

•EDINBURGH•
THE CITY OF EDINBURGH COUNCIL

Development Brief Princes Street Block 10

Approved by the Planning Committee 15 May 2008



發展大綱定稿—Princes Street 第 10 區段

諮詢定稿—2008 年 2 月

الموجز النهائي عن التشييد. المجمع 10 في برينسس ستريت
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ফাইনাল ডেভেলপমেন্ট ব্রিফ। প্রিন্সেস স্ট্রিট ব্লক ১০

পরামর্শের জন্য চূড়ান্ত। ফেব্রুয়ারী ২০০৮

پرنس سٹریٹ (Princes Street) بلاک 10 کی تعمیر نو کا مختصر ابتدائی خاکہ
مشاورت کے لئے آخری خاکہ - فروری 2008

DEVELOPMENT BRIEF BLOCK 10

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1.0 Introduction

- 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. It is not for this development brief to repeat these principles but to further develop them to respond to this area of the framework, known as Block 10.
- 1.2 The purpose of the development brief is to set out the main planning and development principles on which development proposals for the area should be based. The development brief will be a material consideration in the determination of planning applications that come forward for the area.

2.0 Site and context

The Site

- 2.1 The development brief area is situated at the eastern end of the city centre and is the least typical of all the development blocks within the CCPSDF area. The brief area is bound by Calton Hill to the north, Calton Road to the south, St. Andrew's House to the west and the western end of Regent Terrace. For the purposes of this development brief, the boundary of Block 10 has been refined to focus on the former Royal High School campus and a section of Calton Road. The former Royal High School, curtilage buildings and boundary walls are statutorily listed buildings and are within the New Town and Old Town Conservation Areas and World Heritage Site. The development brief also includes the landscape escarpment between Calton Road and Regent Road and the railway bridge over Calton Road. The area covers approximately 3.8 hectares and is shown on Figure 1.

- 2.2 Block 10 occupies a strategic location between the Old Town and the eastern edge of the city centre. The block has the potential to deliver a cultural and visitor destination and become a key connection between the existing and emerging developments within the Old Town and the St James Quarter. Figure 2 shows the strategic connections around the brief area. The base map (Figure 1) reflects the Mountgrange proposals for Caltongate, which the Council has approved, as consistent with the Caltongate masterplan, subject to the views of Scottish Ministers.
- 2.3 The principal elements which make up the development brief area are the former Royal High School, including curtilage buildings, a disused single storey warehouse on Calton Road and the landscaping area between Regent Road and Calton Road. The area also contains existing social housing on Calton Road. Calton Road has, in more recent years, seen a degree of regeneration through a number of new mixed-use developments and residential conversions. Planning permission has now been granted (subject to legal agreements) for an affordable housing and mixed-use development on Calton Road.

Context

- 2.4 The success of the First New Town (developed east to west and substantially complete by 1830) stimulated demand for further expansion of the city. To enable this expansion, new developments including the location of the felons' prison, prompted the Council to improve access to Calton Hill by building a bridge over the valley. Work began in 1815 with Robert Stevenson appointed as engineer and Archibald Elliot as architect. The bridge officially opened in 1819 and created an important connection to the Calton Hill area of the city. The buildings along Waterloo Place were in turn built by a single developer and provided a grand entrance to the city.
- 2.5 The development of the bridge provided much improved access to Calton Hill with the Royal High School developing in the following years. The development of the railway in the early 1840's within the Waverley Valley resulted in the area becoming further industrialised with gas works and brewery sites developing in

the surrounding area. The New Town Conservation Area Character Appraisal (2005) and Conservation Plan for the former Royal High School (LDN Architects, May 2004) explain in greater detail the historical development of the area.

- 2.6 The east of the city centre has seen significant investment in more recent years including the refurbishment of the former GPO building, the reuse of buildings on Waterloo Place as hotels and the existing leisure/office developments at Greenside Place. Environmental improvements proposed for the open space at Calton Hill, London Road and Hillside Crescent will include improved paths, lighting and planting. These works will enhance access to Calton Hill and will encourage the use of this space. With the continued investment interest in the Caltongate and St James areas of the city, Block 10 represents a strategic site within this context and will encourage further investment within this area.

3.0 Planning Policy Context

- 3.1 The Council's planning policies for the city centre are contained within 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 the area and the individual listed buildings. Principal among these is the finalised Edinburgh City Local Plan (March 2007) (ECLP) which, when adopted will replace the CELP. Other material considerations include:

- Inspiring Action: The Edinburgh City Centre Action Plan 2005-2010;
- Local Transport Strategy 2007-2012, including the Council's Parking Strategy;
- The Old and New Towns of Edinburgh World Heritage Site Management Plan;
- New Town Conservation Area Character Appraisal;
- Old Town Conservation Area Character Appraisal;
- The Inventory of Gardens and Design Landscapes;
- Edinburgh Standards for Streets;
- Edinburgh Standards for Sustainable Building;
- Edinburgh Skyline Study (Colvin and Moggridge 2006);
- Caltongate Masterplan 2006.

- 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.
- 3.3 The overarching CCPSDF promotes a differentiation of character within the city centre by encouraging the identification of distinct quarters within the centre. There is an emphasis on mixed uses within individual sites and locations which will foster city centre vitality. Special attention will be paid to streets and public spaces and how these can be improved and made more pedestrian friendly. This will be coupled with a balanced approach to transport and parking that reduces unnecessary car use, congestion and pollution.
- 3.4 Block 10 contains a number of statutorily listed buildings. Listed building consent and/or planning permission will be required for works which affect the character of these listed buildings and/or development proposals. Historic Scotland will be consulted as required through this process.
- 3.5 Block 10 is largely within the New Town Conservation Area and extends south into the Old Town Conservation Area at Calton Road. It also lies entirely within the UNESCO inscribed 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.

4.0 Considerations

Architectural Interest

4.1 A number of listed buildings lie within the study area including:

5 and 7 Regent Road, former Royal High School, including lodge, classroom clock, retaining/boundary walls, gateposts and railings built 1825-9 is Category 'A' listed. The building is a fine example of Greek Revival architecture and was designed by, Thomas Hamilton, a leading architect of the early 19th century. The Historic Scotland list description notes that, its unique and powerful combination of setting, massing and masterful use of classical architectural language cemented Edinburgh's reputation as the Athens of the North, and also alluded to the academic aspiration and achievement of both the school and Scotland as a nation.

The former Royal High School demonstrates many of the key values of Edinburgh's World Heritage Site and the use of Greek rather than Roman styles cemented Edinburgh's claim to be the 'Athens of the North'.

