

## Picardy Place Development Principles - Final

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Planning Committee  
6 August 2009

### 1 Purpose of report

- 1.1 To present final development principles for land at Picardy Place following a public consultation exercise.

### 2 Summary

- 2.1 The proposals of the draft Picardy Place Development Principles have been the subject of a public consultation exercise. The draft proposals attracted considerable interest from local representatives, residents, Henderson Global Investors (HGI) and St Mary's Cathedral. All comments received have been summarised and set out in a schedule attached to this report.
- 2.2 The final document has been amended to take account of comments received, particularly in relation to the identification of a development opportunity and public space. In this regard the final document promotes development that principally responds to the Leith Street / Leith Walk edge and demonstrates how a continuous area of public space could be created from Little King Street to the proposed tram stop and the opportunity this creates to improve the setting of the cathedral.
- 2.3 The draft proposals also attracted a number of responses from cyclists, concerned that the development principles failed to address their needs. While these concerns will be addressed by the tram design team, and the Council's tram co-ordination team as they work to finalise proposals for Picardy Place, the final document now recognises the needs of cyclists and addresses their concerns insofar as it can.

### 3 Main report

#### Background

- 3.1 On 26 February 2009, the Committee approved for consultation purposes draft development principles to guide possible new development and public realm proposals on land at Picardy Place. The report set out the background to the

proposals, including the work undertaken by the City's former Design Champion, Sir Terry Farrell, in 2005 and his encouragement to take advantage of the opportunity presented by the tram project. This included redefining the area to act as an important interchange, offer valuable development opportunity and critically turn it into a 'place for people'.

- 3.2 The draft proposals were subsequently made available for public inspection and all those with an interest in the area notified of the consultation arrangements. In addition, the draft proposals were advertised throughout the St James Centre and were the subject of newspaper articles in the Scotsman and Evening News.
- 3.3 All responses received to the draft proposals have been summarised and set out in a table attached as Appendix 2 to this report. A final document is attached as Appendix 1.

#### Community Consultation

- 3.4 Letters setting out the consultation arrangements and inviting comments on the draft proposals for Picardy Place were sent to:
- all local representatives;
  - the community council and other interest groups operating in the area;
  - local residents living at Picardy Place, Union Place and Broughton Street (part);
  - land owning and principal commercial interests, including St Mary's Cathedral and the Omni Centre; and
  - Historic Scotland and Architecture + Design Scotland.
- 3.5 The proposals were made available on the Council's website and their availability advertised throughout the St James Centre for the duration of the consultation period. Hard copies of the development principles were made available on request. In addition, Sir Terry Farrell addressed a public meeting on 19 May to respond to concerns of local representatives and residents regarding the prospect of development at Picardy Place. Sir Terry discussed the unusual context of the cathedral and how its setting could be improved. He commented that the pertinent issue was not the prospect of built development per se but the need to ensure that the urban pattern and spaces created at Picardy Place would provide opportunities for people to pass through and use the area to good effect over time. His comments have been helpful in shaping the proposals of the final document.

#### The issues

- 3.6 The issues of concern to those that responded to the draft development principles have been summarised and are set out in Table 1 of Appendix 2. A response to each comment is provided in the right hand column of the table for the Committee's consideration. An analysis of the responses is set out in tables 2 and 3 of the same appendix. The issues of concerns are grouped under each of the 5 principles and are discussed in turn below:

1. *Recreate the principal street edge to the north of the site*

Respondents generally agreed with the considerations set out under this development principle. The draft proposals envisaged that the principal edge at Picardy Place could be defined by a building, while many of the respondents argued that this could be achieved by hard and soft landscaping features and/or the tram stop. In response, the final document promotes a development area that is located further to the south and acknowledges that the tram stop and associated features could define this important edge.

2. *Provide a high quality public open space*

The creation of a high quality public open space attracted the second highest number of responses. All respondents emphasised the need to create open spaces that were accessible, attractive and safe. A number of those responding also promoted the idea that the Paolozzi sculptures could be accommodated within new public spaces. A strongly held view is that a building at Picardy Place would diminish the prospect of creating such a space.

The final document promotes a continuous area of public open space from Little King Street to the proposed tram stop. The aspiration for this space is that it will provide a safe and attractive route between one of the principal entrances to a redeveloped St James Centre and the proposed tram stop. Importantly, it will also maintain an open outlook for the cathedral and provide an opportunity to improve its setting. The success of such a proposal is dependent upon the nature and design of the road and the priority afforded to vehicles and pedestrians at different times throughout the day. Discussions on this matter are ongoing with the Head of Transport and the Ltd.

3. *Signal an important gateway to the city centre*

While many supported the idea of marking this important 'gateway' to the city centre, respondents argued that a building, particularly a tall building, was not necessary to achieve this objective. Development would also harm the setting of listed buildings situated around Picardy Place, in particular St Mary's Cathedral. While it may be possible to acknowledge the importance of Picardy Place as a gateway to the city centre without a significant building on the site, there are good planning and design reasons for promoting a building in this location. The final document has been amended to demonstrate that it is possible to create a development opportunity, public spaces and important connections at Picardy Place while addressing the concerns of respondents, in particular the representatives of the cathedral.

4. *Define Leith Street / Leith Walk urban corridor*

There were only a few responses to this development principle, suggesting a general acceptance of the need to define edges, whether by a building or some other means.



## 5. Maximise pedestrian movement and use

By far the largest number of responses received related to the pedestrian environment and the need to create safe and attractive routes for pedestrians to pass through the area. The prospect of new development, including the possible inclusion of late night commercial leisure and entertainment uses, led many to comment that the prospect of creating such routes and public space that people would want to use and linger in was unlikely. The existing concentration of such uses in the area and the prospect of more is a concern to local residents, who believe that any public space provided will become a focus for those intent on anti-social behaviours. Others, on the other hand, considered it important to animate public space with active uses throughout the day and evening. Many also wished to see more pedestrian crossings included in the redesign of Picardy Place.

The Lothian & Borders Police share some of the above concerns and add in its response (see response no. 9, Appendix 2) that it would wish to see a greater use of guardrails in the area to channel pedestrians to designated crossing points, particularly those leaving en masse from events at the Playhouse Theatre and Omni Centre. The tram design team has considered this matter in some detail and has undertaken a road safety audit of its proposals. While there will undoubtedly be a requirement for the use guardrails in some locations at Picardy Place, the expectation is that traffic speeds and driver awareness will be greatly influenced by the comprehensive approach that is presently being taken to the layout of streets, footpaths, cycle paths and public spaces in line with advice contained in the Government's publication *Designing Streets*.

### Concerns not addressed by the draft development principles

- 3.7 A considerable number of responses highlighted the omission of proposals to address the needs of cyclists. At present, there are no cycle lanes in the vicinity of Picardy Place; the only provision is the shared use of bus lanes on Leith Street and York Place and an advanced stop line on York Place. The junction itself caters poorly for cyclists and represents a significant barrier to less confident cyclists. Spokes is on record as stating that the redesign of the junction is a tremendous opportunity to remove this barrier and its membership has reinforced this message through their responses to the draft proposals. The responses also include a list of routes that should be provided for cyclists.
- 3.8 The concerns raised by cyclists will for the most part be addressed by the tram design team and its consultants, in consultation with the Head of Planning. Current design proposals for the junction incorporate westbound cycle lanes on the south side of Picardy Place but no provision to assist cyclists wishing to make the manoeuvre to York Place. The design for the junction has yet to be finalised and it is understood that discussions between the tram design team and cycling interests are ongoing. Access to and from Little King Street for cyclists has also been raised as an issue that needs to be addressed; this would enable cyclists to avoid Leith Street/York Place which can also be intimidating. The final Picardy Place development principles acknowledge the

importance of providing facilities for cyclists and the text and images of the document have been amended to reflect this.

#### Relocation of sculptures and statues

- 3.9 The removal, storage and relocation of various monuments affected by the tram works is being progressed by the Ltd. At Picardy Place, the Sherlock Holmes statue has recently been removed and placed into storage and the Paolozzi sculptures will be removed in the autumn. The future of the Paolozzi sculptures attracted a number of comments, many of which wished to see the sculptures re-sited at Picardy Place once all works have been completed. The future of the sculptures is not an issue for the development principles to address. This matter is being progressed in consultation with all relevant interests and will be the subject of a future report to the Council.

#### Key amendments to the development principles

##### Development Opportunity and Open Space

- 3.10 The form and content of the final document remains broadly that which was approved for consultation purposes. The comments of Sir Terry Farrell and respondents have led to a number of changes being made to the document. These relate mainly to the interpretation of the development principles and how these are expressed in figures 11-13. The most significant change is to figure 13 in which the development area responds principally to the Leith Street / Leith Walk edge. The tram stop defines the edge to the north. The development area is identified in a non-definitive manner.

#### Creating an improved setting for St Mary's RC Cathedral

- 3.11 Also shown is an area of continuous public space, extending from Little King Street to the tram stop. This proposal presents the opportunity to significantly improve the setting of the cathedral and maintain its open outlook. The success of this area as a public space, however, is dependent upon the nature and design of the road that runs to the front of the cathedral. The priority afforded to motor vehicles using the road could change throughout the day and at different times of the week; cars could have priority during peak travel times in the morning and evening and pedestrians / cyclists could have priority at all other times.
- 3.12 Many of the respondents commented on the impact of new development on the setting of the cathedral with the loss of views of the building from Leith Walk. The cathedral was not designed as a 'set piece' building and does not enjoy a formal setting as such i.e. the building does not sit within a site laid out as an integral component of the building. Since the demolition of the tenement building in the 1960s however the cathedral has enjoyed an open outlook (see figure 3) and has gained a prominence when viewed from Leith Walk. An analysis of the sequence of views experienced from Leith Walk when travelling towards Leith Street confirm that the cathedral does not come into view until one is at Baxter's Place, immediately beyond the London Road/Leith Walk roundabout, on one side and beyond Union Place i.e. opposite the Playhouse Theatre, on the other. Indeed, at present, the best views of the cathedral are

enjoyed from outside the Omni Centre. The final development principles recognise that the potential exists to both create a setting for the cathedral and to maintain its open outlook.

