

EDINBURGH ST JAMES

Supporting Transportation Statement

December 2014

Prepared by Grontmij

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01 Introduction

1. Introduction

1.1 Context

This report has been prepared to accompany an application in respect of **primary** reserved matters associated with condition 23 of planning permission 08/03361/OUT.

More specifically, the following items are addressed in this report, providing technical analysis, parameters and key assumptions which have been used to inform the design process:

Primary reserved matters

- vii) Pedestrian and cycle access arrangements, including access through the development;
- ix) Amendments or any treatment to adopted roads or footways;
- xi) Details of servicing of the development;

2. Pedestrian and Cycle Access

2.1 Context

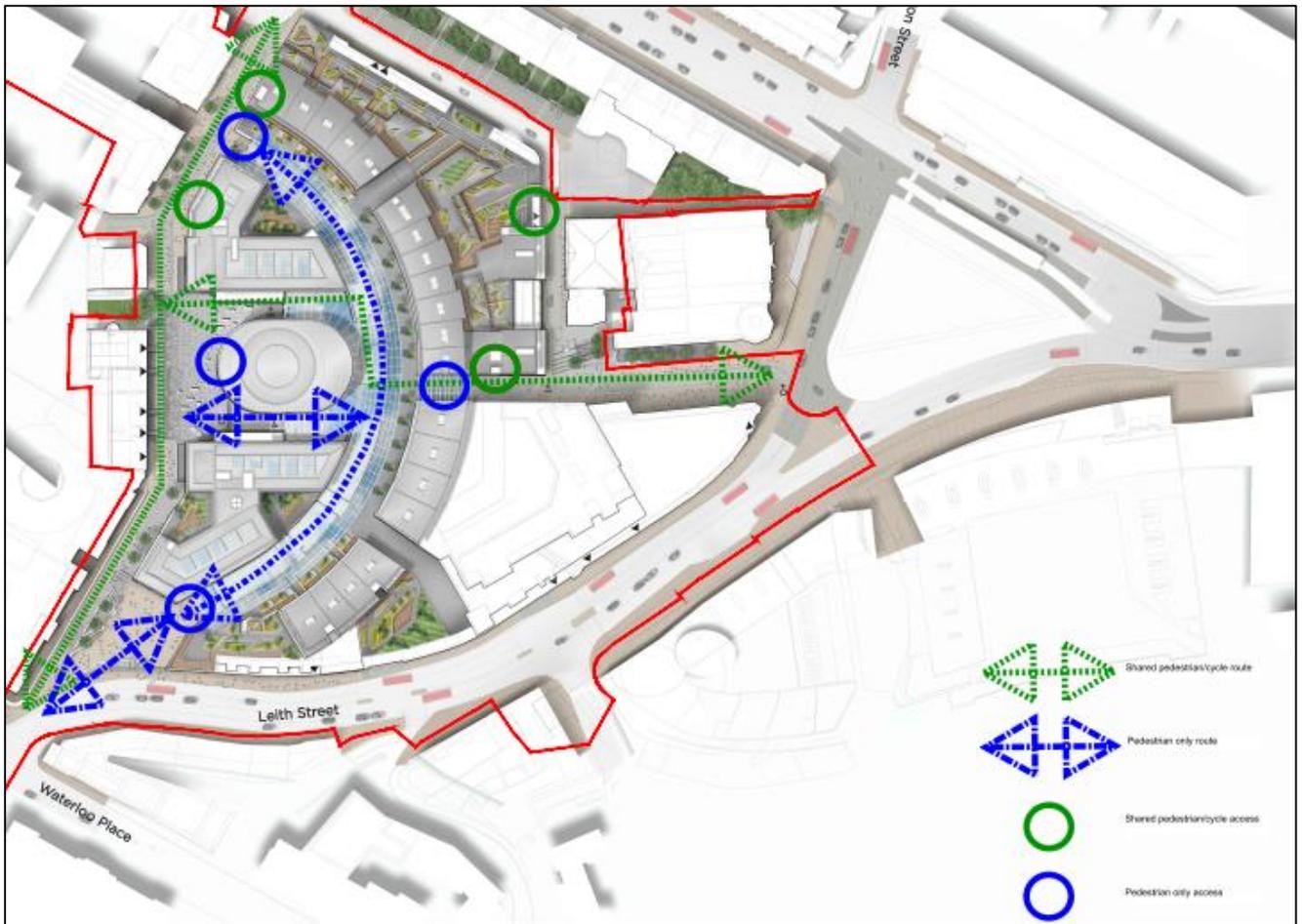
Item vii) under Primary Reserved Matters requires confirmation of 'Pedestrian and cycle access arrangements, including access through the development.

