

Overall the introduction of the tram to Princes Street, including the committed mitigation, will have a negative townscape effect of high magnitude, primarily arising from the OLE and the prominent tram stop. The site, Edinburgh's principal street and a formally laid out part of the World Heritage site has a very high public profile. Its designation and location would make it highly sensitive to change, although it can be argued that the degree of change wrought on the street in post-war developments is such that it is now only moderately sensitive. However, in either case, the townscape impact is major adverse.

There is the potential for further mitigation outwith the remit of Tram Line One by taking the opportunity to comprehensively redesign and upgrade the paving and street furniture of Princes Street as a whole.

New Town: St Andrew Square

Between Princes Street and Queen Street the tram will run on-street single-track. The northbound trams will run up South St David Street in a straight line along the edge of the square and down North St David Street, turning east on to Queen Street. Southbound trams will turn off York Place and follow the equivalent route on North and South St Andrew Street.

Stops are proposed on South St David and South St Andrew Streets, between St Andrew Square and Meuse Lane.

The main changes to the townscape apart from the OLE (covered below) will be the introduction of the stops, with the concomitant reduction in road area and parking space, on South St David and South St Andrew Streets, together with some realignments of kerbs and traffic islands.

The track-bed will be finished in bitumen macadam, with granite chips rolled in, in order to integrate it visually with the existing road. Textured bands will define the edge of the tram lanes.

The realigned kerbs will be a broad kerb in natural stone, and the altered footways will be resurfaced in their entirety in materials appropriate to their location in accordance with the CEC public realm strategy. *Surfacing quality to be agreed with client, description to be agreed within team.*

Signalised junctions will be modified and signals relocated but overall no increase in the extent of traffic signalisation is anticipated.

The stops would take the form of extended build-outs of the footway designed to appear as a well-detailed slightly raised area of pavement. The shelters, seating, signage and other equipment will be designed as an integrated whole, visually light and transparent.

The OLE will consist of conductor wires supported from single cantilever columns, or from span wires attached to appropriately designed building fixings or support poles, according to situation.

The OLE and the stops will have a negative effect on the townscape, particularly in terms of the designed vista from South St David Street to the Scott Monument.

Through the design manual, **tie** are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to integrate the tram into the existing streetscape. Through this area, these include particularly:

- Straight alignments either side of St Andrew Square, to respect the formality of urban design of the New Town and allow simple overhead wiring design;
- Increased space for pedestrians on South St Andrew and South St David Streets;



- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at junctions;
- The use of visually appropriate methods of support, including a simple and elegant support column;
- The use of surfacing and kerb materials appropriate to the location, as defined above, including comprehensive wall to wall repaving of footways;
- Coordinated and visually integrated design for the tram stops, creating a high quality pedestrian space; and
- The stops located south of St Andrew Square so that they do not impact on the square itself or the designed vista down George Street, and so that they are as close as practical to Waverley Station.

Overall the introduction of the tram to this area, including the committed mitigation, will have a negative townscape effect of high magnitude, primarily arising from the OLE and the tram stops. The area is a formally designed and laid out part of the World Heritage site and is highly sensitive. The townscape impact is therefore major adverse.

There is the potential for further mitigation outwith the remit of Tram Line One by integrating the design of the tram fully in the planned townscape improvements to St Andrew Square.

New Town: York Place

The northbound tram will run on-street single-track on Queen Street and both north and southbound trams will run twin-track along the centre of York Place. There will be an additional chord along the northern side of St Andrew Square to allow vehicles to turn back.

In order to accommodate the heavy vehicular flows along York Place and Queen Street, two general traffic lanes are maintained in each direction. The result is a requirement to widen York Place slightly. The extent of this widening cannot be precisely defined until detailed topographical surveys have been carried out but it is anticipated to be in the order of 3m. Any level differences will be addressed by low level retaining walls in keeping with the location.

The track-bed will be finished in bitumen macadam, with granite chips rolled in, in order to integrate it visually with the existing road. Textured bands will define the edge of the tram lanes.

The realigned kerbs will be a broad kerb in natural stone, and the altered footways will be resurfaced in their entirety in materials appropriate to their location in accordance with the CEC public realm strategy.

The OLE will consist of conductor wires supported either from span wires from support poles or from appropriately designed building fixings, or supported by twin cantilever (T-shape) columns between the tracks. The OLE will have a negative effect on the townscape, particularly in terms of the introduction of support poles into the streetscape of York Place, that currently has no vertical elements apart from the buildings. At the junctions more complicated OLE support wiring will be required to accommodate the curves in the conductors.

A substation will be incorporated either in part of the multi-storey carpark on Elder Street East or in a shop unit on Elder Street. In either case the effect on the townscape will be negligible.



Through the design manual, **tie** are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to integrate the tram into the existing streetscape. Through this area, these include particularly:

- A straight alignment down York Place, to respect the formality of urban design of the New Town and to allow simple overhead wiring design;
- The use of natural stone to face and cope visible parts of retaining walls, together with bespoke designed hand-railing where rails are required;
- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at junctions;
- The use of visually appropriate methods of support, including a simple and elegant support column;
- The use of surfacing and kerb materials appropriate to the location, as defined above, including comprehensive wall to wall repaving of footways;

Overall the introduction of the tram to Queen Street and York Place, including the committed mitigation, will have a negative townscape effect of high magnitude, primarily arising from the OLE, the road widening and the level changes between Elder Street East and North St Andrew Street. The area forms part of the formally designed and laid out New Town, part of the World Heritage site and is highly sensitive to change. The townscape impact is therefore major adverse.

Leith Walk

The junctions at the top of Leith Walk will be entirely reorganised. The roundabouts at Picardy Place and London Road will both be replaced by T-junctions and an stop introduced in the reorganised junction at Picardy Place. The tram will then run the full length of Leith Walk along the centre of the road, with stops at MacDonald Road, Balfour Street and the foot of the Walk.

The tram lines will run on-street out of the centre of York Place into Picardy Place, swinging slightly south to allow two lanes of general traffic along Picardy Place on the line of the current access lane. Through the new junction and tram stop at Picardy Place there will be a short section of fully segregated running. Down Leith Walk the tracks will generally follow the alignment of the street, along the centre of the road, but weaving slightly at a number of places, such as Pilrig Street and Balfour Street, to allow for right turn lanes.

The track-bed will be finished in bitumen macadam, with granite chips rolled in, in order to integrate it visually with the existing road. Textured bands will define the edge of the tram lanes.

Between Picardy Place and Annandale Street, realigned kerbs will be a broad kerb in natural stone and altered footways will be resurfaced in their entirety in materials appropriate to their location in accordance with the CEC public realm strategy.

North of Annandale Street realigned kerbs will reuse existing whin-stone kerbs. Altered footways will be resurfaced as far as necessary to **tie** in materials and paving patterns completely, using materials appropriate to their location in accordance with the CEC public realm strategy. The OLE through the stop area at Picardy Place anticipated to consist of conductor wires supported by twin cantilever (T-shape) columns between the tracks. Down the length of Leith Walk, the OLE will consist of conductor wires supported from span wires between kerb mounted poles. This will have a negative effect on the townscape, particularly in the long views down Leith Walk.

Stops are proposed at Picardy Place, MacDonald Road, Balfour Street and the foot of Leith Walk. All these stops are currently envisaged as island stops, with Picardy Place linked to a large pedestrian traffic island. These would take the form of extended traffic islands designed to appear as well-detailed slightly raised areas of pavement. The shelters, seating, signage and other equipment will be designed as an integrated whole, visually light and transparent.

Some additional signalisation of junctions will be required adding slightly to the clutter in the streetscape.

The junctions at the top of Leith Walk will be entirely reorganised, with the roundabouts at Picardy Place and London Road both replaced by T-junctions. The introduction of segregated running tram lines will entail the widening of Leith Walk between these junctions, with consequent loss of pavement space at Antigua Street and at Greenside Place in front of the Playhouse and the Omni Centre.

Some or all of the trees established over the last decade at Picardy Place and in front of St Mary's RC Cathedral will be lost, opening up views down Leith Walk from the Cathedral. The new large traffic island in front of Picardy Place gives the opportunity dependent on the positions of underground services, OLE and other constraints, for planting to partially fill the void in the townscape created by this junction.

At Elm Row, the south end of the decorative railings, hedge and line of trees will be truncated but will be reinstated to match the existing on a new line to suit the revised road layout.

At the north end of Leith Walk, some minor road widening and realignment of parking and loading bays will be required which is likely to lead to the loss of a proportion of the existing street trees.

Through the design manual, **we** are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to integrate the tram into the existing streetscape. Through this area, these include particularly:

- The redesign of the public realm between Gayfield Square, Leith Street and York Place as part of the junction designs, including comprehensive wall to wall repaving of footways and new specimen street trees;
- The reinstatement of decorative railings, paving, hedge and trees at Elm Row to match the existing, on a new line to suit the revised road layout.
- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at the junctions;
- The use of visually appropriate methods of support, including a simple and elegant support column that integrates street lighting;
- the integration of the layout and design of span wire supports and design and positions of street lighting columns to give an ordered layout of a family of columns, including the replacement of the existing street lighting;
- The use of surfacing and kerb materials appropriate to the location, as defined above; and
- A coordinated and visually integrated design for the tram stops, creating high quality pedestrian spaces.