#### Design Competition

- 3.13 HGI, the St James Centre owner, has indicated its willingness to support a limited design competition to secure a high quality design and development of the site based on development principles approved by the Council. Should HGI resolve to pursue the development of a replacement hotel at Picardy Place its intention is that development would proceed once the tram works in this area were completed.

### **4 Financial Implications**

- 4.1 This development principles attached to this report promote the development of land in Council ownership. This could ultimately result in a capital receipt to the Council.

### **5 Environmental Impact**

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

### **6 Conclusions**

- 6.1 The tram project and associated highway works present an opportunity to change the character of Picardy Place and reinforce its importance as a hub and a gateway to the wider city centre. The proposals of the attached document demonstrate how a development site can be created, how a building, or buildings, and public open space can be accommodated on the site and connections formed between the proposed tram interchange and a redeveloped St James Quarter. The proposed development principles seek to ensure that this potential is fully realised.
- 6.2 Development proposals will be expected to complement and integrate closely with those coming forward for the adjacent St James Quarter, as set out in a separate brief. The comprehensive redevelopment of the St James Centre is currently sought by the Council, with a significantly enlarged retail content and in a form that will strengthen the city centre retail core and circuit. The Council-owned Picardy Place site will facilitate these wider regeneration proposals, help integrate a redeveloped St James Centre in to the wider area and provide related development opportunities.
- 6.3 The final document has been amended to taken account of comments received following a consultation exercise. In short, the document promotes five development principles based on an urban analysis of the site and surrounding area. The principles seek to:

- recreate the principal street edge to the north of the site;
- provide a high quality public space;
- signal an important gateway to the city centre;
- define the Leith Street / Leith Walk urban corridor; and
- maximise pedestrian and cycle movement and use.

## 7 Recommendations

It is recommended that the Committee approves the Picardy Place Development Principles as a material consideration to assist in the assessment of development proposals that come forward for Picardy Place.



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Director of City Development

Appendices	1 Picardy Place Development Principles
Contact/tel/Email	Andrew Sikes, Principal Planner 0131 469 3412 or <a href="mailto:andrew.sikes@edinburgh.gov.uk">andrew.sikes@edinburgh.gov.uk</a> and Lawrence Dowdall, Planning Officer 0131 529 3648 or <a href="mailto:lawrence.dowdall@edinburgh.gov.uk">lawrence.dowdall@edinburgh.gov.uk</a>
Wards affected	Ward 11: 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 Local Outcome: Edinburgh is an internationally competitive business location that attracts talent and investment to a growing knowledge based economy.  Supports National Outcome 12: We value and enjoy our built and natural environment and protect it and enhance it for future generations.  Supports Local Outcome: The development of a quality built and natural environment is well supported.
Background Papers	St James Quarter Development Brief – Approved 19 April 2007  All responses to the proposals of the draft development principles



1. INTRODUCTION

- 1.1 On 19 April 2007 the Council approved the St James Quarter Development Brief to guide the preparation of detailed proposals for the redevelopment of the St James Centre, New St Andrew's House, the King James Thistle Hotel, and associated car parks. The brief also considered development opportunities that existed, or might exist, immediately beyond the boundaries of the St James Centre that could contribute to the successful redevelopment of the wider area: namely St Andrew Square, Picardy Place and Greenside Row. It is for this reason that the boundaries of the development brief were drawn to include areas that extended beyond the St James Centre. The approved St James Quarter Development Brief can be viewed [here](#) or at [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk)
- 1.2 It is in respect of one of these opportunities that this document has been prepared, namely the opportunity to develop land presently occupied by the Picardy Place traffic roundabout and surrounding road spaces, an area which will undergo significant change in the coming years, to

accommodate the tram proposals and associated highway works.

- 1.3 The purpose of this document is therefore to set out the main development principles on which proposals for the site should be based, taking into account the requirements of the tram project and the emerging proposals for the St James Quarter.
- 1.4 The development principles set out in this document will, in the first instance, guide the preparation of more detailed proposals and be a material consideration in the determination of planning applications for the site.
- 1.5 The study area is identified in Figure 1 below. Figures 2 and 3 show the street block that once stood on the site in plan form (extract from the OS plan of 1849) and a photograph of the site taken circa 1985. Fig 5 is an aerial photograph of the area taken in 1950's





Figure 1 – Study Area



Figure 2 – Historic context



Figure 3 – Photograph of the site – early 1930's



Figure 4- Etching – Historic view to Cathedral – the building to the right is near the Curran Doyle Plaza. The building to the left is the corner of the demolished Picardy Place block.

## 2. BACKGROUND

### City Design Initiative

- 2.1 In December 2005, the City's Design Champion raised concerns that proposals emerging for Picardy Place at that time failed to grasp the opportunity presented by the tram project to return the traffic dominated area at one of Edinburgh's important city centre 'gateways' to positive urban use. A series of workshops followed that considered how the area could be redefined to act as an important interchange, offer a valuable development opportunity and critically turn it into a 'place for people'; as opposed to the space which was created by traffic management demands. These workshops, and others to develop the tram project and proposals for the St James Quarter, have acted as a precursor to the development principles set out in this document.

### The St James Quarter

- 2.2 The approved St James Quarter development brief describes the changing fortunes of Edinburgh's city centre,

particularly the decline in the range and quality of its retail offer, decreasing market potential and declining rental levels. It also notes the Council's aspiration to consolidate and strengthen the role of the city centre as the prime leisure shopping destination of national importance and as the principal destination for comparison shopping in the east of Scotland. The successful redevelopment of the St James Quarter, and the wider regeneration proposals for Princes Street, are recognised as having the potential to make a significant contribution to this aim.

- 2.3 The brief also describes in some detail the planning policy context within which proposals for the site and the city centre as a whole will be assessed. It is not intended to rehearse these policy considerations in this document, other than to note that in addition to these the Council has approved guidance on the protection of key views in the city (June 2008) and development briefs (May 2009) for each of the street blocks along Princes Street.



Figure 5 -  
Aerial view taken in the 1950's

2.5 In September 2008, HGI submitted a planning application (CEC ref. 08/03361/OUT) seeking outline planning permission for:

- the creation of 65,000 sqm. (gross) of Class 1 retail floorspace (of which 25,000 sqm. will be new floorspace) over 3 levels;
- the reconfiguration of the John Lewis department store
- up to 250 residential properties on the upper levels of the development;
- a new hotel housed within a central feature building and an 'apart-hotel';
- up to 15,000 sqm of office floorspace;
- up to 1800 underground car parking spaces; and,
- the creation of new buildings and streetscapes providing active uses at lower levels with cafés and restaurants leading into new public spaces, including a new public square at St James Square.

The proposals of the planning application broadly conformed to the requirements of the development brief and received outline planning permission in April 2009.

2.6 One issue that requires to be addressed by HGI is the relocation of the King James Thistle Hotel to allow for the comprehensive redevelopment of the St James Centre and office complex. The Council has been working with HGI to identify suitable alternative locations for the hotel. One solution that would satisfy both the hotel operator and HGI, and which is acceptable to the Council in principle is its relocation to the development site promoted by this document. A feasibility study to consider how this might be achieved and the impact of various built forms on the site's immediate surroundings and views to and from the site has been undertaken by HGI. This analysis has been useful in informing the preparation of this document. The Council has undertaken its own urban analysis, a summary of which can be found on page 10 of this document, that considers the planning and urban design considerations of a range of uses and potential developments.

#### **The Edinburgh Tram Project**



- 2.7 The Edinburgh Tram project is the largest infrastructure proposal to improve the city's overall transport network. Parliamentary approval has been given to the construction of tram lines from the airport, through Edinburgh Park, to the city centre to Ocean Terminal and Newhaven beyond (Phase 1a). Phase 1b, to be built at a later date, will run from a connection with phase 1a at Roseburn to Granton. In addition, the Council has approved the location of the tram lines and associated infrastructure, including tram stops (Prior Approvals) at St Andrew Square, and Picardy Place. The construction programme for Phase 1a envisages the laying of tram lines and associated works at these locations during the first half of 2010, with completion anticipated by the end of that year.
- 2.8 Figure 6 shows the approved tram works for Picardy Place. Notwithstanding its approval, provision of facilities for cyclists have yet to be finalised.



Figure 6 - Prior Approval drawing for Picardy Place

### 3. CONSIDERATIONS

### Co-ordinated Development

- 3.1 The Council encourages a comprehensive approach to redevelopment whenever possible, and the preparation of development frameworks or master plans, to identify the full design potential of creating successful places; (Policy Des2 of the finalised Edinburgh City Local Plan (ECLP)). It was for this reason that the St James Quarter development brief considered the opportunity to incorporate and develop land immediately to the north east of the shopping centre (Picardy Place). The Council would expect proposals for the development site to consider how it might successfully be integrated into the redevelopment proposals for the shopping centre, tram stop and associated highway proposals, and create safe and easy access between each element.

### Land use

- 3.2 The finalised ECLP Proposals Map includes the St James Centre and the potential development site within a defined 'Central Area' and specifically as a 'Central Area Proposal'. Within the Central Area the Plan seeks to encourage a wide range of development with an emphasis on diversity of provision and mixed uses on individual sites.
- 3.3 The principal planning considerations are set out in policy Ca1 of the Plan. The policy sets out in general terms the requirements that development proposals should satisfy if they are to be acceptable. 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 Edinburgh's role as a capital city. An interactive version of the Edinburgh City Local Plan can be viewed [here](#) or at [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk).

