

Planning Committee

2.00pm, Wednesday, 9 September 2026

Non Statutory Planning Guidance - Princes Street and Waverley Valley Strategy Update

**Decision/scrutiny
Wards**

**Decision
Ward 11 – City Centre / All**

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Note Appendix 1, which summarises the views expressed at the Princes Street and Waverley Valley stakeholder workshop of 8 June 2026;
 - 1.1.2 Note the enhanced measures brought forward in section 4.2 of the report (Option 1) as ambitious but pragmatic response to issues raised, alongside the opportunities and risks of progressing (Option 2) ‘radical rethink’; and
 - 1.1.3 Agree that a revised Princes Street and Waverley Strategy, based on the enhancements set out in Option 1, will be returned to Committee in early 2027. This will provide an ambitious, exciting and deliverable strategy for Princes Street and Waverley Valley.

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Report

Non Statutory Planning Guidance - Princes Street and Waverley Valley Strategy Update

2. Executive Summary

- 2.1 This report responds to a motion put forward by Councillor Lang, adjusted and approved by Planning Committee on 12 November 2025 in respect of Non-Statutory Planning Guidance - Princes Street and Waverley Valley Strategy (The Strategy).
- 2.2 Following the elected member/officer/stakeholder workshop in early summer, it sets out a summary of the views expressed and the potential options available to Committee to bring forward a more ambitious and exciting strategy for approval, namely:
 - 2.2.1 Option 1 – ‘ambitious pragmatism’ – a series of enhanced measures to address public and stakeholder issues (as per paragraph 4.2) to augment the current Strategy and redouble efforts to renew the street, working within the existing policy context in terms of the public transport network and heritage; or
 - 2.2.2 Option 2 – ‘radical rethink’ - prioritising Princes Street as a civic destination but impacting its role as a primary public transport route, requiring review of how people and goods move around the city, and the function of city centre streets, including those in advanced stages of redesign e.g. George Street.
- 2.3 The report recommends taking forward Option 1 so that a significant transformation of Princes Street and the Valley can occur for the benefit of all. There would be an improved pedestrian experience with wider footways repaved with high-quality materials, a much more accessible West Princes Street Gardens, and the potential for opening the Gardens into the evening.

3. Background

- 3.1 A [finalised version of the Non Statutory Planning Guidance – Princes Street and Waverley Valley Strategy](#) was reported to Planning Committee on 12 November 2025. Planning Committee decided the following amendment:

To approve the amendment by Councillor Lang:

- 1) To agree to express Committee's thanks to officers for their hard work in creating a draft Princes St and Waverley Valley Strategy and reviewing the responses received in the recent consultation;*
- 2) To note the vital importance of getting this strategy right given the iconic importance of Princes Street and Princes Street Gardens to the whole City;*
- 3) To note the concerns raised by several organisations and groups that the proposed strategy still lacks ambition and imagination and failed to provide the kind of vision needed to ensure Princes Street and the surrounding area were vibrant and welcoming places;*
- 4) To note the interventions made by some which sought to place a greater emphasis on placemaking and respecting the transport hierarchy; and*
- 5) To agree not to adopt the strategy at this stage and instead to agree that officers should seek to convene an elected member/officer/stakeholder workshop that would bring together those with transport, culture, heritage and placemaking expertise so a more ambitious and exciting strategy could be brought forward for approval.*

Consultation

- 3.2 Extensive public consultation was undertaken in the preparation of the Strategy between 19 November 2024 and 21 February 2025, including three stakeholder workshops, two in-person public drop-ins, engagement with children and young people, Council services and an online survey.
- 3.3 Overall, 95% of the measures proposed in the Strategy were supported. 83% of respondents considered the consultation allowed them to have their say. Key findings included:
 - 3.3.1 principles to revitalise the street's premises, including pop-up uses, re-use of upper floors and retaining a mix of retail and hospitality to meet the needs of residents and visitors were supported.
 - 3.3.2 business stakeholders noted the street's positive outlook, the investment already underway and lack of vacant units. The New Town & Broughton, Old Town and West End community councils sought a clearer vision to define the street's purpose within the City Centre and to enhance its heritage.
 - 3.3.3 Footway resurfacing was considered to be the public's top priority for the public realm, followed by access improvements to West Princes Street Gardens and further publicly accessible seating.
 - 3.3.4 Cycle segregation along Princes Street did not receive majority support (60% against and 22% for); Spokes consider this essential. Living Streets Edinburgh Group and Lothian Buses raised concerns with regard to the potential impact of this measure on footway and public transport services respectively.

3.3.5 Improvements to access and facilities in Princes Street Gardens were supported including to toilets, cafes, furniture, planting and restoration of the Ross Bandstand, balanced with their tranquil character and value for relaxation.

3.3.6 The Waverley Station Place Brief was highly supported, in particular the need to respect the station's heritage and city views, provide public toilets, and to improve accessibility, interchange, and public realm around the station.

3.4 Full details of the public consultation are set out in the [Report of Consultation](#) reported to Planning Committee in November 2025.

The workshop

3.5 In accordance with the decision, a workshop was held with councillors, stakeholders and officers on 8 June 2026, with the format of the event and representation informed by discussion with Planning Committee members. Appendix 1 contains a summary note of the workshop presentations and round table discussions. Appendix 2 is the Council's presentation to the workshop while Appendix 3 contains the stakeholder presentations. As part of the presentations Richard Murphy presented videos which are available from the [Richard Murphy Architects website](#).

3.6 The stakeholder workshop discussed the future of Princes Street and the Waverley Valley, including ambitions and tensions with the street changes from a retail environment to a mixed-use street with a number of successful completed developments and further committed regeneration underway.

3.7 There was broad consensus that the street's current condition, in particular the environment for those walking and wheeling on footways, and in terms of wider accessibility to the gardens, is not acceptable. Desire was also expressed for the city centre to provide better public space for people to spend time in.

3.8 Views diverged around the key question of whether Princes Street should become more of a destination, making the most of its unique setting and views, versus its role in the city's public transport network and whether improvements would be focussed on the needs of residents or visitors to the city.

3.9 Whilst more space was sought for public realm and improved provision for cycling, there were concerns about reallocating street space away from either pedestrian or carriageway space that is vital for the movement of people and public transport through the city centre.

3.10 Through workshop discussions, there was also a strong sense that Princes Street Gardens should be preserved as a tranquil setting and that the Strategy should give greater recognition to the area's cultural offer, including the National Galleries of Scotland.

Other matters

3.11 In addition, the special meeting of Council on 12 February 2026, agreed the George Street and First New Town project in its current iteration, should be reprioritised to

consider improvements to Princes Street and would involve delivering a more ambitious and transformative vision than the rejected current Princes Street and Waverley Valley Strategy.

- 3.12 The requirement to prepare a Princes Street and Waverley Valley Strategy is set by the Council's local development plan, City Plan 2030's Policy Place 1. The Strategy aligns with and builds on other plans including the City Mobility Plan, Future Streets Framework, Thriving Greenspaces 2050, World Heritage Site Management Plan, City Centre Transformation Plan and non-statutory planning guidance on City Centre Shopping and Leisure.
- 3.13 Under the Council's approved Our Future Streets, Princes Street is classified as a primary corridor for buses, place and walking, and a tram route. Most of Princes St is classified as a local cycling corridor (as opposed to primary or secondary), though the importance of space for cycling is identified in the eastern end of Princes St. The constructed sections of City Centre West to East Link (CCWEL) will tie in directly to George Street for a continued cycle route through the city centre.
- 3.14 As reported in November 2025, a Statement of Heritage Significance for Princes Street and the Waverley Valley (Appendix 5) has been prepared in partnership with Edinburgh World Heritage. The statement provides a baseline understanding of the historic importance of the Study Area and how it contributes to Outstanding Universal Value of the Old and New Towns of Edinburgh World Heritage Site. This statement will support delivery of the Strategy in line with the city's duty to conserve and enhance its unique historic environment and is appended for information.
- 3.15 There was a fire on 109, 110, 111 and 112 Princes Street. At the time of writing work continues on the urgent works to reduce the danger arising from the building and to manage the ongoing road network disruption.

4. Main report

Potential approaches

- 4.1 The following sections consider two outline options for the Princes Street and Waverley Valley Strategy. The first option is one that could be taken forward based on current Council strategies and plans approved by committee including, Our Future Streets, [City Mobility Plan and Edinburgh City Centre Transformation Strategy](#), allowing a minimal impact on adjoining projects and the transport network. The second option proposes a more radical approach which would redefine many of the current plans for the city centre.

Option 1 (Ambitious pragmatism):

- 4.2 The first approach is based on wider thinking undertaken by Officers on the city centre to deliver a more ambitious Strategy and reflecting on the views expressed at the workshop and the public views gathered through extensive engagement on the strategy. This would augment the measures already proposed in November 2025

and respond to many unresolved stakeholder concerns. Proposed enhancements include:

- 4.2.1 Widening the southern footway of Princes Street by up to an additional 1.5 metres to reduce congestion for those walking and wheeling as an early priority measure. Alongside resurfacing, the additional footway space would benefit ease of movement, particularly at crowded bus stops and entrances to the gardens. On the south side, the existing carriageway is wider than on the north side and could be narrowed whilst retaining two lanes of carriageway in each direction of travel for bus and tram to continue to operate without delays or required diversions on passenger services;
 - 4.2.2 Improving access to West Princes Street Gardens by proposing the installation of public lifts from Princes Street to the upper walkway in the Gardens, in addition to, or instead of replacement ramped access paths (whilst minimising tree removal);
 - 4.2.3 Reimagining and reusing features such as the Category B Listed garden shelters for uses such as small cafes, ice cream parlours, or for potential community use whilst respecting their green and tranquil setting;
 - 4.2.4 Improving or installing facilities such as public toilets and drinking fountains to help create a usable and accessible space that is cost free for all;
 - 4.2.5 Considering the ongoing maintenance approach to existing and new infrastructure to present the city at its best;
 - 4.2.6 Considering increasing opening hours into the evening with the inclusion of sensitive lighting of the Gardens to make the most of the city's iconic sense of place and skyline, whilst managing safety and security; and
 - 4.2.7 Giving greater recognition to the wealth of cultural attractions in the Strategy's area, their value to people's enjoyment of the city centre and wellbeing, and the need to improve accessibility for all to venues.
- 4.3 Though not as radical as the steps set out below in Option 2, these measures will create a significant transformation of Princes Street and the Garden. This transformation will be of significant benefit to all users and particularly Edinburgh citizens who place great value on both Princes Street and the Gardens as key places within their city. If Option 1 is approved, it is the view of officers that designs for the footway widening and repaving of the street could be progressed immediately using the £200,000 budget that has been made available from the Visitor Levy (as set out in 6.2).
- 4.4 The potential revisions to the Strategy do not include the implementation of segregated cycle lanes on the basis that the Council's wider strategy is to deliver a primary cycle route along George Street, between Charlotte Square and St Andrew Square for onward connections to the City Centre West to East Link (CCWEL). This would fulfil the strategic network originally set out by City Centre Transformation and Future Streets. During previous public consultation, the majority of respondents

(around 60%) did not support segregated cycle lanes along the full length of Princes Street, largely citing the loss of space. Delivering segregated cycling along Princes Street is not possible without an impact on either pedestrian or public transport space.

- 4.5 However, City Centre Transformation and Our Future Streets does allow for improved cycle connectivity between Edinburgh's New and Old Towns, addressing the challenge in safe north south access across Princes Street for people cycling, via the following measures:
 - 4.5.1 The Lothian Road project which intends to provide a link to Charlotte Square;
 - 4.5.2 The Meadows to George Street project which will introduce segregated cycleways on Hanover Street and the Mound; and,
 - 4.5.3 The George Street to Waverley Bridge project which proposes segregated cycleways on South St David Street and a short stretch of Princes Street leading to Waverley Bridge, thus providing connectivity between George Street, CCWEL and Waverley Station
- 4.6 As the above approach does not involve a significant change to how the carriageways of Princes Street operate, there would be minimal impacts on journey time delays or required bus diversions. This approach is already embedded within the Council's City Centre Transformation, City Mobility Plan and Our Future Streets, and is capable of delivery alongside key schemes such as George Street and the First New Town, Charlotte Square and Meadows to George Street. The enhancements set out under 4.2 would be in addition to the measures already provided for in the Strategy, which included:
 - 4.6.1 New natural stone paving, public seating and rest points and improved drainage to all footways;
 - 4.6.2 Enhanced planting for biodiversity and amenity to the garden banks in association with accessibility improvements;
 - 4.6.3 Refurbishing and upgrading the Ross Bandstand and amphitheatre to make it more accessible and better able to meet the needs of audiences and performers;
 - 4.6.4 To benefit cycling, improved cycle parking in each block of Princes Street, a cycle hub at Waverley Station and safe cycle access across Princes Street (as listed in 4.5)
 - 4.6.5 Continuing to support and optimise public transport efficiency along Princes Street, reducing congestion and delay, potentially re-introducing a bus gate at the east end of Princes Street;
 - 4.6.6 Developing a specific design solution (as outlined in 5.5.4 of the November 2025 draft Strategy) for the east end to reduce the acute issues of footway overcrowding at the east end of Princes Street, Waverley Market and Waverley Steps.

- 4.6.7 Masterplanning and redevelopment of Waverley Station and its surrounding environs to create a world-class experience which takes advantage of its position in the heart of the World Heritage Site; and
- 4.6.8 Through the planning process, continuing to support uses that encourage residents and visitors to go to Princes Street, such as, shops, visitor experiences, restaurants and cafes, helping to deliver City Plan 2030.

Option 2 (Radical re-think):

- 4.7 An alternative approach for Princes Street could be to allocate more space within the street's current boundary to create an iconic civic destination, which capitalises on the outstanding views to Edinburgh Castle and the Old Town. This would, however, affect the street's capacity to move people around the city by public transport, and have implications for other key city centre streets.
- 4.8 Richard Murphy Architects put forward such an alternative vision focussed on the western blocks of Princes Street and West Princes Street Gardens to create more space for walking, wheeling, cycling and placemaking enhancements. The proposal also included new lifts and ramps to the gardens along with extensive replacement tree planting and a commercial frontage for restaurant space. This scheme was welcomed by those stakeholders who supported substantive change to the street.
- 4.9 Whilst other visionary proposals could equally be brought forward, it is reasonable to assume that alternative schemes would either involve carriageway reduction or building out into the gardens or a combination of the two, given the fixed nature of the tram and building line. A substantially increased commercial frontage and land take from the Gardens could also affect the tranquil nature and access to the currently free to use public space and seating.
- 4.10 There is no Council scheme of this nature currently in development, through existing work programmes or budgets. Any alternative scheme would require to be subject to a competitive procurement process and further public consultation, having first established that the city's primary public transport network and access to the city centre can be realistically reconfigured within the city's finite road network.
- 4.11 The current Strategy adheres to Princes Street's strategic role in the approved City Centre Transformation Plan and Future Streets Framework. The impact of reducing carriageway space has been tested through industry standard and accredited traffic modelling commissioned by the Council, is detailed further in Appendix 4.
- 4.12 This modelling showed that narrowing the street to a single-lane of carriageway in each direction shared by bus and tram would create congestion and unacceptable delay to bus journey times on Princes Street, contrary to promoting the city's sustainable public transport network and 2030 net zero commitment. Appendix 4 also highlights that limited mechanisms exist to control the bus services or operators using the street.

- 4.13 To consider repurposing Princes Street, a strategic re-appraisal of the function of all routes to and through the city centre, interchange with tram, the bus station and Waverley Station would be required, alongside the continued feasibility of projects in advanced stages of development, such as:
- 4.13.1 George Street and First New Town;
 - 4.13.2 Charlotte Square;
 - 4.13.3 Meadows to George Street; and
 - 4.13.4 George Street to Waverley Bridge.
- 4.14 Additionally, whilst access improvements under the Council's Equality Duty would require reasonable alteration to the street's historic boundary with the gardens, widening the street into this city park would conflict with the Council's duties and policies to preserve and enhance the natural and historic environment. The clarity of the First New Town plan, recognised by the Old and New Towns of Edinburgh World Heritage Site could also be affected. Legal impediments to such an approach are also outlined at 8.5.
- 4.15 Depending on the outcome of the above considerations, any alternative streetscape design would require a defined budget, competitive procurement, public and stakeholder consultation and design development, supported by appropriate staff resource.

Consultation and Engagement

- 4.16 Extensive [public consultation](#) was undertaken in the preparation of the Strategy between 19 November 2024 and 21 February 2025, with the majority of measures receiving broad support (as highlighted in 3.2). As the enhancements set out in Option 1 strengthen the approach based on views gathered in the previous consultation, further public consultation is not proposed. The additional measures seek to address comments raised on the level of ambition. However, as specific actions within any finalised Strategy are taken forward, consultation would be undertaken in line with good practice and statutory requirements.
- 4.17 An alternative approach, including more ambitious reimagining of the street (Option 2) and impacts on the transport network, would require a new process of public consultation and engagement.

Recommended approach

- 4.18 Given consideration of the ongoing positive investment in the street's buildings, and the balance between delivery of ambitious public realm and the need to support sustainable travel to and through the city centre, it is recommended that a pragmatic, but ambitious approach is taken, incorporating the additional enhancements set out in paragraph 4.2. Such change would be transformative and deliverable in a relatively short timescale.

- 4.19 This would enable delivery of a series of planned and transformative projects across the First New Town that are currently on hold pending a decision of Princes Street's future.
- 4.20 In doing so, the Strategy's language and illustrative material will be revised to convey strongly the Council's ambition and aspirations for Princes Street and the Waverley Valley, reflecting the area's importance to the city as a whole and its relationship to other city centre projects.

5. Next Steps

- 5.1 If Committee agrees the Officer recommendation to take forward Option 1, parallel work will be undertaken to carry out initial design and to cost works for Princes Street and West Princes Street Gardens. This would enable a decision to be taken forward at the Transport and Environment, and Finance and Resources committees regarding the individual projects. It also enables a response to be prepared in relation to the decision of Council on the visitor levy regarding how to allocate city centre monies on Princes Street, George Street and the First New Town along with other active travel and public realm projects for the city.
- 5.2 If Committee decide to progress the alternative (Option 2- Radical rethink) approach, further transport studies would be essential to establish the wider impacts on the agreed strategy set out by City Mobility Plan, Our Future Streets and City Centre Transformation projects. This would be subsequently reported to Transport and Environment Committee and other relevant committees for further consideration. Following that, the matter would be reverted to Planning Committee for its decision on how the Strategy, including how a new consultation, could be taken forward. If the wider implications of change are found to be unworkable, it would remain possible for Planning Committee to take forward the first option.

6. Financial impact

- 6.1 A special meeting of Council on [12 February 2026](#) was held, to agree officer proposals for future Visitor Levy monies, including an allocation of £31.75m for the George Street and First New Town project. This, however, was not approved. It was decided that a report to Transport and Environment Committee later in 2026 would set out options for how the now unallocated budget could be utilised to prioritise investment for public realm improvements in the city centre, including both Princes Street and George Street. To progress how the £31.75m is allocated, it is important to establish which option of the two options outlined in this report should be progressed.
- 6.2 Following a decision made on the direction of Princes Street Waverley Valley Strategy, a budget of £200,000 will be available from Visitor Levy that could allow for the progression of design work associated with Option 1.

- 6.3 The Strategy's Indicative Delivery Framework reported in November 2025, outlined a number of estimated costs as follows:
- 6.3.1 Resurfacing to the north footway £6.4m;
 - 6.3.2 Resurfacing to the south footway £2.37m. This excludes the additional widening to the southern footway as now outlined by Option 1; and
 - 6.3.3 Ramps to West princes Street Gardens £4.5 - 5m. This excludes any additional costs associated with provision of public lifts as now outlined under Option 1.
- 6.4 Option 2 (Radical rethink) would need funding for the studies that would be required to reestablish the baseline strategy work done to date including City Mobility Plan, Our Future Streets and City Centre Transformation. There is no budget at the required level for the design complexity and implementation of Option 2 and it is expected that this more radical approach would cost considerably more than Option 1.

7. Key Policies

Equality and Poverty

- 7.1 Improvements to accessibility to Princes Street Gardens would benefit those who currently cannot access the Gardens easily. The impacts on accessibility resulting from public transport changes that may arise from Option 2 would need to be considered carefully. The Integrated Impact Assessment (IIA) reported in November 2025 would be reviewed as the Strategy is finalised.

Climate and Nature Emergencies

- 7.2 There are no climate or nature emergency implications arising from this report. The implications reported in November 2025 would be reviewed as the Strategy is finalised.

Environmental Impacts

- 7.3 Having consulted the statutory consultation authorities (Historic Environment Scotland, the Scottish Environment Protection Agency and NatureScot), The Council's [Screening Determination](#) is that the Strategy is unlikely to give rise to significant environmental effects in relation to the Environmental Assessment (Scotland) Act 2005 and that a Strategic Environmental Assessment is not required.
- 7.4 If change is proposed through the Strategy considered likely to give rise to significant effects upon the city's environment or alter the Strategy's policy context, a new Screening Determination may be required.
- 7.5 Subject to the type and extent of development proposed, and the likelihood of this giving rise to significant environmental effects, Environmental Impact Assessment may be required at planning application stage, including Heritage Impact Assessment to consider the effects of proposals on the Outstanding Universal

Value of the Old and New Towns of Edinburgh UNESCO World Heritage Site. This is more likely if designs prepared under Option 2 change the physical relationship of the Gardens to Princes Street. Proposals can be screened to establish whether they are EIA development.

Housing Emergency

- 7.6 There are no significant matters associated with the housing emergency arising from this report.

8. Risk, compliance, governance and community impact

- 8.1 The Council has an 'open' risk appetite with regard to project and programme delivery but has a 'cautious' risk appetite in regard to 'reputation, property and strategic' categories. Option 1 is likely to fall within risk appetite whereas Option 2 may fall outside risk appetite if risks related to 'reputation, property and strategic' are unable to be managed.
- 8.2 Progressing further with Option 2 (Radical rethink), would require an extensive revision of the Council's strategic approach to City Mobility Plan, City Centre Transformation, Our Future Streets, and related projects, including George Street and First New Town, George Street to Waverly Bridge, Meadows to George Street and Charlotte Square. It would be necessary to further understand the wider ramifications for traffic movement in particular public transport in the city centre and beyond. Required revisions would have significant financial and programming implications. Option 2 (Radical rethink) would also raise further questions on funding models and availability for delivery.
- 8.3 In the last decade, the Council and external funders (such as Transport Scotland) have invested significant sums in strategy development, project design and delivery. A more radical rethink (Option 2) would reset much of this work and therefore could result in reputational risk with external funders.
- 8.4 Any proposals that would subsequently require bus diversions and impact on the ease of interchange for public transport would require assessment of impacts through a refreshed Integrated Impact Assessment.
- 8.5 Delays in delivering Princes Street and/or interlinked projects within the city centre, could result higher construction costs in future as a result of inflation and continued degradation of the current public realm that may result in public frustrations. Community and business engagement has and will continue and is essential to ensure final design and operational plans address as many concerns as possible. Based on previous engagement respondents were most satisfied with the efficiency of public transport and the quality of the gardens but least satisfied with the selection of shops and services, and the condition of streets and paved spaces.
- 8.6 As noted under 7.5, proposals which could adversely affect the historic environment may affect the Council's reputation.

- 8.7 In relation to Princes Street Gardens, any option progressed requires to observe legal and legislative process with regard to their status as Common Good property and restrictions contained within The City of Edinburgh District Council Order Confirmation Act 1991 on the erection of certain buildings in city parks.
- 8.6 As the project progresses, ongoing project risk will be managed through a dedicated risk register, with any significant changes reported to the appropriate Project Board or relevant Committee for final approval.

9. Background reading/external references

- 9.1 Non-Statutory Planning Guidance Finalised Princes Street and Waverley Valley Strategy, Planning Committee, [November 2025](#)
- 9.2 Business Bulletin, Princes Street and Waverley Valley Strategy Update, Planning Committee, [January 2026](#)
- 9.3 Minutes of Special Meeting – Visitor Levy, City of Edinburgh Council, [February 2026](#)
- 9.4 [Richard Murphy Architects – Princes Street Gardens Edinburgh Open Consultation proposals](#) (this contains Mr Murphy's videos).

10. Appendices

Appendix 1- Princes Street and Waverley Valley Workshop – A Note of Discussions.

Appendix 2 - Princes Street and Waverley Valley Workshop – Council Presentation.

Appendix 3 - Princes Street and Waverley Valley Workshop – Stakeholder Presentations.

Appendix 4 - Transport and Mobility Briefing Note for Princes Street.

Appendix 5 - Princes Street and the Waverley Valley Statement of Heritage Significance.