Overall the introduction of the tram to Picardy Place and Leith Walk, including the committed mitigation, will have a negative townscape effect of high magnitude, primarily arising from the OLE, the removal of the maturing trees and the prominent location of the Picardy Place tram stop.

Picardy Place and Leith Walk, south of Annandale Street, form part of the World Heritage site, a designation which in the context of this assessment means it is considered highly sensitive to change. Leith Walk is valued more locally and can be considered moderately sensitive to change. In both cases, however, the negative townscape effect of high magnitude means that the townscape impact is major adverse.

Leith

Tram Line One will run on-street, sharing road space with all other traffic through Leith from the foot of Leith Walk along Constitution Street to the dock gates at Constitution Place, with a stop in the old town centre between Queen Charlotte and Bernard Streets.

Apart from the area of the stop and minor junction alterations at Bernard Street, the alterations to the streetscape will be minimal. The track-bed will be finished in bitumen macadam, with granite chips rolled in, in order to integrate it visually with the existing road and, except as noted above, the footways will remain unaltered.

The OLE will consist of conductor wires supported from span wires, fixed to buildings where practical, otherwise supported by kerb mounted poles.

The stop between Queen Charlotte and Bernard Streets is currently envisaged as an island stop. This would take the form of an extended traffic island designed to appear as well-detailed slightly raised areas of pavement. The shelters, seating, signage and other equipment will be designed as an integrated whole, visually light and transparent. Alterations to the kerb alignment will be required to accommodate traffic flow around the stop.

Through the design manual, **tie** are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to integrate the tram into the existing streetscape. Through Leith, this includes particularly:

- Fully integrated on-street running to minimise the need to alter the road layout through the narrow small scale streets;
- A coordinated and visually integrated design for the tram stop, creating a high quality pedestrian space and including improvement to the pedestrian realm in the vicinity of the stop;
- Comprehensive wall to wall repaving of footways as part of the redesign of the street layout required to accommodate the stop;
- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at junctions;
- The use of visually appropriate methods of support for the OLE, including the use of building mounted brackets for the span wires wherever possible
- The use of a simple and elegant support column which can integrate street lighting, wherever building mounted supports are not possible;



- the integration of the layout and design of span wire supports and the design and positions of street lighting columns to give an ordered layout of a family of columns, including where appropriate the replacement of the existing street lighting and;
- The use of surfacing and kerb materials appropriate to the location, as defined above.

Overall the introduction of the tram to Leith, including the committed mitigation, will have a negative townscape effect of high magnitude, primarily arising from the OLE and the tram stop.

Old Leith is a Conservation Area with a distinctive small-scale local character that is highly sensitive to change. The negative townscape effect of high magnitude means that the townscape impact is major adverse.

There is the potential for further mitigation of the impact of the tram in Leith, outwith the remit of tie, by extending the streetscape improvements associated with the stop to encompass the whole of the old Leith town centre.

Port of Leith

Tram Line One will run through the Port of Leith from Constitution Street along the line of Ocean Drive to Ocean Terminal, along the dock road past the entrance to Chancelot Mill and then ramp up to join Lindsay Road at Anchorfield. The tram depot will be located just inside the port area, on the east side of the route, immediately north of the dock gates on Constitution Street. There will be two stops, one at Ocean Terminal and one on Ocean Drive, between Constitution Street and Tower Place.

Between Constitution Street and Tower Place the tram will run on a segregated alignment alongside a new section of Ocean Drive, realigned as part of the redevelopment of this area. It will then run on-street along Ocean Drive, sharing with all traffic, crossing the Water of Leith on the existing bridge. Once clear of Victoria Dock, the tram will swing south and run parallel to Ocean Drive to Ocean Terminal on a segregated alignment, again as part of the redevelopment of the area.

From Ocean Terminal to Lindsay Road the tram will run on-street for a short section (to avoid the sewage pumping station) then segregated parallel to the street. A number of ... properties will be demolished. A new ramp structure, approximately on the line of the existing pedestrian ramp, will provide access from the dock road to Lindsay Road. This will cut the end off a lightly used piece of public open space but allows the opportunity to reinstate the area to a higher quality and provide better public access.

The track-bed surfacing will vary through the docks, according to situation. The on-street sections will be finished in bitumen macadam, with granite chips rolled in, in order to integrate visually with the existing road. The segregated sections through redevelopment areas will be surfaced in a to coordinated with the adjacent development, generally either with grass or with reclaimed second-hand setts.

The track-bed through the new ramp structure between Lindsay Road and the dock road has not been determined but may be ballast and sleepers. The visible parts of the structure will be finished to a good architectural standard, probably in high quality concrete block-work, similar to the existing retaining wall.

The OLE through the segregated running sections will generally consist of conductor wires supported from twin cantilever (T-shape) columns between the two tracks. These will be continued through on-street sections where there is the space available for the a central island to carry the poles. Elsewhere the conductors are likely to be supported either from single side columns with extended cross-arms, or



from span-wires between kerbside columns. Through the junctions, more complicated OLE support wiring will be required to accommodate the curves in the conductors.

The depot building will, by its very nature - seven or eight metres high - take the form of a large industrial shed, albeit well designed and detailed. The location currently envisaged is on the south side of the depot site, adjacent the timber yard buildings on Salamander Street, and behind the industrial units on Constitution Street. There will be a large area of open space for track, working platforms and turn-back area around the north and east sides of the site.

The size and position of the depot development is such that it removes the potential for making the dock area more 'permeable' - new routes into future dock development areas will not be possible from Salamander and Baltic Streets west of Bath Road. Careful consideration will therefore be given to the quality of pedestrian routes provided around the edge of the site. To minimise the impact on the Leith Conservation Area, careful consideration will also be given to the Constitution Street frontage.

The main road alterations required for the tram through the port area will be carried out as part of other redevelopment works. Additional signalisation of junctions will be required at the depot, at Tower Place, on Ocean Drive opposite Victoria Quay, and at Ocean Terminal.

Through the design manual, **tie** are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to integrate the tram into the existing streetscape. Through this area, these include particularly:

- The coordination of the design for the tram and for the new developments to ensure, as far as this is within **tie**'s power, the proper integration of the tram with the new townscape;
- High quality finishing to the visible parts of the ramp structure between Lindsay road and the dock road.
- Reinstatement of the small public open space adjacent North Leith Sands truncated by the ramp structure, to provide a 'pocket park' of good quality with good public access.
- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at the junctions;
- The use of visually appropriate methods of support, including a simple and elegant support column that integrates street lighting;
- the integration of the layout and design of span wire supports and design and positions of street lighting columns to give an ordered layout of a family of columns, including the replacement of the existing street lighting;
- The use of surfacing and kerb materials appropriate to the location, as defined above; and
- A coordinated and visually integrated design for the tram stops, creating high quality pedestrian spaces.

In the industrial parts of the port, the tram will be an additional element with an effect of low magnitude on the townscape. In the development areas of the port, it will form part of a much wider townscape change: as they are no longer industrial, the introduction of overhead cabling and the Ocean Terminal tram stop will have an effect on the townscape of medium magnitude but will be minor elements compared with the wholesale changes wrought by the current redevelopments.



The port area as a whole is mostly only slightly sensitive to change, either because it is industrial or because its current character is one of rapid change and development. There is a limited area in the immediate vicinity of Ocean Terminal where the development is complete and the townscape is now moderately sensitive to further change.

The townscape impact of the tram on the Port of Leith is therefore minor through most of the area and moderate immediately adjacent Ocean Terminal.

The depot building and service area will be similar in broad massing and form to many of the industrial buildings in the vicinity. It would have a townscape effect of medium magnitude as, despite its size, it would not fundamentally alter the pattern and form of the area. The site is on the edge of the Leith Conservation Area but it is an industrial site, potentially tolerant of noticeable change. In addition the area is currently undergoing substantial development such that its character is currently one of change. The area as it stands is thus only slightly sensitive to change and the townscape impact is minor beneficial.

There is the potential for further mitigation of the introduction of the tram, outwith tie's remit, by improving pedestrian routes from the stops to the new development areas.

Newhaven to Granton

The tram will run from Newhaven to Granton along the waterfront – Lindsay Road, Pier Place, Starbank Road, Trinity Crescent and Lower Granton Road. Stops are proposed at Newhaven, adjacent Great Michael Square, and at the east end of Lower Granton Road.

From the top of the ramp at Anchorfield to the junction at Newhaven Place, the tram will run on-street in segregated on the north (dock) side of the road. Detail alterations to the road alignment will be required along much of the length and new traffic islands will be introduced.

