

West Port/King's Stables Road Development Brief – Final

Planning Committee
13 May 2010

1 Purpose of report

- 1.1 To seek Committee approval of the final version of the West Port/King's Stables Road development brief following public consultation.

2 Summary

- 2.1 A draft development brief for land and buildings at West Port/King's Stables Road was approved for consultation purposes on 8 August 2009. An extensive public consultation exercise followed over a ten week period, including letters to individuals and organisations and workshops with local residents.
- 2.2 The content of the draft development brief has generally been well received, including support for the development principles contained therein. Specific issues raised through the consultation exercise are addressed in Appendix 2. The final brief has been amended to take account of these comments.

3 Main report

Background

- 3.1 Until recently, 18-20 King's Stables Road provided office accommodation and storage space for the lighting and cleaning services of the Council. The land and properties are now surplus to Council requirements and will in time be offered for sale on the open market. The draft West Port/King's Stables Road Development Brief was approved for consultation purposes by Committee the on 6 August 2009.
- 3.2 The brief considers the future of land and properties at West Port and King's Stables Road and surrounding properties that could contribute to the successful re-development of the site and wider area.
- 3.3 A key objective of the brief is to create a high quality, mixed use, series of developments, designed and co-ordinated to enhance the approaches to the

Grassmarket and West End along King's Stables Rd and strengthen the local residential and business community at the junction of West Port and Lady Lawson Street.

The consultation exercise

- 3.4 The public consultation exercise ran between 17 August and 23 October 2009 and included:
- over 100 letters to stakeholders, including community councils, residents groups, councillors, MSPs, neighbouring residents and other national and local organisations;
 - the draft brief was posted on the Council's website;
 - an Evening News article to highlight the draft brief (6 August 2009);
 - a stand at the Farmer's Market (26 September 2009);
 - a workshop with the Grassmarket Forum (29 September 2009);
 - a workshop at the Central Library (30 September 2009); and,
 - a consultation feedback workshop at Edinburgh World Heritage (8 October 2009).
- 3.5 Nine responses were received in total, including responses from key stakeholders, amenity bodies, statutory consultees, individuals and the owner of Argyle House. These responses and comments captured at the community workshops are summarised at Appendix 2. All consultation responses are available as background papers to this report.
- 3.6 The consultation exercise engaged effectively with the key stakeholders and the local community and built on the significant pre-draft consultation process carried out through a series of 'focus group' workshops. The brief preparation process was also assisted by articles featuring in the local newspaper.

Summary of the responses and changes to the Development Brief

- 3.7 In general, responses to the contents of the draft Brief were positive and the brief was well received. However, a number of comments were received on the draft and these have been grouped under the topics below. Where appropriate, relevant changes have been made to the brief. The final version of the brief is attached at Appendix 1. The changes from the draft are substantial and it was not practical to highlight them.

Uses

- 3.8 In general, the proposed mix of uses (predominantly residential with office, commercial, retail and a small hotel) were considered to be appropriate for the area. However, the owner of Argyle House considers that the most appropriate uses for the site should include large scale offices, a major hotel and student accommodation and is of the opinion that the potential for residential development is limited within the area as reflected by recent developments.
- 3.9 The requirement for residential development as part of a mix of uses is maintained to strengthen the existing community at West Port and on King's

Stables Road. However, a larger scale hotel is considered to be appropriate and the brief has been amended to include this. The acceptability of student accommodation in principle is also acknowledged in the final brief.

Materials

- 3.10 There were a number of responses which related to materials and building design. Whilst the design of the buildings will be dealt with at the planning application stage, a development principle has been added to strengthen the brief on this matter and ensure that only materials appropriate to the site's location within the World Heritage Site and Old Town Conservation Area are used.

Site Design and layout

- 3.11 A number of responses referred to site design and layout, the majority echoing the principles set out within the brief with particular regard to scale, massing, density and the design of public and private open space. Whilst the majority of comments referred to issues that will be dealt with at the application stage, the development principles have been strengthened to ensure the design is appropriate to its location.
- 3.12 Other comments that have been noted include the opportunity for the site to promote modern innovative architecture and layout as demonstrated by recent new developments in the area. However, rather than considering the development in the context of West Port alone, the site should be considered in relation to the wider character of the surrounding area.

Access for Pedestrians and Cycling

- 3.13 In relation to a number of comments regarding pedestrian and cyclist access, the brief has been amended to include further references to cycle and pedestrian priority and routes and cycle parking.

Sustainability

- 3.14 Sustainability and renewable technology featured throughout the consultation exercise. The topic is addressed in more detail in the brief and development principles. Development proposals for the site will be required to comply with the Edinburgh Standards for Sustainable Building. However, a reference to the requirement for on-site renewable technologies has been included.

4 Financial Implications

- 4.1 There are no financial implications for the Planning Service arising from this report.

5 Environmental Impact


- 5.1 There are no adverse environmental impacts arising from this report.

6 Conclusions

- 6.1 The proposed sale of surplus Council properties at 18-20 King's Stables Road allow for the opportunity to consider the possible redevelopment of the site in a wider context, including opportunities presented by the possible demolition and re-development of Argyle House. Whilst only the sale of properties at 18-20 King's Stables Road is in prospect at the present time, the West Port / King's Stables Development Brief seeks to ensure that the full design potential for creating a successful place is fully realised.

7 Recommendations

- 7.1 It is recommended that the Committee approves the finalised West Port / King's Stables Development Brief.