Primary pedestrian and cycle routes are illustrated in Figure 2.1 and the cycle access strategy is illustrated in the BDP drawings as noted below. Little King Street and Elder Street (part) to Leith Street via James Craig Walk will be shared pedestrian and cycle links, with vehicles also allowed on Little King Street and Elder Street/James Craig Walk as far as James Craig Square. The Galleria will be a pedestrian only route, with the exception of the short section which links Little King Street and James Craig Walk as part of a 24 hour route. It is expected that cyclists passing through the Galleria will dismount before doing so.

Pedestrian access arrangements are illustrated on Figure 2.1. Primary access points include the following:

- Galleria access from the southern end of Leith Street (time managed).
- Galleria access from Elder Street/James Craig Walk, opposite Multrees Walk (time managed).
- New John Lewis Partnership access towards the northern end of Leith Street (time managed).
- General access from Little King Street, providing a 24 hour north/south route via the Galleria to James Craig Walk (open 24 hours)
- Residential access at Elder Street and St James Place (controlled access at all times)

Figure 2.1 Key pedestrian/cycle routes and access points



02 Pedestrian and Cycle Access

A 24 hour route for pedestrians and cyclists will be provided through Edinburgh St James (ESJ), linking Little King Street to James Craig Walk. A lift and stair core has been designed to facilitate this route, which is required to overcome the level difference between Little King Street and James Craig Walk. This will create a north/south link to complement the east/west link provided by Elder Street/James Craig Walk.

Both Little King Street and James Craig Walk have been designed to recognise their importance as key pedestrian and cycle routes.

Cycle parking associated with ESJ will consist of surface parking provision for visitors and basement provision for residents and staff. Details of the type, location and number of cycle parking facilities for staff, guests and customers will follow as a later AMSC application to address condition 23 (iv) of the OPP.

Figure 2.1 illustrates the locations of surface provision and the associated routes to reach this. BDP drawings ESJ-BDP-XX-P01-DR-A-66004, ESJ-BDP-XX-P02-DR-A-66005, ESJ-BDP-XX-P03-DR-A-66006 illustrates the access point for staff and resident cycle parking, which consists of 8 suitably sized lifts and stair core. Each lift will provide direct access to cycle parking in basement levels B1 for residents and B2 and B3 for staff.

All drawings can be seen in **Appendix A**.

3. Servicing

3.1 General Servicing

A dedicated service vehicle route will be provided beneath the development, with vehicles entering through an access from St James Place via Elder Street and leaving via an exit on to Leith Street. The St James Place entry will form part of a signalised junction arrangement which is shared with the Bus Station and Elder Street. The new exit onto Leith Street will form part of a signalised junction arrangement with Greenside Row.

Three service yards will be provided along the service route, catering for all required vehicle types and loading/unloading configurations. Goods will be taken from the service yards internally to the retail units, catering units, cinema, hotel and Apart hotel. Refuse uplifts from these uses will be made from the service yard areas. Drawing ESJ-GRO-Z4-P01-DR-TE-01 in **Appendix B** illustrates the service route and associated service yards. The entire route has been tested using swept path analysis and all service bays have also been tracked to ensure that vehicles will be able to manoeuvre safely and as efficiently as possible.

Properties on Multrees Walk are currently serviced from a yard which lies beneath and which is accessed from the existing St James servicing route. Harvey Nicholls also has dedicated staff and customer parking spaces located off this service yard. These facilities and access arrangements will be retained as part of the new Edinburgh St James development.

Residents of the ESJ apartments will take their own refuse to the storage area at level B1. Management will then move the bins from this area to the service yard for uplift. Full details of the waste management and recycling facilities for ESJ will come forward as a later AMSC application to address condition 23 (xiv).

A service vehicle route via Elder Street for access to Elder Street, St James Square and James Craig Walk for refuse, deliveries etc requiring access to the development or residences on this route, has undergone tracking analysis. The analysis was carried out for the City Council's largest refuse vehicle (c.12m). It has been assumed that any service vehicles would exit via Elder Street by utilising the turning head area as shown in drawing ESJ-GRO-00-ZZZ-DR-TE-08 in **Appendix C**. As detailed above full details of the waste management and recycling facilities are to follow.

A further service vehicle route will be provided, with entry via Little King Street from Picardy Place, and exit to York Place from Elder Street via St James Place. This will serve the ESJ residential units and other properties along that route. A service vehicle lay by will be provided opposite St Andrews Hall. Drawing ESJ-GRO-00-ZZZ-DR-TE-07 in **Appendix C** shows the route and service lay-by location.