- 3.4 The requirements in principle for new development are:
- for comprehensively designed proposals which maximise the potential of the site;
  - a use or mix of uses appropriate to the location of the site, its accessibility characteristics and the character of the surrounding area;
  - for the provision of measures and facilities made necessary by the development including a contribution to the improvement of the public realm in the immediate vicinity of the site; and
  - for the creation of new civic spaces and traffic-free pedestrian routes where achievable.

3.5 In the context described above a range of land uses are considered to be acceptable in principle. However, given the nature of the development site and the tram / highway proposals, only a limited number of uses are considered to be suitable in practice e.g. hotel, office and commercial leisure uses; uses that expect to find a location in the city centre and are an aspect of its tourist, commercial and leisure roles. The Plan notes that mixed use schemes will

often be necessary to secure planning permission, especially those involving larger sites, and that it is particularly important to maintain activity at ground level.

#### Architectural Interest

- 3.6 There are a number of listed buildings that lie immediately beyond the boundaries of the development site. Among these are:
- St Paul's & St George's (Scottish Episcopal) Church, listed category 'A';
  - buildings to the south side of York Place, individually listed category 'A' or 'B' and collectively listed as a group, category 'A';
  - St Mary's (Roman Catholic) Cathedral, listed category 'B';
  - buildings to the north of Picardy Place / Union Place listed collectively as category 'B';
  - Lady's Glenorchy's Church at Greenside Place, listed category C(s).

- 3.7 In determining applications for planning permission on the site the Council will, as in all cases, have special regard to the desirability of preserving the setting of listed buildings, including those identified above and others not specifically referred to. The preservation or enhancement of the setting of listed buildings in the area is an important consideration for the Council, particularly in respect of St Mary's RC Cathedral, and this has informed the preparation of the development principles set out in this document.

#### **World Heritage Site**

- 3.8 Picardy Place lies within a World Heritage Site. In this regard an understanding of the Outstanding Universal Value of the Site is considered essential in developing proposals for the site.

#### **Gardens and Designed Landscapes**

- 3.9 Calton Hill is included on the Inventory of Gardens and Designed Landscapes as part of the entry that considers all New Town gardens. While the development of the site will have no direct impact on the landscape of Calton Hill, the

impact of any development proposals on views to the hill will be a planning consideration.

#### **Planning Agreements**

- 3.10 Developers of the site 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:

- Movement and Development;
- Tram Project: Developer Contributions.

- 3.11 The Council will also seek to secure significant improvements to the public realm. One mechanism for securing this, and other improvements, is through developer contributions.



#### 4. URBAN ANALYSIS

- 4.1 In the 1960s, the redevelopment of St James Square to create the present day shopping centre and office complex included the demolition of a triangular urban block which sat in a location that is now the Picardy Place roundabout. The result is the open space, dominated by traffic, which exists today. It is generally regarded as an area that suffers from a lack of definition and containment – a consequence of its function, size and weak edges.
- 4.2 The site is bounded to the east by the curved sweep of the glassy modern Greenside 'Omni Centre' development, to the north by the substantial 4 storey Picardy Place terrace, and to the west by the cathedral and its precinct. The setting of the cathedral altered considerably following the demolition of the Picardy Place block; formerly it was viewed obliquely from Broughton Street (see figure 4), whereas it now enjoys a prominence and open outlook and is an important element overlooking the space.



*Aerial View of Picardy Place / Leith Street - 2008*

- 4.3 In the late 1980s, major improvements were carried out to reduce the size of the roundabout, enlarge and enliven paved areas available for pedestrian use and to create landscaped areas to the front of the cathedral and properties on Picardy Place (see Figure 8). As a consequence, the area has become more accessible, usable and enjoyable for people on foot. Nevertheless, it remains an area dominated



Figure 7: Urban edges and Enclosures



Figure 8: Current Context – Existing Open Space

by traffic and difficult for pedestrians to navigate. The tram proposals and reconfiguration of road space present an opportunity to build upon this initiative, reconfigure road space and create development opportunities.

- 4.4 The paved area created at the front of the cathedral has the potential to become part of a high quality public space linking together the development opportunity site with the redeveloped St James Quarter. It enjoys an elevated position and open outlook and is animated by the Paolozzi sculptures and active uses (the Cathedral and its café / conference facilities, an entrance into the John Lewis department store, and café kiosk) – see area 1 figure 8.
- 4.5 The HGI proposals for the St James Quarter redevelopment promote Little King Street as the principal pedestrian route linking Picardy Place to the new shopping centre and St Andrew's Square beyond. The route (see Figure 9 on page 12) is animated by a series of spaces of varying sizes and uses. Little King Street is presently an unattractive route for pedestrians, catering mainly for vehicles accessing car parking facilities and delivery points in the St James Centre.



*Aerial View of Picardy Place /  
Leith Walk*





Figure 9: S/JQ Masterplan east-west route

- 4.6 The area to the front of Picardy Place is shared between pedestrians and cars and is separated from the roundabout by a landscaped strip which forms a setting for the Sherlock Holmes statue – see area 2, figure 8. The 1980s improvements allowed for a widening of the pavement to the east of the roundabout, creating space to the front of the theatre and the Ormi Centre building on Greenside. The

space accommodates a line of trees, public art (the Giraffes), and a series of steps to address a drop in levels to access the buildings – see area 3, figure 8.

- 4.7 Pedestrian movement through Picardy Place is confined to these three spaces. There are three heavily used controlled crossings which direct all pedestrian movement around the space using a system of islands and barriers to meet public safety requirements. The experience of moving around Picardy Place using these crossings can be difficult and time-consuming.

#### Principal views of the site

- 4.8 The principal views of the site are dynamic views from the main streets that converge at this point:



Leith Walk approach

An important approach to Picardy Place is from the north-east along Leith Walk, a main traffic artery to Leith and the waterfront, and the route of the tram. Picardy Place is situated at a point of arrival to the city centre from this direction and is an important 'gateway'. Currently the view on approach is dominated by the uncompromising bulk of the St James Centre sitting at the top of the hill, dwarfing the cathedral buildings and the lower John Lewis extension in the foreground.



View from Leith Walk at Piling Street



View from foot of Leith Walk



View from Leith Walk at Brunswick Street

## Leith Street approach

Descending Leith Street from Princes Street the eye is led around the curve of the street by the strong sweeping line of the glazed façade of the Omni Centre to the east. The west side of Leith Street turns the corner at the John Lewis department store extension to take up the line of Broughton Street. The only clue to the continuation of this important urban corridor is the Picardy Place terrace turning the corner to align itself with Leith Walk in the distance. Historically the building line of the demolished tenement block followed the Leith Walk / Little King Street axis, rather than the Leith Street axis, and resulted in an area of open space at the southern corner of the site (see figure 12)



View looking north from Leith Street

## York Place approach

The view from York Place to the west is framed by the strong horizontal lines and distinctive character of terraced properties on York Place. To the north the elegant St. Paul & St. George's Episcopal Church provides relief and marks the junction with Broughton Street immediately beyond. The Picardy Place terrace continues the street edge, stepping down the hill. On the south side of York Place the terraced properties end at Broughton Street, acknowledged by the canted bay of the 19<sup>th</sup> century pub that terminates the terrace. Beyond, the landscaped area at Picardy Place, the Playhouse Theatre and Baxter's Place, stepping down Leith Walk, come into view. Figure 5 on page 4 shows the importance of this building line



View from York Place

#### Broughton Street approach

Broughton Street rises as it approaches its junction with Picardy Place. The view here is of the modern Greenside development beyond, framed by the terraces that step up on both sides of the street and by the rounded corner building to the east on the corner of York Place. On arrival at the top of the street views open up to reveal Calton Hill and its monuments, seen above the Omni Centre and the prow of the John Lewis department store stepping up Leith Street. The gap between the Greenside and Omni Centre buildings mark the presence of a route onwards towards Calton Hill.



View from Broughton Street

#### View from Calton Hill

The view from Calton Hill is composed of the landscaped roofs of the Greenside developments in the foreground and the gap between the two buildings providing a glimpsed view of the landscaped space to the front of the cathedral. Both the cathedral and in particular St. Paul's & St. George's church are important elements in this view.



View from Calton Hill



## 5. DEVELOPMENT PRINCIPLES

- 5.1 With the advent of trams and a major transport interchange at Picardy Place, the reworking of the road layout offers an opportunity to re-invent the space. The triangular area identified in figure 10 has been defined by Picardy Place, and the proposed tram stop to its north side, the cathedral steps and frontage to the west, and the busy Leith Walk corridor and Omni Centre building to the east.
- 5.2 Figures 8 & 10 show the current situation and the potential for regaining space for alternative uses as a consequence of the tram project.
- 5.3 The development principles that follow seek to ensure this potential is realised by promoting development that fundamentally changes the character of this important gateway to the city centre from a roundabout prioritising traffic movement to a high quality public place designed around the needs of pedestrians and cyclists. An interpretation of the development principles is illustrated in figures 11, 12 and 13.



Figure 10: Emerging Context



**1. Recreate the principal street edge to the north of the site (DP1)**

There is an opportunity to continue the York Place building line and recreate the historic southern edge of Picardy Place. Important considerations for development and public realm proposals in this respect are to:

- integrate the proposed tram stop into the overall design concept;
- address the Leith Walk axis at the northern corner of the site;
- create attractive pedestrian / cycle routes across the site to Little King Street and Greenside;
- acknowledge the fourth corner at the York Place / Broughton Street junction; and
- maintain important views of Calton Hill from Broughton Street.

**2. Provide a high quality public open space (DP2)**

The open nature of the site and its proximity to major generators of pedestrian movement provide an opportunity

to create public spaces that can connect the three sides and become a new Picardy Place. Important considerations in this respect are:

- the potential to create attractive outdoor spaces, animated by appropriate uses and public art;
- the relationship of the space to the tram stop, Cathedral precinct, Little King Street, the Omni Centre, and the potential route to Calton Hill;
- capacity of the space for orientating pedestrians and ordering routes; and
- retention of long views to Leith Walk and back towards the city centre to Leith Street.