Dave Anderson
Director of City Development

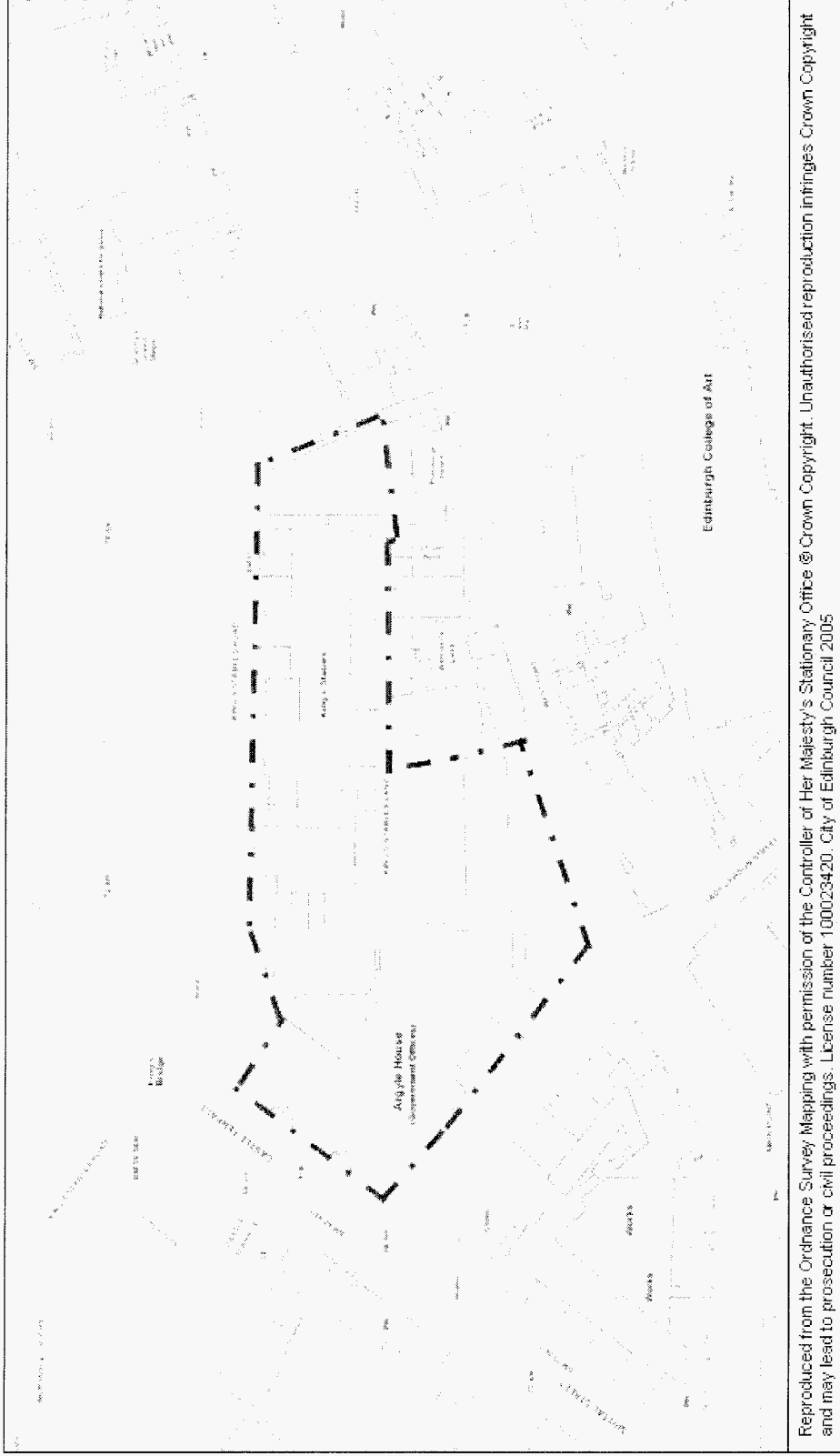
Appendices	1 West Port/King's Stables Development Brief 2 Schedule of Comments and Responses
Contact/tel/Email	Kate Hopper – 01 31 529 6232 Kate.hopper@edinburgh.gov.uk Susan.horner@edinburgh.gov.uk
Wards affected	City Centre
Single Outcome Agreement	Supports National Outcome 1: We live in a Scotland that is the most attractive place for doing business in Europe. Supports Edinburgh Outcome: Edinburgh is a thriving, growing city with a high quality of life and environment and a prosperous economy. Supports National Outcome 10: We live in well-designed, sustainable places where we are able to access the amenities and services we need. Supports National Outcome 12: We value and enjoy our built and natural environment and protect it and enhance it for future generations Supports Edinburgh Outcome: Edinburgh's natural and built environment is supported and enhanced.
Background Papers	Report to Planning committee 8 August 2009: West Port/King's Stables Development Brief – Draft for Consultation

West Port / King's Stables Road Development Brief May 2010

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Figure 1 – Site Boundary



1.0 Introduction

- 1.1 The West Port / King's Stables Road development brief has been prepared essentially to guide the future development of Council owned land and buildings at 18-20 King Stable's Road which are surplus to its requirements. The site comprises a mix of warehousing, storage and offices built around a courtyard set partially behind a row of residential tenement properties.
- 1.2 Whilst only the redevelopment of 18-20 King's Stables Road is in prospect at the present time, the brief also considers the future of the surrounding area to ensure that proposals for the site acknowledge the wider context of West Port including the potential for the demolition and re-development of Argyle House.
- 1.3 The purpose of this document is therefore to present a 'framework' for the West Port / King Stables Road area within which proposals should be developed. Importantly, the document will be a material consideration to which the Council will attach significant weight in the assessment of proposals that come forward for the site(s).
- 1.4 The preparation of the development brief has been informed by a series of stakeholder 'Focus Group' workshops, which were attended by:
- ward Councillors;
 - Old Town, New Town, Tollcross and West End Community Councils;
 - Webster's Land Residents Association, Grassmarket Residents Association (GRASS) and a number of local residents;
 - the West Port Area Business Group and representatives of The Point Hotel, Edinburgh College of Art, Ocean

Jewellery, Wasp Studios, and The Knights Residence; and,

- representatives of The Cockburn Association and Edinburgh World Heritage Trust.
- 1.5 In recognition of the history of the area, and in consultation with the local community, the document has been entitled the 'West Port / King's Stables Road Development Framework'.

2.0 Description of the Site and its Surroundings

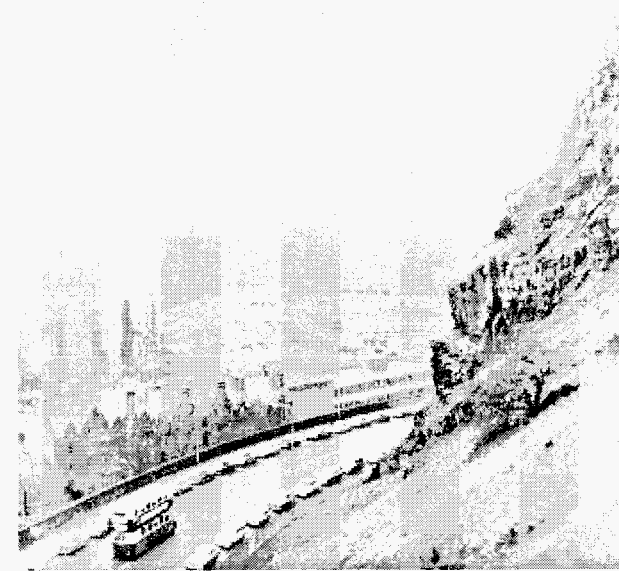
- 2.1 The study area lies to the south of Johnston Terrace and the Castle and to the west of the Grassmarket. The area is bound by King's Stables Road to the north, Lady's Wynd to the east, West Port to the South and Spittal Street and Lady Lawson Street to the west. The area includes King's Stables Lane - see figure 1.
- 2.2 The area has a mixed use character and presently contains residential, offices, warehousing and commercial leisure uses. The principal uses are:
- Argyle House – which extends to approximately 22,000 m² and which provides office accommodation for a number of businesses. The building is partially occupied and was previously occupied by the Department of Social Security (DSS). The building can be accessed both from West Port and Spittal Street;
 - properties owned by the Council at 18-20 King's Stables Road – which are surplus to its requirements;
 - the 'Stereo' nightclub;
 - residential properties – tenement and mews type - located on King's Stables Road, Lady's Wynd and King's Stables Lane, some located above surplus properties owned by the Council;

- warehousing units on King's Stables Road and King's Stables Lane; and,
- car parking, to the rear of King's Stables Road and off King's Stables Lane.

2.3 The site lies within the Old and New Towns of Edinburgh World Heritage Site and the Old Town Conservation Area. It lies adjacent to the West End Conservation Area.

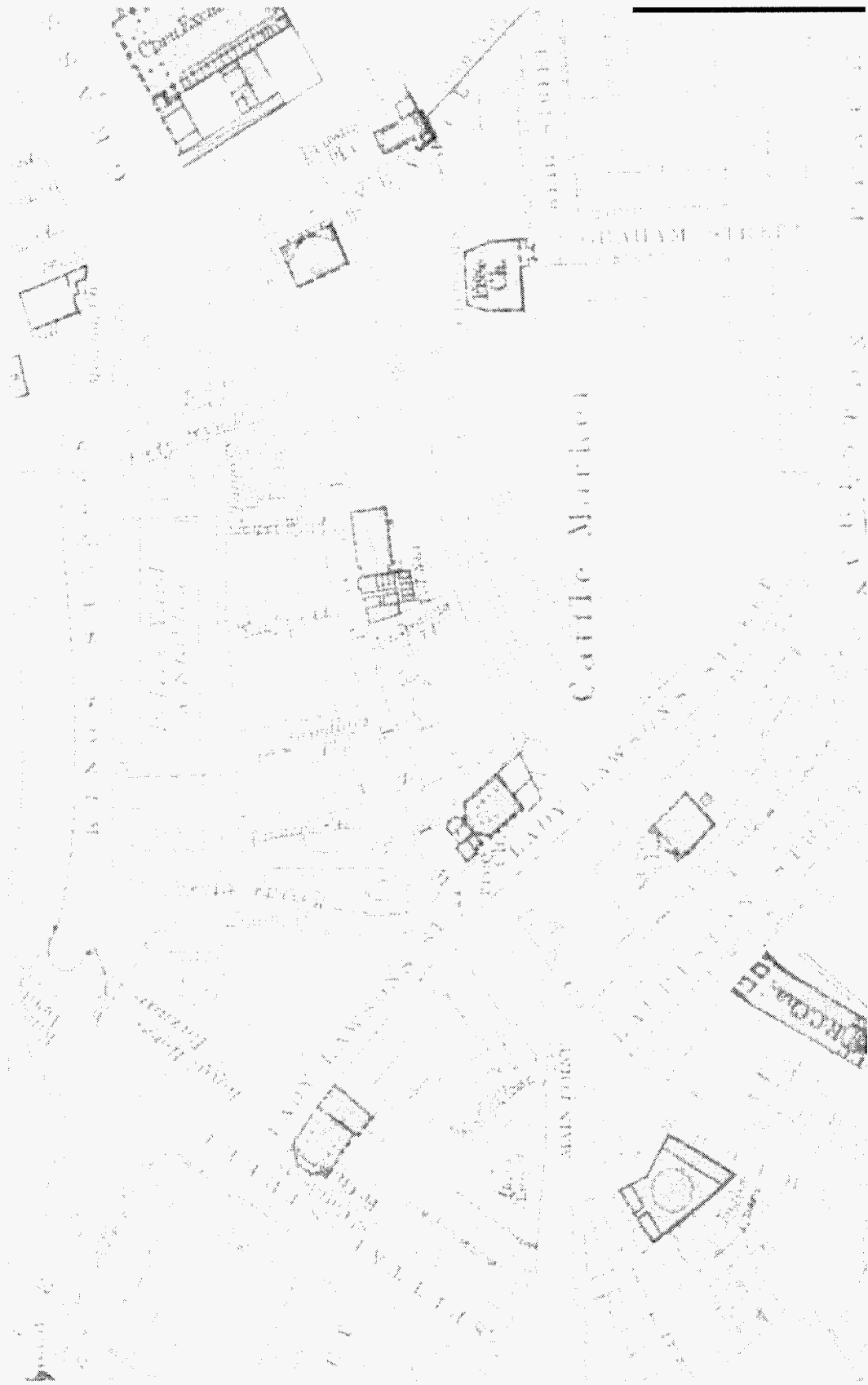
Site History

- 2.4 The first recorded mention of the area was in 1513 when a gate was cut into the Flodden Wall from the Grassmarket and named "The West Port". The area became the site of the King's stables (built during the reign of King James IV, 1488-1513), as well as cattle and sheep pens related to the Grassmarket, a slaughter house ('The Shambles'), the Edinburgh Horse Bazaar, industries such as tanning and weaving, and residential properties along Portsburgh Road; now West Port.
- 2.5 During the 1950's the Corporation of Edinburgh began acquiring ownership of the workshops and yards that comprised the King's Stables to provide accommodation and storage space for its lighting and cleaning operations.
- 2.6 In the 1960's a development site was assembled, also by the Corporation, comprising the Edinburgh Horse Bazaar on the corner of Lady Lawson Street and Spittal Street and adjacent properties on which Argyle House was built to provide office accommodation for the civil service.



View from the Castle esplanade of the cleared and excavated site on which Argyle House was built.

- 2.7 One other building that remains on the site is a warehouse at the northern entrance of King's Stables Lane (shown on maps from the 1830s) and now used as a nightclub. The maps show the building located at the end of a close running from West Port to King's Stables Road.



Plan of West Port showing Baird's Close and Tanners Close 1896

Site Analysis

- 2.8 West Port is a busy vehicular and pedestrian route that connects the Grassmarket to Lothian Road. West Port rises considerably from the Grassmarket to its junction with Lady Lawson Street and Argyle House, after which it descends towards Lothian Road. The route is enclosed by 4, 5 and 6 six storey tenements through which glimpsed views of the Castle can be experienced at Lady Wynd, Chapel Wynd and Tanners Close, and along pends to Portsburgh Square, Websters Land and King's Stables Lane.
- 2.9 Once the West Port reaches Argyle House, there is a sense of openness created by the set back of Argyle House at this point. Evolution House and the recent development on the site of the former West Port House have re-established the historic building lines in this location.
- 2.10 The view of the site along Lady Lawson Street provides a sense of dramatic juxtaposition of heights: The 7 stories of Argyle House step down suddenly to a 2 storey form fronting Spittal Street. The topography of the site is generally masked by development at this point.
- 2.11 The view along High Riggs and Bread Street towards the site is terminated by the bulk of Argyle House; which dwarfs the gable end of Webster's Land. The area to the front of Argyle House provides a sense of openness in contrast to the enclosure of High Riggs and Bread Street.



View west along West Port from the Grassmarket towards Lady Lawson Street

2.12 The approach to the site from Castle Terrace provides an expansive view, framed by the Castle, of Castle Rock and the Castle Terrace tenements. This view is terminated by the present Argyle House building.



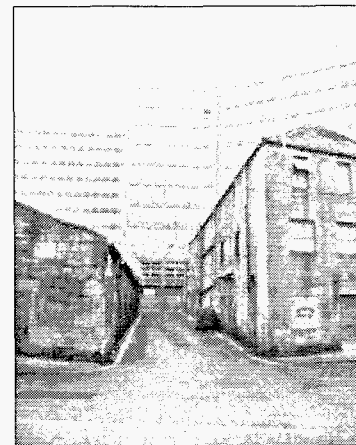
View of site along Castle Terrace

2.13 From the Grassmarket the site is visible along the south side of King's Stables Road. The street at this point can be uninviting for pedestrians, being located below the level of Johnston Terrace. From the Grassmarket to the west there is a change in scale of buildings from 4½ storey tenements to the 2 storey pitched roof forms which mark the eastern entrance to King's Stables Lane. There is generally a lack of active street frontages in this location. The King's Bridge is of historic interest and provides framed views of the site. It does however create an unattractive and unwelcoming

environment, the consequence of which is that King's Stables Road is underused as a pedestrian route.

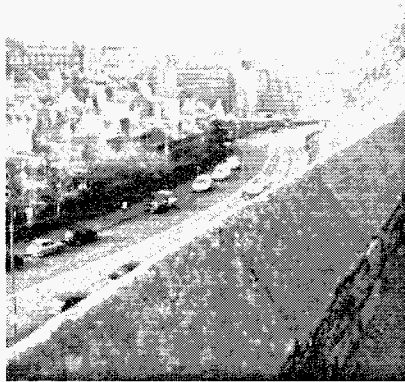


View of site through Kings Bridge



Western entrance to King's Stables Lane

- 2.14 The view to King's Stables Lane from the western entrance is dominated by Argyle House and illustrates clearly the change in scale and topography across the site from King's Stables Road to West Port. There is little encouragement to enter these lanes as a pedestrian and are considered by most as a service/back entrance to Argyle House.



View of Argyle House from the Castle esplanade.

Policy Context

- 2.15 The Council's planning policies for the area are contained in the Edinburgh City Local Plan (ECLP)(January 2010). An objective of the Plan is to promote the growth of Edinburgh as focus of cultural, artistic, leisure and entertainment activity of international significance and to guide these activities to locations compatible with residential amenity. These are uses that expect to find a location in the city

centre and are an aspect of its leisure and tourist roles. Leisure and tourism is thus integral to the restoration of individual buildings, the revitalisation of wider areas.

- 2.16 The ECLP Proposals Map includes the study area, and much of the city centre, as part of a defined 'Central Area' land use designation within which mixed use schemes will often be necessary to gain planning permission, especially those involving larger sites; large single developments may well be inconsistent with this objective. It is considered particularly important to achieve active edges on public frontages.
- 2.17 New residential development, including student accommodation, will be acceptable in principle provided a reasonable residential environment can be created and is compatible with other uses within the development and the surrounding area. The amount and type of housing development will be determined having regard to site characteristics and other objectives of the Plan. The Council requires 25% of the total number of units provided to be 'affordable' – see ECLP Policy Hou7 and definition as described in paragraph 6.24.
- 2.18 In addition, the Plan also offers support in principle to:
- institutional uses, with which the Old Town is closely identified;
 - retail, which will be supported where it will consolidate defined shopping frontages or complement speciality shopping uses, visitor activities and generally where it will improve local convenience shopping provision without loss of amenity to residents;
 - business/workshop uses, which are small-scale and provided that they are compatible with their surroundings and subject to compliance with other policies of the Plan;

- primary health care, educational, social and other community services required to meet the needs of the resident population;
 - cultural and leisure developments, including the provision of new visitor attractions and entertainment facilities;
 - hotel, of an appropriate scale and character; and
 - a public underground car park that takes advantage of the site's topography.
- 2.19 The Plan sets quality objectives for new development covering such matters as layout design and the design of external spaces, height and density, architectural design and treatment, all intended to achieve visual harmony, protect amenity, enhance character, including the special character of conservation areas, and contribute positively to the city's unique environment. Importantly, the Plan also addresses sustainable building design.
- 2.20 The Plan specifically addresses Edinburgh City Centre and through Policy CA1 sets out in general terms the requirements that development proposals should satisfy if they are to be acceptable to the Council. In summary, proposals will be permitted which maintain and enhance the character, attractiveness, vitality and accessibility of the city centre and contribute to its role as a regional service centre and role as a capital city. An interactive version of the Edinburgh City Local Plan can be viewed [here](#) and at www.edinburgh.gov.uk.

3.0 Considerations

Co-ordinated Development

- 3.1 The Council encourages a comprehensive approach to redevelopment wherever possible, and the preparation of development frameworks or master plans, to identify the full design potential of creating successful places – ECLP Policy Des2 refers.

World Heritage Site

- 3.2 The redevelopment of Argyle House and Council owned land and buildings presents an opportunity to address the adverse impacts of those developments on the City's townscape. It is important that all new development should contribute positively to its surroundings and respect the context within which it is sited. In this regard an understanding of the Outstanding Universal Values (OUV), as set out in the Old and new Towns of Edinburgh World Heritage Site Management Plan, is considered important in developing proposals for the site.

Architectural Interest

- 3.3 There are a number of listed buildings that lie immediately beyond the boundaries of the site. These include:
- Edinburgh Castle, Category A;
 - King's Bridge Category A. Thomas Hamilton, 1829-32 a semi-elliptical tunnel arched bridge carrying Johnstone Terrace;
 - The Edinburgh College of Art, Category A;
 - 26-28, 29, 30, 31, 32, 36 Castle Terrace, Category A
 - Flodden Wall, Category A;
 - 9 Grassmarket and 3-9 West Port, Category B;
 - West Port, Former Salvation Army Women's Hostel, Category B;

- 1-11 Portsburgh Square, West Port, Category C(S);
- 62-76 and 1-32 West Port, Category C(S); and,
- King's Stables Road, 1 Grassmarket and 2 King's Bridge Category C(S).

3.4 There are also a number buildings on the site that are not listed but may be worthy of retention, particularly the building at 28 King's Stables Road, presently used as a night club.

Archaeology

3.5 Proposals for the site should be informed by a heritage statement, including an archaeology study.

Sustainability and Energy Efficiency

3.6 The Council expects sustainability to be at the heart of new development through re-use of buildings, sustainable construction methods, energy efficiency and the use of renewable forms of energy. Future planning applications should include integrated renewable technologies. In the first instance, the re-use of buildings on the site should be considered before demolition and redevelopment and any building materials retained and re-used on site. Applicants should address fully the Council's requirements set out in the Edinburgh Standards for Sustainable Building.

Protection of views

3.7 The Council has approved guidance on the protection of key views within the City. The guidance can be viewed [here](#) and should be taken fully into account in developing proposals for the site.

3.8 Careful consideration should be given to the impact of development proposals on strategic and local views throughout the area; protecting and enhancing views where possible. Views from the Castle, Castle Esplanade,

Johnston Terrace, from Bread Street and the east end of Castle Terrace are particularly important in this regard. Attention should be given to the design and treatment of roofs. The opportunity to enhance views of the Castle from West Port should be explored.

Developer contributions

3.9 Developers will be expected to enter into legal agreements to secure an appropriate contribution towards meeting identified requirements. In this regard reference should be made to the following Council guidelines:

- Developer Contributions;
- New housing and affordable housing requirements;
- Movement and Development
- Tram Project: Developer Contributions;
- Public Realm developer Contributions;
- Developer Contributions for Investment in Schools

The above guidelines can be viewed [here](#) and at www.edinburgh.gov.uk.

4.0 Development Principles

4.1 New development as a whole should respect its surroundings and build upon the established mixed use character of the West Port. An important consideration will be the need to create successful relationships between individual buildings, new and old, throughout and adjacent to the site. This is particularly important if the site is to be developed in phases. Accordingly, development proposals should take account of the development principles below which have been grouped under the following headings:

- a) create a clearly recognisable sense of place that integrates with the surrounding area;
- b) re-establish historic building lines and improve permeability through the site;
- c) enhance movement and access to and within the site
- d) respect and enhance the skyline and views across the site;
- e) place sustainability at the core of future redevelopment proposals.

A. Create a clearly recognisable sense of place that fully integrates with the surrounding area

Proposals for the site should:

- ensure that buildings and spaces are of the highest architectural and urban design quality;
- provide a public realm that addresses the detailed design of public routes;

Create a permeable and integrated area of the city by improving existing routes and creating new connections. This should include:

- enhancing north-south connections for pedestrians and, where achievable, cyclists between West Port and King's Stables Lane and the lane and King's Stables Road;
- improve the pedestrian route from Castle Terrace to King's Stable Road / Lane;

Transform the quality of the pedestrian environment along West Port and Lady Lawson Street through, for example, introducing active street frontages;

Use materials of the highest quality which complement those of the surrounding buildings and streetscape;

Take advantage of the opportunities for place making that the site has to offer, e.g. the potential to create and frame views of the castle from West Port; and

Reflect and respect the topography of the site.

B. Re-establish historic building lines and improve permeability through the site

The opportunity exists to re-establish the building lines of West Port and Lady Lawson Street; which has been successfully achieved to the south through the development of Evolution House and on land formerly occupied by West Port House. Accordingly, new development should:

- creatively re-establish the building lines of West Port and Lady Lawson Street;
- consider carefully the relationship of new development with existing property at Webster's Land, in particular, the location of windows located in the gable that property – townscape benefits will need to be balanced against residential amenity considerations;
- acknowledge the West Port / Lady Lawson Street corner;
- provide relief along this frontage through the creation of architectural devices such as closes, pends and arcades;
- generally improve permeability through the site by creating appropriate connections;
- acknowledge the traditional plot widths and feu pattern of the Old Town by incorporating, where appropriate, narrow closes stepping down from south to north to reflect the site's topography and in so doing create a varied and interesting roof pattern.

C. Enhance movement and access to and within the site

New development will be required to expand the opportunities for pedestrian and cycle movement and contribute to a safe and attractive environment for pedestrians. New development should therefore:

- create public spaces and routes through the site that are safe and attractive for all users and which are bound by buildings that incorporate predominantly active frontages throughout the day;
- provide servicing and car parking facilities, both public and private, which complement the public realm and are generally contained underground;
- provide required vehicular access / egress points from King's Stables Road, which in their design and layout should be mindful of the site's historic context;
- provide access for pedestrians and cyclists directly from West Port / King's Stables Road, and the King's Bridge;
- create new spaces and traffic-free pedestrian and cycle routes where these are achievable.

D. Respect and enhance the skyline and key views

Looking south, Argyle House is highly visible when viewed from the Castle Esplanade and Johnston Terrace and is a dominant feature in views along Castle Terrace and Bread Street / High Riggs to the east. It also features in views to the north along Lady Lawson Street to the west along West Port and King's Stables Road.

New development proposals should:

- enhance key views to the south – the Council's protection of Key Views guidelines identify two key views from the Castle and the Castle Esplanade: views C¹ d (Castle Ramparts – Pentland Hills) and C² b (Camera Obscura / Castle Esplanade – Pentland Hills);
- protect, enhance and, where appropriate, create glimpsed views of the Castle along West Port. In particular, a north-south route on the corner of West Port and Lady Lawson Street; in effect recreating a close that once existed in this location. A close / pend in this location would create the opportunity for a new framed view of the Castle;
- consider carefully building scale, height and massing in relation to key views from the north, to the closer views from surrounding streets and to the prevailing heights of buildings in the immediate context of the site; and
- consider carefully the design and treatment of roofscapes, which should be well articulated. All plant should be contained within basement areas to protect views from the Castle.

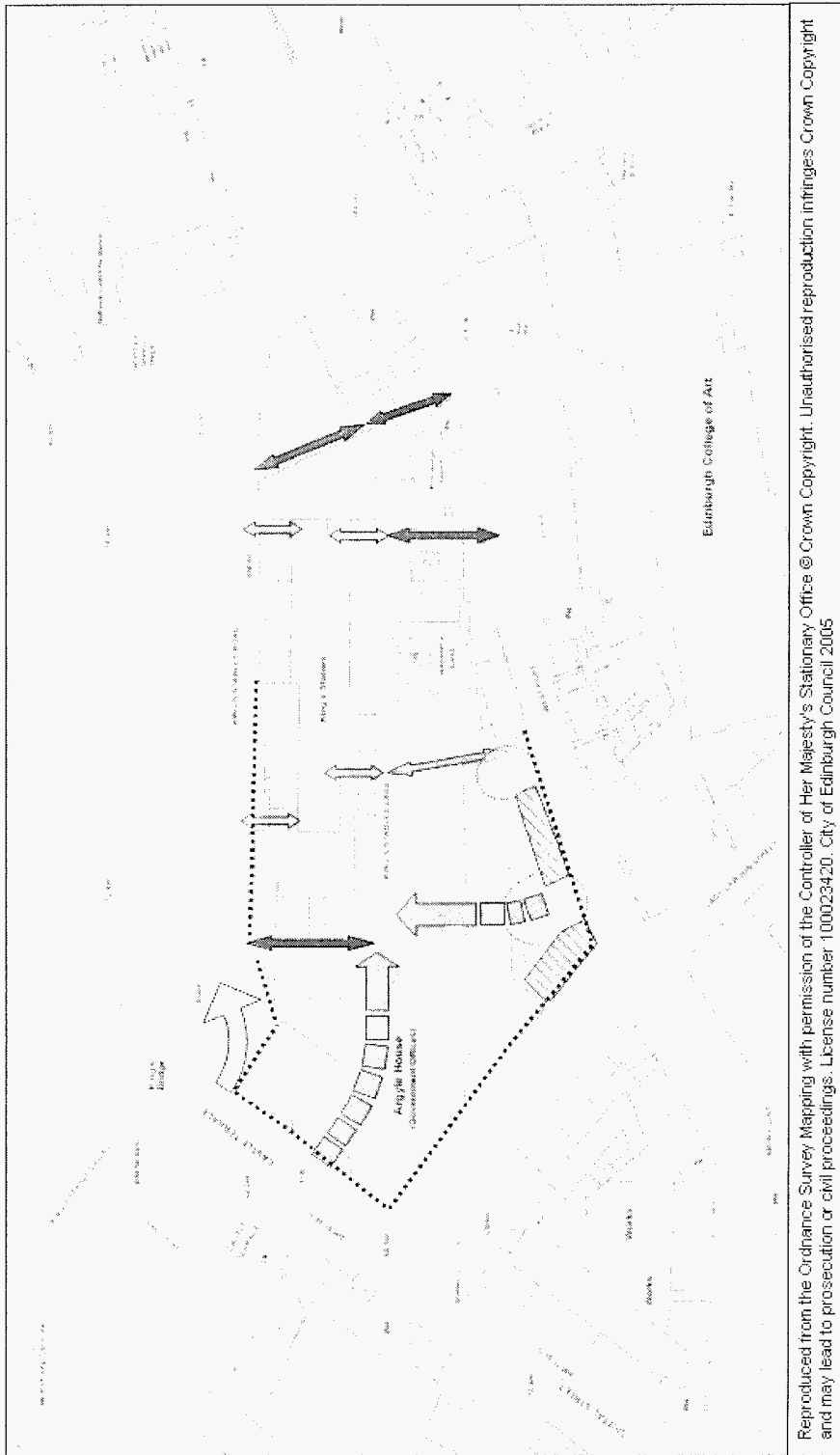
E. Place sustainability at the core of future redevelopment proposals

Sustainability should be considered as an integral part of the development process including the design, procurement, construction and management of new development and the future operation of the resultant buildings.

Proposals for the site should therefore:

- meet the targets and aspirations of the Edinburgh Standards for Sustainable Building, in particular with regards to:
 - the quality of layout, building and landscape design;
 - use of renewable energy generation;
 - use of sustainable resources and materials;
 - the reduction in pollution;
 - sustainable construction, including the use of recyclable materials, and operation of buildings.
- be built for a long life by creating buildings that are adaptable and flexible in their design;
- ensure that wastes generated by development is reused and/or recycled;
- be supported by a sustainability statement including a working method statement which outlines a developer's commitment to sustainability throughout the development design and construction period and how sustainability objectives will be realised.