3.2 Emergency vehicle access

3.2.1 Background

An analysis of emergency service vehicle access to ESJ has been undertaken. The analysis has been undertaken with reference to the '2012 Appliance Specification' and Building Standards 'Non Domestic Technical Handbook - Fire' as supplied by Fire Scotland in November 2014.

Consultation with Fire Scotland was undertaken on 11th November 2014 to agree the vehicle specifications which would need to be considered with regards to fire vehicle access to the development. During consultation it was explained that although the vehicle specifications for each station varies Fire Scotland would expect the development to be designed to allow access for the vehicle with the largest total space requirement to be gained.

3.2.2 Guidance Specifications

A review of the guidance provided by Fire Scotland highlights the following as key factors in determining emergency routes into the development and their requirements:

- Elevations to allow a vehicle of height 4.1m access;

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- Widths to allow a vehicle of 2.9m to travel within the site and vehicle clearance area of 4.88m to allow the vehicle to access equipment when stationary;
- Radii that will allow a vehicle of 13m in length to negotiate turns;
- Structures which will allow vehicles of up to 26 tonnes access;
- Vehicle access should be provided to at least one elevation of all buildings to assist in fire-fighting operations;
- The vehicle access route should be provided to the elevation or/and rescue elevations where the principal entrance, or entrances, are located; and
- Parking spaces should be provided at a distance not more than 18m from riser inlets.

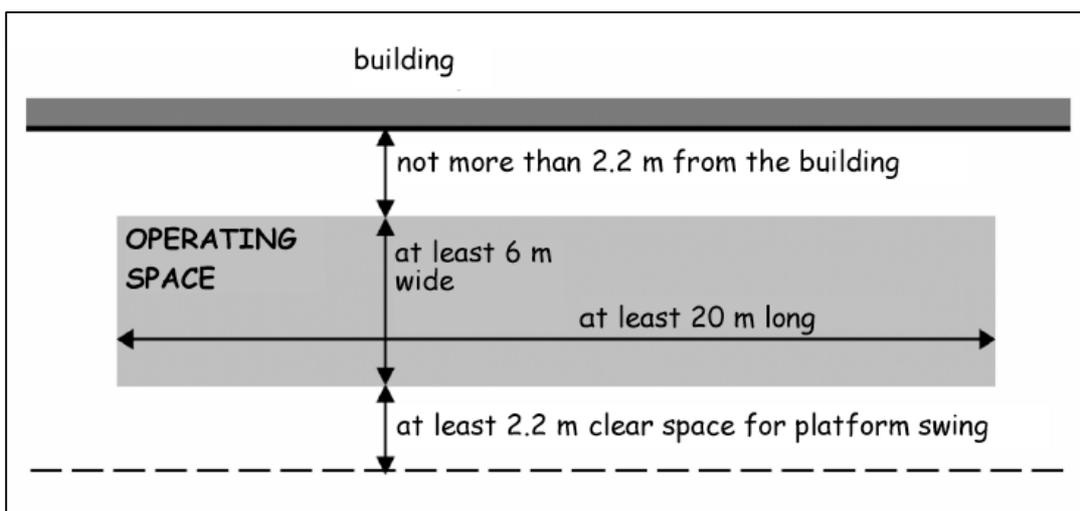
Table 3.1 below indicates the operating road space specified within the building standards ‘Non Domestic Technical Handbook – Fire’.

Table3.1 : Access Route for Fire and Rescue Service Vehicles

Access	High Reach Appliance	Pumping Appliance only
Minimum width of road between kerbs	3.7m	3.7m
Minimum width of gateways etc	3.5m	3.5m
Minimum clearance height	4.0m	3.7m
Minimum turning circle between kerbs	26.0m	16.8m
Minimum turning circle between walls	29.0m	19.2m
Minimum axle loading	14 tonnes	14 tonnes

Following consultation with Fire Scotland it was confirmed that the development should provide access for High Reach Appliance (HRA). **Figure 3.1** below indicates the operating dimensions required for a high reach appliance, as set out within Building Standards ‘Non Domestic Technical Handbook - Fire’.

Figure 3.1 : Minimum Operating Space for High Reach Appliance (Source: Building Standards ‘Non Domestic Technical Handbook - Fire’)



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3.2.3 Service Routes

Edinburgh St James Quarter will allow emergency access to the following areas:

- The south west of the development via Elder Street;
- The south east of the development via St James Square;
- The north of the development to the north west via St James Place;
- The north of the development to the north and centre via Little King Street; and
- The east of the development via Leith Street.

Access into the development has been analysed utilising industry standard software package Vehicle Tracking for AutoCAD. The standard HRA vehicle provided within Vehicle Tracking vehicle library has been modified to replicate the 13m long vehicle utilised by Fire Scotland in the Lothian area.