The Royal High School vacated the existing building in 1968, with the main building, including the central hall, adapted for use as a debating chamber for the anticipated Scottish Assembly in 1977-80. As part of these adaptations, much internal detail was altered or lost, particularly to the central hall and has remained in place.

The former Royal High School building has access difficulties which raise issues for any proposed public use. Sensitively designed proposals to improve access and permeability will be encouraged. Solutions which make use of the wings of the building and exploit the changes in level will be considered where they respect the symmetry, classical power and simplicity of the building.

The Burns Monument, Regent Road. The monument is also designed by Thomas Hamilton 1830 and is a Neo-Greek circular temple. The monument is category A listed. **The K-6 telephone box, Regent Road** on the western edge of the brief area is category B listed.

There will be a presumption against any works which adversely affect the character of the listed buildings. This will be an important material consideration for proposals within the study area and has informed the development principles set out in this brief. In particular, the setting of the former Royal High School will be a key consideration in assessing any development proposals which come forward.

Although the existing warehouse on Calton Road is unlisted, in determining planning applications for the alteration or demolition of unlisted buildings in the conservation area, special regard will be paid to whether the proposals preserve or enhance the character or appearance of the conservation area.

Land Uses

- 4.2 Figure 3 broadly divides the former High School campus into five potential uses, with the vacant warehouse on Calton Road shown as a further development opportunity. These interrelated uses would support the viable reuse of the High School and campus buildings as a cultural destination and encourage activity within this part of the city. Suggested uses include: tourist orientation/information hub; cultural/museum/exhibition spaces; amenity/leisure uses; visitor facilities and; hotel/hospitality uses and residential use. A mix of uses is promoted to complement and support the long term use of the site and create a destination in its own right.
- 4.3 The disused warehouse on Calton Road presents a potential development opportunity. Any proposal to redevelop this site will be considered on its contribution to the character and appearance of the conservation area, with any replacement building preserving or enhancing the conservation area. The warehouse was previously used for valet parking by local hotels. The redevelopment of this site could support the wide range of mixed uses within the Old Town and the

uses promoted within the former Royal High School. To this end, a potential mixed use development such as office and/or hospitality space could contribute to the vitality of the area. An element of retail within the development could serve the emerging and existing uses within this area. A limited number of public car parking spaces could be provided as part of this development to support the reuse of the Royal High School and offset the loss of on-street parking on Regent Road. Development on a similar scale to the existing 4-storey buildings on Calton Road may be acceptable.

Setting

- 4.4 The former Royal High School is the finest example of neo-classical architecture in the country and commands a prominent position on the Calton Hill escarpment, terminating Regent Terrace and providing the foreground for the arrangement of buildings on Calton Hill. The ancillary buildings, the Burns Monument and the landscaped setting of the historic gardens frame this classical centrepiece. Figure 4 shows key views which illustrate the formal grandeur of the composition. Any intervention into this setting will be subject to the same rigorous assessment as the main building. Figure 6 shows two sections through the brief area which demonstrates the challenging topography of the site.

Transport and movement

- 4.5 Regent Road provides vehicle, pedestrian and cycle access to and from the city centre. The route is a limited part of the existing bus network and is used by both coach and tour bus operators. The eastern section of Regent Road, below Regent Terrace, is used to accommodate coach parking. The section of road where Waterloo Place, Regent Road and the access to Calton Hill converge is currently a roundabout and is used as a turning circle for buses terminating/departing from Waterloo Place. Figure 5 shows the transport and movement aspirations for the area. Provisions for cyclists such as cycle parking will be promoted within the area.
- 4.6 The intention of the brief is to retain coach parking on Regent Road. The aspirations for the reuse of the former Royal High School would continue to require coach parking in this location. An assessment of coach parking and bus

movement across the city centre will be required to assess the future demand for this facility. This assessment will be required to support the aspirations for this block.

- 4.7 A new area of public realm is promoted to the front of the Royal High School on Regent Road. This public realm will be located and designed to give priority to pedestrians, to take maximum advantage of the views and to create outdoor space physically and visually linked to the existing campus and buildings. The objective is to enhance the setting of the campus buildings while promoting their reuse by making the site more publicly accessible. Improvements to public realm will continue to accommodate through traffic but will be designed to reduce traffic speeds and promote pedestrian movement.
- 4.8 To help reduce traffic moving through the area, and facilitate continued use of Waterloo Place for terminating buses, it is proposed to retain the ability to turn full-length buses and coaches at the junction of Regent Road and the Royal High School access. In addition a new bus/coach turning circle is suggested at the junction of Regent Road and Regent Terrace to facilitate continued use of Regent Road for coach parking. This would allow coaches parked on Regent Road to travel east without passing the former Royal High School. This should be supported by an analysis of transport movement through the study area.
- 4.9 The area of road to the front of the Royal High School currently has 45 on-street metered parking spaces. These spaces have been identified as underused. The loss of any spaces could be off-set by the introduction of a limited number of off street parking spaces within the highlighted development opportunity on Calton Road. The brief also envisages the use of a 'shopper bus' and other dedicated bus services to take passengers to and from city centre destinations. A further assessment of the type and range of services would be required to support its use and function.
- 4.10 Regent Road and Calton Road are connected by a network of three public paths which includes Jacob's Ladder. Whilst these paths are strategic connections through the area, their use by pedestrians is limited due to safety concerns and the steepness of the site. Jacob's Ladder in particular is in a poor state of repair and is a generally inhospitable environment.

- 4.11 The brief promotes the improvement and upgrading of these paths to create better and safer links through the area. The brief area overlaps and complements the aspirations of the approved Caltongate Masterplan by seeking improvements to pedestrian routes and the environment around the railway bridge on Calton Road. There is an opportunity to bring sections of the historic escarpment gardens back into use, accessed from these existing routes, and a creative approach to improving this currently unwelcoming environment will be encouraged.

Nature Conservation/Historic Gardens and Designed Landscape

- 4.12 Part of the development brief area sits within an area of Open Space within the ECLP. Whilst there are no specific proposals to development within this space, the brief recognises that any impact on the open space must be measured against the loss of any of this space and whether this is detrimental to the overall network or provision in the locality.
- 4.13 The development brief area is on the boundary of the Site of Special Scientific Interest (SSSI) on Calton Hill. Any development likely to have an effect on the SSSI will be assessed as to whether it is likely to compromise the qualities of the Site.
- 4.14 The development brief area is within the Historic Gardens and Designed Landscape of the New Town. The Council will protect these sites from damaging development and promote opportunities to enhance or restore these areas. Proposed development should take account of the important views of this landscape from, and within, the site.
- 4.15 Buildings proposed for demolition or reuse should be surveyed for bat roosts as part of any future planning permissions. The opportunity for the inclusion of swift bricks in any new development should also be considered.