Figure 2



- Active Frontage
- ▭ Retail Frontage
- ↪ Improve access from Castle Terrace to King's Stables Road
- ↔ Improve permeability with new closes and openings for pedestrians and cyclists
- ↔ Improve existing access
- ➡ Arrow indicates requirement for pedestrian route to King's Stable Lane
- High quality public open space / public square

5.0 Next Steps

- 5.1 The development principles set out in this document will be an important consideration for those preparing detailed proposals for the site and will be used to inform the Council's assessment and determination of detailed proposals that come forward for the area.
- 5.2 For a hard copy of this document and / or further information on its content please contact:

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Waverley Court,
4 East market Street
Edinburgh
EH8 8BG

Tel: 0131 529 6232
kate.hopper@edinburgh.gov.uk

<u>Respondent</u>	<u>Comment</u>	<u>Response</u>
<p>Jeremy Scott</p> <p>Michael Laird Architects on behalf of Fordgate Ltd</p>	<ul style="list-style-type: none"> • The Argyle House site should incorporate uses that will increase the vibrancy of the area, such as; Major office development, 4/5 star hotel with 250 rooms, retail, leisure, commercial uses, student accommodation, apart-hotel and residential. • It would be appropriate to recognize the two significant developments at the junction of Lady Lawson Street and West Port that have already taken place; this should be reflected by additional text at paragraph 2.12. • Recent development pattern has limited residential accommodation suggesting that the residential component of any redevelopment will be limited. Any future development of West Port / King Stables Road should take this into account. • Section 3 should aim to strengthen the local residential community and the area's economic vibrancy at the junction of West Port and Lady Lawson Street. 	<ul style="list-style-type: none"> • Noted – Para 2.16: Policy Context of the amended brief details the mix of uses that are considered acceptable in principle on the site. This includes residential, office, hotel, small scale retail, leisure uses, car parking and student accommodation if appropriate in terms of concentration. • Reference to a small hotel has been removed. • The brief has been amended to remove the reference to 'predominantly' residential to include a full mix of uses. • Student accommodation has been added provided it meets certain criteria and does not result in an excessive concentration of this form of accommodation. • Noted – additional text (Para 2.9) has been added to refer to new developments within the West Port area. • Not accepted. There is no evidence that a mixed use development including a range of residential uses would not be appropriate for this site. • Noted.

	<ul style="list-style-type: none"> • Under 'Mixed, Complementary Uses', change text and change order to include a major new office development and major new hotel, student residences. • Under High Quality Buildings, Streets and Spaces, text should be changed to promote modern innovative architecture as demonstrated by recent new developments in the area. • Additional bullet point that reads: 'There may be opportunities to explore increased massing and height where appropriate.' • At the fifth bullet point, replace text with: New development needs to take account of the traditional plot widths and feu patterns of the old town. The execution of this should be carried out in an innovative and creative manner. Modern building forms and sizes cannot always be represented by tradition tenemental forms. Where this is the case, there needs to be an acknowledgement in building form and treatment. Narrow closes are welcomed as a device to increase pedestrian permeability and allow access. These must be safe and welcoming spaces. The design of the public realm; streets, squares, courts, pends and closes needs careful consideration to determine the most appropriate forms for the future development. • Under Retention of Views, should note that there may be opportunities for the new buildings to enhance key views 	<ul style="list-style-type: none"> • Not accepted. Other uses including office and hotel are appropriate as part of a mix of uses that should include housing in a number of forms. The acceptability of student accommodation must satisfy a range of criteria if it is to be acceptable. • Noted. However, the architecture and design of any new buildings will be addressed at the planning application stage. • Noted. However, wording in brief is considered to be appropriate. • Noted. However, wording in brief is considered to be appropriate. • Noted. However, wording in brief is considered to be appropriate.
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	<p>in a subtle manner by hinting at other spatial experience within the City.</p> <ul style="list-style-type: none"> We would therefore invite the Council to encourage a cohesive masterplanning study at this early stage and a single strategy to delivery for the ultimate benefit of the site and the city. 	<ul style="list-style-type: none"> Noted and agreed.
<p>Tollcross Community Council</p>	<ul style="list-style-type: none"> We are pleased to see that some of our comments have been taken on board to give a more robust development brief. A general point is that it could have been a bit more specific on scale, style, materials etc. In 2.24 (bullet point 2) describing “uses appropriate to the location, accessibility and character” is overly vague and does not inform developers as the word “appropriate” is open to a wide interpretation. Within 2.24 bullet 4, the term ‘where achievable’ should be removed as it is really carte blanche to not comply. A pretty sturdy plan for the whole area should be in place if part of the site is being developed. More weight should be given to the Local Plan’s requirement for traditional materials such as slate and 	<ul style="list-style-type: none"> Noted. The architecture and design of any new buildings will be addressed at the planning application stage. Noted. However, these are general principles for new development as set out by policies within the Edinburgh City Local Plan. Not accepted. In some cases achieving cycle access through the site will not be possible due to the site’s contours. The Council encourages a comprehensive approach to redevelopment whenever possible. A masterplan for the site as a whole will be required as part of any future development proposals. Noted. New text has been added to the Development Principle A “Use materials of the

	<p>stone.</p> <ul style="list-style-type: none"> • There is one issue which was brought up by many consultees – the issue of height and massing. Whilst it would not be possible to be entirely prescriptive, we believe a stronger 'steer' to developers could be given. 	<p>highest quality which complement those of the surrounding buildings and streetscape”</p> <ul style="list-style-type: none"> • Noted, height and massing are dealt with in the Development Principles and is supported by Policy Des 3 of the Edinburgh City Local Plan.
Deborah Sneddon	<ul style="list-style-type: none"> • I fear that King Stables Road and Lane may be subject to pedestrianisation. I hope that this will not be the case, because vehicular access is required to the garages under Webster's Land, which are used by the occupants of Webster's Land. • I am also slightly uneasy about the proposal for "affordable housing" in this area. • Graffiti is an issue. • Agree that the King Stables building should be retained and upgraded and not demolished because it is of historical interest. 	<ul style="list-style-type: none"> • Noted, access to residential properties and garages will be maintained by any new development. • As part of any residential development on this site, a minimum of 25% affordable housing will be provided as per Council policy. • Noted, but this is not a matter that the development brief can address. • Noted, the future of individual buildings on the site will be dealt with in detail at the masterplanning stage. The architectural and historical value of the building currently in night club use is referred to at Para 2.7 and 3.4.
Conrad Molleson	<ul style="list-style-type: none"> • Cycling should be specifically mentioned in Para 2.24 in the document. • The map at the end of the document shows pedestrian routes, but makes no mention of bike access and travel. 	<ul style="list-style-type: none"> • Noted, references to cycling feature throughout the document. • Noted, key has been changed