Each access area has been analysed to determine where the HRA vehicle can be accommodated and where access would only be possible for general pumping appliances.

3.2.3.1 Elder Street Access

The redeveloped Elder Street will be 4.9m wide which is above the minimum standard set within the Building Standards guidance on emergency service access. The vehicle will be able to gain access and if required utilise hard landscaped areas where 40mm upstand kerbs will be provided.

Given the width of the road and the footways adjacent to Elder Street the operating space required for an HRA vehicle will be provided along the length of the route. If required other emergency service vehicles, with less onerous, operating spaces than the HRA, will also be able to access the development and surrounding structures via Elder Street.

Drawing ESJ-GRO-00-ZZZ-DR-TE-01 in **Appendix B** indicates the operating envelope on Elder Street, the vehicle tracking for an HRA vehicle entering Elder Street and travelling to St James Square, and the use of the hammerhead located south of Multrees Walk to allow the HRA vehicle to exit the site via Elder Street if required.

An emergency service vehicle will be able to park within 18m of each of the dry risers located on Elder Street.

3.2.3.2 St James Square / James Craig Walk Access

The redeveloped St James Square / James Craig Walk will provide a clear access route of c.5.8m south of the hotel entrance and a c.3.7m route from St James Square south east via the new James Craig Walk to Leith Street. Note vehicular access to these areas will be restricted with the route between Leith Street and St James Square predominantly for pedestrians only.

The route widths in this area meet the requirement set out within the Building Standards guidance on emergency service access.

If required other emergency service vehicles, with less onerous, operating spaces than the HRA, will also be able to access the development via this route and access St James Square, the proposed hotel, and the properties to the south of the square. Note the exact location of dry riser inlets for the new development (27-31 James Craig Walk) to the south accessed from St James Square are unknown at this time however an emergency service vehicle will be able to park adjacent to the stepped entry to the development.

Drawing ESJ-GRO-00-ZZZ-DR-TE-05 in **Appendix B** indicates the operating envelope on St James Square, the vehicle tracking for an HRA vehicle entering St James Square from Elder Street and exiting via the Leith Street.

An emergency service vehicle will be able to park within 18m of each of the dry risers located on St James Square / James Craig Walk.

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3.2.3.3 St James Place Access

3.2.3.3.1 Western Frontage of the Development

St James Place will allow emergency service vehicle access with kerb to kerb road widths of 5.5m, which again is well above the minimum required with the Building Standards guidance, along the north western frontage of the development site.

An HRA vehicle will be able to operate on St James Place along the north western perimeter of the development with the required operating space provided. The section of the route which will provide the most generous operating space will be the northern end adjacent to the dry riser locations. Other emergency service vehicles will also be able to operate from St James Place and access the two dry risers located on this section of the route.

The HRA vehicle movement and indication of operating space requirements can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-02 in **Appendix B**.

3.2.3.3.2 Northern Frontage of the Development

The northern section of St James Place narrows to 3.0m in places. Due to the planned 40mm up-stand kerbs an emergency service vehicle will still be able to access this area.

Due to the narrowness of the route and the building locations an HRA vehicle will be unable to operate along the western extents of the northern frontage of the route. Other pumping appliance would however be able to operate and will be able to park within 18m of the two dry risers located on the proposed southern building allowing pumping appliance access to both the southern building and the redeveloped St Andrews House to the north.

The movement of an emergency service vehicle from Little King Street to St James Place will require the southern section of this amenity area to be kept clear of street furniture.

The HRA vehicle movement and indication of operating space requirements can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-02 in **Appendix B**.

3.2.3.4 Little King Street

Little King Street is 3.9m in width which combined with the planned 40mm up-stand kerbs an emergency service vehicle will be able to access the development via this route. As noted previously there is a small paved area which will need to be kept clear of street furniture to allow emergency vehicle access between Little King Street and St James Place.

The HRA operating space can be accommodated on Little King Street with the vehicle able to park within 18m of the dry riser located on this route. If the vehicle is parked towards the north of Little King Street it would be required to mount the footway area to allow the vehicle to gain access in close enough proximity to the building to operate.

The HRA vehicle will also be able to access the northern section of the central galleria link south of Little King Street and the dry risers located on this route.

The HRA vehicle movement and indication of operating space requirements can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-03 in **Appendix B**.

3.2.3.5 Leith Street

The realigned / developed Leith Street will consist of four 3.4m lanes, two in each direction. The HRA vehicle will be able to access the eastern extents of the development via Leith Street. Access to properties on the east of the Leith Street will remain unchanged from existing.