Additional considerations include the potential offered by mature landscaping in framing views and defining spaces, the re-siting of public art removed to accommodate the tram works e.g. the Paolozzi sculptures / Sherlock Holmes, and the development of a coherent public realm strategy as a setting for the cathedral and new development.

**3. Signal an important gateway to the city centre (DP3)**

The location of the site at the head of Leith Walk presents an opportunity to create a building (or buildings) of the highest architectural quality. Important considerations are:

- the unfolding and dramatic views from Leith Walk and the relationship of the development to the backdrop of the new St James Quarter;
- the acknowledgement of the importance of the topography of the site and of the wider area, which falls to the north and east ;
- height and massing of new development in relation to key long views from the north, to the closer views from the main approach roads and to the prevailing heights in the immediate context; and
- importance of roofscapes and the setting of the listed churches in views from Calton Hill

**4. Define the Leith Street / Leith Walk urban corridor (DP4)**

There is an opportunity on the eastern side of the site to establish the edge opposite the Omni Centre – see figure 12. Important considerations in this respect are the:

- definition of the building line to the east and the use of built form and open space to establish the character of the new public space ;
- the significance of the southern-most corner of the site, principally in views descending along Leith Street;
- the significance of views from the Leith Walk approach of Little King Street and the main east-west route through the new St James Quarter; and
- implications arising from the height and extent of potential development on the eastern side of the site on views to and from Calton Hill.

**5. Maximise pedestrian and cycle movement and use (DP5)**

New development will be required to expand the opportunities for pedestrian and cycle movements and contribute to a safe and attractive environment for pedestrians. Important considerations in this respect are the:

- improvement in the quality of the three peripheral pedestrian routes and the introduction of additional crossing points to the new public space;
- means by which priority is afforded to vehicles and pedestrians using the road to the front of the cathedral at different times of the day and week ;
- creation of new public routes linking the tram and bus stops to the St James Quarter via Little King Street, and to Greenside via the new public space;
- buildings fronting public spaces and routes and the need to create predominantly active frontages throughout the day;

- servicing and car parking requirements of new development and the need to contain these underground; and
- need to limit surface servicing of new development to that which is essential and which is able to demonstrate minimal impact on pedestrian spaces.

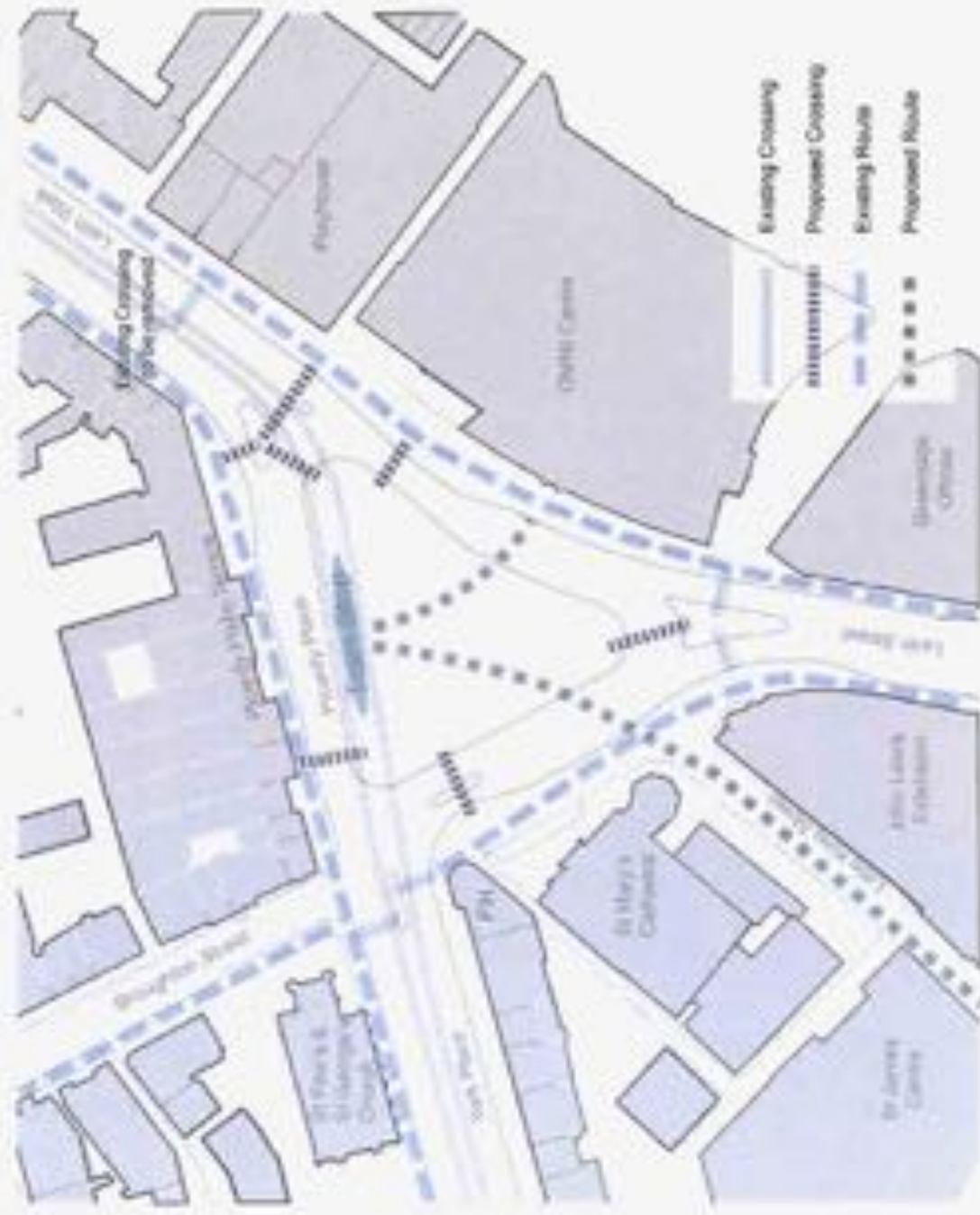


Figure 11  
Existing & Proposed Routes





Figure 12

Site Edges



Figure 13  
Development Opportunity  
and Public Space

6.1 The development principles set out in this document will be an important consideration for those preparing detailed proposals for the site. HGI has indicated its willingness to support a limited design competition to secure a high quality design and development of the site based on development principles approved by the Council. Thereafter, the development principles will be used to inform the Council's assessment and determination of detailed proposals that come forward for the area.

6.2 For a hard copy of this document and / or further information on its content please contact either:

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## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

TABLE 1

	Local Representatives	COMMENT	RESPONSE
1	Mark Lazarowicz MP	<p>Concerned that:</p> <ul style="list-style-type: none"> <li>proposal to extend the south side of York Place eastwards will result in the loss of the opportunity to transform Picardy Place into a 'high quality' public space';</li> <li>building [on the defined development area] in the way suggested will result in the vista up and down Leith Walk being obstructed by new development, and will waste an opportunity to strengthen the Picardy Place location as a 'gateway';</li> <li>rather than building in the area, the opportunity should be taken to extend the public space e.g. by enlarging the pedestrian space at the north-east of St Mary's RC Cathedral and introduce more landscaped areas;</li> <li>PPDP do not appear to enhance pedestrian crossings and routes, nor do they set out a clear indication of how cycle</li> </ul>	<p>Not accepted. The proposals of the PPDP seek to create a high quality public place designed around the needs of pedestrians. The amended PPDP allows for high quality public realm proposals to be brought forward that prioritise the needs of pedestrians moving between Little King Street to the tram stop; proposals that will fundamentally change the character of the area.</p> <p>Not accepted. The proposals of the PPDP seek to safeguard important view corridors, including those up and down Leith Walk – see figure 13.</p> <p>Noted. The proposals of the final PPDP seek to achieve this by creating public open space to the north of the development area, allowing a continuous public space to be created between Little King Street and the cathedral and the tram stop.</p> <p>The PPDP identifies the pedestrian crossings proposed through the Prior Approval process – see fig. 11. The PPDP does not challenge these proposals. The provision of facilities for cyclists</p>



## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		routes could be improved.	travelling through Picardy Place is outwith the scope of the PPDP and is a matter for the tram design team and the Council's tram co-ordination team. The text of the PPDP has been amended to address the needs of cyclists insofar as it can. The interaction of trams and cyclists in general is presently being considered by all interested parties.
2	<b>Leith Central Community Council (LCCC)</b>	<p>Add to para 3.4 a further bullet point to establish safe cycle routes'. The current tram proposals make limited provision for cyclists.</p> <p>The requirement to relocate the Pacozzi sculptures provides an opportunity to reinstate them in Leith. Placing the bronze foot at the Foot of the Walk seems delightfully appropriate.</p>	<p>Accepted. The fourth bullet point has been amended and now reads 'traffic-free pedestrian and cycle routes where achievable'.</p> <p>This matter is being addressed by CEC and will be the subject of a report to the relevant committee of the Council in due course.</p>
3	<b>New Town &amp; Broughton Community Council (NTBCC)</b>	<p>NTBCC support objective set out in para 5.3 and the second development principle – 'provide a high quality public space'.</p> <p>NTBCC however has reservations regarding the priority attached in the document to recreating the principal street edge to the north of the development site and sees no merit in attempting to recreate in built form the Picardy Place block as shown in figs 5 and 12, or in releasing land for development of a built form as indicated in fig. 13.</p> <p>Other comments include:</p> <ul style="list-style-type: none"> <li>new development would obscure views of:</li> </ul>	<p>Noted.</p> <p>Accepted in part. The recreation of the principal street edge to the north of the site (see fig. 12) is an important consideration. The proposals of the final PPDP seek to achieve this through elements within the public realm, including those associated with the tram, rather a building (as proposed by the draft PPDP). CEC believes that the development of a building, appropriately animated, is essential if the space is to be successful.</p> <p>The cathedral is not visible in long views from Leith</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<ul style="list-style-type: none"> <li>○ the cathedral from Leith Walk;</li> <li>○ Calton Hill from Broughton St;</li> <li>○ the fine architecture of Picardy Place, the cathedral and St Paul's &amp; St George's, at the expense of the mundane such as the Omni Centre.</li> </ul> <ul style="list-style-type: none"> <li>• NTBCC's preferred solution is to create a new public space to replace those that will be lost in front of the cathedral and Picardy Place;</li> <li>• Concerned that new public space could become a haven for evening / night time anti-social behaviour – to this end there should be no off-licences / hot food takeaways.</li> </ul>	<p>Walk. Indeed, it is not possible to view the cathedral until one is beyond Union Place on the west side of Leith Walk or at Baxter's Place to the east. Until the demolition of the triangular tenement block (see fig.4) it was only possible to experience glimpsed views of the cathedral;</p> <p>The PPDP seeks to retain the view of Calton Hill from Broughton St.</p> <p>Views of buildings at Picardy Place can only be fully experienced when standing within the public spaces of the area. As mentioned above, until the demolition of the triangular tenement block it was only possible to experience glimpsed views of these buildings.</p> <p>Noted. CEC seeks the creation of a continuous area of public open space between Little King Street and the tram stop. Fig 13 demonstrates how this could be achieved, while at the same time enhancing the setting of the cathedral.</p> <p>These are uses that are appropriate within the city centre in principle. CEC has in place local plan policies and other guidance to assess their acceptability, including consideration of whether a proposal would result in an excessive concentration of such uses.</p>
4	<b>Regent, Royal &amp; Carlton Terraces Association (RRCTA)</b>	<p>Building within the Gyroty System Strongly object to the construction of a multi-storey hotel or office block:</p> <ul style="list-style-type: none"> <li>• development will leave limited space for</li> </ul>	<p>Not accepted. CEC seeks the creation of a</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