Archaeological Interest

- 4.16 The area is known to contain significant buried archaeological remains in particular along Calton Road, in addition to important historic buildings. Any development within this area must take into account this heritage and in line with Planning Advice Note 42: Archaeology, prospective developers should undertake an evaluation of the possible archaeological interests prior to the presentation of detailed proposals. Early consultation with the City Archaeologist will be required.

Contaminated land

- 4.17 As the development brief area may have areas of contaminated land, particularly at Calton Road, preliminary site investigations will be required to assess the extent of any contamination and remedial measures may be required to address issues of contamination.

Sustainability

- 4.18 The Council requires that sustainability is at the core of future development proposals. Whilst the scale of the potential development within the brief area is limited, planning applications for a proposed development or change of use within the brief area should be accompanied by a Sustainability Statement. The Edinburgh Standards for Sustainable Building do not preclude applicants of smaller developments or conversions of existing buildings from applying the Standards where they might be appropriate.

As the brief area is within the conservation area and involves listed buildings the legislation associated with these aspects will take primacy and judgement will be required as to the extent to which these Standards may be applied so that character is not compromised.

5.0 Development Principles

General

- 5.1 The principal purpose of this development brief is to set out the main planning and design principles on which development within the brief area should be based. It also identifies opportunities for improved connections within the area which will help knit together the emerging development areas of Caltongate and the St James Quarter. The Council recognizes that developments in the area may not take place simultaneously and the brief seeks to demonstrate how these aspects could be developed without prejudice to others and enable the overall objectives set out in this brief to be achieved.
- 5.2 The overall objective of the development brief is to enable a viable long term reuse of the former Royal High School. To support this reuse, the brief will identify opportunities for improved infrastructure and connections to and within this part of the city centre. The reuse of the buildings should take advantage of its history and association with the Scottish Enlightenment and deliver a world class visitor facility and museum/gallery space. To support this reuse, the brief prioritises reconnecting this forgotten area of the city in order to create a destination in its own right.

Vision

- 5.3 To create a world class visitor destination set within a high quality public realm with key linkages to Calton Hill, Princes Street and the Old Town.

DEVELOPMENT PRINCIPLE 1

To promote the viable re-use of the former Royal High School and campus buildings as a visitor facility and civic/cultural destination

Proposals for the former Royal High School, campus buildings and the development opportunity on Calton Road should:

- Provide a range of uses, such as cultural, visitor and leisure uses to support the viable reuse of the former High School;
- Encourage permeability and access to the campus through the provision of a new public realm and improved accessibility to the campus and main building;
- Respect the architectural character of the historic buildings and environment;
- Encourage a level of vitality within the area through a mix of uses and public spaces;
- Meet the aspirations of the Edinburgh Standards for Sustainable Building;
- Explore opportunities for conservation gain within the brief area, in particular the restoration of railings at the Royal High School.

DEVELOPMENT PRINCIPLE 2

To enhance movement and access to and from the former Royal High School campus and the Old Town

Development proposals should:

- Create a permeable and integrated part of the city by improving the existing routes. This should include:
 - Improving the paths between Calton Road and Regent Road to create cleaner, safer and more attractive routes between the campus and Waverley Station;
 - Improve links between the campus and Calton Hill;
 - Encourage movement to the area from the city centre by improving strategic connections to the St James Quarter and east end. This could include a bridged link between the Omni Centre and Calton Hill;
 - Improving the area around the Calton Road railway bridge to provide a clean, safe and attractive environment;
 - Recognise the strategic significance of the site by maximising access by foot, public transport, tourist transport and bicycle;
- Ensure development allows access to all user groups;
- Provide a number of disabled parking spaces and a limited number of public car parking spaces which are safe, secure and easy to use;
- Consider the provision of a 'shopper bus' and other dedicated bus services to facilitate the movement of visitors through the city centre;
- Consider the implications for tourist coach parking and justify any addition or further use of this facility through an overall Transport study which should also assess coach parking within a city wide context.

DEVELOPMENT PRINCIPLE 3

To respect and enhance key views to and from the area and protect the setting of the former Royal High School

Development proposals should:

- Preserve the view of the former Royal High School and its landscape setting with development proposals on Calton Road making a positive contribution to this setting;
- Respect the views *from* the Royal High School and be informed by an analysis of these views and their significance;
- Explore the re-use of buildings and limited development within the campus;
- Limit external interventions to the main building and consider improvements that facilitate public access from the front (Regent Road) elevation of the building;
- Explore potential commercial uses for buildings to the east and west ends of the campus;
- Provide public realm on Regent Road to the front of the campus which works as an integral part of any proposed uses, capitalises on views from the site, prioritises pedestrian use and respects and enhances the setting of the Royal High School. The public realm should be a safe, clean, attractive and well maintained area;
- Use materials of the highest quality which complement the surrounding buildings and streetscape.

6.0 Implementation

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 at the eastern end of the city centre, the Council considers this to be a suitable approach to pursue in this instance.
- 6.2 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 through the City Centre Development Partnership will have an on-going role in promoting the aspirations of the development brief.

