

6 Land Use

6.1 Introduction

This chapter describes the effects of the proposed Edinburgh Tram Line One on land uses, including property and community land along the route. In particular it:

- reviews the existing land uses;
- assesses the potential benefit/impact upon land uses along the preferred route; and
- outlines mitigation measures where appropriate.

Key development locations along the route of the scheme are identified in *Chapter 4*.

6.2 Approach

Information for this assessment has been gathered through site visits to the scheme corridor and a review of relevant land use mapping including local plans and the 1:25,000 Ordnance Survey Explorer Map 350. Land uses around the proposed route of Line One are shown on *Figures 6.1a to 6.1d*.

The proposed route for the tram system passes through several different types of land use, including residential, commercial, recreational, industrial and mixed-use areas. The description of the route has been divided into four sections (see *Section 2.2.1*), and the baseline information and impact assessment is presented according to these sections. Impacts have been considered according to:

- areas where a permanent change in land use is predicted;
- property demolitions or relocations; and
- other land use changes associated with tram development and operational requirements.

Impacts on neighbouring land uses from noise, visual intrusions *etc* are discussed in later chapters. The following sections describe land uses along and adjacent to each route section and identify the impacts of the proposals.

6.3 Princes Street West to Drylaw (South West Section) (see Figure 6.1a)

6.3.1 Land Uses

This section begins in the western central area of Edinburgh, where land use is predominantly retailing and offices. The western end of Princes Street is flanked to the north by buildings from 4 to 7 storeys high which comprise of retailing (mainly at ground and first floor level), commercial office space, and a small number of residential properties. The southern side of the street is adjacent to Princes Street Gardens. At the western end of Princes Street a junction is formed with Lothian Road and Charlotte Street. West of this junction, the tram alignment follows Shandwick Place which is a narrow thoroughfare with a similar mix of land uses on both sides of the road.

From Shandwick Place to Haymarket, the alignment is on-street through an area with retailing at the eastern end around Shandwick Place and office space and residential flats along West Maitland Street and Atholl and Coates Crescent. These buildings are set back between Shandwick Place and West Maitland Street, with crescents of green space and mature trees flanking the road at Atholl and Coates Crescent. This section of the route lies within the West End Conservation Area.

The tram alignment will be segregated along the southern side of Haymarket Terrace, by means of a new structure constructed over the northern edge of the car park located between Haymarket Station and Roseberry House. The segregated section continues until the side road at Haymarket Yards is reached, where the alignment turns south and passes adjacent to a number of new commercial properties before running on a segregated alignment parallel to the existing operational railway lines west of Haymarket Station. At this point the tram alignment is flanked on its northern side by new residential flats along Balbirnie Place before reaching the southern end of the former Roseburn Railway Corridor.

From here the proposed tram route runs along the railway corridor for the remainder of this section. The southern end of the railway corridor runs through a series of embankments and cuttings. New residential properties several storeys high at Roseburn Maltings and Balbirnie Place, flank the west and east side of the embankment respectively in this location. At Roseburn the route crosses over the A8 Roseburn Terrace at Roseburn Bridge and further north in Murrayfield the alignment crosses over the Water of Leith at Coltbridge Viaduct. The alignment is flanked by large detached and terraced residential properties as it passes through the Murrayfield and Ravelston areas between the A8 and Queensferry Road.

The railway corridor is crossed over by a number of sideroads, and by Queensferry Road at Craigleith. North of Queensferry Road, the corridor becomes flatter and wider, with the Craigleith Retail Park on the eastern side of the alignment. North of Craigleith, as far as Telford Road, the railway is again flanked by residential properties, the rear gardens of which form the boundary with the railway corridor in some sections.

The railway corridor is designated as an Urban Wildlife Site (UWS), and is flanked on either side by mature trees and other habitats. The effects of the tram scheme on nature conservation are assessed in *Chapter 9* of the ES. At Coltbridge an area of trees close to the east side of the viaduct was planted as part of the Edinburgh Urban Forestry Project.

The former railway corridor is presently used as a pedestrian route and cycleway, and part of the route is designated as part of a National Cycle Route (see *Chapter 5: Traffic and Transport*). Pedestrians and cyclists use the railway corridor for recreational and access purposes.

6.3.2 Land Use Impacts

Permanent development of the tram system along the on-street sections of this part of the tram route will not have significant land use implications, since the alignment will be integrated with the existing road carriageway in most locations.

On Princes Street, the tram will be integrated with buses, and following the implementation of the Council's traffic management proposals (CETM – Central Edinburgh Traffic Management), the width of carriageway for traffic and trams will be less than the current alignment, providing opportunities to widen the footway and improve conditions for pedestrians.

At Haymarket, the construction of the new segregated alignment to the south of Haymarket Terrace will involve the demolition of a single detached property, the Caledonian Ale House. This is a listed building, and the effects of its demolition on townscape and cultural heritage are assessed in *Chapters 8 and 11* respectively. Extensive remodelling of the road layout at Haymarket will be required to incorporate the tram alignment through the junction and a tram stop close to the railway station, and for associated townscape works. The listed Heart of Midlothian War Memorial at Haymarket junction may also need to be relocated as a result of junction re-modelling to accommodate the tram.

The alignment of the route through Haymarket Yards is not predicted to result in significant land use change as existing access roads will be followed. At Balbirnie Place, the tram alignment will involve

permanent development of an area of land (approximately 0.2ha) between the new housing and the existing railway lines which has been planted with trees as an area of landscaping.

Development of the tram system along the Roseburn Corridor will result in a significant land use change. The character of the present railway corridor will be changed as new hard surfacing and rails are laid for the tram, and tram stops located along the route. In addition, whilst a combined footway and cycleway will be provided along one side of the tram rails as mitigation for the effect on the present path, the land use character will change. The effect of this change on the amenity and safety of users of the railway corridor is assessed in *Chapter 5: Traffic and Transport*. Engineering works to fit the twin track tramway and adjacent footway/cycleway into the railway corridor will require some widening of the existing formation, resulting in the loss of mature and established vegetation from the sides of cuttings and embankments. In locations where the current railway corridor narrows (eg in some of the cuttings), some engineering works such as retaining structures will be required to provide sufficient width for the tram infrastructure. The potential for replanting in a number exists, particularly where the railway corridor widens to the north of Queensferry Road, and such planting will provide habitat replacement and screening of the tram infrastructure.

6.4 Drylaw to Lower Granton Road via WEL (NW Section) (see Figure 6.1b)

6.4.1 Land Uses

The route continues along the disused railway corridor through the Drylaw and Crewe Toll district of the city, through predominantly residential and community land uses prevail on either side. North of Telford Road, the western side of the route is flanked by a recreational ground associated with Drylaw School and the adjacent community centre, the buildings of which are between 150m and 200m from the tram alignment. North of the school and open space, a residential area in Easter Drylaw characterised by semi detached housing, flanks the western side of the alignment as far north as Ferry Road. On the eastern side of the alignment is the area of Telford Drive in Craighleith which comprises a series of blocks of flats three storeys high. As the route approaches Ferry Road (where it leaves the line of the former railway corridor), the residential properties give way to a large fire training ground.

The route crosses Ferry Road and follows the alignment of the West Granton Access Road in a northerly direction through the predominantly residential area of Pilton. This road forms a wide transport corridor with landscaped edges and fences which separate the road from the adjacent housing. Between Ferry Road and the West Pilton Place overbridge, the Greater Pilton Childcare Centre and St. David's RC Primary School are directly adjacent to the access road on the western side.

At the northern end of the access road, the alignment crosses West Granton Road and enters the curtilage of the Waterfront Edinburgh Limited (WEL) site. The WEL site at Granton Waterfront is currently being developed for mixed-use including waterfront residential properties, commercial space and areas of open space. The tram will run on segregated alignments through the site adjacent to the new access roads which serve the development. New signalised junctions will provide for the crossing of existing roads. The WEL site is currently under development and a number of roads and office buildings have already been constructed. The tram alignment will initially run in a north south direction through the WEL site, then turn eastwards to leave the boundary of the development and joins West Harbour Road in Granton.

In Granton the tram will follow a segregated alignment on West Harbour Road from the WEL site to Granton Square, then along the foreshore with the Firth of Forth. From Granton Square to Trinity Crescent the tram alignment will be segregated from traffic (along Lower Granton Road), following the formation of a previous railway corridor, which is now grassed over. This alignment is between the road and the seawall which forms the boundary with the Firth of Forth, a tidal estuary which is of international importance for nature conservation. The southern side of Lower Granton Road is flanked

by terraced residential properties, many of which are close to the edge of the road, separated only by a narrow footway.

East of Trinity Crescent the alignment follows the course of Starbank Road, continuing along the foreshore to the western edge of Newhaven Harbour, where the road becomes Pier Place. The road corridor along Starbank Road between large terraced houses on the south side and the sea wall on the north side is narrow, and some works to the seawall will be required to provide an improved footway along the northern side of the road (see *Section 2.5*). This will provide sufficient width for the passage of the tram and road traffic and maintenance of access for parking and deliveries to the housing on the southern side.

6.4.2 Land Use Impacts

Between Drylaw and Ferry Road, the tram continues along the line of the former Roseburn Railway and the changes in land use will be similar to those reported in *Section 6.3.2* above. Further loss of vegetation will be necessary along this section due to excavations to accommodate the tramway. A bridge over the alignment at Easter Drylaw Drive which is currently unused, will be demolished.

North of Ferry Road the alignment follows the edge of the Granton Southern Access Road in a corridor reserved for public transport. There will be a change in permanent land use as the alignment in this location is presently a grassed and landscaped strip along the western edge of the road.

In the WEL site, the tram will largely follow the alignment of access roads indicated on the masterplan for the development. These roads are currently under construction (or have been completed) and therefore no significant land use change is predicted.

Between the WEL site and Granton Square the tram alignment follows a segregated alignment along the northern edge of West Harbour Road. East of Granton Square the tram will follow an alignment to the north of Lower Granton Road using the grassed areas that were formerly a railway line. There will be a permanent change in land use in this location. Further east, along Starbank Road, works to the seawall to widen the alignment will involve temporary land use change for the construction area which will be required to erect the structure and a permanent change to the seawall and the intertidal area immediately in front of the wall adjacent to Starbank Road.

6.5 Lower Granton Road to Leith Walk South (North East Section) (see Figure 6.1c)

6.5.1 Land Uses

The alignment follows a course mainly integrated along the roads through the Newhaven area, along Pier Place and Lindsay Road. These routes are flanked on the southern side by predominantly residential land uses which form a mix of 19th century housing associated with the historic core of Newhaven and more modern late 20th century development along the southern edge of the road. In addition to housing there is a public house and Victoria Primary School on the southern side of Lindsay road. Newhaven Harbour, which lies on the north side of Pier Place, is used for maritime activities, predominantly an anchorage for sailing vessels. East of the harbour is an area of mainly new mixed commercial and residential development including high rise residential flats in the area around Newhaven Place.

At the roundabout where Lindsay Road joins Newhaven Place, the alignment moves from being integrated with Lindsay Road to running parallel (to the north) and segregated past a number of large commercial properties to the north and with residential property to the south. This alignment is followed for around 300m, after which the alignment diverges from Lindsay Road slightly to the north

and follows a port access road used by the flour mills to the north (Chancelot Mill) as far east as Ocean Terminal, a large modern retail and leisure development located adjacent to a waterside wharf. This area is currently characterised by a number of vacant development plots with an area of new high rise housing development adjacent to Ocean Terminal. The alignment follows Ocean Drive along the eastern side of Ocean Terminal and then diverts eastwards along Ocean Drive to the roundabout marking the north east corner of the route, with Victoria Quay to the south and Leith Port to the north. The land uses along Ocean Drive are characterised by large scale modern developments including the headquarters of the Scottish Executive at Victoria Quay, areas of commercial and residential development under construction and older buildings associated with the operational port.

At the roundabout where Ocean Drive meets Constitution Street, the land uses to the north and east are industrial, associated with port activities. A tram depot site is proposed on a plot of land currently used for pipe storage and a concrete batching plant immediately east of this roundabout. On the western side of Constitution Street near the roundabout is an area of residential flats around Constitution Place (called Ramsay's Wharf). The on-street alignment of the tram then passes the Burns Monument at the junction with Bernard Street/Baltic Street and follows the length of Constitution Street which is characterised generally by 18th and 19th century buildings associated with the traditional centre of Leith. This houses a mix of commercial, retail and residential uses, located very close to the edge of the road. There are two churches on the western side of Constitution Street between the junctions with Queen Charlotte Street and Leith Walk.

Leith Walk dominates the final part of this section, where existing formal loading bays stretch along the length of the road. The northern section of Leith Walk has a line of mature standard trees on the eastern footway and there are further areas of landscaping, including sculptures at the southern end along Elm Row. The area contains residential, retail and commercial developments along both sides of the busy road in tenement style buildings four or five storeys high. The dominant use of these tenements is retail and commercial developments at ground level with residential flats above.

6.5.2 Land Use Impacts

Permanent land use change along this section of the route will be small since the route is predominantly located along or adjacent to existing roads. The most significant change will be at the northern end of Constitution Street where the site of a tram depot is proposed. This will involve construction of a large new industrial scale building to house the various tram maintenance and repair activities on an area of land which is currently used as a lorry park, pipe storage area and concrete batching plant. The batching plant will be demolished.

An area of recently planted specimen trees along the eastern flank of Ocean Terminal will be removed to provide sufficient width for the tram along the edge of Ocean Drive. In addition, specimen trees located along the northern section of Leith Walk predominantly on the eastern side of the road may need to be removed or relocated as part of the streetscape works which will be required to integrate the tram tracks into the existing roadway along Leith Walk.

6.6 Leith Walk South to West Princes Street (South East Section) (see Figure 6.1d)

6.6.1 Land Uses

The southern end of Leith Walk is characterised by similar land uses to the northern end. South of the large roundabout with London Road the land uses change as the edge of the city centre is reached. In this location there are extensive retail and leisure facilities including the large shopping complexes of the St James Centre and Omni Centre, and the Playhouse Theatre around Picardy Place. West of Picardy Place, the route passes along York Place and into St Andrew Square. The land uses in this area are associated with traditional Georgian terraces and individual buildings of architectural and

cultural heritage importance which lie within the boundary of the Edinburgh World Heritage Site and the New Town. The effect of the tram on the townscape of these areas is discussed in *Chapter 8*.

St Andrew Square is surrounded by large sandstone buildings occupied mainly by commercial uses, although some retailing is also present, particularly a new department store (Harvey Nicols) and the nearby retail development between St Andrew Street and the St James Bus Station on the east side of the square. The centre of the square contains a large monument (Melville's statue) and lawns and mature trees. The road around the southern edge of the square has been developed as a bus terminal.

The tram alignment follows single tracks along St Andrew Street and St David Street before joining Princes Street. Here the land uses are predominantly retail occupying the large buildings along the northern side of Princes Street, with some hotels, clubs and offices and a small number of residential flats. The southern side of the street adjoins Princes Street Gardens which form a large landscaped public area along the length of the street, with the Old Town of Edinburgh and the castle to the south.

6.6.2 Land Use Impacts

The tram alignment is entirely on-street for this section of the route and no significant permanent changes in land use are predicted since the tram will be integrated with existing road traffic throughout. It is anticipated that the design will enable in an increase in the width of footways available for pedestrians on Princes Street.

Some changes to the layout of Picardy Place associated with a potential tram stop, townscape improvements, and redesign of the traffic lanes to integrate the tram in this location will be required.

6.7 Summary of Impacts

The principal land use changes due to permanent development of Edinburgh Tram Line One are as follows.

- Demolition of a public house (The Caledonian Alehouse), and relocation of the Heart of Midlothian War Memorial, both of which are listed buildings located at Haymarket.
- Demolition of an unused bridge over the former Roseburn Railway Corridor at Easter Drylaw Drive and demolition of a concrete batching plant on the proposed depot site adjacent to Constitution Street in Leith Port.
- Redevelopment of the former Roseburn Railway Corridor, resulting in a change from its current use as a cycleway and footway only, to a tramway with a shared cycleway and footway. This will result in the loss of a substantial amount of mature vegetation from the corridor between Roseburn and Telford Road.
- Widening of the West Granton Access Road in Pilton to accommodate the tram alignment on the western side of the road, requiring development on the currently vegetated and landscaped corridor at the road edge.
- Engineering works to the seawall at Starbank Road to widen the footway and provide additional width to the road to integrate the tram.
- Development of a site for a depot in Leith which is currently undeveloped and used for industrial storage.
- Substantial remodelling of road junctions and associated streetscapes at Haymarket and Picardy Place.

- Loss of two small areas of new landscaping/planting due to permanent development of the tram alignment at Balbirnie Place near Haymarket Yards and outside Ocean Terminal in Leith.