	<p>public open space:</p> <ul style="list-style-type: none"> <li>a hotel cannot be adequately serviced in this location without impacts on traffic and pedestrians;</li> <li>object to development that would detract from the cathedral precinct</li> <li>object to development that would obscure views of the Dugald Stewart Monument on Calton Hill, when viewed from Broughton Street;</li> <li>further major development at Picardy Place would represent overdevelopment of the area.</li> </ul> <p><b>Pedestrian Circulation</b></p> <ul style="list-style-type: none"> <li>support the pedestrians routes identified in Fig. 11 – all crossings should be controlled by traffic signals;</li> <li>object to the creation of subterranean walkways/pends;</li> <li>in light of heavy movement of pedestrians, particularly after performances at the Omni Centre / Playhouse, concerned that the</li> </ul>	<p>continuous area of public open space between Little King Street and the tram stop. Figure 13 demonstrates how this could be achieved, while at the same time enhancing the setting of the cathedral.</p> <p>This is a matter for a detailed planning application to address. The impact of development on traffic movement will be a material consideration in the assessment of proposals that come forward.</p> <p>See response to first bullet point above.</p> <p>The PPGP seeks to retain views of Calton Hill from Broughton St.</p> <p>Not accepted.</p> <p>Noted. The adoption of this approach however would rule out other forms of crossing e.g. zebra crossings and generally reduce scope for flexibility. Agreed. The PPGP does not promote subterranean walkways and pends.</p> <p>Road realignments at Picardy Place have been considered in the context of the Prior Approval associated with the tram works and is not a matter</p>
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## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

	<p>pavement outside these buildings will be reduced as a result of road realignments.</p> <p>Place for People</p> <ul style="list-style-type: none"> <li>strongly support the creation of a high quality public space designed around the needs of pedestrians. To achieve this the whole site should be dedicated to this purpose;</li> <li>support the development of a single storey café, as has been created at St Andrew's Square;</li> <li>support landscaping of the public spaces and ask that trees be planted on and around the site to replace those displaced that will be lost as a consequence of the tram works;</li> <li>should carefully consider the re-siting of statues – these should not be crammed onto the small public space proposed.</li> </ul> <p>Development Principles</p> <ul style="list-style-type: none"> <li>Principle 1 – support, but not with a building;</li> <li>Principle 2 – support, but believe that it cannot be achieved with a large building occupying the site;</li> <li>Principle 3 – new development on Princes Street has shown that it is virtually impossible to create a building of the 'highest architectural quality'. Do not</li> </ul>	<p>for the PPDP.</p> <p>Noted. CEC believes that the development of a building, appropriately animated, is essential if the space is to be successful.</p> <p>Noted.</p> <p>Noted.</p> <p>This matter is being addressed by CEC and will be the subject of a report to the relevant committee of the Council in due course.</p> <p>Noted.</p> <p>Not accepted. The Council believes that it is possible to create high quality public space and create development opportunities in this location.</p> <p>Not accepted.</p>
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## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<p>believe that the drive to relocate the hotel will produce a building of quality and this principle should not be used to justify a building on the site:</p> <ul style="list-style-type: none"> <li>Principles 4 – support, provide the edge is not created by a building.</li> </ul>	Not accepted.
	<b>Organisations</b>		
5	Peter Hawkins on behalf of <b>CTC Lothians</b>	<p>Add 'and cyclists' to the statement 'promote development that ... changes the character ... from a roundabout prioritising traffic to a high quality public place designed around the needs of pedestrians'.</p> <p>Main disappointment of the PPDP is that it does not consider cyclists.</p> <p>The St James Quarter outline planning application promotes Little King Street as the main pedestrian route to the new shopping centre and St and St Andrew's square beyond. Cyclists should be able to share this route.</p> <p>Welcome routes identified in fig.13 which identifies additional and better located pedestrian crossings.</p> <p>CTC promotes an alternative layout which would</p>	<p>Accepted.</p> <p>The purpose of the draft document is essentially to promote development principles to guide new development within an area defined by the tram project and associated road works. The Council however recognises that its proposals should be set in a broader context and that the needs of cyclists, and pedestrians, are taken into fully into account and reflected by the PPDP. Accordingly text and figures of the PPDP have been amended.</p> <p>This issue has been discussed as part of the tram project and provision is to be made to connect to Little King Street.</p> <p>Noted.</p> <p>The proposals of the PPDP are confined to an area</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		create a junction that is much simpler and people friendly (although it might reduce traffic capacity) and free up the south side of Picardy Place for open space.	defined by the tram project and associated highway works. This area is defined by the Prior Approval drawing, reproduced as figure 6 by the document. In addition, the approved tram / road proposals seek to accommodate present-day traffic levels and facilitate all manoeuvres that are presently possible at Picardy Place.
6	GVA Grimley on behalf of <b>Henderson Global Investors (HGI)</b>	<p>Welcomes reference to its proposals for the St James Quarter and in particular to the enabling role development at Picardy Place could offer (para 2.6).</p> <p>HGI:</p> <ul style="list-style-type: none"> <li>Support the general principles of the draft principles as they relate to the key themes of achieving high quality buildings, enhancing pedestrian movement and creating new public spaces</li> <li>concerned however that elements of the draft principles could ultimately compromise the delivery of its development aspirations.</li> </ul> <p>Built Form</p> <ul style="list-style-type: none"> <li>concern that recognition of historic grain has taken precedence over exposure to the cathedral (figs. 12 &amp; 13);</li> <li>suggested development area could create operational and functional difficulties for a</li> </ul>	<p>Noted.</p> <p>Noted. The PPDP has been amended to address the concerns of HGI, in particular the importance of the proposals of the PPDP to unlocking the full development potential of the St James Quarter and its wider benefits to the city centre.</p> <p>Accepted. The final PPDP acknowledges that important edges at Picardy Place could be acknowledged in a number of ways e.g. the tram stop could mark the south side of Picardy Place</p> <p>Accepted. The final PPDP has been amended to address this concern, although the PPDP recognises that development that comes forward</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<p>hotel use on the site;</p> <p>Height</p> <ul style="list-style-type: none"> <li>the issue of height should be addressed further within the draft principles. There is little definitive guidance in the draft principles about acceptable massing and would welcome discussion on this matter with CEC.</li> </ul> <p>Public Space &amp; Pedestrian Movement</p> <ul style="list-style-type: none"> <li>location of proposed public space, while south facing, is at odds with the movement generators (particularly the tram stop) and crossing points;</li> <li>movement through the development area (fig 11) could undermine the efficiency of the space and therefore the viability of any new buildings, particularly where space is at a premium at ground floor levels;</li> <li>fig. 11 is not clear. It purports to be indicative but the legend states 'proposed route' suggesting a more literal interpretation. In light of this, HGI questions whether it is feasible to secure such routes given that crossing points are highly prescribed; from tram to Little King Street for example.</li> </ul> <p>Conclusions</p> <ul style="list-style-type: none"> <li>predicating the historic footprint</li> </ul>	<p>for the site could be for uses other than a hotel.</p> <p>It is not considered appropriate to be too prescriptive about the height of new development. The PPDP is a document that sets out principles to guide the preparation of detailed proposals. Factors that will have an influence on the height of new development are addressed by the PPDP e.g. impact on the setting of listed buildings and the protection of important views.</p> <p>Accepted. The final PPDP promotes the creation of a continuous area of public realm from Little King Street to the proposed tram stop.</p> <p>Not accepted. The creation of predominantly active frontages and pedestrian routes, offering natural surveillance, through the site are considered important. See amended fig 11.</p> <p>The crossings shown are those contained in the prior approval drawings for the tram works. This is made clear in the final PPDP.</p>
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## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<p>compromises the cathedrals prominence, creates operational and functional difficulties for enhancing pedestrian movement and a hotel use;</p> <ul style="list-style-type: none"> <li>• acknowledge that recreating the line of York Place offers a continuity of frontage and the former edge of Union Place gives Little King Street prominence, and essentially hides the built form when seen from Leith Walk.</li> <li>• The draft development principles should more closely reflect the background context in which they have emerged. Namely the enabling role which a development site at Picardy Place could offer, through facilitating the relocation of the King James Thistle Hotel and thereby allowing the comprehensive redevelopment of the St James Centre and office complex to proceed.</li> </ul>	<p>Accepted. The final PPDP amended.</p> <p>Noted.</p> <p>Accepted. The final PPDP amended</p>
7	<b>Greener Leith</b>	<p>Welcomes proposal to redesign Picardy Place and supports aspiration to develop a high quality public space, promote pedestrian use and enhance its 'city gateway' characteristics. However, the PPDP should:</p> <ul style="list-style-type: none"> <li>• encourage the provision of storage facilities for cycles, in light of proposals for the area to be an important transport interchange;</li> <li>• consider the provision of a 'safe dedicated route' for cyclists through Picardy Place;</li> </ul>	<p>Noted.</p> <p>Accepted. This matter will be discussed further with the Head of Transport, and prospective developers.</p> <p>Consideration will be given to accommodating cyclists on off-road areas where this can be reasonably incorporated, especially to provide</p>



## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<ul style="list-style-type: none"> <li>minimise the number of times that pedestrians are required to 'island hop' and reduce waiting times at crossing points, thus creating more 'liveable' streets;</li> <li>animate spaces with public art – could commission regular new art works for the space similar to arrangements in Trafalgar Square, London.</li> <li>Design planting so that it can be easily maintained and does not create areas with poor natural surveillance, or interfere with key view corridors.</li> </ul>	<p>access to new development and the tram stop.</p> <p>Accepted.</p> <p>Noted.</p> <p>Noted.</p>
8	<b>Living Streets</b>	<p>In order to achieve 'a development that fundamentally changes the character of this important gateway to the city centre ...' the following criteria will need to be met and should be included within the development principles document.</p> <ul style="list-style-type: none"> <li>the design speed of the surrounding roads should be 20mph in line with emerging guidance and in light of the heavy pedestrian use;</li> <li>no guardrail should be used on the pavements of the development, and opportunity should be taken to assess the removal of existing guardrail in line with Edinburgh Standards for Streets. Guardrail should only be retained where there is clear evidence in support of its safety</li> </ul>	<p>Noted.</p> <p>The Edinburgh Standards for Streets set out CEC's approach to the use of guardrail i.e. to minimise its use. Designs need to be safe without such physical containment.</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<ul style="list-style-type: none"> <li>benefit,</li> <li>predominantly active frontages should be created and natural surveillance of all pedestrian routes through and around the development should be comprehensive;</li> <li>the staggered crossing shown in fig. 11 will impede the natural pedestrian desire line and should be changed;</li> <li>document should clarify whether pedestrian routes will run through subways.</li> </ul>	<p>Agreed. This is promoted by the PPDP.</p> <p>Accepted. The final PPDP promotes a continuous area of public realm from Little King Street to the tram stop allowing for easy, safe and attractive pedestrian movement between these two areas.</p> <p>No such provision is proposed.</p>
9	Lothian & Borders Police Force	<p>Development principles should take into account the following:</p> <ul style="list-style-type: none"> <li>Queen Street / York Place / Picardy Place is an important traffic route for those traveling from Leith to southern areas of the City, including emergency vehicles traveling to the Royal Infirmary;</li> <li>Picardy Place has a vibrant night-time economy, especially at weekends and at times the pedestrian crossing at the Playhouse cannot accommodate the volume of pedestrians seeking to cross the road.;</li> <li>the number and concentration of licensed premises in the area gives rise to frequent bouts of anti-social behaviour. Such behaviours will only increase should new development include further bars and restaurants;</li> <li>new development and the tram stop will</li> </ul>	<p>Noted.</p> <p>The proposals of the PPDP seek to improve considerably the environment for pedestrians</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<p>give rise to increased pedestrian movement in the area and bring pedestrians and traffic into greater conflict. Guardrails are already in place along footways in the area and partially down the centre of Leith Street to deter pedestrians from crossing the road at these points. Careful consideration should be given to the retention / additional of guardrail in the interests of pedestrian safety;</p> <ul style="list-style-type: none"> <li>• due to the volume of traffic, pedestrian movement across busy roads and the number of licensed premises in the area, lighting levels in the area should meet BS 5489-1:2003 Class S1</li> <li>• provision should be made to enhance/extend CEC public space CCTV system to provide better coverage of the area.</li> </ul>	<p>The Edinburgh Standards for Streets set out CEC's approach to the use of guardrail i.e. to minimise its use. Designs need to be safe without such physical containment.</p>
10	Lothian Region Transport (LRT)	Welcome / support the proposals of the document.	Noted.
11	<p>Anderson Strathern on behalf</p> <p>Roman Catholic Archdiocese of St Andrews &amp; Edinburgh; His Eminence Cardinal</p>	<p>Object to the development principles and ask that CEC reconsiders its proposals for the following reasons:</p> <p>Presumption that there should be commercial development</p> <ul style="list-style-type: none"> <li>• concerned that CEC does not appear to have considered the development of the site for non-commercial uses. CECs desire for a capital receipt should not be its</li> </ul>	<p>CEC has considered carefully all responses to the PPDP and has amended the document to address the concerns of the Cardinal and others.</p> <p>There are sound planning and urban design reasons to create development opportunities at Picardy Place over and above commercial considerations.</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

	<p>O'Brien</p>	<p>overriding concern;</p> <p>Proposed hotel development would adversely affect the setting of St Mary's RC Cathedral</p> <ul style="list-style-type: none"> <li>• the indicative built form as defined in fig 13 of the PPDP would adversely affect the setting of the cathedral and also the views to and from the church;</li> <li>• this proposal conflicts with that shown on pages 36-38 of the pre-application consultation report prepared by HGI in September 2008 and which supported their planning application. This report indicates a development site further south and which does not interfere with the church frontage;</li> <li>• while CEC is not bound by this report, it highlights the strength of objection to any proposal that would close off views and adversely affect the setting of the cathedral;</li> </ul>	<p>Not accepted. The final PPDP does however propose a development area further to the south than that identified in the draft document. This would allow for a continuous area of public open space to be created from Little King Street to the tram stop while at the same time present an opportunity to enhance the setting of the cathedral.</p> <p>Noted. The proposal identified in the (HGI) pre-application consultation report has no status in planning terms – the proposal is located on land outwith the planning application site for the St James Centre under consideration at that time, had not been discussed or prepared in consultation with CEC, and was an exercise led by HGI to demonstrate that it was feasible to develop a hotel on the site and in so doing allow for the comprehensive re development of the St James Quarter.</p> <p>Figures 2, 4 and 6 of the PPDP clearly demonstrate that a tenement block once occupied land in front of the cathedral. The cathedral was not designed as a 'set piece' and does not enjoy a formal setting as such i.e. the building does not sit within a site formally laid out as an integral component of the building. Since the demolition of the tenement building in the 1960s the cathedral has enjoyed an open outlook (see figure 3) and gained a</p>
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## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<p>prominence when viewed from Leith Walk.</p> <p>Notwithstanding the above, the Council recognises that there are benefits to relocating the development area further south which will among other things maintain an open outlook for the cathedral and present opportunities to improve the public realm immediately to the front of the building.</p> <p>Noted.</p>
	<ul style="list-style-type: none"> <li>the fact that a building once occupied a site in front of the cathedral should not set a precedent for new development in this location.</li> </ul> <p>The height of new development has not been addressed by the development principles:</p> <ul style="list-style-type: none"> <li>PPDP does not contain details of the height of proposed development. This issue should be addressed.</li> </ul>	<p>It is not considered appropriate to be too prescriptive about the height of new development. The PPDP is a document that sets out principles to guide the preparation of detailed proposals. Factors that will have an influence on the height of new development are addressed by the PPDP e.g. impact on the setting of listed buildings and the protection of important views.</p> <p>Noted. The Council is mindful of its duties in this regard.</p>
	<p><b>Individuals</b></p> <p><b>Aird Richard</b></p>	
12	<p>Proposals are dreadful. Surrounding spaces are beginning to shape up into an attractive city centre square, including views of Calton Hill. However, the proposals of PPDP will remove most of what</p>	<p>The proposals of the PPDP seek to fundamentally change the character of this important gateway to the city centre from a roundabout prioritising traffic movement to a high quality public space designed</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		remains of value.	around the needs of pedestrians.
13	<b>Andrew Patricia</b>	CEC has a commitment to improve facilities for cyclists but little mention is made of cycling in the PPDP. Picardy Place is difficult to negotiate for cyclists and should be addressed by the document.	Accepted. Consideration will be given to accommodating cyclists on off-road areas where this can be reasonably incorporated, especially to provide access to new development and the tram stop.
14	<b>Baillie Strong Patricia</b>	Object to the proposal to develop a hotel at Picardy Place. A building in this location will be difficult access and service and add further to the congestion prevalent on the city's roads.	Not accepted. The PPDP demonstrates that it is possible to create a development opportunity at Picardy Place. A hotel is a use that is acceptable in principle in planning terms in this location. Other commercial uses may also come forward for consideration on this site. The servicing of a building, whatever use is proposed on the site, is a matter for a detailed proposal. The traffic impacts of proposed development on the site will be an important consideration for the Council in its assessment of proposals.
15	<b>Baillie Strong Stuart</b>	Object to the proposal to develop a hotel at Picardy Place. A building in this location will darken the surrounding area, block beautiful views around the city and add to traffic congestion. St. Andrew's Square is a good example of what can be achieved in such situations.	Not accepted. A hotel is a use that is acceptable in principle in planning terms in this location (see above). Figure 13 of the PPDP identifies important views that will be required to be maintained.
16	<b>Bateman Jan</b>	Object to the construction of any large building at Picardy Place for the following reasons: <ul style="list-style-type: none"> <li>the roundabout should be a high quality public open space animated by statues which are to be relocated due to tram and other road works;</li> <li>the proposed building will block light and</li> </ul>	Not accepted. The PPDP demonstrates that it is possible to create both a development opportunity and public open space at Picardy Place.  Not accepted. The final PPDP does however propose a development area further to the south

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<p>views of the façade of the cathedral;</p> <ul style="list-style-type: none"> <li>increase density of buildings and create a canyon effect at Picardy Place;</li> <li>support the recreation of edges (fig.12) but by trees, level changes and kerb stones rather than by a building.</li> </ul>	<p>than that proposed by the draft document that will maintain an open outlook for the cathedral.</p> <p>Not accepted. The Council accepts however that important edges can be marked by features other than buildings e.g. the tram stop on the south side of Picardy Place.</p>
17	<b>Brown Susan</b>	PPDP should take full account of the need to provide safe and attractive facilities for cyclists.	Accepted. The final PPDP has been amended to recognise the needs of cyclists.
18	<b>Carter Anne</b>	Concerned that proposals do not give sufficient weight to the needs of pedestrians and cyclists. The PPDP should give greater consideration to these matters.	Not accepted. The final PPDP does however reflect more clearly the benefits to pedestrians and cyclists of its proposals.
19	<b>Clifford Jo</b>	Pleased to see that the needs of pedestrians is being considered as a priority. However, the PPDP fails to consider the needs of cyclists.	Accepted. The final PPDP considers the needs of cyclists.
20	<b>Curtis Brian</b>	PPDP should address cycle provision.	Accepted. The final PPDP considers the needs of cyclists.
21	<b>Du Fue Dave</b>	<p>Disappointed that this once-in-a-generation opportunity to create a great European-style space for pedestrians and cyclists is being minimised by allocating a huge proportion of the available space to motor traffic;</p> <p>Appears that Planning and Transport are not working in concert to produce a holistic solution – Transport has developed its proposals and Planning has had to work within this framework. The new road configuration will remain difficult for</p>	<p>The development opportunity identified by the PPDP has been defined by the tram project and associated road works. An extract of the Prior Approval drawing is included in the PPDP as fig 6.</p> <p>Not accepted.</p> <p>The road configuration has been set by the tram project within the context of providing for</p>

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		<p>cyclists to negotiate. CEC should seriously consider reducing capacity for motor traffic and improved access for cyclists.</p> <p>The following connections for cyclists are critical and should be provided in a safe and attractive manner and referred to in the development principles:</p> <ul style="list-style-type: none"> <li>• Broughton Street to / from Leith Street;</li> <li>• Leith Street to / from Leith Walk;</li> <li>• Leith Walk to / from York Place;</li> <li>• Leith Walk to / from the proposed St James development, and on through the centre to St Andrew's Square.</li> </ul>	existing/predicted levels of traffic.
22	Duncan Alison	<p>Comments that there has been a lack of joined up thinking over the years regarding plans for Picardy Place: tram and decisions on individual planning applications.</p> <p>General Comments:</p> <ul style="list-style-type: none"> <li>• pedestrian crossings should be sited where they will cause no further congestion or noise (nuisance from audible instructions to pedestrians / new Tesco store and late night entertainment venues). At present the crossing is located outside of my property's door;</li> <li>• the area is likely to remain focused around traffic demands;</li> </ul>	<p>Accepted in part. CEC needs to consider and address the needs of pedestrians as well motorists.</p> <p>The advent of tram, the siting of a tram / bus stops and the uses that surround Picardy Place ensure that the area will become an important interchange for all modes of transport, not just the car.</p>



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		<ul style="list-style-type: none"> <li>a high quality public space will not be created if the Council continues to approve plans and licences for entertainment venues and becomes location for further anti-social behaviour in the area.</li> </ul> <p>Development Principles</p> <ul style="list-style-type: none"> <li>PPDP introduction states that the area should become 'a place for people', but no further references to this in the document;</li> <li>PPDP seeks to encourage 'a comprehensive approach to redevelopment', however, there is little evidence [in the city] to back this statement.</li> <li>PPDP states CEC will have 'special regard ... to preserving the setting listed buildings'. Urge CEC to remember the lazy design of glass-fronted buildings which reflects listed architecture neither preserves or enhances said architecture;</li> <li>Strongly urge CEC to retain and include further tree planting in its designs for Picardy Place;</li> </ul>	<p>Not accepted. These are uses that expect to find a location in the city centre and which are acceptable in principle in planning terms. The Council will however seek to avoid the excessive concentration of such uses.</p> <p>Not accepted. The importance of meeting the needs of pedestrians is a dominant theme of the document and is the subject of development principle 5: maximising pedestrian movement and use.</p> <p>Not accepted. The importance of a co-ordinated approach to redevelopment is set out at para 3.1 of the document, including a specific reference to the requirements set out in policy Des2 of the Edinburgh City Local Plan. The preparation of the St James Quarter development brief and the subsequent outline planning application submitted by HGI is a good example of this approach.</p> <p>Noted.</p> <p>It is inevitable that existing trees and landscaping will be lost as a consequence of the tram works and road reconfiguration. The provision of new hard and soft landscaping will be an important</p>
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## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<ul style="list-style-type: none"> <li>No mention is made of views, light and privacy currently enjoyed by residents of Picardy Place. How will these amenities be preserved for residents?</li> <li>The creation of an attractive sunlit open space will be to the detriment of residents, who presently enjoy sunlight and an open southerly outlook to Calton Hill, but may well lose this if a hotel is built;</li> <li>'create a building of high quality' The responsibility for this lies with CEC and the height and form of development that is allowed.</li> <li>Better use should be made of the wide pavement outside the Omni Centre for routing pedestrians leaving entertainment venues, rather than past the one residential block in the area.</li> </ul> <p>In conclusion the proposals ignore the needs of residents and the protection of amenities that they presently enjoy.</p>	<p>consideration in the development of proposals for the area.</p> <p>Accepted. The impact of new development on existing amenities will be an important consideration in the development of proposals for the area.</p> <p>The final PPDP proposes a development area further to the south than that shown in the draft plan and public open space that extends from Little King Street to the tram stop; and in so doing creating a significant area</p> <p>Noted. A core aim of the Edinburgh City Local Plan is to promote the highest standards of architectural and urban design and to encourage innovation.</p> <p>Noted.</p>
23	Gibb Patrick	With reference to the statement 'new development will be required to expand the opportunities for pedestrians and cycle movements'. This is a good planning principle provided it translates into	Consideration will be given to accommodating cyclists on off-road areas where this can be reasonably incorporated, especially to provide access to new development and the tram stop.

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		improved cycle lanes, cycle paths and cycle parking. PPDP should provide more details on these aspects and contains a commitment to deliver them.	
24	Graham Eric	<p>Object to the construction of a large building on the site for the following reasons:</p> <ul style="list-style-type: none"> <li>• Building would create a canyon effect along Picardy Place;</li> <li>• The land within the gyratory system should be for pedestrian use only, with café (if necessary), along the lines of St Andrew's Square;</li> <li>• No need for an additional hotel in the vicinity – PPDP makes reference to [hotel] relocation – presume that the proposed hotel in the island would not be demolished once the St James centre has been redeveloped?</li> <li>• Not clear how a building within the island would be serviced;</li> <li>• Development will block light and views of the cathedral façade;</li> <li>• Support the recreation of edges through</li> </ul>	<p>The proposals of the document have been amended to locate the development area further to the south consequently this should no longer be a concern.</p> <p>Not accepted. There are good urban design reasons for promoting development in this location. The area is generally regarded as suffering from a lack of definition and containment – a consequence of its function, size and weak edges.</p> <p>Built development in this location could be for a variety of uses. The reference to hotel use relates to the opportunity to relocate the King James Thistle Hotel which, if HGI is to comprehensively redevelop the St James Centre, requires an alternative site in this general location.</p> <p>This is a matter for a detailed proposal to address.</p> <p>The proposals of the document have been amended to locate the development area further to the south consequently this should no longer be a concern.</p> <p>Noted.</p>

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		the use of paving, level changes and railings, but not by a building.	
25	Green Stuart	Not opposed to development and investment in the area in principle, particularly the area becoming more pedestrian friendly. However, is opposed to the opening of a new Tesco supermarket on Picardy Place.	The change of use of the former furniture showroom to a supermarket did not require planning permission as both uses lie within the same use class (Class 1) for planning purposes.
26	Hall lan.	<p>PPDP presumes that there will be a significant building on the site. To achieve this, the development area is as large as it could be and as a consequence has reduced pavement widths, thus sacrificing existing public amenity.</p> <p>Both the proposals of the PPDP and those of HGI (which suggested a building opposite the Omni centre) would lead to a building that would be too large and too high. Development would dominate and over-shadow what would remain of space identified as public open space. This is unlikely to lead to the creation of a high quality public open space sought by the PPDP.</p> <p>Document should address the removal and relocation of the Paolozzi sculptures and Sherlock Holmes statue. They should be relocated to the triangular site.</p> <p>Urge CEC not to proceed with any commercial built development of the site. This would allow the 'site' to be reduced and enable pavements in front of existing buildings to be more generous, which would improve amenity for pedestrians.</p>	<p>The development area has been defined by the requirements of the tram works and the reconfiguration of surrounding roads. The area identified is not at the expense of public open space and pavements.</p> <p>The PPDP sets out development principles. The height and design of new development will be a matter for a detailed proposal and will be assessed against policies of the Edinburgh City Local Plan and other relevant guidance.</p> <p>Proposals for the relocation of the Paolozzi sculptures are presently being considered by the Council. It is not a matter for the PPDP to address directly.</p> <p>Not accepted. The PPDP demonstrates that it is possible to create both a development opportunity and public open space at Picardy Place. Indeed there are good planning and urban design reasons for doing so.</p>