Planning Agreements

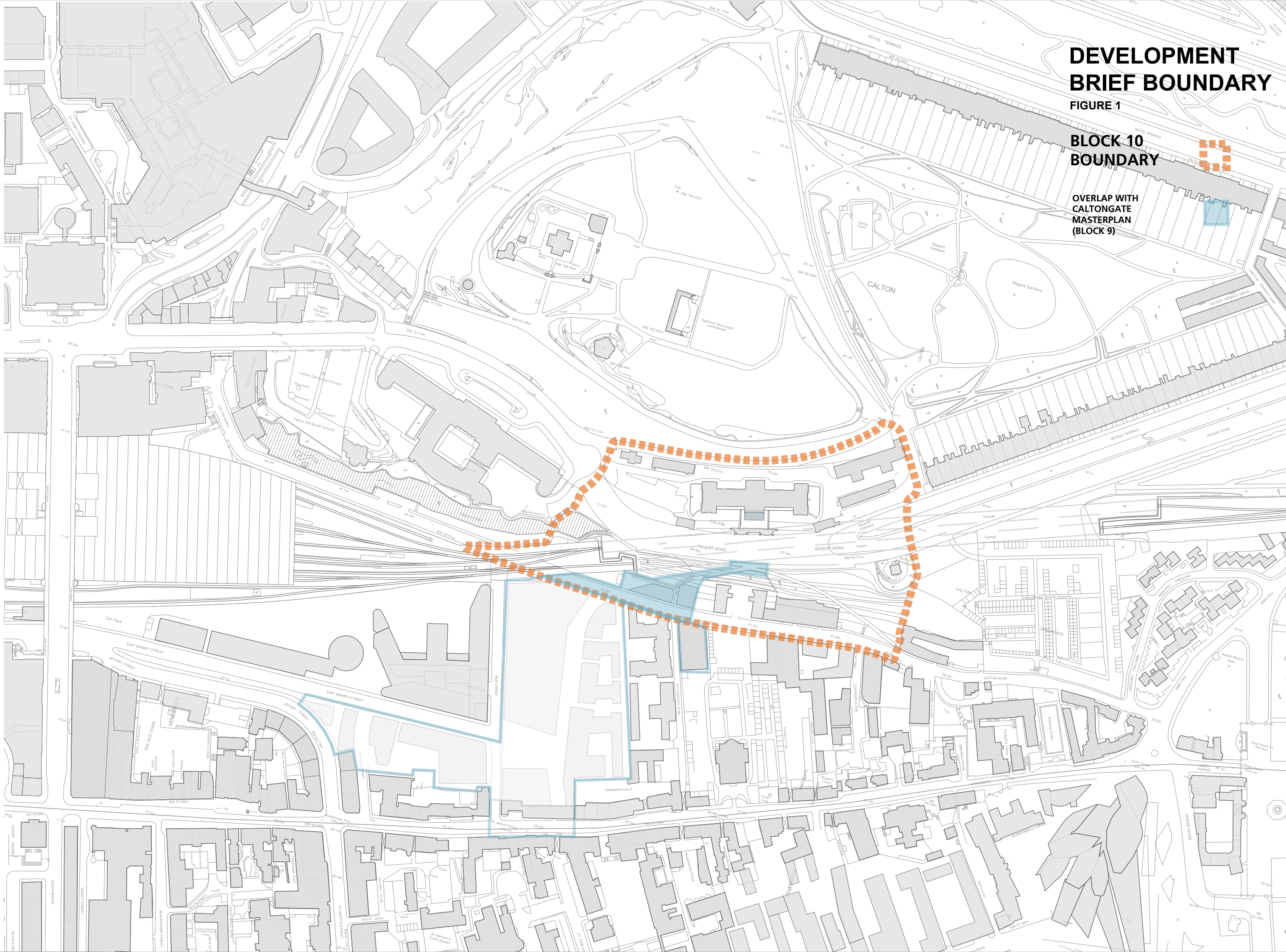
- 6.3 Given the nature of the development envisaged within this area of the city centre, developers will be expected to enter into legal agreements to secure appropriate contributions to meet identified requirements. In this regard reference should be made to the Council guidelines on:
- Movement and Development
 - Public realm
 - Open space
 - Movement and access
- 6.4 The level and type of contributions will be determined at planning application stage and may include contributions which seek to enhance movement to Edinburgh's tram network and other public transport. The Council, and in particular the City Centre Development Partnership, will also seek to secure significant improvements to the public realm. One mechanism for securing this and other improvements is through developer contributions.

DEVELOPMENT BRIEF BOUNDARY

FIGURE 1

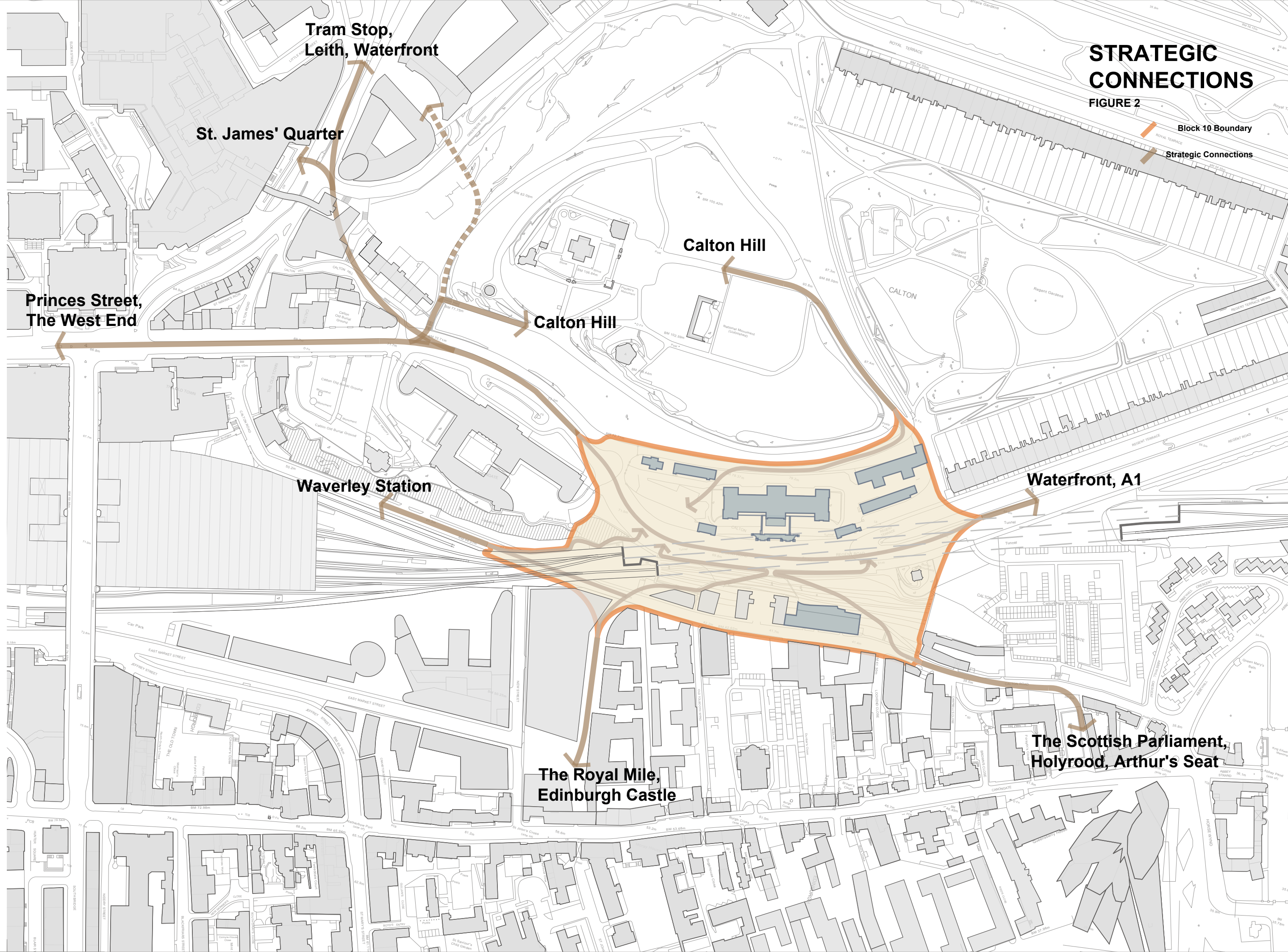
**BLOCK 10
BOUNDARY**

OVERLAP WITH
CALTONGATE
MASTERPLAN
(BLOCK 9)



STRATEGIC CONNECTIONS

FIGURE 2



Block 10 Boundary

Strategic Connections

Tram Stop,
Leith, Waterfront

St. James' Quarter

Princes Street,
The West End

Calton Hill

Calton Hill

Waverley Station

Waterfront, A1

The Royal Mile,
Edinburgh Castle

The Scottish Parliament,
Holyrood, Arthur's Seat

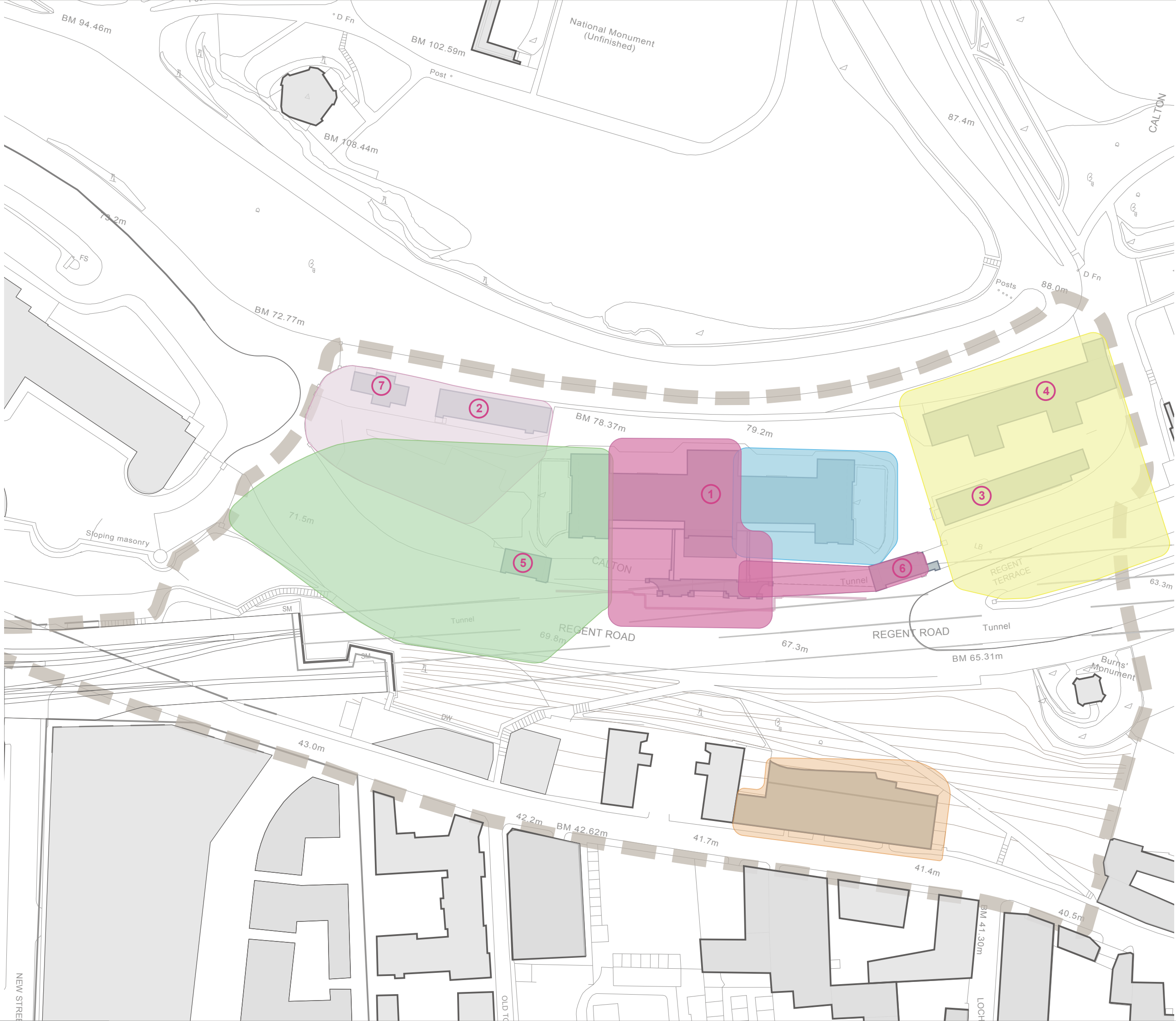
LAND USE

FIGURE 3

- Tourist Orientation and Information**
Express Tourist Information service and tourist orientation centre
- Cultural/Museum/Exhibition Use**
- Amenity/Leisure**
Coffee House, Cafe/Bar, Restaurant
- Development Opportunity, Re-Modeling of Existing Buildings**
Hotel/Hospitality/Residential use accessed off Regent Terrace
- Visitor Facilities**
W.C., Disabled Parking
- Development Opportunity**
Mixed Use
- Block 10 Boundary**

BUILDING DESCRIPTION

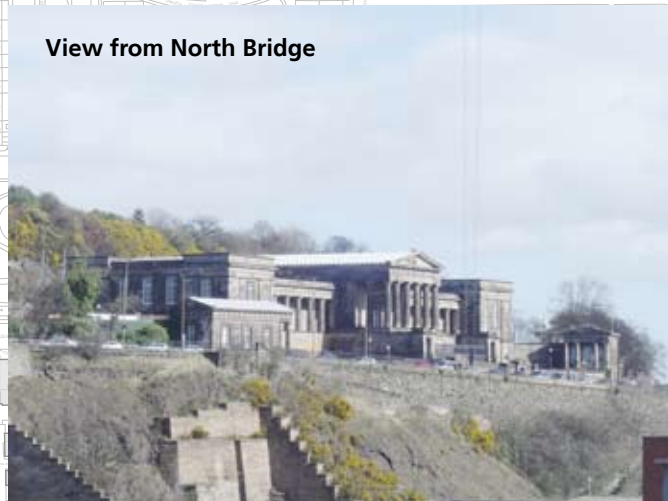
- 1 **The central Campus Building or Principal Doric Temple. Part of the original 1829 Thomas Hamilton building.**
- 2 **1946 concrete blockwork addition to the School Campus.**
- 3 **1924 stone addition to the School Campus. Originally designed to present an anonymous front to Regent Terrace and is hence sheltered behind a wall.**
- 4 **1885 Gym Hall addition to the School Campus. Powerful structure in keeping with the original architecture.**
- 5 **Western Temple Pavillion. Part of the original 1829 Thomas Hamilton Building. Critical function in linking the new public realm into the Heart of the Campus.**
- 6 **Eastern Temple Pavillion. Part of the original 1829 Thomas Hamilton Building.**
- 7 **1885 Gatehouse built at the same time as the gym hall.**



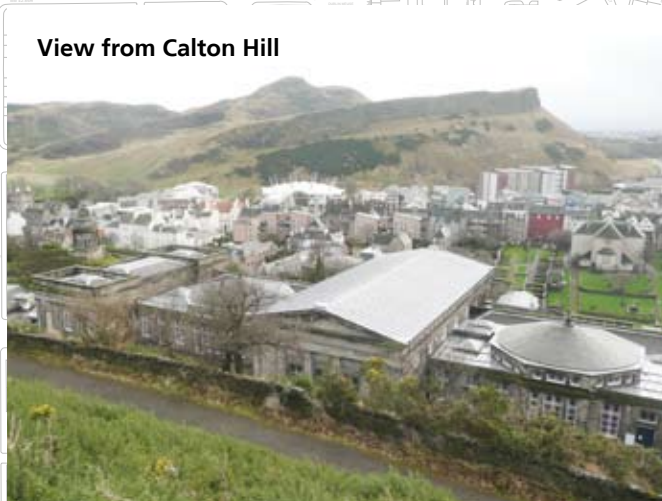
KEY VIEWS

FIGURE 4

View from North Bridge



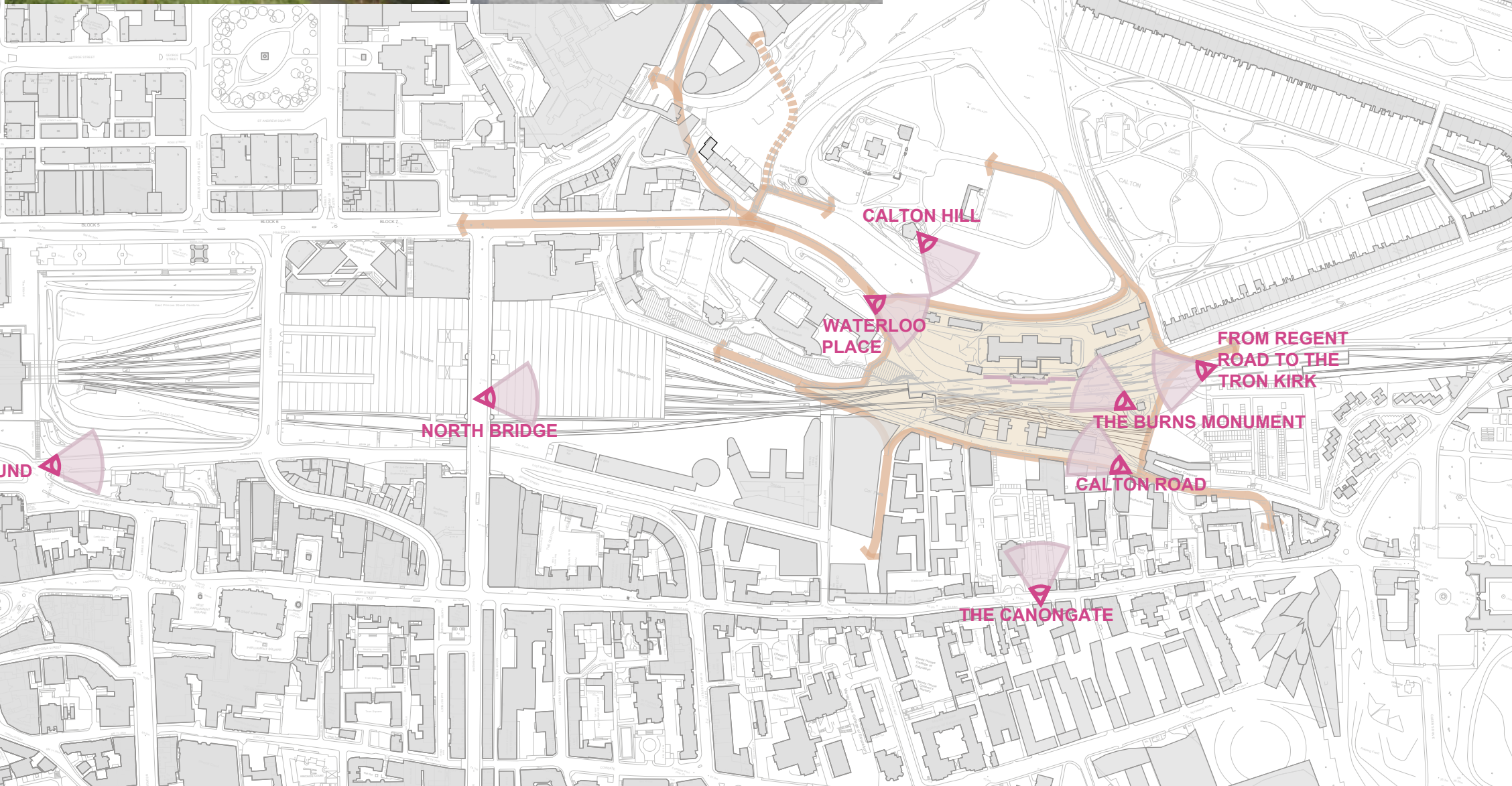
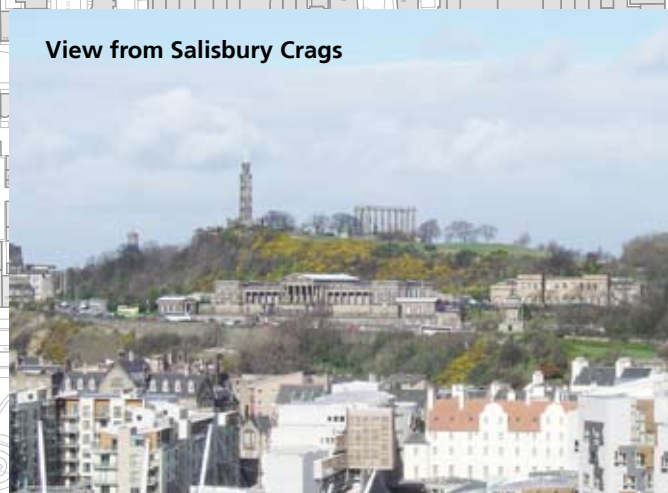
View from Calton Hill