	<ul style="list-style-type: none"> • Cycle parking (whether for residents or visitors) is not mentioned. 	<ul style="list-style-type: none"> • Noted and amended.
<p>Tony Tweedale</p>	<ul style="list-style-type: none"> • Lots of affordable housing is needed if this is to be a successful development; • Please justify to everyone how adding to the motor vehicle parking supply promotes the stated sustainable goals; • The draft brief often uses "should" in place of "must" when discussing your objectives & requirements. However if you are mandated to maximize such characteristics of developments, it is easier to accomplish the mandates if you use "must" in place of "should"; • You should commission an expert investigation of the water that either does, or used to flow through & below this vale; and see if can be restored to/near the surface--a short stream or a wetland--and make it a public park; • Small public areas should be established on both the N & S sides of the current Argyle building; • Trees are a priority throughout the site to be re-developed, with their many long-term benefits; 	<ul style="list-style-type: none"> • As part of any residential development on this site, a minimum of 25% affordable housing will be provided as per Council policy on this matter. • Car parking on the site in relation to future residential, hotel and office development should be provide in line with the Council's car parking standards. There is also an opportunity to exploit site levels to provide car parking to support the city centre and the West Port area, should this be a requirement. • Noted. • Noted, design of public and private open space will be dealt with at the masterplanning stage. • Noted, the development will be required to comply with the Edinburgh Standards for Sustainable Building. • Noted.

	<ul style="list-style-type: none"> • Benefits of energy efficiency should be outlined to encourage developers; • Regarding making King's Bridge underpass less dark & foreboding, I imagine that a white cobble-stone road re-surfacing would be in keeping with its historic character, along with stone cleaning. 	<ul style="list-style-type: none"> • Noted.
Richard Dickson,	<ul style="list-style-type: none"> • Any increase in height by new development will negatively impact on the Category A residential building on the corner of Castle Terrace. • There seems to be very little consideration for traffic and parking implications. 	<ul style="list-style-type: none"> • Noted, the design of any new buildings on the site will need to consider the potential impact on Castle Terrace – see principle D: Respect and enhance the skyline and key views. • The detailed site layout including traffic flows and the location of parking will be dealt with at the masterplanning stage.
Douglas Sloan	<ul style="list-style-type: none"> • My primary concern is that any new development(s) will not detract from the amenity value of my flat in Webster's Land • New buildings should complement and maintain surrounding character. • Care will have to be given to the scale of any new hotels or trading premises and their impact on the area. • If building new residential properties in King Stables Road they should be complementary to what is already there and provide additional lane access to West Port in a similar manner to what we have at present. 	<ul style="list-style-type: none"> • Noted, the design of any new buildings on the site will need to consider the potential impact on Webster's Land. – see Development Principle D: Respect and enhance the skyline and key views. • Agreed. • Agreed. • Agreed.

	<ul style="list-style-type: none"> • There should be no further drinking establishments as part of any new development. • The West Port Street might well do with being refurbished • West Port Road could be turned into a pedestrian way excluding the extremely busy traffic. • Existing views must be protected 	<ul style="list-style-type: none"> • Noted - Any potential commercial leisure uses will need to comply with Council guidance and not impact on existing or future residential amenity. • Noted – future development will need to consider the public realm around the site. This is referred to in Development principle A: Create a clearly recognisable sense of place etc. • Noted • Noted.
David Somervell	<ul style="list-style-type: none"> • Please could there be stronger mention of the concept of Pedestrian Priority for any circulation space around and through the site • Any car parking provision to incorporate integrated cycle parking and please specifically state requirements for Cycle Parking standards. • Please consider how recycling and sustainable waste management provision will be ensured 	<ul style="list-style-type: none"> • Noted and Development Principles have been amended. • Noted. To be dealt with at the planning application stage. • Any future development will need to comply with the Edinburgh Standards for Sustainable Building which addresses these issues.
Euan Leitch Forth & Borders Cases Panel The Architectural	<ul style="list-style-type: none"> • Argyle House should be retained • mixed use development of residential, office and 	<ul style="list-style-type: none"> • The future of Argyle House itself will be considered as part of detailed masterplanning for the area. • Not accepted, these uses are acceptable in

Heritage Society of Scotland	<p>commercial uses is not the most appropriate mix</p> <ul style="list-style-type: none"> • Kings Stables Road should be turned into a night club destination area. 	<p>principle, are complementary to the surrounding area and supported by the local plan.</p> <ul style="list-style-type: none"> • Any potential commercial leisure uses will need to comply with Council guidance and not impact on existing or future residential amenity.
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<p>General Comments from workshops</p> <p>at</p> <p>Farmer's Market Central Library Edinburgh World Heritage Grassmarket Forum</p>	<p>Sustainability</p> <ul style="list-style-type: none"> • Sustainable technologies should be promoted within the site - Need to include integrated technologies that work for the site. <p>Developer Commitments</p> <ul style="list-style-type: none"> • A mechanism should be in place to link land values with developer's commitments. <p>Access/Transport</p> <ul style="list-style-type: none"> • Close West Port at weekends from traffic, to encourage use of Kings Stables Road; • Create cycle routes as well as pedestrian routes • Links from West Port through to King's Stables Road should be promoted, create link at corner of site from Kings Stables Road to Castle Terrace; • Should not lead to an increase in traffic along West Port; • Consider how can street lighting, paving could be used to slow traffic down. 	<ul style="list-style-type: none"> • Noted – brief amended to reflect this requirement. • Noted. • Noted. • Noted. The brief has been amended. • Noted. • Noted. • Noted.
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	<p>Site design and layout</p> <ul style="list-style-type: none"> • Topography of the site should be used to provide interesting roofscapes and green public spaces; • Street pattern should be organic; • Should not be too big/dominant; • Retain courtyards; • Manage density; • Form of buildings must respect the topography of site. • Buildings should respond to castle/castle terrace • Promote signature buildings; • Need to ensure site is not over developed – needs to be broken up instead of very large floor plan buildings; • How can family housing be designed on this site. <p>Other</p> <ul style="list-style-type: none"> • More sketches within brief • Can clinic be moved to a more suitable location. 	<ul style="list-style-type: none"> • All points noted and brief amended.
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