and movement through the block should be explored. This could include:
 - An imaginative reinvention of the lanes through better uses of the buildings, improving the quality of the streets and spaces and developing the unique qualities of this part of the city centre.
 - Providing movement through existing and new buildings to better connect the lanes and rear spaces to Princes Street, South St. Andrew Street and, in time, the renewed St. James Quarter.
 - Activating the upper floors of the buildings on the Princes Street/South St. Andrew Street corner through independent access from the rear lanes.
 - Reinforcing the historic plan form and fabric of the lanes by providing clean, safe, attractive, well-maintained and welcoming spaces.
- Encouraging further active frontage within the lanes will help activate areas and provide uses, which are compatible with the physical and land use character of these rear lanes and spaces.
- Improving movement between the block and the north side of Princes Street (Princes Mall) and Waverley Station is encouraged.
- A thorough analysis of the buildings on the corner of Princes Street

and South St. Andrew Street should be undertaken to provide an understanding of their condition, their listing and their current role within the block. This assessment should be used to explore opportunities to enhance this element of the block.

- Public realm improvements at this east end node should seek to improve the setting of the surrounding buildings such as the Balmoral, the former GPO, Register House and the Waterloo Place buildings. Collaborating on the anticipated improvements that will be made to Leith Street, through the St James Quarter redevelopment, could offer opportunities to increase pedestrian space.

Co-ordinated Development

- 6.1** The Council encourages a comprehensive approach to redevelopment and regeneration whenever possible, and the preparation of development briefs or masterplans, to identify the full design potential for creating successful places. In light of the development proposals in prospect in the city centre, the Council considers this to be a suitable approach to pursue in this instance.
- 6.2** Where it is apparent that a comprehensive approach is not in prospect it may be necessary for the Council, in exceptional cases, to use its powers of compulsory purchase, to assemble a site for development and enable a satisfactory outcome to be achieved.
- 6.3** Whilst elements of the development brief remain outwith the direct influence of the Council, the Council will promote a co-ordinated approach to the delivery of the brief by engaging with the various parties involved in the project. The Council will have an on-going role in promoting the aspirations of the development briefs.
- 6.4** Delivery mechanisms currently being developed by the Council are intended to be flexible yet robust. These mechanisms will form the basis for detailed negotiations specific to each block or stakeholder. The Council will use its statutory powers as appropriate to enable the delivery of comprehensive, or coordinated, regeneration plans and ensure that Edinburgh achieves its goal of delivering great places for people.

Planning Agreements

- 6.5** Given the nature of the development envisaged within this area of the city centre developers will be expected to enter into legal agreements

to secure appropriate contributions to meet identified requirements. In this regard reference should be made to the Council guidelines on:

- Movement and Development
- Open Space
- Tram Developer Contributions

- 6.6** The Council will also seek to secure significant improvements to the public realm. An overarching masterplan will provide the context to individual public realm schemes. The masterplan will also be used to help secure improvements through developer contributions.

7.0 Glossary

Active Frontage

Commercial ground floor building frontage designed to allow visual contact and pedestrian movement between inside and out.

Connectivity space

An area which improves access to surrounding buildings, streets, lanes and open spaces. This could take the form of a courtyard area at ground level or a raised area accessible from surrounding buildings.

Co-ordinated development

A comprehensive approach to redevelopment and regeneration supported by the preparation of a detailed master plan. This will require collaboration between various land owners to assemble 'the site' and prepare detailed design solutions. In exceptional cases the Council may use compulsory purchase powers to assemble a site for development to ensure the best planned outcome is achieved.

Development opportunity

A building, group of buildings and/or spaces which present an opportunity for new development. This could be buildings, open areas or parts of buildings that make no positive contribution to the character or appearance of the conservation area. This may include parts of listed buildings which do not form part of the building's special character.

Enhance historic edge

Improvements to the appearance and condition of a building or group of buildings which will respect its character, restore features and elements of architectural or historic importance and remove features which detract from its special character. This will be based on a sound understanding and analysis of the historical development of the building/s.

Enhancement opportunity

An existing building, group of buildings or spaces which would benefit from a degree of redevelopment to improve their appearance, function and townscape qualities. This must be based on a sound understanding of all parts of the site, its surroundings and the elements which make a positive contribution to the character and appearance of the conservation area and/or the building's special character.

Permeability

The ease of movement between spaces, buildings and streets. Improved connections are sought which could take a variety of forms by allowing movement through buildings via new entrances or arcades.

Place making

Place making is a term that began to be used at the beginning of the 1970s by architects and planners to describe the process of creating squares, plazas, parks, streets, and waterfronts that will attract people because they are pleasurable or interesting.

Public realm

That part of the built environment to which the public have free access, including streets, squares and parks. Public realm issues embrace the social interaction and use of spaces as well as their servicing and management.

Historic street pattern

A series of streets that collectively form a pattern, contributing or helping to define the historic appearance of a place.

Reinterpretation of historic plan form

A respectful renewal based on a thorough analysis and understanding of the original hierarchy of streets, buildings and spaces.

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Dave Anderson

Director of City Development

The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG