

Development Management Sub Committee

10:00am, Wednesday 10 October, 2018

Western Harbour: Revised Design Framework

Item number	7.2
Report number	
Executive/routine	
Wards	
Council Commitments	

Executive Summary

Forth Ports Ltd has submitted a funding bid to the Scottish Government for a loan to accelerate delivery of affordable housing at Western Harbour. A formal decision on the outcome of the bid is imminent. Some revisions are proposed within the context of the existing planning permission to enable the proposals to be delivered within the required timescales.

The report relates to the submission of a Revised Design Framework (RDF) to address conditions 5 and 6 of the existing outline permission for land at Western Harbour, Leith. The RDF covers the key principles for development and sets out guidance for the development of buildings and public realm, including height, materials and design approach. Approval is sought for the RDF as the first stage in the delivery of Forth Port's proposals for Western Harbour.

Western Harbour: Revised Design Framework

1. Recommendations

- 1.1 It is recommended that Committee approves the Revised Design Framework.

2. Background

- 2.1 Western Harbour is a long standing proposal for housing-led mixed use regeneration. It is identified as Proposal EW1a in the Edinburgh Local Development Plan (LDP).
- 2.2 The site has an existing outline planning permission (now referred to as planning permission in principle or PPP) for up to 3000 homes in total and other uses including retail, office and open space. This was first granted in 2002 (planning application 01/03229/OUT) and then extended in 2009 (planning application 09/00165/OUT).
- 2.3 Initial phases of development included Platinum Point and the Asda superstore. More recently, 450 affordable homes built using National Housing Trust funding at the junction with Lindsay Road.
- 2.4 The existing outline permission contains two conditions that relate to design brief and design principle documents. The conditions read:
5. *A design brief shall be submitted to and approved in writing by the planning authority prior to the consideration of reserved matters or detailed proposals. The design brief shall set out the general urban design principles of the development and shall include an indicative design of the central open space.*
6. *Following the agreement of the general design principles required in condition 5, the urban design framework for the five areas specified below shall be submitted for the approval of the planning authority prior to the consideration of any proposals within each area.*

The areas are:

Area 1: Plots 1, 2 and 3 as shown on the parameter plan;

Area 2: Plots 4 and 5 as shown on the parameter plan;

Area 3: Plots 6 and 7 and 14 as shown on the parameter plan;

Area 4: Plots 8, 9, 10, 11 and 12 as shown on the parameter plan;

Area 5: Plot 13.

- 2.5 In 2004, a Masterplan Design Brief for the site, commonly referred to as the Robert Adam Masterplan, was approved to address these conditions. This document has been used by the Council to assess planning applications at Western Harbour. However, this master plan predates the current LDP and Edinburgh Design Guidance, some elements are out of date and it is inconsistent with the Council's aspirations and developer intentions for the site.
- 2.6 Forth Ports Ltd has submitted a funding bid to the Scottish Government for a loan to accelerate delivery of affordable housing at Western Harbour. A formal decision on the outcome of the bid is imminent. The intention is to deliver Mid Market Rent Housing as part of a housing led mixed regeneration proposal. This is based on a finance model which levers private investment through Build to Rent in line with the Council's strategy for homes for people on low to middle incomes.
- 2.7 Forth Ports Ltd intend to submit proposals for planning approval in three stages:
1. Prepare and submit a Revised Design Framework (RDF) to replace the design brief and urban design framework previously submitted and approved in respect of conditions 5 and 6 of the extant permission for the area within Forth Port's control.
 2. Prepare and submit Approval of Matters Specified in Conditions (AMC) applications for those plots that can come forward under the existing outline permission - 938 residential units can come forward as an AMC(s). The AMCs will then be assessed against the principles set out in the RDF. These applications are to be submitted prior to the expiry of the outline permission in March 2019.
 3. Prepare and submit detailed planning applications for further residential development of 600 plus units and associated infrastructure on the remaining plots. This will be subject to the usual pre-application consultation procedures.
- 2.8 The submission of the RDF for approval represents the start of this process and its approval is pivotal in the delivery of plan-led regeneration of this major brownfield site.

3. Main report

- 3.1 The purpose of the report is to obtain the approval of the Revised Design Framework.

The Planning Context

- 3.2 The planning context is set by the Local Development Plan. Leith Western Harbour is identified for a housing-led mixed use development. The LDP sets out a number of Development Principles, which include:
- Complete the approved street layout and perimeter block urban form.
 - Meet the Council's large greenspace standard by delivering the park.

- Complete the partially implemented new local centre.
 - Deliver school provision.
 - Create a waterside path.
 - Design new housing to mitigate any significant adverse impacts on residential amenity from any existing or new general industrial development.
 - Review the flood risk assessment.
- 3.3 The LDP moves away from previous proposals to provide a larger level of commercial floorspace, which were also reflected in the Robert Adam Masterplan.
- 3.4 The Revised Design Framework should accord with the LDP and reflect the above principles.

Consultation

- 3.5 A number of meetings have taken place between the Council and the applicant's team to ensure their RDF is a useable, fit for purpose document that meets the aspirations of delivering quality development at the Western Harbour.
- 3.6 A consultee meeting was held at the Council Offices on 18 May 2018 with a number of officers in attendance from various Council Services, Edinburgh Health and Social Care Partnership and Scottish Natural Heritage.
- 3.7 As the design framework relates to conditions on an existing permission, there was no statutory requirement for the applicant to undertake public consultation. However, the applicant held a public exhibition on 25th June 2018 between 14:30 and 19:30 at Ocean Terminal. The applicant also presented the proposals to the Leith Harbour and Newhaven Community Council on 26th June 2018. Appendix 2 contains the Public Consultation Report.
- 3.8 The proposals were considered by the Edinburgh Urban Design Panel on 27th June 2018. A summary of the recommendations can be found in section 9 below.
- 3.9 Going forward, there will be the opportunity for the public and interested parties to comment on the proposals when an AMC is submitted. Any new full planning applications for additional development outwith the scope of the outline permission will be subject to the usual Proposal of Application Notice (PAN) procedure.

Revised Development Framework

- 3.10 The RDF identifies the key principles as being Placemaking, Movement, Public Spaces and Variety. The RDF builds on the established spatial character of the previous masterplan, which informed the development principles in the LDP. It retains the perimeter block style layout with the site for the park, primary school and local centre contained in the same locations. Appendix 1 contains the RDF.

- 3.11 The RDF expands on these key principles and sets out guidance for the development of buildings and public realm, including height, materials and design approach. It has been prepared within the context of the relevant policies in the LDP and the Edinburgh Design Guidance and contains sufficient information to address the points contained within conditions 5 and 6. Some of the key matters are highlighted below:
- 3.12 **Uses** – the majority of the proposals are for housing. This is shown as perimeter style blocks with the potential for mixed use ground floor spaces (for example class 1 shops, class 2 financial, professional and other services, class 3 food and drink or class 4 business) at key locations, such as on corner blocks or next to areas of public realm. An area is also identified adjacent to the existing Asda to provide a local centre. Provision for a potential health centre has been identified within the local centre. The proposed uses are in accordance with the LDP.
- 3.13 **Movement Strategy** – a series of streets and spaces are to be created. The RDF contains a central street and then a series of secondary shared space streets and shows the linkages within the site. This is further supplemented by design principles for what the streets could look like and operate. The RDF references the Edinburgh Design Guidance/Street Design Guidance.
- 3.14 **Public Realm Strategy** – this links into the street hierarchy and shows where key public spaces should be located.
- 3.15 **Waterfront Promenade** – the LDP Proposals Map contains a cycle/footpath safeguarded route along the water's edge. The RDF includes design principles for the promenade and indicative information for the form this could take. Final layouts and materials should be designed to meet the requirements of the Edinburgh Promenade Design Code and the Edinburgh Design Guidance/Street Design Guidance
- 3.16 **Western Harbour Park** – the park area covers approximately 4.7 hectares. Principles and an indicative design are contained within the RDF to aid in guiding the development of the park including linkages and landscape structure. The design of the park will be required to meet the Council's large greenspace standards.
- 3.17 **Block Structure/Building Typologies/Building Frontages** – primary and secondary frontages are identified. This is then supplemented by building typologies showing indicative perimeter blocks layout with central courtyard areas above ground floor parking.
- 3.18 **Heights/Roofscape** – a range of storey heights are proposed for different parts of the site. These range from three up to eight storeys. The heights are generally lower than those previously proposed across the site. View analysis has been provided to show how this would indicatively look. The framework also sets out that a variety of roofscapes should be provided in different areas. In terms of density, it is estimated that this will be 134 dwellings per hectare for phase one. For phase two, subject to design development and unit mix, this is estimated to be between 105 and 155 dwellings per hectare.

- 3.19 **Character Zones / Material Strategy** – the RDF splits the area into character zones where it is expected that primary frontages should be based on a common design language. Although the types of materials will be specified at the detailed stage, a palette of materials is suggested and materials should tie into the character zones to provide coherence.
- 3.20 **Parking Strategy** – the parking needs to meet the requirements of the Edinburgh Design Guidance. Indicatively, underdeck parking is proposed with limited on street parking shown. Secure cycle storage is also envisaged as being incorporated within the blocks.
- 3.21 The RDF will apply to areas within Forth Ports Ltd ownership, which covers the majority of the vacant land at Western Harbour. For the remaining areas, the LDP Development Principles and the existing masterplan will apply. The RDF will compliment the existing masterplan for these sites (where in some instances the plots are already defined by the road infrastructure) and such an approach is in accordance with LDP Policy Des 2 Co-ordinated Development.

Next Steps

- 3.22 If approved, future AMCs for the land in Forth Ports ownership will be required to accord with the RDF (as set out in condition 2 of 09/00165/OUT). It will also be a material consideration for assessing any further applications.
- 3.23 The approval of this document will enable the applicant to move onto the next step in preparing the detailed information to be submitted through future AMC applications within the timeframe of the existing outline permission.
- 3.24 The RDF contains a phasing plan to show which areas will come forward as an AMC and which areas will require further planning permission.
- 3.25 The AMC(s) will come forward in the context of the reserved matters set out in the outline permission and it is anticipated that a number of supporting documents will also be submitted. Detailed matters such as the design, uses, unit sizes, parking levels and amenity will all be assessed at this stage.

4. Measures of success

- 4.1 The measure of success will be the successful delivery of housing led mixed use development on a brownfield site identified for development in the Local Development Plan.

5. Financial impact

- 5.1 The approval of the Revised Design Framework does not raise any financial implications for the Council. A legal agreement is in place for the outline permission (reference 09/01650/OUT) and any Approval of Matters Specified in Conditions applications will need to comply with its requirements. Any further full planning applications will be subject to current policy on affordable housing and Developer Contributions and Infrastructure Supplementary Guidance and will require a new legal agreement.

6. Risk, policy, compliance and governance impact

- 6.1 There are no perceived risks associated with this report.

7. Equalities impact

- 7.1 There are no equalities impacts arising from this report. Future applications will be considered as part of the Integrated Impact Assessment process.

8. Sustainability impact

- 8.1 No direct sustainability impacts arising from this report.

9. Consultation and engagement

- 9.1 The following consultation has taken place:
- 18 May 2018 – Consultee meeting held with various Council Services.
 - 25 June 2018 – Applicant held a public exhibition at Ocean Terminal.
 - 26 June 2018 – Applicant presented to Leith and Nehwaven Community Council.
- 9.2 Further details are set out in paragraph 3.5 above.
- 9.3 The proposals were considered by the Edinburgh Urban Design Panel on 27 June 2018. The Panel made the following recommendations:
- 9.3.1 The Panel considered the finance model as an excellent opportunity to address the housing shortage and to transform the wider waterfront. Treating housing as infrastructure – rather than speculative development – was to be commended.
- 9.3.2 The Panel welcomed development happening on the site which had been stalled for around 10 years. The general principle and the proposed changes from the existing masterplan was supported.

9.3.3 In developing the proposals, the Panel suggested the following matters be considered further in developing the proposals and new design framework:

- Design of the streets to ensure life and activation;
- Creation of a place rather than just housing;
- Consideration of how the park and other public space will work;
- Design of the new blocks including the architecture; and
- Use of Secure by Design.

9.4 Going forward, there will be the opportunity for the public and interested parties to comment on the proposals when an AMC is submitted and the usual consultation process for any full planning applications.

10. Background reading/external references

10.1 Decision Notice for planning application reference 09/00165/OUT.

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11. Appendices

Appendix 1 – Western Harbour Revised Design Framework

Appendix 2 – Public Consultation Report.

7N Architects

Western Harbour
Revised Design Framework – 30.08.18





Illustrative Waterfront Promenade View

Executive Summary

This Revised Design Framework (RDF), which is submitted on behalf of Forth Ports Limited, sets out the design principles and framework for the detailed design for the Western Harbour Masterplan Planning Permission (ref: 09/00165/OUT) on land within their control at Western Harbour, Leith.

The RDF supersedes the Masterplan Design Brief (MDB), commonly known as the Robert Adam Masterplan, which was approved in 2004. The RDF maintains the quality and placemaking principles of the MDB but tunes the design guidance for the site to reflect changes in CEC policy, guidance and context which have evolved over the past 14 years to facilitate the development of the site. These include changes in construction approaches, space standards, parking solutions and material palettes and reflect changes in CEC policy, as set out in the Edinburgh Local Development Plan (2016) and Edinburgh Design Guidance.



Illustrative Shared Street View

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The Site

Western Harbour

Forth Ports Limited first received Outline Planning Permission (now known as Planning Permission in Principle or PPP) for the development of the Western Harbour site in 2002. The Planning Permission was extended in 2009.

The PPP governs the principle of development on site, the general layout of the masterplan, building heights, movement and open space. Planning applications for detailed proposals (Approval Matters Specified in Conditions or AMC) are required to be in accordance with the approved Masterplan Design Brief (MDB).

The approved MDB, however, is 14 years old and needs to be revised to take account of the aspirations of Forth Ports Limited and those of the City of Edinburgh's strategic approach as set out in the Edinburgh Local Development Plan (2016) and supplementary guidance. These revisions to the MDB are an essential pre-requisite to enable the detailed design and submission of AMC applications for development on the site that can deliver on the vision for completing the creation of a new community.



Extents of Revised Design Framework

Site History

Western Harbour was first formed as an expansion to the Port of Leith between 1936 and 1942, with the extension of a breakwater from the historic fishing village of Newhaven.

Beginning in 1966, a land reclamation project has created over 27 hectares of land, originally for port use.

Development of the reclaimed land began in the late 1990s with a Premier Inn, the David Lloyd Leisure Centre and Newhaven Fishmarket. Subsequent development has delivered:

- Approximately 1,250 residential units
- An ASDA supermarket
- Lighthouse Park, a new public park at the northern edge of the site.



1945



2005



2016



Aerial view of reclaimed land

Planning Context

The Revised Design Framework (RDF) sets out the general urban design principles and urban design framework and required in accordance with conditions 5 and 6 of the Planning Permission (ref: 09/00165/OUT) for the development of land at Western Harbour for land within the control of Forth Ports Limited. It supersedes the Masterplan Design Brief, commonly known as the Robert Adam Masterplan, approved in 2004 for land within the control of Forth Ports Limited and does not alter the approved urban design principles and urban design framework for land outwith its control.

The design principles and framework set out in the RDF are aligned with the aspirations of Forth Ports Limited and those of the City of Edinburgh Council, as set out in the Edinburgh Local Development Plan (2016) and supporting guidance.

The urban design principles and urban design framework set out in the RDF will enable Forth Ports Limited to bring forward planning applications for Approval of Matters Specified in Conditions (AMC) in accordance with the extant Planning Permission and further planning applications for residential led development on the remaining land within Forth Port Limited's control.



2004 Robert Adam Masterplan.

Relevant History and Policy

Planning Permission for the development of Western Harbour was granted in 2002 (ref: 01/03229/OUT) and the period of time for the approval of reserved matters was extended in 2009 (ref: 09/00165/OUT).

The Development Plots plan opposite shows the development which has taken place at Western Harbour and the plots which remain to be developed.

The Robert Adam Masterplan, and the Design Brief, which it superseded, set out the design principles and framework for the development and in accordance with conditions 5 and 6, development has taken place in line with their provisions.

As noted, the Robert Adam Masterplan is however 14 years old, it is prescriptive and many parts of it no longer correspond with the Council's planning policy framework. It does not provide a design framework which can be implemented to support the completion of development at Western Harbour.







Development Plots

Local Development Plan

The Edinburgh Local Development Plan (2016) sets out the Edinburgh Waterfront Design Principles. The principles for Western Harbour are set out in Table 11 (page 50) of the LDP. The table on the opposite page sets out the principles and how the RDF responds to these LDP principles.

The Local Development Plan makes provision for a cycle/footpath route. Recognising that the illustrative route presently crosses operational port land, the LDP makes provision for the feasibility of the east west route to be further considered, allowing for use of operational port land to be avoided.

In addition to the design principles set out in the LDP, the RDF takes into account the requirements of Edinburgh Design Guidance and Edinburgh's Open Space Strategy (2016).

-  Housing led mixed use development
-  New green space
-  Cycle / footpath safeguarded route
-  Tram line safeguard
-  School safeguard



Extract from Edinburgh Local Development Plan - Edinburgh Waterfront Development Principles - Indicative only - not part of the Proposals Map

Local Development Plan

Development Principles

- Complete the approved street layout and perimeter block urban form.
- Revise the housing mix towards a greater number of townhouses than identified in the master plan, where it would be appropriate in terms of place-making and would accelerate completions.
- Meet the Council's Large Greenspace Standard by delivering the Western Harbour Central Park (Proposal GS2).
- Complete the partly implemented new local centre by providing smaller commercial units under flatted development on the other corners of the centre's junction.
- Deliver school provision as specified in the Action Programme.
- Create a publicly-accessible waterside path around the perimeter of the area, connecting east and west.
- Design new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development.
- Review the flood risk assessment that has already been provided for this site.

RDF Response

- The block form remains largely unchanged and the street layout takes into account Edinburgh Standards for Streets and Edinburgh Design Guidance 2017.
- Completions will be accelerated taking forward the building form set out in the RDF. It provides for family accommodation and open space in accordance the Council's Planning Policy and Edinburgh Design Guidance.
- The RDF sets out how the Council's Large Greenspace Standards will be achieved through the delivery of the proposed park.
- The RDF identifies a local centre, as well as opportunities for commercial units throughout the area, which can provide accommodation for retail, food and small businesses.
- The RDF includes the area of land identified for the new school and associated outdoor space within Western Harbour Central Park.
- The RDF sets out the design principles for providing a waterside path within its boundaries and identifies where it can connect to the established footpath network.
- Applications for planning permission will be expected to address the requirement.
- Applications for planning permission will be accompanied by Flood Risk Assessments.

Detail to be provided with future AMC Applications

The forthcoming AMC applications will address the requirements of the extant Planning Permission (ref: 09/00165/OUT) and the detailed development proposals will accord with the principles and framework of the RDF. The AMC applications will be supported by the following information:

- Design and Access Statement
- Architectural plans in accordance with Appendix A of the Edinburgh Design Guidance
- Landscape plans and maintenance proposals in accordance with Appendix A of the Edinburgh Design Guidance
- Sustainability form
- Engineering levels
- Flood Risk Assessment + Certificates
- Phase i Geo-environmental and Geo-technical Report
- Amenity information for daylighting, sunlighting and privacy
- Transport information, including Parking Statement



Western Harbour

Site Parameters and Constraints

The site's immediate built context has all been developed within the past 20 years. The larger residential blocks to the north east were constructed prior to the implementation of the Robert Adam masterplan, whilst later developments to the south were brought forward under the Robert Adam design coding.

There are a number of existing junctions that have been built giving access to the site that define the structure of the primary roads. Existing utilities infrastructure within the site should be incorporated into the masterplan in coordination with the requirements of the relevant statutory bodies.

- Existing residential development, 6-11 storeys
- Existing residential development, 3-8 storeys
- Existing commercial development, 1-3 storeys
- PPP development plots outwith the RDF
- Existing Road Access
- Existing Infrastructure- Foul Drainage Pumping Station
- Existing Infrastructure- Substation / Gas Governor



Site Parameters and Constraints

Transport and Connections

The site is approximately 1.5 miles from the centre of Leith and 3 miles from Edinburgh City Centre. Newhaven, Ocean Terminal and western Leith are all within 20 minutes walk. The majority of central Edinburgh is within 30 minutes by bicycle. The site is in close proximity to the Hawthornvale Path which connects to the off-road active travel network.

The 10 bus route, which stops within Western Harbour and could be extended into the proposed development area, takes 30 minutes to reach Princes Street.

The proposed tram extension will terminate directly south of the site, providing additional public transport connections to Leith and the City Centre. Longer term aspirations for further extensions would provide connections to Granton and the west of the city.

- 20 minute walking catchment
- ▤ Off-road active travel network.
- ▤ Proposed tram extension

Local Buses

- ▬ 10: 30 mins to Princes Street
Every 10 mins / 20 mins Sundays
- ▬ 16: 34 mins to Princes Street
Every 10 mins / 15 mins Sundays
- ▬ 11: 36 mins to Princes Street
Every 10 mins / 15 mins Sundays
- ▬ 200: 50 mins to Edinburgh Airport
Every 30 mins





Transport and Connections

Environment and Topography

The coastal setting of the site leaves it exposed to the prevailing south westerly winds and onshore north easterly wind. The south east and north west are largely open to the Harbour and the Firth of Forth respectively, although the latter is mitigated by existing development.

The site is reclaimed land and will be finished to a consistent level. There are a number of existing spoil mounds that will be redistributed across the site during surcharging or another form of remediation. Any excess material will create landforms within the proposed park.

-  Primary Exposure
-  Secondary Exposure
-  Wind
-  Sun path






Environment & Topography

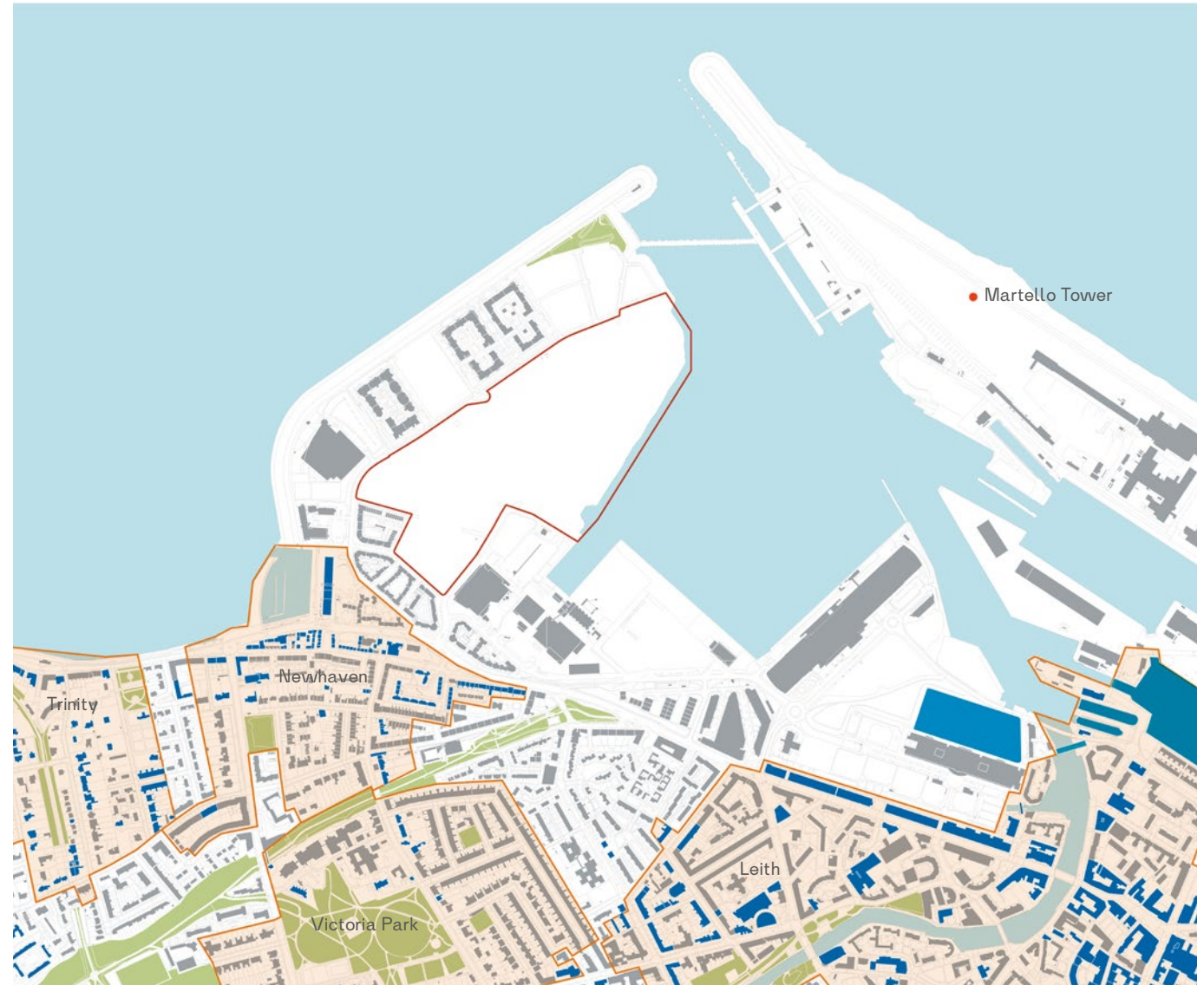
Heritage and Landmarks

The southernmost boundary of the site is approximately 100m north of the Newhaven Conservation Area. The wider area includes Trinity, Victoria Park and Leith Conservation Areas.

There are a number of listed buildings in the vicinity of the site, including the B-Listed Newhaven Fishmarket and Harbour.

There is a Martello Tower on the eastern breakwater of Western Harbour that is a designated Scheduled Monument.

-  Conservation Area
-  Listed Building
-  Scheduled Monument



Heritage and Landmarks

Site Preparation and Harbour Wall

As the site largely consists of land reclaimed within the last 20 years, a number of areas still require ground remediation and stabilisation before development can take place.

A range of ground stabilisation options are being explored including the surcharging method which has been implemented on the site to date. Surcharging consists of applying load on the ground surface, in excess of that expected from long term development, for a period of 9-12 months to accelerate the settlement process. This takes the form of temporary fill embankments, which are removed prior to construction once settlement is complete. This could be achieved with existing excess soil on site, spread over three consecutive phases.

A new harbour wall is also required to be constructed prior to development of plots that front onto Western Harbour to the east.

All of these infrastructure measures require significant levels of investment and logistics planning and will have a bearing on the final phasing strategy.

- Stabilisation required
- ■ Extent of new Harbour Wall required



Ground Stabilisation and Harbour Wall

Masterplan Principles

Vision

Western Harbour can become a catalyst for regenerating the waterfront to meet Edinburgh's acute housing needs.

The Western Harbour development presents the opportunity to deliver a residential led, mixed use community with a new park, a proposed new primary school, local amenities, shops and a waterfront promenade.

The vision is to grow the place into a vibrant waterfront community which can act as a catalyst for the wider regeneration of Edinburgh's waterfront.



Illustrative Waterfront Promenade View

Vision

Using brownfield land to deliver new homes for Edinburgh



The site today



The site today

Making a new place for a vibrant community by the water's edge



Illustrative Street View



Illustrative Proposals

Proposed Masterplan

The RDF design guidance has been developed within the established spatial framework of the approved masterplan.

The configuration of streets, spaces and plots of the masterplan has been maintained and tuned to reflect current aspirations and the City of Edinburgh's own design guidance, which has evolved over the years since planning permission was granted.

This evolution of the masterplan sets out the spatial framework for the development and it is the role of the RDF guidance to set out the placemaking framework for the detailed design and delivery of the new neighbourhood.

The placemaking approach of the RDF establishes design guidance to create a rich and varied urban environment which is well connected to the surrounding communities, both physically and socially, and will enhance the vibrancy of Leith.

The overarching key principles which should guide the design of detailed proposals for the development are set out on the following pages.



Illustrative Masterplan



Key Principles - Placemaking



A Placemaking Approach

Designing a place which encourages people to inhabit and activate their environment.



A Residential Led Mixed Use Community

A residential neighbourhood which includes a mix of uses to provide amenity to, and to enhance the diversity of the community.



Active Ground Floor Frontages

Ground floor frontages should activate the streets and spaces that they address where there is the opportunity to do so.

Key Principles - Movement



A Connected Place

Optimising the use of public transport use and movement options which mitigate car use.



Streets for people

Designing streets and public spaces to encourage pedestrians and cyclists to use them safely in a connected network of non-vehicular movement.



Managing Vehicles and Parking

Managing vehicular traffic and parking which keeps the streets as free of cars as possible whilst understanding that car use will be important to many of the residents and businesses.

Key Principles - Public Spaces



Private Residential Gardens

The residential buildings should provide access to shared or private secure garden spaces.



Public Park

The new public park should be designed to be an accessible amenity and resource for all of the community by encouraging active use.



Waterfront Promenade

The development should contribute to the creation of the City of Edinburgh's Promenade initiative where it passes through the site.

Key Principles - Variety



Variety

Designing streets, spaces, buildings and quarters which have a discernible character, within the coherent character of the wider neighbourhood, to cultivate variety, identity and legibility.



Varied Roofscape

Buildings should have a varied roofscape in both form and heights to give character to the roofscape.



Vertical Emphasis To Buildings

Buildings should generally have a vertical emphasis to their composition in recognition of the feu character of the original waterside areas of Leith.

Design Framework

Design Framework

The following section expands upon the key principles to establish a design framework for the delivery of the masterplan.

They set out guidance for the development of buildings and public realm, including massing, materials and design approach.

Future proposals should generally accord with the guidance laid out in this section.




Illustrative Masterplan

Proposed Uses

 Residential

The masterplan should consist of perimeter residential blocks with mixed use ground floor spaces at key locations.

 Class 1, 2, 3 + 4

Community spaces, shops and cafes should be provided at ground floor throughout the masterplan, focused around key public spaces and routes.

 Education

Proposals for a new primary school are being developed by the City of Edinburgh Council to the south of the Park. There is an opportunity for a complementary facility, such as a Nursery, to be located on the adjacent plot.

 Healthcare

Provision has been made for a potential 950 sqm Health Centre adjacent to the Local Centre subject to NHS Lothian confirming their requirements. If this is not forthcoming another use should be proposed which is appropriate to the Local Centre.

The diagram opposite is indicative of the approach that should be taken and the type of locations that should be proposed. Final locations and extents of floor areas for each use will be the subject of detailed applications.



Indicative Ground Floor Uses

Movement Strategy

The design framework creates a series of streets and spaces that are friendly to pedestrians and cyclists whilst providing an efficient route for vehicle movement.

- The Central Street should provide a primary circulation route for vehicles with segregated cycle lanes and the potential to extend the local bus network.
- Secondary Streets should be shared space streets. Where parking is provided within plots, access should be taken from these streets. Consideration should be given to some of these routes being designated pedestrian / cycle only.
- The Park Crescent should be a shared space street for local vehicle access with a segregated pedestrian / cycle route within the park.
- The Waterfront Promenade should be pedestrian / cycle only with controlled service access. It should connect to existing waterfront routes.

- Central Street
- Existing primary circulation route
- Shared Street
- Existing local streets
- Indicative vehicle access to parking within plots
- Waterfront Promenade
- Existing waterfront routes
- Park Crescent
- Proposed tram extension



Movement Strategy

Public Realm Strategy

In addition to the main street hierarchy, key public spaces should be located at significant locations and nodes within the masterplan. These should provide variety to the street layout and block structure. Ground floor retail units and cafes should be focused around these spaces to encourage activity and use.

The new park at the centre of the site and the existing Lighthouse Park to the north should provide significant levels of landscaped amenity space.

Pocket parks and secondary public spaces, located at corners of certain blocks, can be used to create additional greenspace, amenity and variety within the masterplan.

The diagram opposite demonstrates where the key public spaces should be provided and an indicative approach to the distribution and location of secondary public spaces and pocket parks.

- Key public space
- Waterfront Promenade
- Secondary public space
- Pocket park



Public Realm Strategy

Central Street

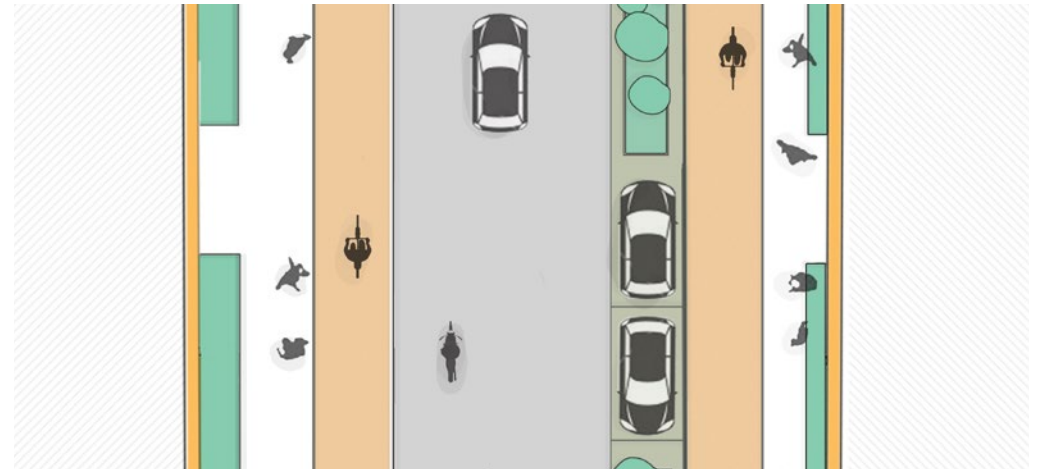
The Central Street is the primary vehicle route through the site, connecting the junction at the entrance to the Asda car park with the northern extents of Western Harbour Drive.

Design Principles

- Building frontages should address street to provide urban character and activity
- Small front gardens or planting should provide privacy to ground floor residential uses
- A segregated cycle way should be provided in line with CEC Design Guidance. Where possible, this should connect into existing routes
- Limited on street parking can be provided but should be broken up into small areas of contained parking, located between street planting and trees or other features



Location



Indicative Plan Detail



Indicative Section

Central Street

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Central Street.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Example of privacy planting to front gardens



- Key
- 1- Pavement
 - 2- Segregated cycleway
 - 3- Street planting
 - 4- Carrigeway
 - 5- Street Parking
 - 6- Private Front Garden
 - 7- Pedestrian crossing point
 - 8- Key public space

Illustrative proposals for Central Street

Shared Streets

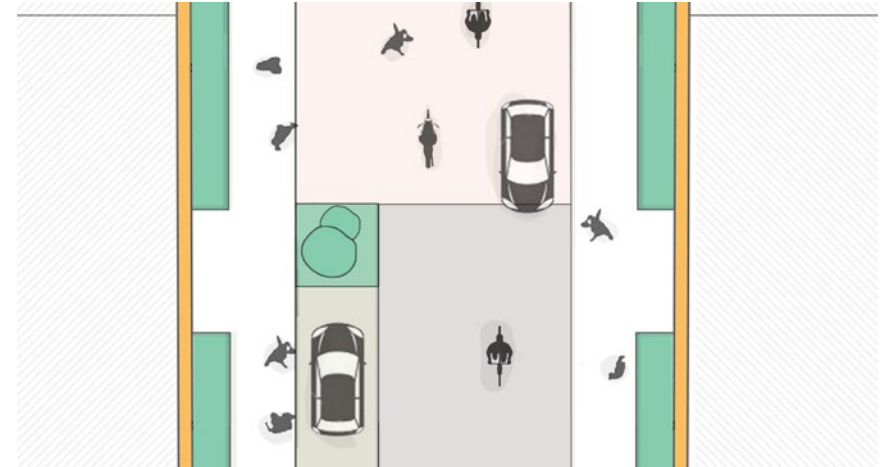
Shared streets connect the Central Street to the park and waterfront. These should have the character of shared spaces with limited vehicle movements and take into account pedestrian and cyclist movement and desire lines.

Design Principles

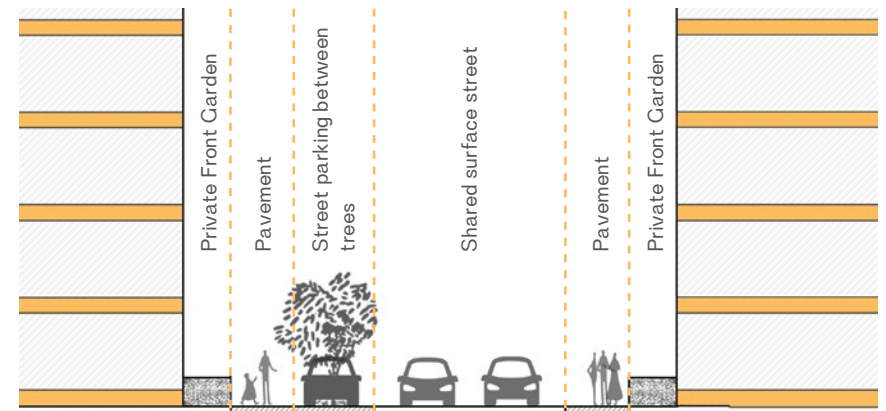
- Secondary building frontages should be set back from the street with front gardens to ground floor residences
- Streets should be designed to limit vehicle speeds through the introduction of horizontal and vertical obstacles
- Access to on plot parking should be located close to the central street where possible
- Limited on street parking can be provided but should be broken up into small areas of contained parking, located between street planting and trees or other features



Location



Indicative Plan Detail



Indicative Section

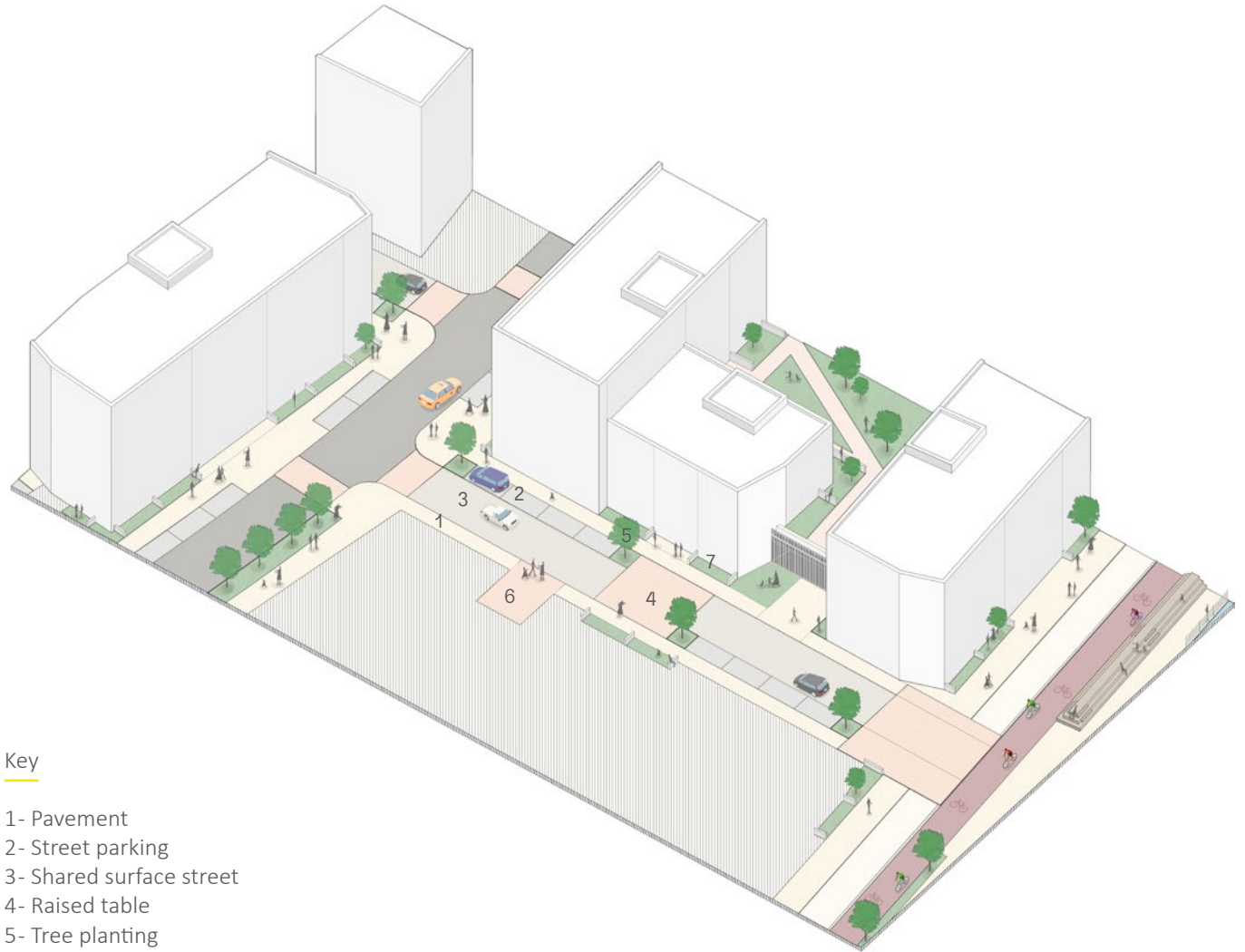
Shared Streets

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Shared Streets.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Illustrative view of a Shared Street



Key

- 1- Pavement
- 2- Street parking
- 3- Shared surface street
- 4- Raised table
- 5- Tree planting
- 6- Vehicle access to on plot parking
- 7- Private front garden

Illustrative proposals for a Shared Street

Park Crescent

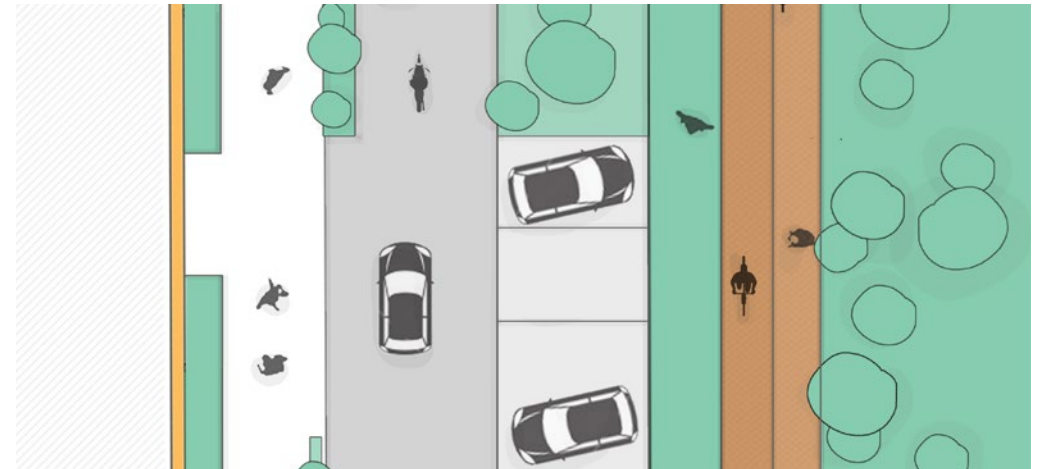
The Park Crescent should incorporate Shared Street principles and have the landscape character of a street set within the park.

Design Principles

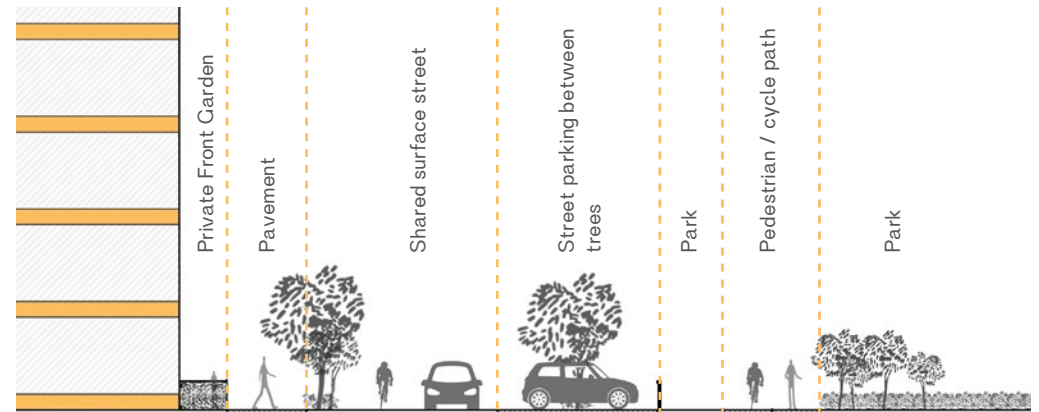
- Primary building frontages should address the park with private front gardens
- Shared surface transition spaces should be used at the entrances to the park
- Shared surface streets should be designed to limit vehicle speeds and provide local access only
- On street parking can be provided but should be contained within street planting, trees and other features
- Segregated pedestrian and cycle routes should be provided within the park



Location



Indicative Plan Detail



Indicative Section

Park Crescent

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Park Crescent.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Example of a park edge frontage



Key

- 1- Pavement
- 2- Street parking between trees
- 3- Shared surface street
- 4- Pedestrian / cycle path
- 5- Shared surface transition space to park
- 6- Private Front Gardens

Illustrative proposals for the Park Crescent

Waterfront Promenade

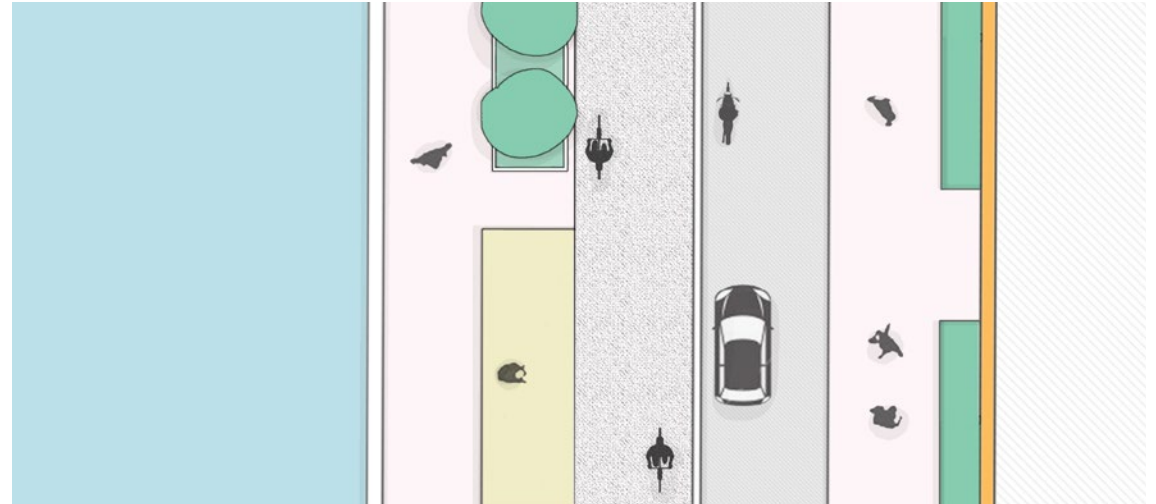
The Waterfront Promenade should create a linear public space for pedestrians and cycles. Vehicles should have controlled, limited access for service and emergency only.

Design Principles

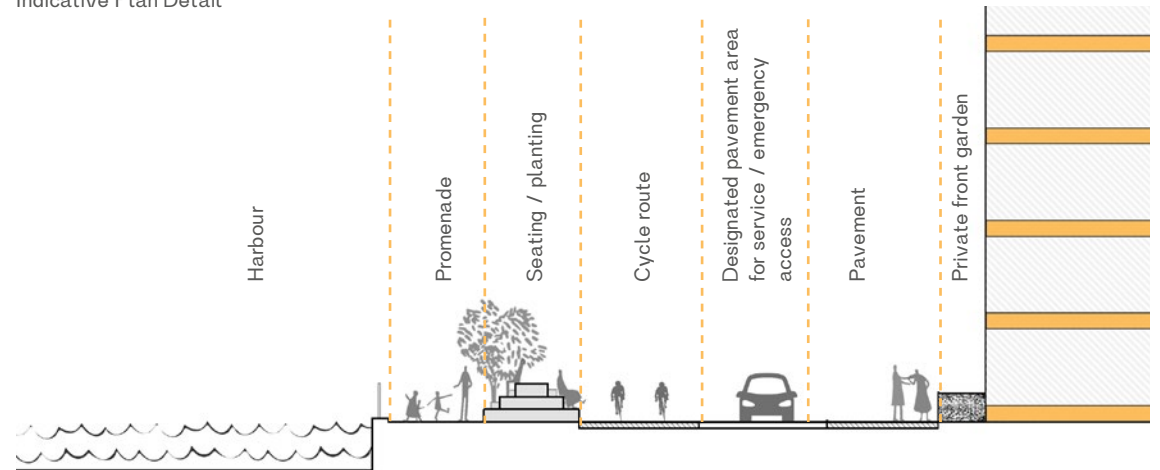
- Primary building frontages should address the harbour
- Planting, benches, seating platforms and other public realm features should be provided to encourage people to activate the space
- Pedestrian and cycle ways should connect with existing routes where possible. The cycle way should form part of the public space
- A single carriageway can be provided for servicing and emergency access only
- On street parking cannot be provided unless there is a specific requirement for accessible spaces



Location



Indicative Plan Detail



Indicative Section

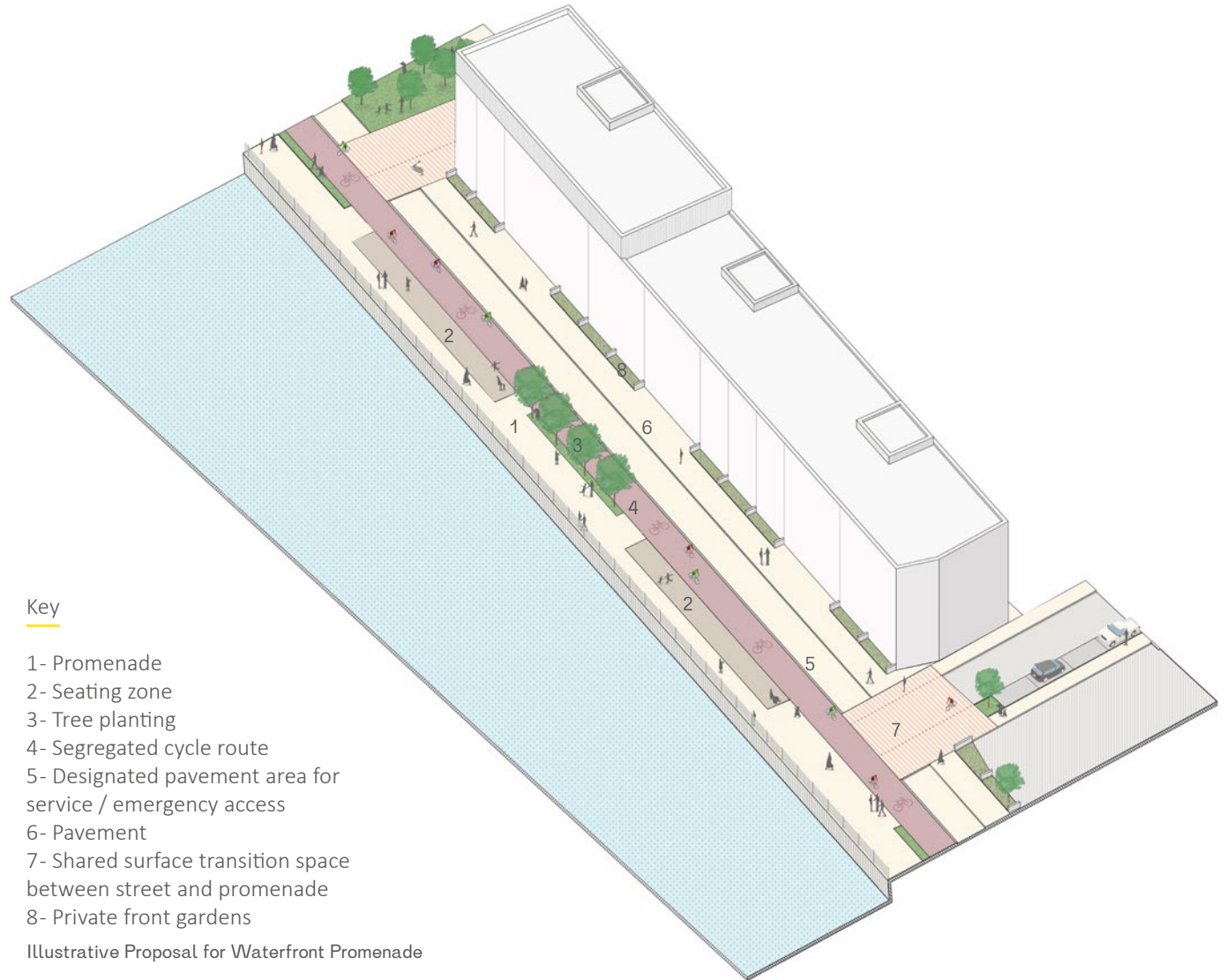
Waterfront Promenade

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Waterfront Promenade.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Promenade Design Code, Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Illustrative view of Waterfront Promenade



Key

- 1- Promenade
- 2- Seating zone
- 3- Tree planting
- 4- Segregated cycle route
- 5- Designated pavement area for service / emergency access
- 6- Pavement
- 7- Shared surface transition space between street and promenade
- 8- Private front gardens

Illustrative Proposal for Waterfront Promenade

Western Harbour Park: Principles

The proposed Western Harbour Park is 4.7 hectares in size, which is classified as a 'Large Park' according to 'Open Space 2021, Edinburgh's Open Space Strategy'. This states that park proposals should be developed to meet the following Large Greenspace Standards:

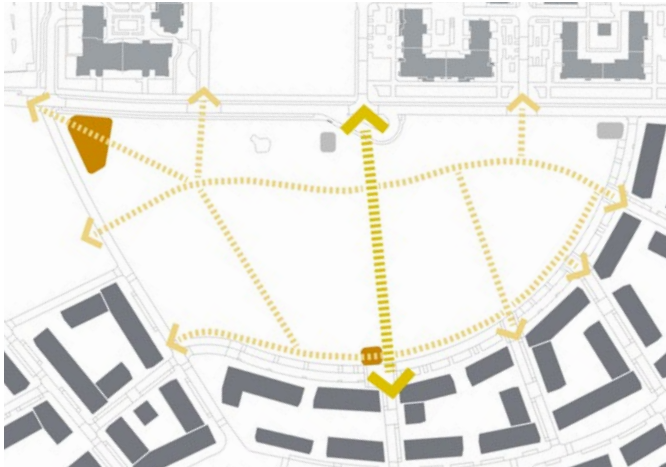
- Level space for events, informal games and kick-about
- Measured walking and running circuits
- Space for woodland and larger growing native trees to renew Edinburgh's canopy cover
- Gathering spaces with seating within wider layout
- Complement sustainable urban drainage through location alongside swales, rain gardens and wetlands and ponds
- In addition to providing natural surveillance from homes, relate new open space to proposed local centres, schools and compatible non-residential land uses to allow potential for access to toilets, changing facilities and food and drink outlets
- Interpretation of local built, cultural and natural heritage interests
- Large greenspaces will generally be the most suitable locations to provide equipped play to 'good' or 'very good' value

The park could also be designed to accommodate an all-weather sports pitch for the proposed primary school with potential for this to be made available for use by the wider community outside of school hours. CEC Education should be engaged during the development of detailed proposals.



Park references

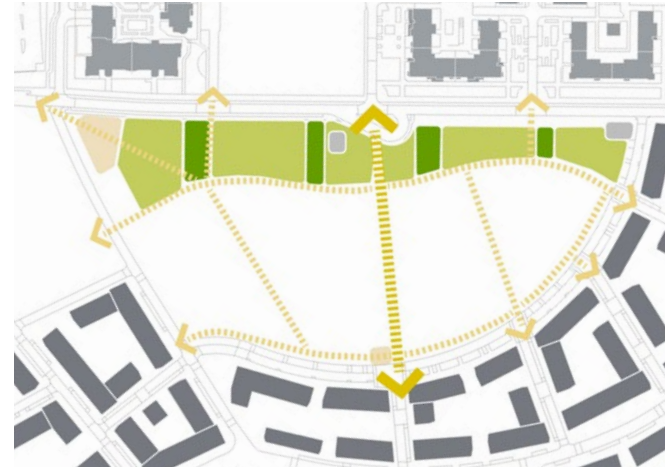
Western Harbour Park: Principles



Connecting nodes

The park should provide connections for pedestrians and cyclists between key nodes within the RDF area and the wider masterplan.

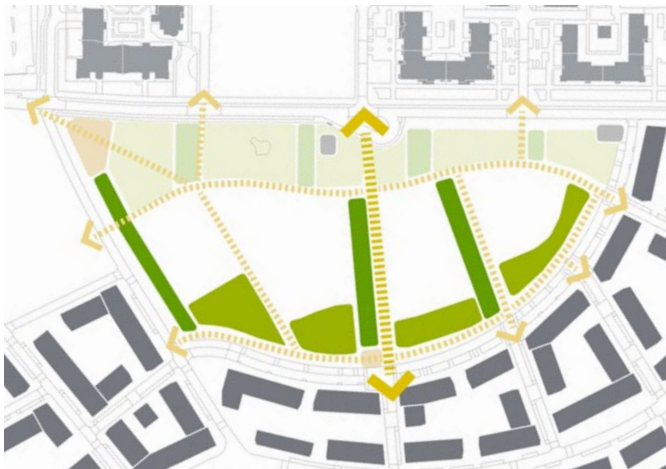
These routes can form the basis of the overall park structure and create measured routes for walking and running.



Gathering space

The eastern edge of the park should be used for a series of more intimate gathering spaces, defined by structured native planting.

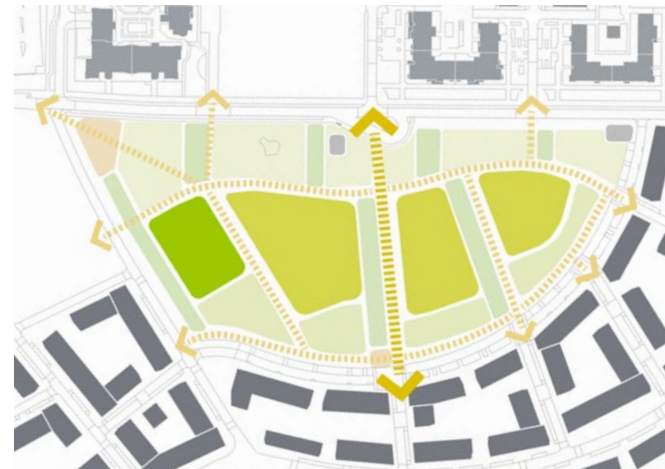
These spaces could provide a series of uses, such as community growing spaces, outdoor classrooms or heritage interpretation.



Landscape structure

The park should use planting to reinforce key routes and boundaries.

This could take the form of informal woodland areas between native structured tree planting i.



Open space

The central spaces, on land reclaimed since the early 2000s, should provide larger, open spaces for play and sports.

These spaces could include landforms, kickabout spaces or formal sports facilities associated with the new primary school.

Block Structure

The building plots follow the structure of the Robert Adam masterplan and the LDP Development Principles. In accordance with the LDP Development Principles, the plots should be delivered as a series of perimeter blocks.

These perimeter blocks should deliver an urban character and provide enclosure to central landscaped amenity spaces.

There should be a clear hierarchy within each plot, with emphasis given to primary frontages that address the Central Street, Park Crescent and Waterfront Promenade.

Secondary Frontages should address the Shared Streets and be designed to have a separate and distinct character from the Primary Frontages.

The principle of perimeter blocks with Primary and Secondary Frontages is set out opposite as an indicative block structure.

- Primary Frontage
- Secondary Frontage
- Landscaped Courtyard



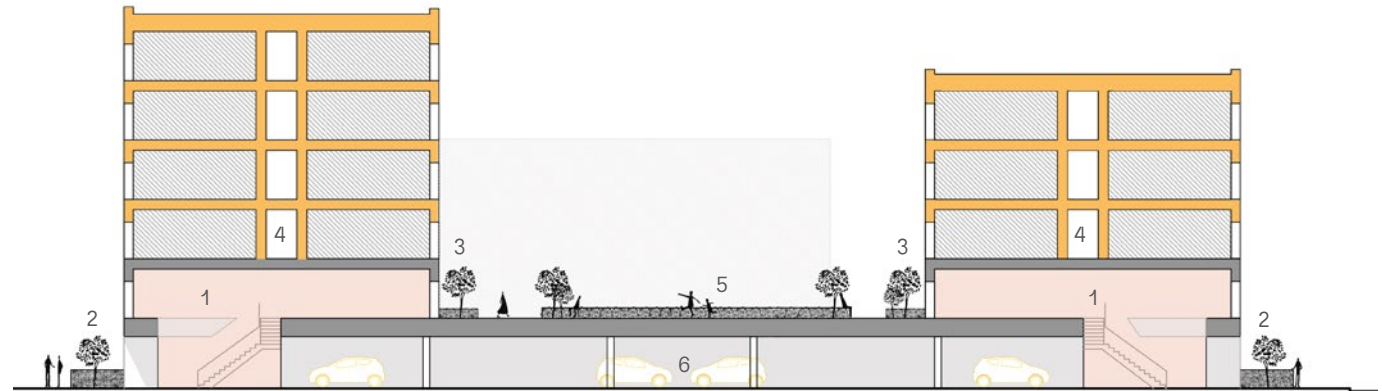
Indicative Block Structure

Building Typologies

A perimeter block building typology has been developed to test the RDF principles with a courtyard garden deck at first floor above secure cycle and car parking.

The provision of main door duplex apartments across ground and first floor can create active frontages to the streets, whilst concealing the the undercroft parking. The duplexes can provide family accommodation in accordance with the Edinburgh Design Guidance. At upper levels, units can be arranged around a series of cores and central corridors.

Detailed applications may propose alternative typologies but should demonstrate how they meet the requirements of the RDF and the Edinburgh Design Guidance.



Key

- | | | |
|-------------------------------|---|---|
| 1- Main door duplex apartment | 4- Upper apartments with shared core and central corridor | 6- Car and cycle parking below courtyard deck |
| 2- Private front garden | 5- Shared courtyard | |
| 3- Private rear garden | | |

Indicative section showing undercroft parking with a garden deck, duplex flats providing active frontages to the surrounding streets and garden access for family accommodation



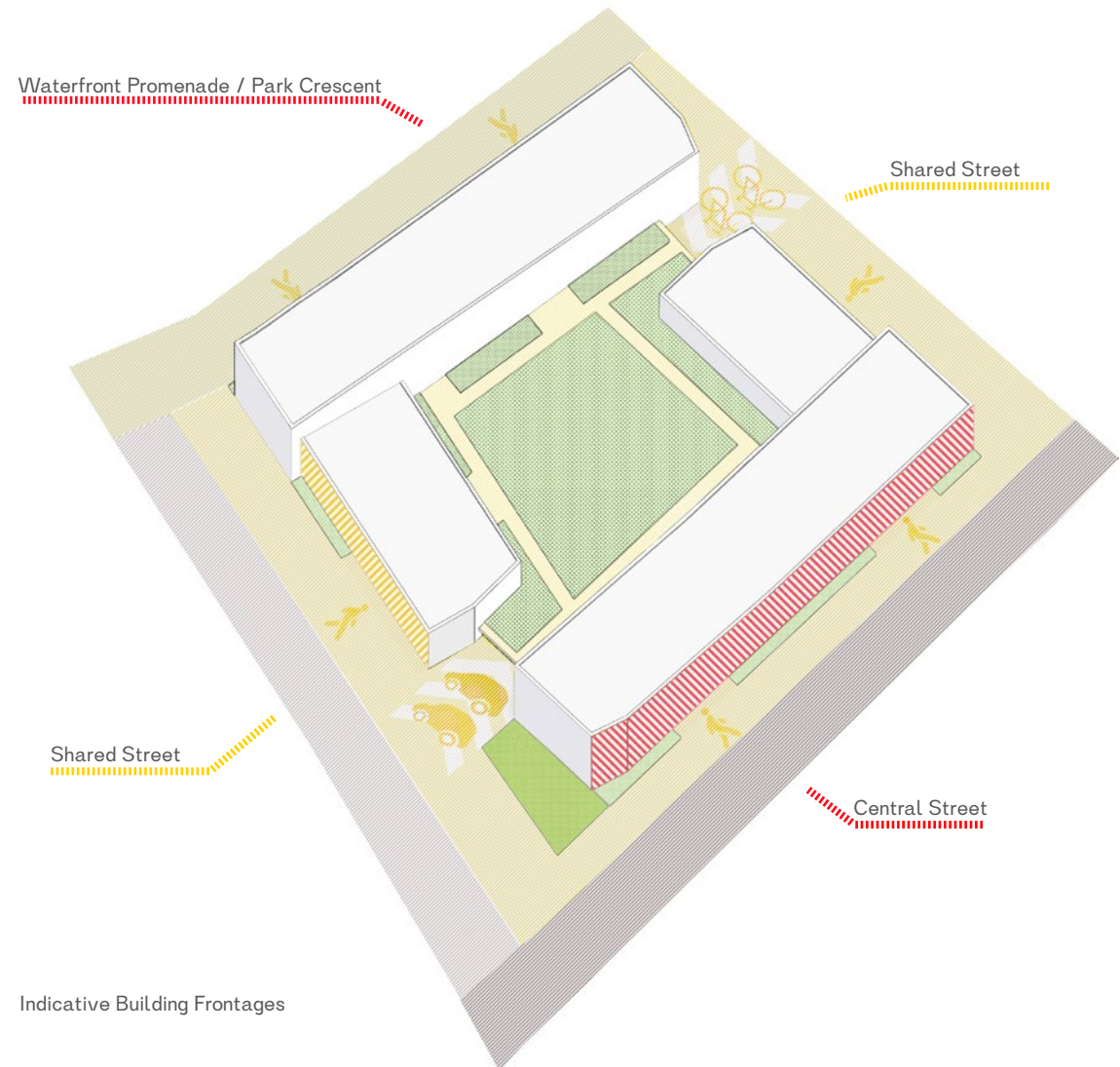
Illustrative view showing entrance to secure cycle parking

Building Frontages

Design Principles

- Primary Frontages should address the Central Street, Waterfront Promenade or Park Crescent
- Secondary Frontages should address the Shared Streets
- Ground floor units should have main door access to create an active frontage
- Front gardens should be used to provide privacy and amenity to ground floor units
- Entrances to shared cores for upper units should be focused on the Central Street, Waterfront Promenade or Park Crescent to create an active frontage to these spaces. Core entrances on Shared Streets are permitted where they are of a sufficient length to require them
- Where ground floor retail units are introduced, these should address the Central Street, Waterfront Promenade or Park Crescent
- Vehicle entrances should be taken from Shared Streets
- Cycle entrances should be distinct from vehicle entrances and should be designed to provide convenient access to primary routes
- Pocket parks and smaller public spaces can be introduced at key block corners

These principles have been demonstrated in the indicative block diagram opposite.



Amenity and Open Space

Privacy and Outlook

Ground floor apartments should have private front gardens or privacy planting that provide separation between the street and internal accommodation. Courtyards and streets should achieve a suitable distance between elevations for privacy and outlook between apartments.

Daylight and Sunlight

Massing and heights should be designed to meet the requirements of the Edinburgh Design Guidance for daylighting and sunlighting to new buildings and spaces.

Open Space

Ground floor units should have private front gardens at street level. If a courtyard deck is proposed, duplex or first floor units addressing the deck should have private garden spaces at the perimeter of the shared garden space.

All apartments should have direct access to a communal garden or via the shared cores. Amenity for upper floor apartments could be improved through the use of balconies.

Pocket Parks at the corners of blocks can provide additional open space for communal use.



Illustrative Masterplan showing provision of amenity space with courtyard deck typology

Storey Heights

Plots should be developed within the range of storey heights set out in the diagram opposite.

Development of the whole plot to a consistent height should be avoided. Heights should vary by individual frontage within each plot to create a varied roofscape, with emphasis on higher buildings onto the Central Street, Waterfront Promenade and Park Crescent.

- To the south of the masterplan buildings should have a range of 3-5 storeys in keeping with the adjacent existing developments
- The central portion should have a range of 4-6 storeys
- The northernmost plots have potential for additional height that could complement the taller existing and planned developments in this area of the site. Heights could have a range of 4-8 storeys

In all cases proposed heights will be required to demonstrate sufficient daylighting to habitable rooms and sunlight to amenity space in accordance with the Edinburgh Design Guidance.



Storey Heights

Roofscape

Design Principles

- Roofscape should be used to introduce variety and vertical emphasis where storey heights are consistent across a frontage
- Roofscape should be used to emphasise key nodes within the masterplan
- For Primary Frontages, the roofscape design should consider the overall coherence of the urban block.
- Secondary Frontages allow for greater variety of roofscape design

The illustration opposite demonstrates an indicative proposal that implements these design principles to create a varied roofscape.

Detailed proposals should also demonstrate how the principles have been met.



Illustrative Proposals

Key View Analysis

The storey heights set out in the RDF are generally consistent with the previously consented Robert Adam masterplan. Nevertheless a review of key city skyline views has been undertaken. This has shown that the extents of the RDF are not covered by the existing skyline views. There are three locations where the view cones pass close to the site.

C16b

→ Firth of Forth from south east abutment of Dean Bridge

Of the existing developments at Western Harbour only the upper storeys of the residential towers are visible. These exceed the proposed maximum storeys in the RDF.

N12a

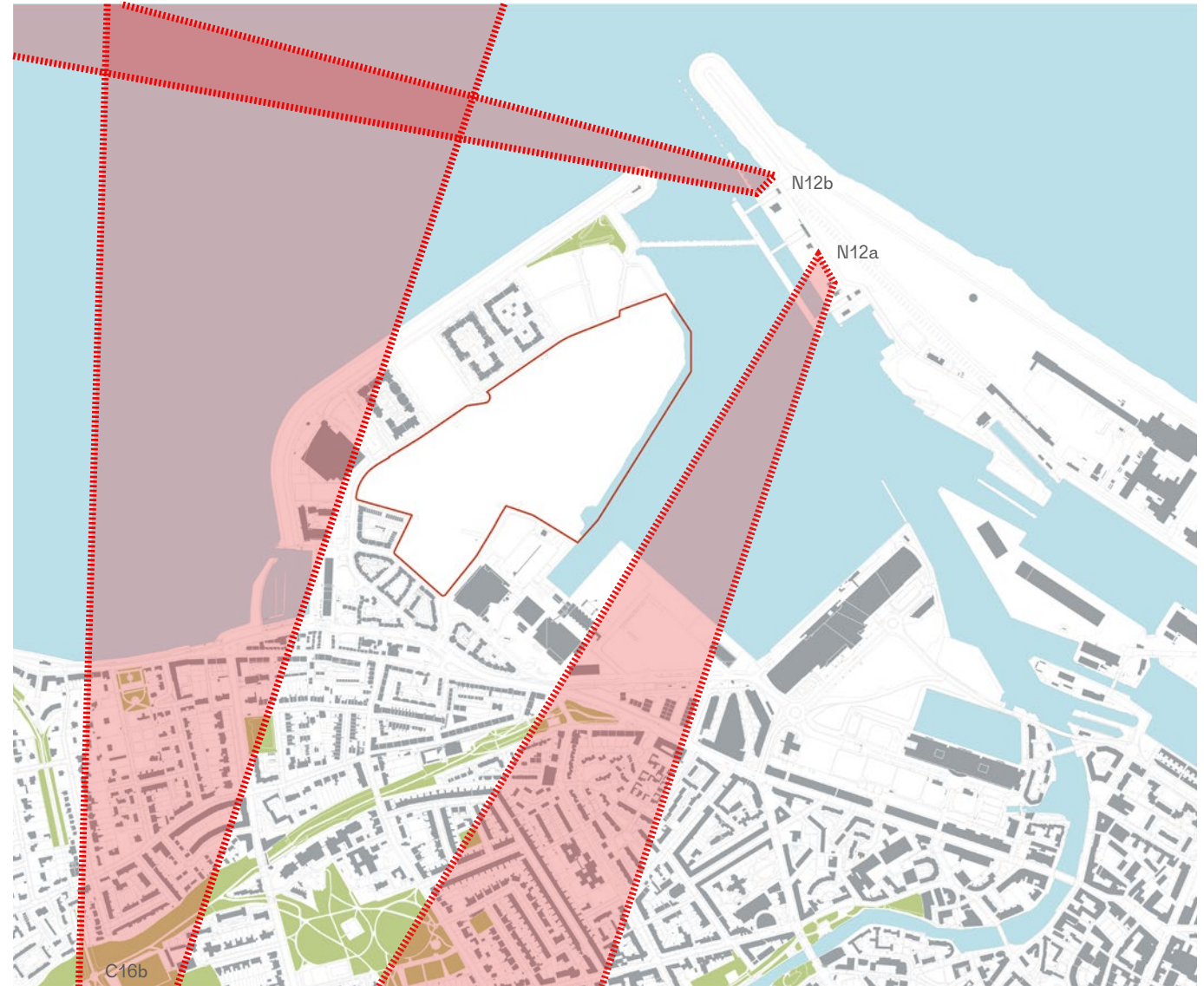
→ Castle Hub and Spire

The view cone passes to the east of the RDF boundary, across the harbour, and is not affected by the proposed development.

N12b

→ Forth Bridge

The view cone passes to the north of the RDF boundary, across the Firth of Forth, and is not affected by the proposed development.



City Skyline Views

Local View Analysis

Key local views in the vicinity of the site have been tested with an indicative development profile to demonstrate the impact of the proposal.



Indicative Development- East from Ocean Terminal

The indicative development profile creates a varied urban profile along the harbour edge and places the existing developments in a built context. The setting of the existing residential towers is improved and their visual impact lessened.

Views north across the harbour and the Firth of Forth to Fife are preserved.



Local View Analysis



Indicative Development- North East from Chancelot Mill

As from Ocean Terminal, the indicative development profile creates a varied urban profile along the harbour edge and places the existing developments in a built context.

The height of the proposal is consistent with existing developments to the south of the site.



Indicative Development- North East from Chancelot Mill

The indicative development profile is largely screened from the eastern approach by earlier developments within the Robert Adam masterplan. Some elements of the RDF may be visible at certain locations between existing buildings but will be consistent in height.

The setting of the Category B listed Newhaven Harbour and Fishmarket is not affected by the proposal.



Local View Analysis



Indicative Development- North from Melrose Drive Junction

The proposal creates a strong urban presence at the entrance to the site. Ground floor retail units at this location will help to create an active local centre.

The varying heights are consistent with adjacent existing developments.



Character Zones

In developing elevational treatments, consideration should be given to creating a series of character zones across the site. These character zones should follow the three main north / south routes through the masterplan - the Central Street, the Park Crescent and the Waterfront Promenade.

Within each zone, primary frontages should develop a common language that creates a distinct character relating to their immediate context (the high street; the park; the waterfront). Within the streetscape, feature buildings could be used to define key public spaces and nodes.

Transitioning between the character zones, Shared Streets allow for a greater variety of treatments along secondary frontages.

To the south of the masterplan, consideration should be given to coordination with existing developments in terms of frontage treatments.

-  Central Character Zone
-  Park Character Zone
-  Waterfront Character Zone
-  Shared Streets
-  Consider existing developments



Indicative Block Structure

Material Strategy

A palette of robust, durable materials should be developed to create a coherent but varied approach for each of the character zones within the masterplan.

The examples opposite demonstrate a range of materials that could be used and how variety could be introduced through approaches to tone, texture and colour.

Specific materials and their application will be the subject of detailed proposals.

All materials should be specified with particular reference to their suitability and durability for the climatic conditions of an exposed seafront site.



Brick



Render



Metal Panel



Stone



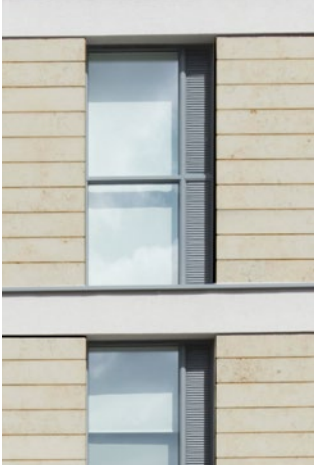
Fibre Cement Panel



Tonal Variety



Textural Variety



Material Variety



Colour Variety

Character Zone Approach

These illustrations and descriptions demonstrate an indicative approach to establishing Character Zones within the development. Detailed proposals should show how they propose to establish variety within a similar coherent framework.

Park Character Zone

Primary Frontages around the Park Crescent should share a common language of roofline and natural tones to give coherency to the crescent which addresses the park.



Central Character Zone

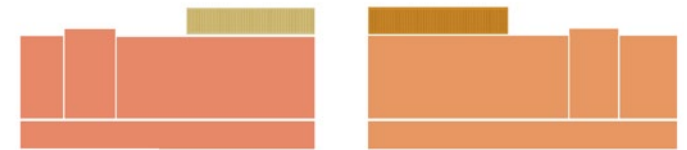
Primary Frontages along the Central Street should emphasise verticality and corners with a variety of brick materials and parapet heights that reference the traditional “feu” plots and the distinctive Leith Shore frontages. This is to give a sense of variety within this relatively long street.





Waterfront Character Zone

Primary Frontages along the waterfront promenade should have a coherency and presence to address the scale of the harbour. This can reference the industrial architecture of the port with simple brick warehouse forms and profiled metal cladding at roof level.



Feature Buildings

Feature buildings that have a distinctive treatment within the Character Zone can be used to define key public spaces and nodes.

Shared Streets

These spaces should have the greatest level of variety to give interest and legibility. Secondary Frontages along Shared Streets can a range of roof forms and materials to create a rich and varied streetscape.



Parking Strategy

The site falls within the Edinburgh Waterfront Strategic Development Zone 2, as per City of Edinburgh Council's 2017 parking standards. These set out the following requirements:

Car Parking

- Maximum 1 per unit

The proposed level of parking should be lower than or equal to this maximum. The site has excellent public transport links which allow for a reduced reliance on car journeys. Detailed applications should provide reasoned justification for the proposed proportion.

The majority of parking should be provided off street with limited on street parking. Where on street parking is provided, it should be designed to be integrated with planting and trees to minimise impact on the streetscape. Priority should be given to accessible spaces in these locations.

A consistent sitewide strategy is encouraged, however each plot can vary in their design solution and contribution to overall parking numbers. This should be justified and not simply reflect the maximum capacity of the plot.

Cycle Parking:

- Minimum 2 per unit with 2-3 habitable rooms (equivalent to 1 / 2 bed flat)
- Minimum 3 per unit with 4 habitable rooms (equivalent to 3 bed flat)

Cycle parking should prioritise accessibility, usability and security. Secure locations encourage bike ownership and storage, but should not compromise convenient access from the street.

Stores should be sized to ensure that racks are easily accessed and bikes can be easily manoeuvred. Consideration could be given to non-standard bikes, such as cargo bikes, and the provision of space for maintenance facilities.

On street cycle parking should also be a consideration within the public realm design, especially adjacent to key public spaces and commercial units.

Further Considerations

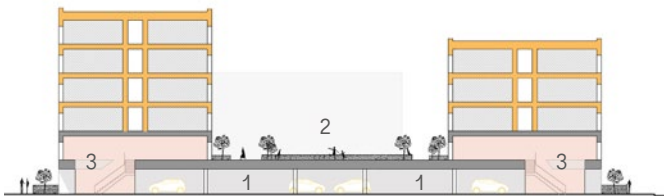
- Motorcycle parking should be provided at a minimum of 1 space per 25 units.
- Accessible spaces should be provided in accordance with the requirements of the Parking Standards.
- Provision for electrical vehicle charging infrastructure and should be considered in accordance with the requirements of the Parking Standards.
- Provision of Car Club spaces can reduce household reliance on vehicle ownership. These should be located on street at key positions throughout the site.
- Consideration could be given to providing locations for the expansion of Transport for Edinburgh's Bike Hire Scheme, launching in Autumn 2018.

Parking Strategy

The parking strategy should be developed to meet the requirements of the Edinburgh Design Guidance.

The approach illustrated opposite demonstrates a parking strategy that provides the majority of car parking spaces in secure, under deck parking, with limited spaces on street. Secure cycle stores should be provided at key locations with direct and dedicated access to shared space streets. The use of a deck allows the courtyard to become landscaped open space at first floor, improving the outlook and amenity of flats.

Detailed applications may propose alternative parking strategies that provide similar benefits to access or amenity. CEC Transport should be engaged at the early stages of development.



- 1- Under deck parking
- 2- Courtyard garden deck
- 3- Ground floor duplex units

Illustrative Block Section



- Vehicle access
- Cycle parking access
- Under deck parking
- On street parking
- Cycle parking
- Motorcycle parking
- Core

Illustrative Parking Strategy - Secure cycle and car parking below courtyard deck with limited on street provision

Refuse Strategy

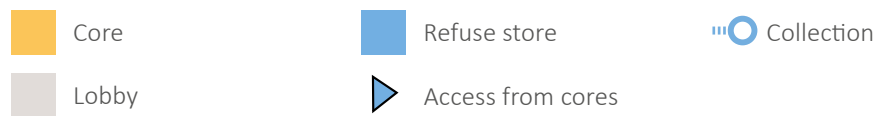
The refuse storage and collection strategy should meet the requirements of the Edinburgh Design Guidance and be developed in consultation with the CEC Waste and Cleansing Service.

The approach illustrated opposite demonstrates the use of integral communal refuse stores at the base of each core. The stores should be sized to accommodate sufficient facilities to meet the Edinburgh Design Guidance and will contain a range of bins for waste and recycling.

Each store should be accessed directly from within the ground floor of the core for ease of use. Similarly, provision for direct access to the street from the store allows straightforward collection from the existing and proposed adopted roads.

Commercial waste should be stored within each unit, with location subject to fit-out design, and suitable collection will be the responsibility of the tenants.

Detailed applications may propose alternative strategies that, for example, increase storage or collection efficiency. CEC Waste and Cleansing should be engaged at the early stages of development.





Illustrative Refuse Strategy - Integral communal refuse stores for on street collection

Phasing Strategy

The number of new homes which can be developed on the land within Forth Ports control in accordance with the extant PPP permission is 938 units. The remainder of the site would be submitted as a full detailed application or applications.