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		If significant development is to take place, the opportunity to include significant tree planting on the remainder of the site will be greatly reduced. It is essential that green landscaping is incorporated into the redevelopment of the site.	
27	Holtum Eileen	Disappointed at the low priority afforded to cycling in the PPDP and the number of car parking spaces included in the St James Quarter proposals.	Noted. The final PPDP has been amended to address the needs of cyclists insofar as it can.  The number of car parking spaces to serve new development within the St James Quarter has been established through the outline planning permission secured by HGI and is not a matter for the PPDP.
28	Kramers Anthony	PPDP should make explicit reference to cycling and safe routes for cycle use.  PPDP should include proposals for safe and attractive connections between: <ul style="list-style-type: none"> <li>• Broughton Street to / from Leith Street;</li> <li>• Leith Street to / from Leith Walk;</li> <li>• Leith Walk to / from York Place;</li> <li>• Leith Walk to / from the proposed St James development, and on through the centre to St Andrew's Square.</li> </ul>	Accepted.
29	McIntosh Alan	The PPDP offer soundly based and sensitive guidance but would comment: <ul style="list-style-type: none"> <li>• successful street level activity will only be secured if pedestrians feel sufficiently valued and protected;</li> <li>• need to guard against development rising too high otherwise the area will become dim and oppressive;</li> </ul>	Noted.  Accepted. The PPDP sets out development principles. The height and design of new development will be a matter for a detailed proposal and will be assessed against policies of

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		<ul style="list-style-type: none"> <li>it would be useful to model how new development would channel wind through the area; and</li> <li>new developments, such as the Tesco proposals, should be put on hold until plans for the wider area are finalised.</li> </ul>	<p>the Edinburgh City Local Plan and other relevant guidance.</p> <p>Noted.</p> <p>The Council has a statutory obligation to progress proposals timeously. The Tesco supermarket does not constitute development requiring planning permission.</p>
30	Nicol Grace	<p>Surprised and disheartened that the PPDP makes no mention of improvements for cyclists. The proposals add to the sense of disappointment that the major works for trams in the city will worsen conditions for cyclists instead of improving them. PPDP should include proposals for safe and attractive connections between:</p> <ul style="list-style-type: none"> <li>Broughton Street to / from Leith Street;</li> <li>Leith Street to / from Leith Walk;</li> <li>Leith Walk to / from York Place;</li> <li>Leith Walk to / from the proposed St James development, and on through the centre to St Andrew's Square.</li> </ul>	<p>Noted. The final PPDP has been amended to address the needs of cyclists, insofar as it can.</p>
31	Prior Seamus	<p>While the plans for Picardy Place look good it is important to create a safe corridor through this major interchange for cyclists. In particular safe, high visibility and segregated cycle lanes both east-west and north-south. Bike priority traffic lights should also be installed.</p>	<p>The road configuration has been set by the tram project within the context of providing for existing / predicted levels of traffic.</p>
32	Proudfoot Tom	<p>The PPDP makes little reference to cycling and contains insufficient information on buses, bus</p>	<p>Noted. The final PPDP has been amended to address the needs of cyclists, insofar as it can.</p>

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

		lanes and bus stops. CEC should seek specialist advice on this matter from consultants appointed by the Ltd to consider tram/cycle issues.	
33	<b>Renals Steve</b>	Disappointed that the needs of cyclists have not been addressed by the PPDP, particularly given the Lim-Dem manifesto pledge to make Edinburgh a 'Model Cycle-Friendly City'	Noted. The final PPDP has been amended to address the needs of cyclists, insofar as it can.
34	<b>Renton Euan</b>	The traffic arrangements at Picardy Place are about the most unfriendly and hazardous in the City for cyclists. The PPDP should seek to: <ul style="list-style-type: none"> <li>• Improve cyclists safety;</li> <li>• Remove a barrier to some people cycling over the junction because of safety fears;</li> <li>• Demonstrate that CEC is serious about promoting sustainable transport.</li> </ul>	Consideration will be given to accommodating cyclists on off-road areas where this can be reasonably incorporated. In general, the final PPDP has been amended to address the needs of cyclists, insofar as it can.
35	<b>Rhein Helga</b>	Please make sure that the PPDP includes proposals for: <ul style="list-style-type: none"> <li>• Safe cycle lanes;</li> <li>• Good access for pedestrians to all sites;</li> <li>• The reduction in cars and traffic speeds;</li> </ul>	On-road cycle facility provision is to be addressed by the tram project and its design team.
36	<b>Sterratt David</b>	The main thrust of the PPDP i.e. seeking a more pleasant environment for pedestrians, is an excellent initiative. However as a cyclist I am disappointed that there is little reference to cycling.  The following cycling connections should be made; <ul style="list-style-type: none"> <li>• Broughton Street to / from Leith Street;</li> <li>• Leith Street to / from Leith Walk;</li> <li>• Leith Walk to / from York Place;</li> </ul>	The final PPDP has been amended to address the needs of cyclists, insofar as it can.

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		<ul style="list-style-type: none"> <li>Leith Walk to / from the proposed St James development, and on through the centre to St Andrew's Square.</li> </ul> <p>The resulting public open space could be used for market stalls or a small local farmers' market.</p> <p>Fig 11 p.20 omits to show an existing pedestrian crossing from the traffic island at the east of York Place to the east side of Broughton Street.</p>	Figure 11 has been amended.
37	Stevenson Donald	Disappointed that the needs of cyclists have not been addressed by the PPDP. CEC will need to do a lot better with the final plan. The proposed development of the area should be seen as an opportunity for considerable improvement.	The final PPDP has been amended to address the needs of cyclists, insofar as it can.
38	Tyrie Graham	<p>The PPDP is vague on a number of issues. It fails to explain why the Thistle Hotel has to be relocated and what is intended for the building that is to occupy the site adjacent to the proposed tram stop.</p> <p>A failing of the area is the poor access to Calton Hill. The fenced area to the rear of the Omni Centre/Theatre is an abandoned asset. In addressing Picardy Place, this area should be considered also. There is a path behind Greenside Church but this is inadequate and avoids the real problem of the abandoned wilderness up the steep slope. A winding path and steps could provide excellent access through the area to the top of the hill.</p>	<p>Section 2 provides a background to the proposals of the PPDP, including the opportunity to provide an alternative site for a relocated King James Thistle Hotel. The PPDP however recognises that a number of uses are acceptable in planning terms in this location.</p> <p>Noted. The final PPDP does not introduce any impediment to better access being achieved to Calton Hill from Picardy Place.</p>



## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

39	Verity Peter	Object the proposals of the PPDP as it fails totally to address cycling issues. Proposals should be redrafted and made available for further comment.	The final PPDP has been amended to address the needs of cyclists, insofar as it can.
40	Wardrop-White David	The PPDP should consider fully the needs of cyclists. CEC has the opportunity to influence choices people make between the car and bicycle by the way in which cycle facilities are accommodated in this area.	The final PPDP has been amended to address the needs of cyclists, insofar as it can.
41	Watson Stuart	<p>Picardy Place is one of the most critical approaches to the city centre and therefore it requires thoughtful, inclusive and considered urban design of the highest quality.</p> <p>The Scottish Government's <i>Designing Places</i> should be consulted and its urban design principles considered.</p> <p>Reference to the Design Initiative urban design Charette led by sir terry Farrell should also be referred to – building on part of the junction's centre may be a good idea.</p> <p>The situation should be improved for cyclists using Picardy Place. In particular there should be provision for cyclists to use the space in front of the cathedral rather than be exposed to the dangers of using the roundabout.</p> <p>Fully support the tram proposals and hope that it will be fully integrated into the new junction, but not to the detriment of cyclists.</p>	<p>Noted.</p> <p>The advice contained in <i>Designing Places</i> has been taken into account in preparing the PPDP.</p> <p>Reference is made at para 2.1.</p> <p>Consideration will be given to accommodating cyclists on off-road areas where this can be reasonably incorporated.</p> <p>Noted. This matter is being considered in detail by tie Ltd and its advisors.</p>

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42	Willcock Damion	Concerned that the needs of cyclists have not been addressed by the PPDP. It should be possible to provide a safe route from Leith Walk to the connection planned from Picardy Place via Little King Street to St Andrew's Square.	Noted.
			Last updated 16.07.09 AAS

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

TABLE 2

Analysis of issues / concerns raised by respondents by development principles

Development Principles	1 (creating edges)	2 (open space)	3 (gateway/height)	4 (building lines / views)	5 (pedestrians)
<b>CONCERNS</b>					
Integration of tram stop with wider proposals	1				
Recreation of street edges north of Picardy Place	2				
Create quality open space without buildings on the site		8			
Relocation of Paolozzi sculptures to:					
• Foot of the Walk, Leith;		1			
• within new public space at Picardy Place		3			
Achieving high quality public spaces		6			5
Affect of development on the setting of listed buildings, particularly St Mary's Cathedral			3		
Affect of development on views of:					
• St Mary's Cathedral;			4		
• Calton Hill;			3		
• up and down Leith Walk.				2	
Failure of PPDP to address the height of possible new development in sufficient detail			4		
PPDP does not demonstrate how the pedestrian environment will be improved					11
PPDP should identify additional pedestrian routes					13

## PICARDY PLACE DEVELOPMENT PRINCIPLES: SCHEDULE OF COMMENTS AND RESPONSES TO DRAFT PROPOSALS

Active frontages will:						
• encourage further anti-social behaviour;						2
• help create a safe environment for pedestrians						1
A building, including a hotel, will be difficult to service						4
<b>TOTALS</b>	<b>3</b>	<b>18</b>	<b>14</b>	<b>2</b>		<b>36</b>

TABLE 3

<b>CONCERNS NOT ADDRESSED BY PPDP</b>	
The PPDP does not consider achieving its objectives without new development at Picardy Place	3
The PPDP fails to:	22
• address the needs of cyclists	9
• promote the creation of new, safe and attractive routes for cyclists through Picardy Place	
The impacts of new development on the amenity of residents in the area, particularly Picardy Place itself	1
Further development in the area will lead to overdevelopment of the area in general	1
The proposals of the PPDP could compromise the achievement of wider development goals for the St James Quarter as a whole.	1