From Newhaven Place to Trinity Road it will run on-street, entirely integrated with other traffic, and with minimal effect on the floorscape. At Newhaven Place and at the junction between Craighall Road and Starbank Road, the junctions will be reorganised, within the existing road area, and signalised. The junction at the foot of Trinity Road will be realigned, taking up some of the existing open space but providing a layout that is more visually logical as well as functional.

Starbank Road is particularly narrow with restricted pavement widths and restrictions will be required on frontager access and informal parking. Abuse of these restrictions may impact on the timetabling of the tram. Consideration is therefore being given to a new 3 metre wide combined footway and cycle path on the seaward side of the existing sea wall to potentially mitigate against this. The environmental effects on bird life are being examined before any decisions are made.

Where the tram runs on-street, the track-bed will be finished in bitumen macadam with granite chips rolled in, to integrate it visually with the existing road. Realigned kerbs will be generally be reconstructed using existing whin kerbs. Some islands and tie-ins will be constructed with concrete kerbs where necessary to match the existing to ensure visual integration.

Altered footways will be resurfaced as far as necessary to tie in materials and paving patterns completely, using materials appropriate to their location in accordance with the CEC public realm strategy.

The alterations to the road between Anchorfield and Trinity Road will generally have an effect on the townscape of low magnitude. The alterations at the Trinity Road junction and along Lower Granton Road will have an effect of medium magnitude.



The OLE will consist of conductor wires supported from a combination of span wires between kerb mounted poles, centre T-shape cantilever poles and kerb-mounted double track cantilever poles.

This will have a negative effect on the townscape in the partial enclosure that it will give to the open sea-front sections of the line. The introduction of clutter to the street, particularly where visually cumbersome side mounted cantilevers and complex wiring supports for sharp curves are required will also have a negative effect, which will be partially offset by the rationalisation of existing signage and the coordination and integration of the OLE support columns with new street lighting.

Stops, currently envisaged as a pair of kerbside stops opposite each other, are proposed at Newhaven, adjacent Great Michael Square, and at the east end of Lower Granton Road. These would be designed to appear as well-detailed slightly raised areas of pavement. The shelters, seating, signage and other equipment will be designed as an integrated whole, visually light and transparent.

A substation will be required in this section at a location to be agreed.

Through the design manual, we are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to integrate the tram into the existing streetscape. Through this area, these include particularly:

- A new combined footway and cycle path on the north side of Starbank Road, seaward of the existing sea wall, finished in a manner architecturally appropriate for the location.
- The use of grass infill between the tracks across the extensive lawn areas created by the removal of the old Granton Railway along Lower Granton Road (note: the extent of this may be affected if an amended road layout is adopted through the Wardie section to accommodate residents parking needs)
- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at the junctions;
- The use of visually appropriate methods of support, including a simple and elegant support column that integrates street lighting;
- the integration of the layout and design of OLE supports and design and positions of street lighting columns to give an ordered layout of a family of columns, including the replacement of the existing street lighting;
- The use of surfacing and kerb materials appropriate to the location, as defined above; and
- A coordinated and visually integrated design for the tram stops, creating high quality pedestrian spaces.

A well designed stop at Newhaven could have a moderate beneficial effect on the townscape by providing a focus and visual and functional link between the old village and the new harbour-side developments. Overall, however, the introduction of the tram to the waterfront area from Newhaven to Granton, including the committed mitigation, will have a negative townscape effect of high magnitude, primarily arising from the OLE.

Most of the area is moderately sensitive to change, with the old village of Newhaven, the Newhaven Conservation Area, highly sensitive. The townscape impact is therefore major in Newhaven Conservation Area and moderate elsewhere.

There is the potential for to reduce the townscape impact if the junction alignment at Craighall Road and Starbank Road can be revised to eliminate the curved track and thus remove the requirement for complex OLE support arrangements.

Waterfront Granton

The tram runs through the Granton Waterfront development area from Granton Square to the junction of West Granton Access and West Granton Road, at the northern edge of Pilton. The area is currently undergoing comprehensive redevelopment and the tram alignment through the area has been determined primarily through the development master-planning process. A stop is envisaged at Granton Square and two at key locations within the new development.

From Granton Square to the junction with the main development spine road just west of the lighthouse on West Harbour road, the tram will run on a segregated alignment along the north side of the road. The stop envisaged at Granton Square has a potential positive effect on the townscape by reinforcing what is currently a rather neglected nodal point in the urban fabric.

Through much of the main development area, the tram will form part of a transport boulevard, with a short section of roadside segregated track along the newly opened northern extension of West Granton Access.

The design for this area will be developed in conjunction with the masterplanners and developers so that the tram forms an integral part of the development. In particular the materials used will reflect the design intentions of the masterplan. It is envisaged that the track-bed will be grassed through most of the development, with occasional crossing points of high quality modern concrete paving, as required by the pedestrian network. Where the tracks cross roads, it is envisaged that the road surfacing will be carried through, with textured strips defining the edge of the swept path.

The OLE through the segregated running sections will generally consist of conductor wires supported from twin cantilever (T-shape) columns between the two tracks. These will be continued through on-street sections where there is the space available for the a central island to carry the poles. Elsewhere the conductors are likely to be supported either from single side columns with extended cross-arms, or from span-wires between kerbside columns. Through the junctions, more complicated OLE support wiring will be required to accommodate the curves in the conductors.

Through the design manual, **tie** are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to properly integrate the tram into the new streetscape. Through this area, these include particularly:

- The use of grass infill between the tracks in the boulevard sections
- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at the junctions;
- The use of visually appropriate methods of support, including a simple and elegant support column that integrates street lighting;
- the integration of the layout and design of OLE supports and design and positions of street lighting columns to give an ordered layout of a family of columns, including the replacement of the existing street lighting;
- The use of surfacing and kerb materials appropriate to the location, as defined above; and



- A coordinated and visually integrated design for the tram stops, creating high quality pedestrian spaces.

The extent of redevelopment of the Granton Waterfront area is so extensive that its character is primarily one of change, so it is only slightly sensitive to further change. The introduction of the tram system has already been designed in to the masterplan. The introduction of overhead cabling and the tram stops will have an effect on the townscape of medium magnitude but this will be minor compared with the wholesale changes wrought by the current redevelopments. The townscape impact of the tram is therefore minor.

Pilton

The tram route through Pilton is along a reserved corridor on the west verge of the newly constructed West Granton Access from West Granton Road to Ferry Road, with a stop envisaged approximately mid-way.

The construction of the tram will involve the loss of the broad grass verge to the new road and some areas of semi-decorative shrub planting, and the opening up of the temporary infill under part of the span of the bridge carrying West Pilton Place across the road.

To reduce the effect on what is currently a fairly bleak townscape it is envisaged that the track-bed will be infilled with grass and that, wherever the room is available, a hedge will be planted immediately in front of the existing and any new barrier fencing.

The OLE will generally consist of conductor wires supported from twin cantilever (T-shape) columns between the two tracks. Through the junctions, kerbside supports and span wires may be required.

The stop is currently envisaged as an island stop, with the northbound track diverging into an additional area of land to the rear of 4 to 6 Pilton Place. The stop would take the form of an extended traffic island designed to appear as a well-detailed slightly raised area of pavement. The shelters, seating, signage and other equipment will be designed as an integrated whole, visually light and transparent. Pedestrian access to West Pilton is envisaged to be via a new road as part of a new housing development. Access to the east may be provided by demolishing a property on Crewe Road West to allow a footpath link.

Through the design manual, **tie** are committing to mitigating the potential impact of the tram through good design and the use of appropriate materials to properly integrate the tram into the new streetscape. Through this area, these include particularly:

- The use of grass infill between the tracks and hedge planting wherever possible in front of the existing and any new barrier fencing, to reduce the bleakness of the road corridor
- Careful design of the OLE to simplify the layout, balance conductor wire and support cable sizes against support spacing so as to minimise the visual intrusion of the wiring, including detailing and design of wire supports and their arrangement to suit the form of the street, particularly at the junctions;
- The use of surfacing and kerb materials appropriate to the location, as defined above; and
- A coordinated and visually integrated design for the tram stops, creating high quality pedestrian spaces.

The creation of the transport corridor has already had a townscape effect of high magnitude; the addition of the tram will have an effect of medium magnitude, primarily arising from the OLE.



However, it is a poor quality townscape that is only slightly sensitive to change and therefore the townscape impact of the introduction of the tram will therefore be minor.

Roseburn Former Railway Corridor

The tram will follow the former railway line from Ferry Road to the point where it meets the existing heavy rail just west of Haymarket. Stops are envisaged at Ferry Road, Telford Road, Craigleith and Ravelston Dykes.

Alterations will be required to all the smaller bridges that the tram runs over, including the bridge over the A8 at Roseburn. Works will be required to the Coltbridge viaduct, but the finishes will be reinstated such that there is no significant change to the appearance of the structure.

Information required on the minor bridge structures. Do we assume that they will be widened and rebuilt generally to match existing, including curved stonework and quality architectural detailing. Input required from Design Manual side as to whether this is necessary or if simpler modern structures would be more in keeping with the new development.

The former railway was converted to a cycle and footpath in the 1980s and is now a well used and popular recreational resource. The embankment and cutting slopes have become very overgrown with many mature and semi-mature trees, forming a lush enclosed landscape that is distinctly separate from the surrounding primarily residential areas.

The tram and the replacement cycle and foot path will be constructed on the line of the old track-bed, with a fence and, where space is available, a hedge, separating them wherever the tram will run at high speed. The path will be surfaced with fine asphalt or bitumen macadam as the existing, while the tram track, except at crossings, is proposed as a grass track formation. The tram will run on the east side of the track-bed and the cycle and foot path to the west, with crossings as required to allow for accesses to the east.

At both ends of the corridor, the former railway corridor is on embankment some six metres above the surrounding land. Significant regrading will be required ramp the tram line up to and down from this level over a length of about 150 metres.

The combined width of the tram tracks and the cycle and foot path will be approximately 11 metres, compared to the original railway of 8 metres and the current cycle-track of 3 metres. Parts of the existing cutting and embankments are narrower than this, so retaining structures will be required to allow for widening. The height and extent of these can not be properly determined until more detailed engineering design has been carried out, but they are not currently envisaged to be more than 1 to 1.5 metres high if designed as vertical walls or 2.5m high if designed as raked crib walling.

Where the former railway corridor passes under narrow and low arched bridges, the track bed will be lowered slightly to allow the tram tracks to be offset from the bridge centre-line and thus allow room for a narrow cycle and foot path.

The OLE along the railway corridor will consist of conductor wires supported from twin cantilever (T-shape) columns between the two tracks. The safety clearances required for the OLE, combined with the increased width of track, mean that extensive tree clearance will be required.

The stops at Telford Road, Craigleith and Ravelston Dykes are entirely within the railway corridor and will be designed appropriately as well-detailed low platform halts, with the shelters, seating, signage and other equipment designed as an integrated whole. There is a significant level difference between these stops and the adjacent roads and footways, requiring extensive ramps and steps. The arrival



point of these access ramps and steps at the roadside will be designed in an architectural manner to provide a welcoming entrance and to signal the presence of the tram line.

The stop at Ferry Road will be of similar overall design but will be more open to the road and the opportunity will be taken for low-key townscape improvements where it meets the footway.

Work will be required to widen the listed Roseburn Bridge but it will be reinstated to match its existing appearance such that there will be negligible effect on the townscape

The overall effect of the vegetation clearance and construction will be to substantially reduce the enclosure and tranquillity of the cycle and footpath, particularly south of Telford Road will be much reduced. This amounts to a change in character, a townscape effect, of high magnitude to this area which although not designated for its landscape value is by its nature highly sensitive to change. The townscape impact will therefore be major and adverse.

The hedge proposed between the cycle and footpath and the tram will ameliorate this impact by putting a partial 'soft' screen along the route.

Mitigation will also be provided by ensuring that the new works are generally sympathetic to the character of the area, and by replacing lost trees with a mixture of native and decorative shrub planting. Over time this will partially re-enclose and screen the area.

There are a number of pinch points, particularly at the transition points between embankment and cutting, where works will affect almost the entire corridor width removing most, if not all, of the existing vegetation. The boundary at these points will be treated in a sympathetic manner, probably with screen hedging reinforced by a fence to give privacy to the neighbouring houses.

The opening up and increased activity will make the railway corridor feel safer to cyclist and pedestrian users.

There is the potential for further mitigation, possibly outwith the remit of tie, by redesigning the 'left-over' spaces at north end of the railway corridor to give beneficial use as public open space.

Visual Impacts

Baseline

By definition, visual effects can only occur where the tram system is visible. Along much of the route, the tram and its infrastructure will be seen from a comparatively restricted area: from buildings facing directly onto the tram line and from streets that cross the line. The buildings that form the streets generally block views from further afield. The exceptions to this are where the tram runs through or alongside open space – most importantly along Princes Street, but also through parts of the Port of Leith, along the waterfront from Newhaven to Granton, and through parts of the Granton Waterfront development area.

Figure 7.4 shows the area from which it is anticipated that the tram will be visible: the 'visual envelope'. Because of the complex nature of visibility within the city, particularly screening by different height buildings and overlooking from upper floor windows, this has been defined entirely by site investigation, walking the route and assessing where the tram is likely to be visible.

Where there is no limit imposed by objects blocking the view, the visual envelope extends to 500 metres from the line. This limit is based on an assessment of perceptibility rather than visibility. Beyond this distance, in the visually busy urban environment, the tram infrastructure may be visible to anyone actively seeking it out but is unlikely to be perceived by the ordinary observer.



It should be noted that this investigation, albeit thorough, cannot be exhaustive and there may be glimpses of the tram and its infrastructure from properties and places outwith the visual envelope. Likewise there may be some locations within the visual envelope where very local screening blocks views.

Predicted Visual Impacts

Visual impacts will be created by the tram infrastructure – overhead line equipment, signals, stops and shelters; by the tram vehicles themselves; by the buildings associated with the tram, such as the depot and the substations and; by alterations to structures such as the embankments on the railway corridor.

There will be visual impacts on virtually all the properties and roads along the tram route, on public open spaces and recreational sites such as Princes Street Gardens, St Andrew Square and the Roseburn cycle route, and from important tourist viewpoints such as Princes Street and Edinburgh Castle.

Major visual impacts are caused where proposed development is clearly noticeable and affects the character or quality of view for sensitive receptors. For this reason there will be major visual impacts along much of the route because of the unavoidable visibility of much of the tram infrastructure, particularly the overhead line equipment, from houses and flats along the route and from many of the main city centre tourist locations.

The impacts are detailed in the Visual Impacts Schedule in the Environmental Impact Assessment. If every individual property were to be considered, each flat in each tenement building for example, there would be many thousands of individual receptors. To allow for a comprehensible assessment, receptors with a similar outlook have therefore been grouped, generally by city block, to give approximately 200 building receptor groups and about two dozen viewpoint receptors at tourist and recreational locations, open spaces and designed vistas. Because the impact from the road is comparable to that from the buildings, this has not been shown.

Mitigation

Most of the visual impacts of the tram arise from the infrastructure; the OLE, stops, signals and the like, and the tram vehicles, which for the most part cannot be screened or hidden.

The mitigation for these, to which **tie** has committed through the design manual, is to design them well, so that they fit comfortably into the scene as far as possible. Elements such as the stops and road alterations which can be designed as positive features will be so treated as such. Elements that will by their very nature be seen as detrimental, particularly the OLE, will be designed to be as visually light as possible, cleanly and simply detailed.

Along the railway corridor there is potential for mitigation by screening, particularly replacing and reinforcing hedges along the site boundary.

The mitigation for these impacts is to is to design the tram system well, so that it fits comfortably into the scene as far as possible. Elements such as the stops and road alterations which can be designed as positive features will be treated as such, so that whilst they are visible they do not detrimentally affect the quality of the view. Elements that will by their very nature be seen as detrimental, specifically the OLE, will be designed to be as visually light as possible, cleanly and simply detailed.

To this end **tie** have commissioned a Design Manual setting out the principles of design and detailing and have committed requiring in the construction contract that the final design is to comply with the



Design Manual. Points in the Manual that are specifically intended to reduce the visual impact of the tram include:

- Careful design of the OLE to simplify the layout, balancing conductor wire and support cable sizes against support spacing so as to minimise the size of the wiring,
- Detailing and design of wire supports and their arrangement to suit the form of the street, particularly at junctions;
- To use visually appropriate methods of OLE support, including designing a simple and elegant support column,
- To integrate the OLE supports with other vertical elements in the street (lighting and signing poles) as far as possible, and coordinate the spacing of new and existing poles, replacing existing lighting columns where appropriate
- Simple alignment of the tram track to avoid as far as reasonably possible the need for complex OLE support structures or wiring.

A number of views and viewpoints are particularly important in Edinburgh because of the designed vistas in the New Town and because of the importance of tourism in the city. Examples are former are the views down Princes Street towards Calton Hill, down St David Street to the Scott Monument, down Castle Street towards the Castle, and along George Street to St Andrew Square. Examples of the latter are the views from Princes Street, looking diagonally towards the Castle and views from the Castle across the New Town.

Where possible, these views have been taken into account in the indicative design. For example, the Princes Street stop will be located so that it does not affect the view from Castle Street. The central alignment on Princes Street was partly determined by the requirement to minimise the effect on views out of the street and to allow for simple, and thus visually lighter, OLE design.

Along the railway corridor there will be major adverse visual impacts caused by the opening up of views to a newly activity line, that are currently screened by vegetation and embankments, where these are being cut back. Here, mitigation can and will be provided by screening, particularly replacing and reinforcing hedges along the site boundary.

Major adverse visual impacts will also be suffered along the waterfront where the overhead lines will be particularly visible because they will be seen against the open sky. Again, the mitigation here will be the careful design of the equipment to keep it as simple and uncluttered as possible.

B.7 Cultural Heritage

B.7.1 Introduction

The assessment of the impacts of the proposed scheme on cultural heritage resources in and adjacent to the scheme corridor is presented in this section. The assessment has addressed potential built heritage and archaeological features including:

- scheduled ancient monuments ⁽⁵⁷⁾ ;
- listed buildings ⁽⁵⁸⁾ ;

(57) Scheduled Ancient Monuments are sites of national cultural heritage importance which are designated under the *Ancient Monuments and Archaeological Areas Act 1979*.

(58) Listed Buildings are statutorily protected buildings of special architectural or historic interest, designated under the *Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997*.



- conservation areas ⁽⁵⁹⁾ ;
- designed landscapes⁽⁶⁰⁾ ;
- areas and sites of archaeological interest.

The assessment follows best practice guidelines including relevant national planning policy guidance.

B.7.2 Scope of the Work

The proposed tram route passes through a variety of townscapes, ranging from the Georgian grandeur of the New Town, a landscape of international significance and World Heritage Site (see *Section B7.6*), and the historic core of Leith, to the more recent housing estates of Craighleith and Pilton. Some streets, such as Leith Walk, have been major thoroughfares for centuries. Other areas, especially those in the western part of the route, were rural until comparatively recently. The oldest area of settlement affected by the route is Leith, where the line goes through part of the medieval burgh.

The objectives of the study were to identify the extent of these resources within the study corridor, to assess the cultural and likely historical significance of threatened sites and buildings, and recommend a programme of mitigation for significant sites. The engineering drawings for the scheme were used to identify potential impacts to the identified historic and cultural resources.

Baseline information used in this assessment has been collated from various sources including:

- The National Monuments Record of Scotland (NMRS) which was checked for archaeological sites and monuments in the study corridor;
- Historic maps to locate any early settlement. These can be seen clearly on Laurie's map of 1766, which shows a swathe of agricultural land to the north and west of Edinburgh, which consisted of fields interspersed with small agricultural settlements and the villas of the Edinburgh rich. Maps also show the development of the dockland of Leith and the morphology of its historic townscape;
- The Inventory of Gardens and Designed Landscapes in Scotland; and
- Consultations with Historic Scotland, the City of Edinburgh Council (Planning and Archaeology Departments) and the World Heritage Trust.

B.7.3 Approach

Baseline information was collated for sites and monuments lying within the study corridor as defined by the engineering drawings of the proposed route. These drawings show the limit of intrusive works in the form of a *swept path* for the laying of the tracks themselves, along with a *buffer zone* showing the limit of landscaping. Sites and monuments lying within this corridor were numbered and are listed in *Table B22*.

The study corridor has been divided into four sections for the purposes of the baseline description presented in *Section B7.6*. These are:

- Section 1: West Princes Street to Drylaw (the south west section);

(59) Conservation areas are designated by planning authorities under the *Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997* as areas of special architectural or historic interest, the character of which is desirable to preserve or enhance.

(60) Designed landscapes are formally laid out grounds or gardens often associated with large country houses. In Scotland an Inventory of Gardens and Designed Landscapes provides a comprehensive record of more important sites.



- Section 2: Drylaw to Lower Granton Road (the north west section);
- Section 3: Lower Granton Road to Leith Walk South (the north east section);
- Section 4: Leith Walk South to West Princes Street (the south east section).

All numbered sites of potential cultural heritage significance are shown in *Figure 7.6 (Main Volume)*.

For each section the physical impact of the tram scheme on individual buildings and sites of historic importance has been assessed. This study does not assess in detail the impact to the setting or visual amenity of such buildings. Any historic street furniture liable to be affected by the scheme has also been noted. The listing of features does not include any historic surfaces which may survive under the streets, or any early water pipes or sewers. The assessment of impacts reported in *Section B7.8* has taken the significance of the resource (individual and group value) into account (see *Section B7.4*) as well as the extent of the likely impact from construction and operation of the tram route and the potential for mitigation.

B.7.4 Significance of the Resource

The criteria which have been used for the assessment are summarised in this section. The assessment has drawn on relevant policy guidance set out in NPPG 5⁽⁶¹⁾ and PAN 42⁽⁶²⁾. Four levels of significance for archaeological sites are defined in NPPG 5. These are as follows:

- national importance (many, but not all, of which are SAMs);
- regional importance;
- local importance;
- little or no importance.

Evaluation criteria for sites of national importance are included in the *Ancient Monuments and Archaeological Areas Act, 1979*. PAN 42 defines a monument of national importance as one which ‘...in the view of informed opinion, .. contributes or appears to contribute significantly to the understanding of the past’. No other specific criteria for other sites are available but the commonly used criteria are those drawn from the Act, which include survival/condition; period; group value; rarity; situation; multiple/single period; fragility/ vulnerability; and documentation.

Listed building legislation is the most common mechanism used to provide statutory protection to standing buildings throughout Scotland. Listed buildings can be further categorised as:

- A: buildings of national or international importance; either architectural or historic, or fine little-altered examples of some particular period, style or building type.
- B: buildings of regional or more than local importance; or major examples of some period, style or building type which may have been somewhat altered;
- C: buildings of local importance; lesser examples of any period, style or building type, whether as originally constructed or as the result of subsequent alteration; simple, well proportioned traditional buildings, often forming part of a planned group, e.g. an estate or an industrial complex or grouping in association with buildings in a higher category.

(61) National Planning Policy Guidance 5: Archaeology and Planning, Scottish Office (1994).

(62) Planning Advice Note 42: Archaeology, Scottish Office (1994).



B.7.5 Potential Scheme Impacts on Cultural Heritage

Potential impacts to the built heritage include:

- Demolition or partial demolition of buildings;
- Effects to the group value of interrelated areas of interest through impact to one or more areas; and
- Effects to the settings of Listed Buildings, Conservation Areas, Historic Gardens and Designed Landscapes.

Effects on individual buildings of particular historic and/or architectural merit, such as the Royal Scottish Academy and the Royal Bank of Scotland, St Andrews Square, have been considered. Such buildings are also often the focal point of an architectural vista. In addition, effects on the group value of buildings have been considered. While the structure of a building may not be affected, consideration has been given to the effect on groups of buildings that together form the essence of the historic townscape as an exterior space.

Potential impacts to archaeological sites include:

- Destruction of sites through construction activities, for example, piling for bridge foundations *etc*;
- Distortion of buried remains through the weight of new structures; and
- Effects to the group value of interrelated areas of interest through impact to one or more areas.

The likely extent and types of proposed engineering works in different parts of the corridor has been taken into account in the assessment. These are described below:

- *The buffer zone*: This is defined by the limits of deviation for the proposed scheme indicated on the engineering plans of the alignment. Where no limits are indicated, this zone has been assumed to include a 5m corridor either side of the swept path (see below), except where building frontage is encountered within 5m, in which case this frontage is regarded as the limit of the buffer zone. It has been assumed that engineering works in this zone do not involve excavation or other intrusive works.
- *The swept path*: This is the proposed route of the tramway rails and underlying bedding trench.
- *Modification areas*: These are areas which may require to be modified by engineering works but where the works will not significantly alter the character of the site (e.g. revised junction layouts).
- *Partial demolition*: Areas where modification of a site is deemed to constitute significant alteration to the character of the site.
- *Demolition*: Where an upstanding structure is in the direct line of the works and will be completely destroyed.

In the event of any deviation from the planned swept path (for example, where major services are encountered), it may be necessary to reassess whether nearby listed buildings are physically affected by inclusion in any newly defined 'buffer zone'.

B.7.6 The Baseline Historic and Cultural Resource

Introduction

The baseline historic and cultural resources in the corridor are described in the following sections including built features, archaeological remains and conservation areas. Those sites and monuments which are directly affected have been numbered and listed (*Table B22*). Listed buildings outwith the swept path and buffer zone area with proximity to the route are summarised below.

Baseline Resources

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In the following sections a summary of the resources in each section of the corridor is provided. A listing of all the directly affected sites which were identified by desk based research and field walking, together with the significance of the resource, an indication of the extent of the predicted works in their location and mitigation response, is provided in *Table B22*. All numbered sites are shown in *Figure 7.6*.

Section 1: West Princes Street to Drylaw

This section of the route includes 18 numbered sites, of which 4 are, or are part of, listed buildings. In total, there are 49 listed buildings either directly or indirectly affected. Much of this section is characterised by the remains of the Granton Branch of the Caledonian Railway, which provided a service from the docks at Granton Harbour to Haymarket, where it joined a line running to the main line of the Caledonian Railway. This was in place from 1861, with the last section closing in the 1980s. Sites 4 and 5 are the platforms of the former Murrayfield Station and Sites 10 and 11 are the platforms of Craighleith Station. These two stations were added to the line in 1879. Haymarket Station itself (Site 1) lies within this section. It was built in 1840 as the original terminus of the Glasgow to Edinburgh Railway and constitutes a rare survival of early railway architecture. Along with Ryrie's Public House and the Caledonian Ale House (Site 2), the station buildings act as a focal point for the western New Town. Site 2 will be demolished: it is a Category C(S) Listed Building and the mitigation measures which have been defined are intended to address its intrinsic and also group value. The Category C(S) listed Heart of Midlothian War Memorial (Site 87) may have to be relocated if the works cannot be configured in the available space.

Shandwick Place, West Maitland Street and Haymarket Terrace form part of the southern boundary of the New Town Designed Landscape (as defined in the Inventory of Gardens and Designed Landscapes). However, the crescent gardens to the north and south of Shandwick Place are not mentioned.

The Category A Listed Caledonian Hotel (1899-1903) stands as the western equivalent of the North British Hotel at the east end of Princes Street. It was built at the terminus of the Caledonian Railway, laid out in 1847.

The rest of the listed building stock in this section primarily reflects residential properties of the Western New Town which developed around the route westwards towards Glasgow. With the establishment of Shandwick Place and West Maitland Street the area on the northern side of this route gradually developed in a grid and crescent street pattern for townhouses from the early years of the 19th Century through to the 1860s. These single properties were complemented by tenemented properties on both sides of West Maitland Street, Morrison Street, Torphichen Street and Clifton



Terrace. An exception to the generally residential nature of this group is the Edwardian police station on Torphichen Place (1908-9).

A second group of properties is associated with the railway, and Haymarket Station is the focus for a small group of non-residential Listed Buildings. Exceptions to these two main groups are St George's Church, the Maitland Hotel and Wilkies Buildings, all of which form part of the more monumental building stock on both sides of Shandwick Place.

The remaining part of this section of the route includes several bridges associated with the former Granton Branch of the railway. The only listed structure among these is the Category B bridge over the main road at Roseburn Terrace.

Section 2: Drylaw to Lower Granton Road

This section of the route includes 9 numbered sites, of which 3 are, or are part of, Listed Buildings. In total, there are 26 Listed Buildings either directly or indirectly affected. The route passes through some elements of the 17th Century designed landscape associated with Caroline Park (Site 17) and proximity to potential prehistoric activity (Site 22). There is also evidence of how the natural shoreline at Granton has been consolidated to accommodate a variety of maritime and harbour associated structures (Sites 18, 19, 20). The condition of the buried archaeological sites is likely to be variable due to both natural processes and the laying of services in the area over an extended period. Elements of the designed landscape associated with Caroline Park may well have been recycled as part of the access and boundary layout later fossilised in the present landscape (Sites 21, 23, 24, 25). The development of the coastal road has included some reclamation and infilling with the potential of having sealed residual archaeological features. The frontage represented by Sites 18, 19 and 20 may date back to the mediaeval period, therefore evidence of older properties and land use may be extant. This continuity of settlement is also suggested by several Bronze Age burials, which were found in 1846 along the coast of Wardie.. Other archaeologically significant remains may be present in the same locality.

The listed building stock in this section comprises five basic groups: Caroline Park, Granton Gasworks, West Harbour Road, Granton Square, and Lower Granton Road. Caroline Park House is a late 17th Century extension of the late 16th Century Royston House. The house and fragments of its immediate environs are listed and contrast sharply with the present semi-industrial landscape. Caroline Park is not listed in the Inventory of Gardens and Designed Landscapes.

On West Harbour Road, the lighthouse (Site 19) and warehouses (Sites 18, 20) associated with the Northern Lighthouse Board facility are 19th Century examples of the minor industrial premises along this side of the shore in comparison to the more intensive dockyard structures to the east.

The Dukes of Buccleuch devised Granton Square in the 1830s as the formal approach to their harbour on its north side, and it contrasts with the primarily residential and mixed properties running off to the east along Lower Granton Road. The townscape of Granton Square still retains a high aesthetic quality that reflects his grand designs. These include the plain brick East Cottages of c 1840 and the elaborate Wardie Hotel of 1881.

Granton Gasworks occupies a large site off West Granton Road and is a striking industrial complex built in 1898 for the Edinburgh and Leith Corporation Gas Commissioners.

Section 3: Lower Granton Road to Leith Walk South

This section constitutes probably the richest archaeological resource in the whole scheme, with 38 numbered sites, of which 17 are, or are part of, listed buildings, of which one (Site 33, Victoria



Bridge) is also a Scheduled Ancient Monument. In total, there are 113 Listed Buildings either directly or indirectly affected.

This section crosses the eastern boundary of the New Town Designed Landscape where Montgomery Street meets the top of Leith Walk.

Newhaven has been a focus for early settlement on this part of the shore since at least the early medieval period and was a major centre of ship building in the 16th Century. Here the route of the tramline, and the present road, Pier Place, follows the line of the earlier shore immediately adjacent to the north of the earlier settlement.

Historic Leith is still recognisable in the current street pattern and has seen important developments as a burgh in terms of settlement, fortification, church lands and increasing industrialisation associated with its role as a major port.

The proposed scheme will pass parts of the 19th Century dockyard. Sites 30-38 all relate to the port of Leith. The port was developed in the early 19th Century, and can be regarded as the mercantile equivalent of the Georgian New Town of Edinburgh. The docks area encompasses major sites such as Sites 31, 33 and 34 which form part of this very important 19th Century industrial landscape. Constitution Street was laid out in the late 18th Century as the new main street of Leith, giving access to the docks and providing such major buildings as the Town Hall and Police Station, the Assembly Rooms and the Exchange.

The proposed tramway has potential to impact on significant buried archaeological deposits dating from the medieval and post medieval period (Sites 39, 48, 49). The proposed route runs along Constitution Street, which was laid out over the rear of the burgh plots of medieval Leith and as such may cut across residual boundaries and deposits. The route may also encroach on part of the medieval churchyard of the South Leith Parish Church (Site 48) with the potential to uncover human burials. Leith was defended in the mid 16th Century by major artillery fortifications. Constitution Street is situated very close to the former eastern line of these walls and it crosses the wall line in two places (Sites 39 and 49). Remains of the dismantled earthworks and associated ditches of the 16th Century fortification may also survive in this area.

This section combines several groups of Listed Buildings in an extensive area covering Newhaven, Constitution Street, Leith Docks and Lower and Upper Leith Walk.

The listed buildings in Newhaven include the fishmarket, the former St Andrew's Free Church (1852 and 1883) and various residential properties. The latter include: No. 4 Pier Place, a tenement of 1868 incorporating a barometer of 1900; an 18th Century two storey tenement at No. 3 and a mid 19th Century tenement and terrace, Nos. 1-3 Starbank Road. Other listed structures include the Pier Place police box and the Starbank Arms public house.

The second group of listed buildings in this section is found on Constitution Street, which, along with Bernard Street, date to the later 18th century and generally defines the limits of the medieval town. There are four churches and associated structures on or near Constitution Street: St Mary Star of the Sea (Roman Catholic, 1852-4), St John's (Church of Scotland), St James (Episcopal, 1862-5) and South Leith Parish Church (Church of Scotland, rebuilt after 1846 over earlier church). Various public buildings include Leith Post Office (c 1805) and Leith Assembly Rooms and Exchange (1809-10), along with the Duke Palace Cinema of 1912. A large number of the residential properties on Constitution Street are listed, ranging from early 19th century villas (Nos. 134-36, 161), through to fine 18th century townhouses and villas (Nos. 92, 55, 138).

In all, the listed building stock reflects the importance, prosperity and diversity of the Leith townscape from the late 18th Century.

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Project no 203011/Document no 101/Rev B/Date 191103



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Leith Docks evolved piecemeal from the mid 16th century, culminating in a radical programme of improvement and extension after the mid 19th century. This saw the construction of the Victoria Dock (1851), the Albert Dock (1869), the scheduled Victoria Swing Bridge (1871-4), the Edinburgh Dock (1873-81), the Prince of Wales Dock and Alexandra Graving Dock (1894-6). These monuments therefore constitute a coherent and strategically planned group of maritime/ industrial structures.

The scheduled area around Victoria Bridge was recently enlarged to include not only the bridge itself, but also the semi-circular masonry turning platform at its east end. The tram route is to pass over the modern road bridge immediately to the north of the swing bridge. The new bridge and its piers, along with the recently refurbished bollards and wooden decking are excluded from the scheduling. However, the City of Edinburgh Council's operational overview document notes that the modern road bridge (Ocean Drive), which sits directly in front of the swing bridge, obscures views of the bridge from the north and states that it is important to prevent any further erosion of the industrial character and setting of the monument by preventing the further 'swamping' of the bridge with unsympathetic developments. The report further notes that it is essential to create a buffer zone around the monument and to protect key views and the setting of the monument (Coe, 2003). The tram will cross the modern bridge and will not have a direct physical effect on the scheduled parts of Victoria Bridge.

The remaining listed building stock comprises properties along Leith Walk, mostly concentrated at either end. . This famous street was created between the end of the 18th Century and the early years of the 19th Century. At its north end listed properties include examples of late 18th Century to early 19th Century terraces (Nos. 324, 326). Later tenements (Nos. 36, 38) of the 1860s and 1870s lie on both sides of Leith Walk. The stock also includes the former Leith Central Station Offices (1898-1903), now the Central Bar and Northern Bar. The character of these properties at the lower end of Leith Walk combines evidence of the very early, rather sedate development of Leith Walk, to its late 19th Century rapid expansion as a busy thoroughfare with a strong commercial and residential character in its own right.

The south end of Leith Walk features fine early 19th Century properties in Haddington Place (begun 1825), Gayfield Square and Antigua Street (1800-6). On the east side of Leith Walk, Blenheim Place and Elm Row (1821) form part of the Playfair plan for the east side of Calton Hill and the route to Leith.

Joined to Blenheim Place's north end is Baxter's Place (c 1798), originally comprising three pairs of houses. Just to the west of this lies Greenside Place (also 1798), of which the only survivor from the original block is the double tenement Nos. 23-27. The rest of Greenside Place is taken up by the Playhouse Theatre (1927-9) and the façade of Lady Glenorchy's Church (1846), the latter now preserved and absorbed into the structure of the new Omni cinema complex.

Section 4: Leith Walk South to West Princes Street

This section of the route includes 21 numbered sites, of which 15 are, or are part of, listed buildings. In total, there are 132 listed buildings either directly or indirectly affected. The numbered sites mainly consist of street furniture associated with listed buildings, in particular iron railings and lamp standards. This section lies within the boundary of the New Town Designed Landscape.

This section covers parts of the first New Town (commenced 1767) and includes several of the most important streets in the capital. The street plan follows a regular gridiron and is defined on its south side by Princes Street. The central axis is formed by George Street, with squares at each end. This section of the tramway follows York Place, St Andrew Square and Princes Street, and as such it impacts not only on the individual properties and monuments along these streets but also the overall layout of the first New Town as a whole. In the case of Princes Street, most of the buildings look south towards the Castle and Old Town, separated by the wide, terraced Princes Street Gardens. The latter provides the setting for a variety of public monuments, whereas the north side of the street is a



regular series of residential blocks, now mostly converted to commercial use. The Inventory of Gardens and Designed Landscapes describe the New Town Gardens in general as ‘outstanding for the contribution they make to the Edinburgh townscape, and in providing a setting for the surrounding buildings and monuments’. However, views out from Princes Street Gardens are described as limited, and ‘dominated principally by The Mound and views of the Old Town’ (ibid, p 81).

In broad terms therefore, the listed buildings, monuments and gardens all form part of a single, considered and coherent plan, rather than a series of localised building programmes respecting local factors and constraints as elsewhere in the tramway scheme. Despite various periods of rebuilding in this section, the buildings all respect either the rigid geometry of the street grid plan or the setting of the gardens.

The listed buildings are best appreciated in terms of function and disposition to the north or south side of Princes Street. In terms of non residential buildings there are three churches within the gridiron plan: St Mary’s (Roman Catholic) Cathedral (1813); St Paul’s & St George’s (Scottish Episcopal) Church (1816-18) and St George’s Chapel (Episcopal, 1792-4). St John’s (Episcopal) Church stands at the west end and south side of Princes Street. Public Buildings include the National Gallery (completed 1854), the National Portrait Gallery (1885-90) and the Royal Scottish Academy (completed 1836). There are various statues and monuments ranging in size from individual figures such as Dr Livingstone in Princes Street Gardens to the Scott Monument (1840-6), one of the most iconic monuments in the city.

This section developed as the commercial heart of the city during the 19th Century with Princes Street in particular being given over to retail outlets. These range from Jenner’s Department Store (1893-5) to Fraser’s Store (1935). Other types of commercial premises and offices range from converted houses such as Dundas House (1771), the Royal Bank of Scotland Head Office, to the newly built Prudential Assurance Building (1-8 St Andrew Square 1892-5).

The original residential character is somewhat obscured for much of Princes Street and St Andrew Square, and it is only in York Place that the housing is well preserved with both separate houses and tenements. One such tenemented property is on the south side of the street at No 47 (1795) and there are examples of fine houses on the north side of the street (Nos. 2–40, c 1800).

Conservation Areas

There are nine conservation areas (CAs) within the study area. The boundary of each CA is shown on *Figure 7.1*.

New Town

The New Town of Edinburgh is a planned urban design of international significance. The importance of the area is essentially set in the formally planned layout of buildings, streets and gardens and in the quality of the built environment. The area contains a large number of Category A Listed Buildings.

Old Town

This CA is not directly impacted upon by the proposed alignment, although its close proximity to the south of Princes Street and its character in terms of building density, and mixture of uses set within an important historic street pattern, merit its inclusion. The CA is centred on the Royal Mile, and the original plot widths and “fishbone” street patterns remain extensively visible.



West End

The West End CA is located directly south of the proposed alignment, characterised by Georgian and Victorian tenements defining the inner-city urban scale, domestic Georgian buildings and mid-19th Century artisan housing. The area also contains much of the city's new commercial development.

Coltbridge and Wester Coates

This area contains two distinct character zones: the streets of Victorian and Edwardian villas west of Donaldson's School and the tenements and stone built terraces of Roseburn further west. Historic Scotland currently describes the CA as 'outstanding'.

West Murrayfield

This is an area of mostly detached Edwardian villas set within large walled gardens. It is located due west of the proposed alignment.

Trinity

Trinity is a villa area dominated by houses set in large gardens with stone-walls and trees. Georgian and Victorian villas mix, some with ornate stone and ironwork. The urban scale is essential domestic and suburban.

Newhaven

The harbour at Newhaven has a lighthouse and listed fishmarket separated from the old village core by Pier Place. The CA includes a number of streets of traditional Victorian tenements as well as stone villas set in large gardens.

Leith Conservation Area (proposed)

The proposed CA at Leith is characterised by the history of Leith as a port and burgh independent from Edinburgh, and includes Leith Walk, The Shore and the Madeira area. Examples of Victorian warehouses survive, many converted to housing and office uses, and although more recent construction has taken place to a large extent, the present street pattern of The Shore area closely resembles that of the historic town.

Inverleith

This CA contains a number of Victorian institutions, many set within extensive grounds. The extensive blocks of open space, both public and private, establish the character of this CA, and are bound by areas of Georgian and Victorian villas. It is not directly affected by the scheme.

B.7.7 Mitigation Strategy

Introduction

A mitigation strategy based on current information on cultural heritage resources in the scheme corridor is set out in this section. The preferred mitigation strategy is to preserve archaeological and architectural resources *in situ*. This approach has been adopted in the evolution of the scheme and all reasonable opportunities have been taken to avoid listed buildings *etc*. In the following section, the specific mitigation measures are described. All mitigation will be agreed with Historic Scotland and the City Archaeologist prior to construction.

Mitigation

The mitigation measures which will be implemented for archaeological sites are:

B-99

Project no 203011/Document no 101/Rev B/Date 191103



GILLESPIES



McLEAN
HAZEL



Babtie

steer davies gleave

- *Level 1: General survey.* A detailed photographic record will be undertaken prior to construction. Following completion of this and interpretation of the results may lead to implementation of Levels 3 and 6. All photographic and other records from this mitigation strategy and those outlined below will be lodged with the NMRS.
- *Level 2: Detailed standing building survey.* Plans/elevations at a scale of 1:10 to 1:200 will be made with a full photographic record prior to construction. In addition Levels 3 and 6 mitigation will be implemented.
- *Level 3: Watching brief.* This response will be implemented for all sites with high archaeological potential and where there will be intrusive excavations. The excavations will allow opportunity for salvage excavation. The findings of the watching brief may require the upgrading of fieldwork to Level 5.
- *Level 4: Detailed standing building survey and salvage.* Full survey to RCAHMS standards detailing internal and external features and fittings including any which come to light during demolition which will require to be monitored. Attempts will be made to retrieve and conserve representative examples of architectural and other decorative elements of the fabric. Once the site has been levelled, Level 3 mitigation strategy will be adopted in the event of further destructive works, with the possibility of escalation to Level 5.
- *Level 5: Archaeological excavation.* This level of mitigation may be deemed necessary as a result of evidence gathered by other levels, particularly Levels 3 and 4. Provision should be made for the examination and possible conservation of any artefacts recovered. Specialist samples will be taken from key deposits exposed in section faces and routine/control samples from any features which may be excavated in plan. Plans/elevations at a scale 1:10 and/or 1:20 with a full photographic record.
- *Level 6: Further documentary research and archiving.* This response includes further detailed examination of unusual archival sources particularly industrial sources which would not routinely be consulted. It also allows for copying of documents considered relevant, which then may be archived with bodies such as the RCAHMS, NMRS and the SRO.

B.7.8 Predicted Impacts on Cultural Heritage

The level of impact on cultural heritage has been derived for each site from combining the significance value of the site (see *Section B7.6*) with the predicted degree of disturbance. Five levels of impact have been defined:

- *severe adverse:* demolition of monument or destruction of a site of national importance or landtake or damage resulting in the loss of integrity of a site of national importance;
- *major adverse:* demolition of a Category B Listed Building or landtake resulting in the degradation of a site of national importance or loss of integrity of a site of regional importance or adverse effects on the setting of a Category A Listed Building or a Conservation Area;
- *moderate adverse:* encroachment on a site of known or potential regional value reducing its integrity or setting or extensive changes to the setting of a Category B Listed Building or Conservation Area or the sterilisation of sites of local archaeological importance or demolition of a Category C(S) Listed Building;
- *minor adverse:* encroachment to a feature or site of low archaeological interest or slight change to the setting of a Category B Listed Building or encroachment upon a Conservation Area but no effects on its setting or integrity;



- *not significant*: landscape planting on an area where archaeological features of low significance have been identified.

The appropriate mitigation response (see *Section B7.7*) has been defined taking account of the significance of the impact. While the levels of impacts were strictly defined as laid out above, the suggested level of mitigation also takes into account the nature of the site, and as a result the mitigation suggested varies for sites with the same significance of impact. For example, many numbered sites which consist of only a small or less significant part of a Category B Listed Building (such as iron railings), but whose significance must be defined as 'moderate adverse' due to the building's listed status may only be recommended for photographic survey. The effects of the scheme, taking account of the mitigation, are set out in *Table B.22*.



Table B.20 Predicted Impacts on Identified Sites of Significance for Cultural Heritage

Site No.	Description	Significance of the Resource	Site Type	Potential Impact of the Scheme	Significance of Impact	Mitigation Response
001	Haymarket Railway Station: Iron railings and lamp standards	National Importance (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
002	Caledonian Ale House	Local Importance: Category C(S) Listed Building	Category C(S) Listed Building	Demolition	Moderate adverse	4
003	Bridge, Roseburn	Regional Importance: Category B Listed Building	Industrial monument (Railway)	Modification	Moderate adverse	2
004	Disused railway platform	Local Importance	Industrial monument (Railway)	Buffer zone	Minor adverse	1
005	Disused railway platform	Local Importance	Industrial monument (Railway)	Buffer zone	Minor adverse	1
006	Coltbridge Viaduct	Local Importance	Industrial monument (Railway)	Partial demolition	Minor adverse	2
007	Bridge, St. George's School	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	2
008	Bridge, Ravelston Dykes	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	2
009	Bridge, Craigleith Drive	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	2
010	Disused railway platform	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	1
011	Disused railway platform	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	1
012	Bridge, Queensferry Road	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	2
013	Disused railway platform	Local Importance	Industrial monument (Railway)	Buffer zone	Minor adverse	1
014	Bridge, Groathill Road South	Local Importance	Industrial monument (Railway)	Demolition	Minor adverse	2
015	Bridge, Telford Road	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	2
016	Footbridge over railway	Local Importance	Industrial monument (Railway)	Modification	Minor adverse	2
017	Site of Caroline Park Designed Landscape	Local Importance	Designed landscape	Swept path & buffer zone	Minor adverse	3
018	Warehouse	Local Importance: Category C(S) Listed Building	Industrial monument (Maritime)	Buffer zone	Minor adverse	1
019	Lighthouse	Local Importance: (Part of) Category C(S) Listed Building	Industrial monument (Maritime)	Buffer zone	Minor adverse	1
020	Warehouse	Local Importance: Category C(S) Listed Building	Industrial monument (Maritime)	Buffer zone	Minor adverse	1
021	Low wall with coping stones	Little or No Importance	Boundary structure	Swept path	Minor adverse	1
022	Site of Bronze Age burials	Regional Importance	Buried archaeology (Bronze Age)	Swept path	Moderate adverse	3
023	Low wall with coping stones	Little or No Importance	Boundary structure	Swept path	Minor adverse	1
024	Sea wall with coping stones	Local Importance	Major boundary structure	Swept path	Minor adverse	1
025	Sea wall with coping stones	Local Importance	Major boundary structure	Swept path	Minor adverse	1
026	Iron gate and railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
027	Iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
028	Police box	Regional Importance	Category B Listed Building	Buffer zone	Moderate adverse	1



029	Low wall with coping stones	Little or No Importance	Boundary structure	Buffer zone	Minor adverse	1
030	Narrow gauge railway tracks	Little or No Importance	Industrial monument (Docks)	Swept path & buffer zone	Minor adverse	1
031	Victoria Dock: sandstone dock and iron bollards	Regional Importance: Category B Listed Building	Industrial monument (Docks)	Swept path & buffer zone	Moderate adverse	2
032	Iron bollards	Little or No Importance:	Industrial monument (Docks)	Buffer zone	Minor adverse	1
033	Victoria Swing Bridge	National Importance: Category B Listed Building and SAM	Industrial monument (Docks)	Swept path & buffer zone	Major adverse	2
034	Alexandra Dry Dock hydraulic station	Regional Importance: Category B Listed Building	Industrial monument (Docks)	Buffer zone	Moderate adverse	1
035	Narrow gauge railway tracks	Little or No Importance	Industrial monument (Docks)	Swept path	Minor adverse	1
036	Iron bollards	Little or No Importance	Industrial monument (Docks)	Buffer zone	Minor adverse	1
037	Setts	Little or No Importance	Historic street furniture	Swept path	Minor adverse	1
038	Gatepiers of Port of Leith	Local Importance	Industrial monument (Docks)	Swept path	Minor adverse	2
039	Proximity to site of 1560 fortifications: wall, foreworks and corner bastion	Regional Importance	Buried archaeology (Medieval)	Swept path	Moderate adverse	3
040	Statue of Robert Burns	Regional Importance: Category B Listed	Statuary, memorials and civic monuments	Buffer zone	Minor adverse	1
041	Iron railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
042	Iron railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
043	Gatepiers and iron railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
044	Iron railings outside St. Mary Star of the Sea church	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
045	Boundary walls and gatepiers of St. James's Church	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
046	Iron railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
047	Iron gates and railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
048	Proximity to site of medieval churchyard of South Leith Parish Church	Local Importance	Buried archaeology (Medieval)	Swept path	Moderate adverse	3
049	Proximity to site of 1560 fortifications: wall and foreworks	Regional Importance	Buried archaeology (Medieval)	Swept path	Moderate adverse	3
050	Statue of Queen Victoria	Regional Importance: Category B Listed Building	Statuary, memorials and civic monuments	Buffer zone	Minor adverse	1
051	Iron railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
052	Iron gate	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1



053	Iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
054	Iron railings	Little or No Importance	Historic street furniture	Swept path	Minor adverse	1
055	Iron railings	Little or No Importance: (Part of) Category C(S) Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
056	Iron railings	Little or No Importance: (Part of) Category C(S) Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
057	Iron railings and lamp standards	Little or No Importance: (Part of) Category C(S) Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
058	Wall and iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
059	Police box	Local Importance	Historic street furniture	Buffer zone	Minor adverse	1
060	Iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
061	Iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
062	Clock on roundabout island	Local Importance	Historic street furniture	Buffer zone	Minor adverse	1
088	Statuary group (bronze foot etc)	Local Importance	Statuary, memorials and civic monuments	Buffer zone	Minor adverse	1
063	Statue of Sherlock Holmes (1991)	Local Importance	Statuary, memorials and civic monuments	Swept path	Minor adverse	1
064	Iron Railings and lamp standards	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
065	Iron Railings	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
066	Iron Railings	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
067	Iron Railings	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
068	Iron Railings and lamp standards	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
069	Iron Railings and lamp standards	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
070	Iron Railings	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
071	Iron Railings and lamp standards	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
072	Iron Railings and lamp standards	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
073	Statue of the Earl of Hopetoun	National Importance: Category A Listed Building	Statuary, memorials and civic monuments	Buffer zone	Major adverse	1
074	Iron Railings and lamp standards	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
075	Iron Railings and lamp standards	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1



076	Iron Railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
077	Iron Railings and lamp standards	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
078	Iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
079	Iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
080	Iron railings	Little or No Importance	Historic street furniture	Buffer zone	Minor adverse	1
081	Police box	Regional Importance	Category B Listed Building	Modification	Major adverse	2
082	Gatepiers and railings of St John's church	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
083	Iron railings	National Importance: (Part of) Category A Listed Building	Historic street furniture	Buffer zone	Major adverse	1
084	Iron railings	Regional Importance: (Part of) Category B Listed Building	Historic street furniture	Buffer zone	Minor adverse	1
087	Heart of Midlothian War Memorial	Local Importance: Category C(S) Listed Building	Statuary, memorials and civic monuments	Demolition (and/or relocation)	Moderate adverse	4