View along Calton Road



View from Salisbury Crags



View from Waterloo Place



View from the Burns Monument



TRANSPORT AND MOVEMENT

FIGURE 5

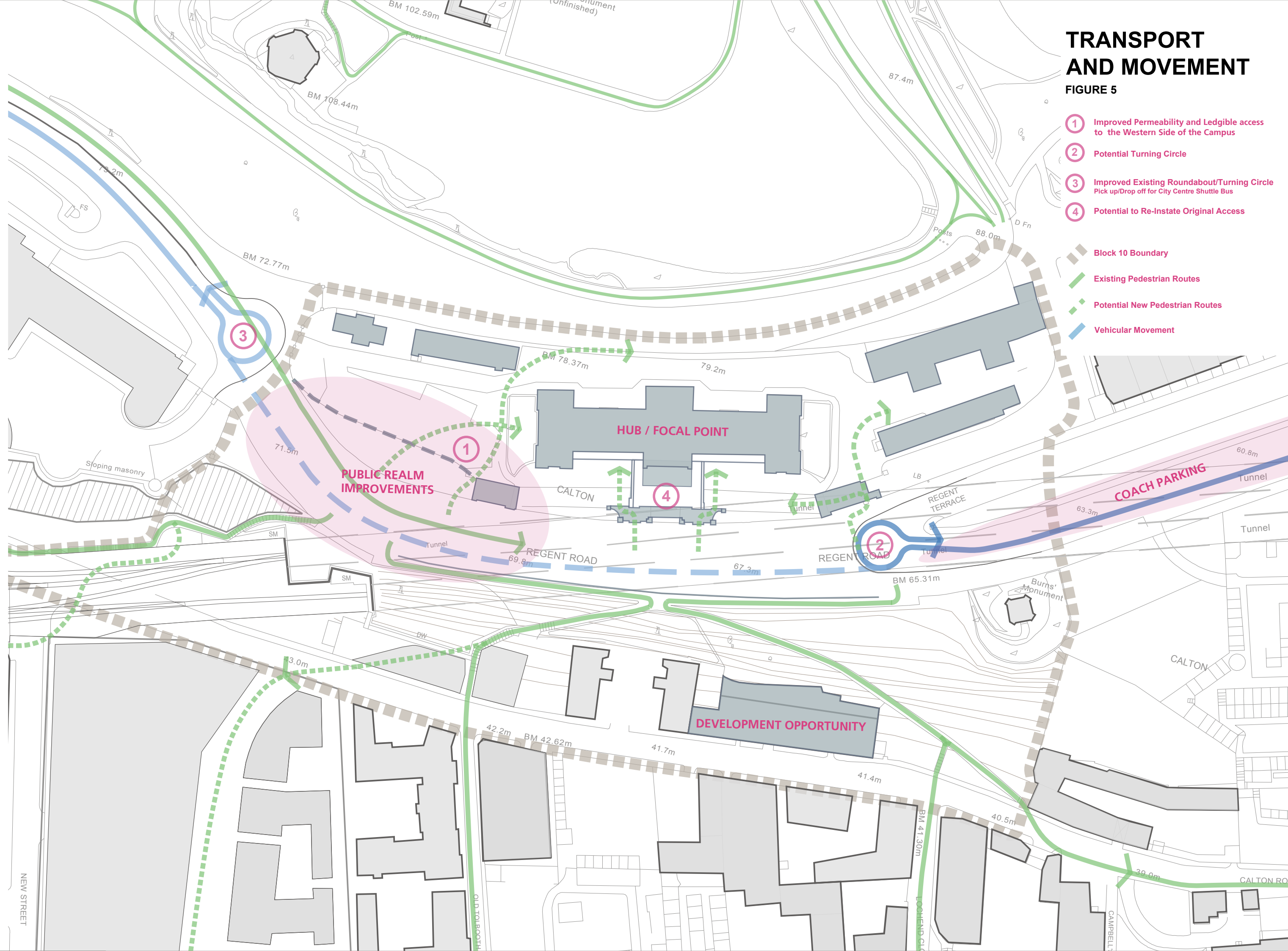
- 1 Improved Permeability and Ledgible access to the Western Side of the Campus
- 2 Potential Turning Circle
- 3 Improved Existing Roundabout/Turning Circle Pick up/Drop off for City Centre Shuttle Bus
- 4 Potential to Re-Instate Original Access

Block 10 Boundary

Existing Pedestrian Routes

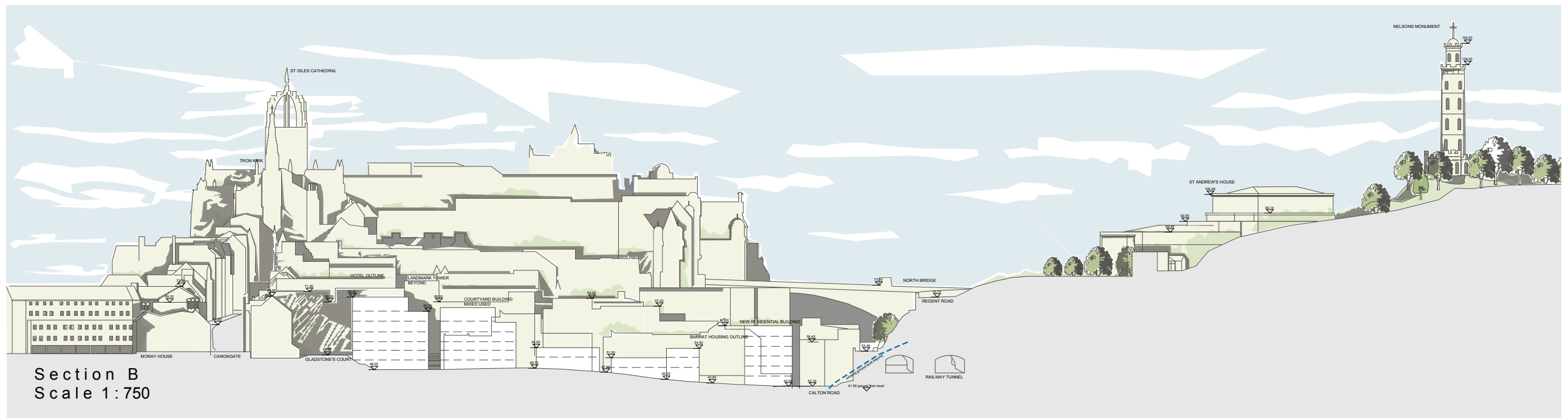
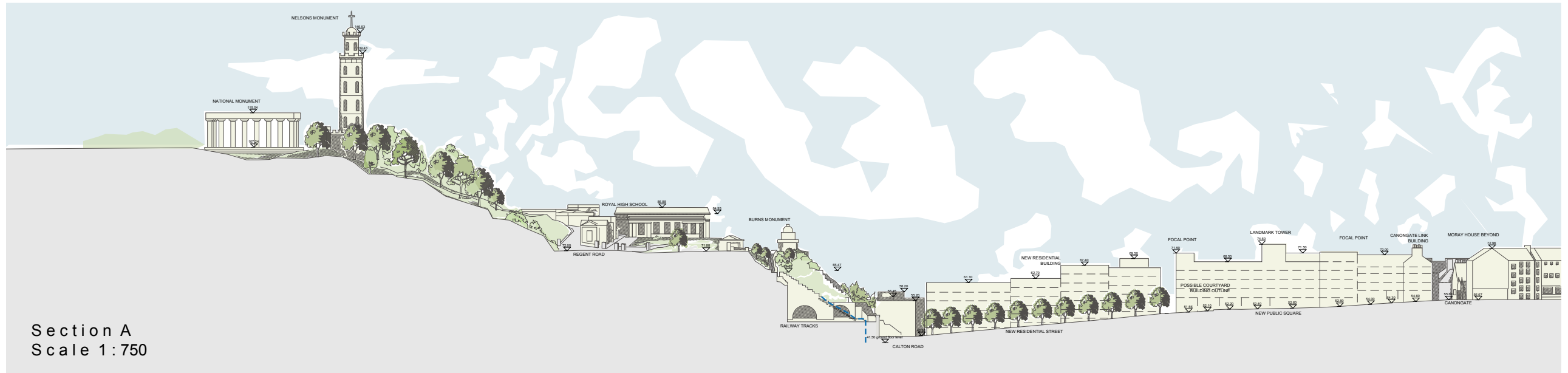
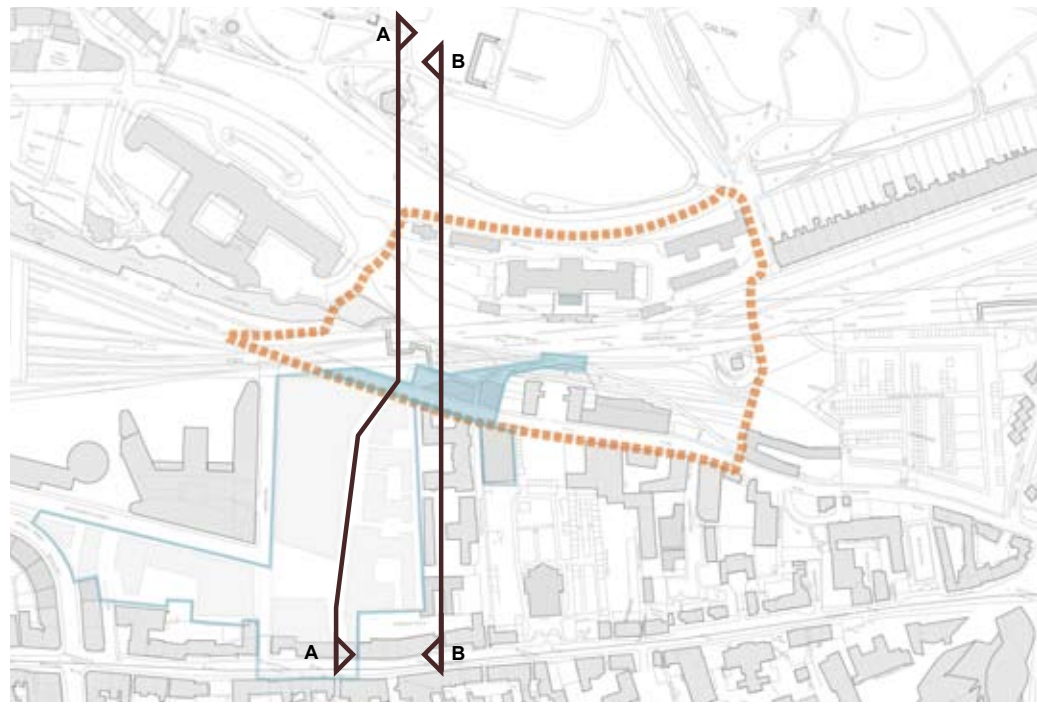
Potential New Pedestrian Routes

Vehicular Movement



SECTIONS

FIGURE 6



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欲查詢本文件的中文翻譯，請致電愛丁堡市議會傳譯及翻譯服務部(ITS)，電話 0131 242 8181 並說明檔案編號 08143。

للحصول على معلومات عن ترجمة هذا المستند باللغة العربية، يرجى الاتصال هاتفياً بمكتب الترجمة (ITS) بواسطة الرقم 0131 242 8181 وذكر الإشارة 08143

এই ডকুমেন্টটির বাংলায় অনুবাদ সংক্রান্ত তথ্যের জন্য, দয়া করে ইন্টারপ্রিটেশন এন্ড ট্রান্সলেশন সার্ভিস (আইটিএস) এ 0131 242 8181 নম্বরে ফোন করবেন ও রেফারেন্স নম্বর 08143 উল্লেখ করবেন।

اس دستاویز کے اردو ترجمے کے متعلق معلومات کیلئے براؤمہربانی انٹرپرائزیشن اینڈ ٹرانسلیشن سروس (ITS) کو 0131 242 8181 پر ٹیلیفون کریں اور ریفرنس نمبر 08143 کا حوالہ دیں۔

Dave Anderson
Director of City Development

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