The proposed strategy for the division of the plots is illustrated opposite. This has been developed based on the following phasing criteria:

- Ties into the completed developments to the south of the masterplan
- Harbourside plots require the construction of the harbour wall prior to development
- Harbourside plots require additional ground remediation measures prior to development

-  Phase One - 938 Units
-  Phase Two - Remaining site capacity



Phasing Strategy

Welcome

The proposals presented in this public exhibition form part of a collaborative approach between the Forth Ports Group and The City of Edinburgh Council to create an opportunity to deliver new Mid-Market homes within a managed rent community. This will provide much needed affordable housing in Edinburgh which has the potential to be funded, in part, by the Scottish Government.

The Forth Ports Group received Planning Permission in Principle (PPP) for the development of the Western Harbour site in 2002 and detailed planning applications for the housing require to be in accordance with the approved masterplan. The PPP governs the principle of development on this site, the general layout of the masterplan, building heights, transport and open space.

However, the design guidance which relates to the approval is now 14 years out of date and needs to be revised to take account of modern construction approaches, new Edinburgh space standards, parking solutions and material palettes. These revisions to the Masterplan Design Brief are an essential pre-requisite to enable the detailed design and submission of an application for homes on the site that can deliver on the vision of the managed rent community approach that is now being developed.

So this consultation relates to the new guidance that is currently being prepared in the form of a Revised Design Framework. This will cover:

- Building forms and massing
- Materials
- Roads, footpaths and cycleways
- Street and public space design
- Landscape strategy, including the new park
- Parking and waste strategy
- Daylighting and privacy

This public exhibition seeks to share the Forth Ports Group's evolving proposals with you and ensure that you are informed of their plans. The Forth Ports Group aim to take your views into consideration as they develop their proposals before they submit the Revised Design Framework to The City of Edinburgh Council.



Background

Planning Context

Until the 1990's Western Harbour formed part of the Port of Leith.

In 2002, with a change in the Forth Ports Group's operational requirements, they secured Planning Permission for Mixed Use Development including residential, commercial, retail and public amenity development, public open space provision and associated reclamation, access, service and landscaping arrangements (ref: 01/03229/OUT). The planning permission was extended in 2009 (ref: 09/00165/OUT).

The Robert Adam Architects' Masterplan Design Brief, approved by the Council in 2004, sets out the design brief, including urban design principles and design framework with which development taking place in accordance with the Outline Planning Permission (now known as Planning Permission in Principle) must comply.

However, the Masterplan Design Brief is very prescriptive and many parts of it have become out of date as they no longer correspond with the Council's current guidance on a range of matters including for example, car parking standards, refuse requirements and accommodation requirements.

Both the Forth Ports Group and the Council also wish to see more homes and less office and retail space developed at Western Harbour and the current Edinburgh Local Development Plan reflects this desire.

In order for the Forth Ports Group to efficiently progress development in accordance with the Planning Permission in Principle and provide a clear framework for future planning applications a Revised Design Framework is required to replace the Robert Adam Masterplan Design Brief for the land within its control.

Development Proposals

To address the aspirations of the Council and Forth Ports, as well as to ensure the necessary infrastructure is adequately planned and considered, the Revised Design Framework will:

- Provide a design guidance framework which can accommodate future detailed planning applications for the new Mid-Market Rent homes
- Set out design principles and requirements for the proposed Western Harbour Park and other public open spaces
- Take account of the proposed relocation of Victoria Primary School and associated games area
- Identify a local centre for commercial uses appropriate for local services including retail and office use and the potential to accommodate a medical facility
- Identify additional locations for commercial uses
- Set out a framework for roads, footpath and cycle ways
- Set out design principles for landmark buildings, building lines, building forms with maximum heights, frontage, massing, roofscape detail and palettes of materials.



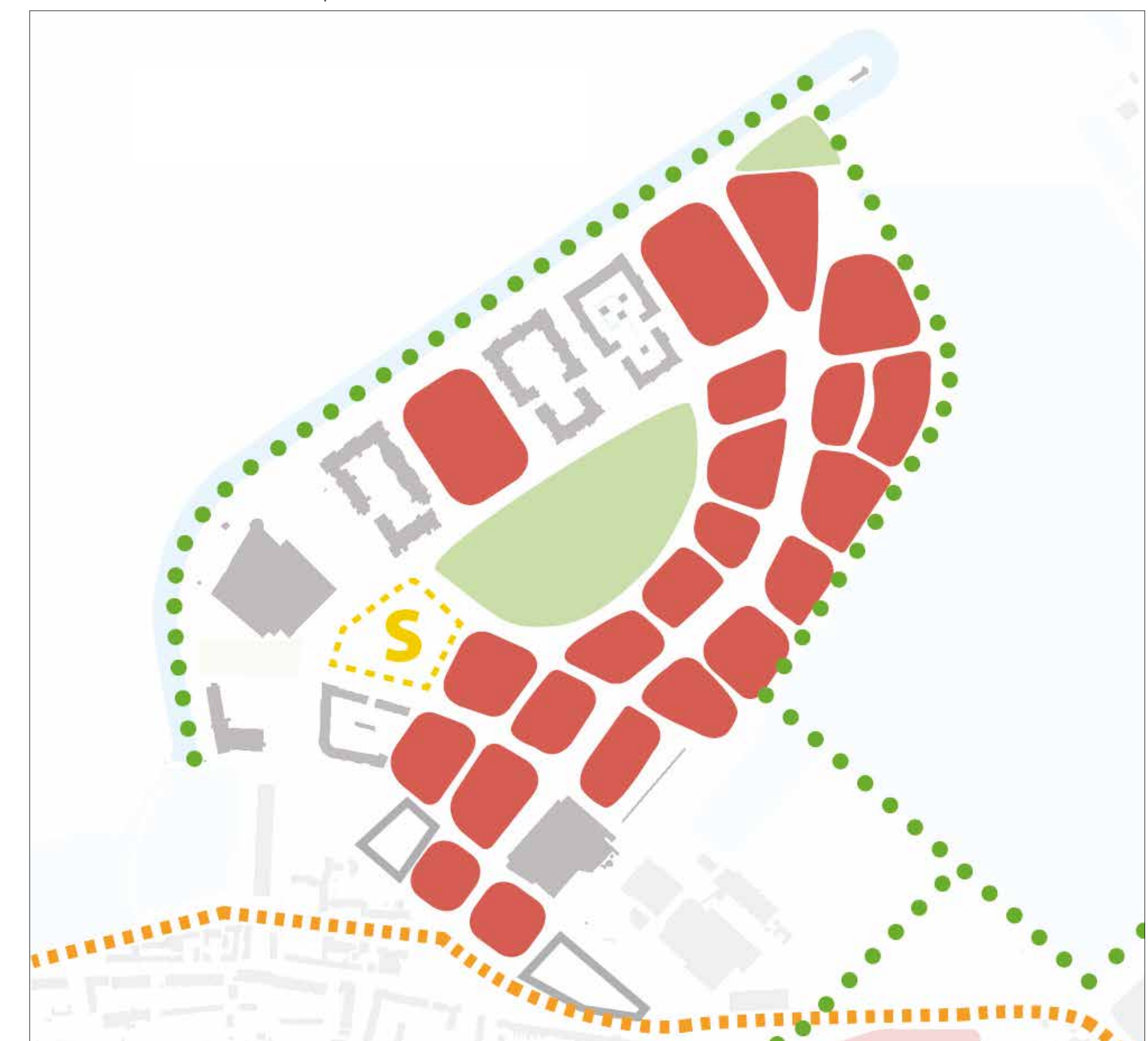
Aerial view of consented PPP masterplan



Consented PPP masterplan



2004 Masterplan Design Brief by Robert Adam Architects



Current LDP plan for Western Harbour showing shift to residential use

Vision

Using brownfield land to deliver Mid-Market homes for Edinburgh

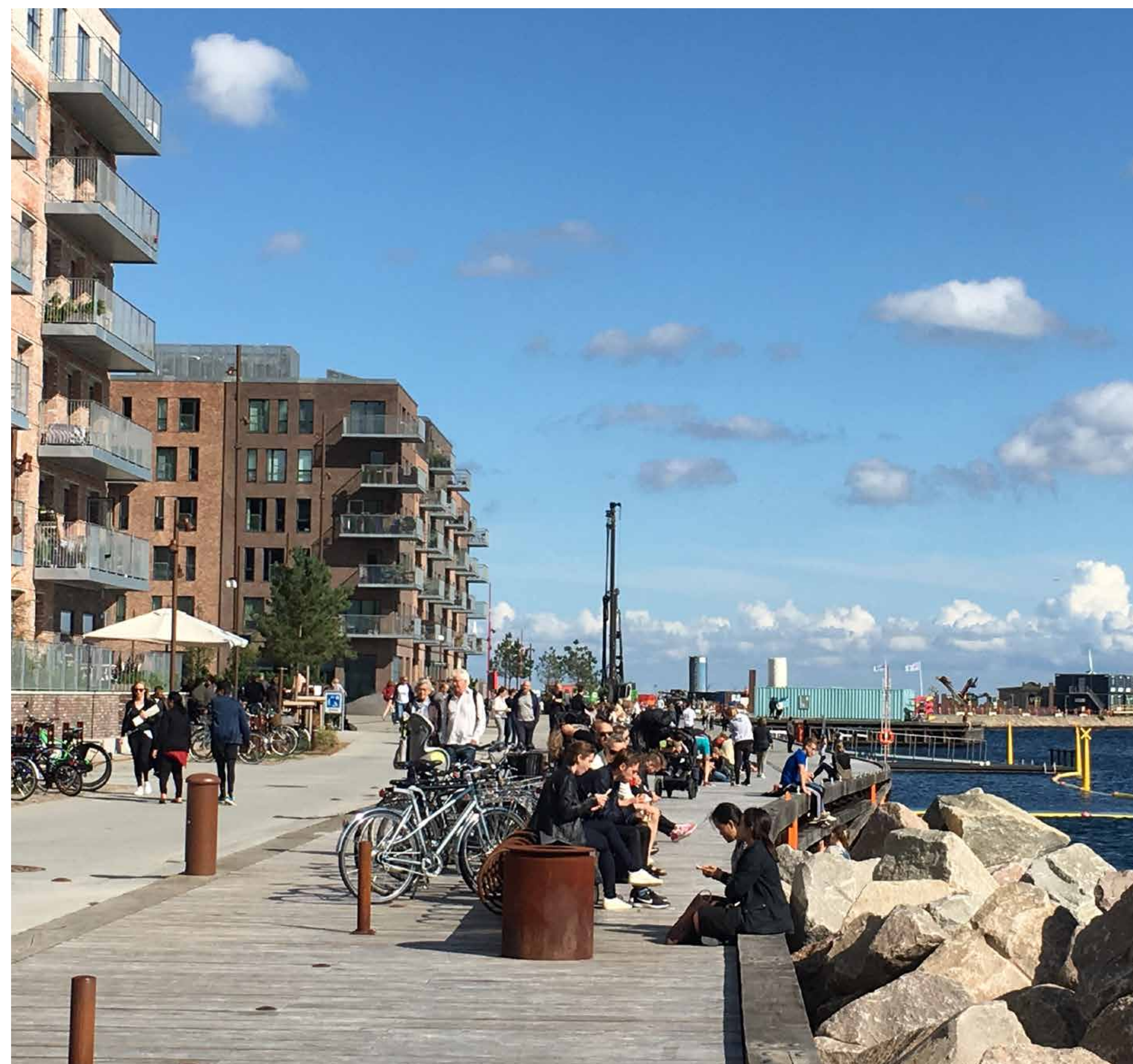


The site in 1990's during reclamation



The site today

Making a new place for a new community by the water's edge



Dock regeneration in Nordhavn, Copenhagen



Emerging proposals for Western Harbour

Uses

The proposals present the opportunity to deliver a new, residential led, mixed use community with a new park, a proposed new Primary School, local amenities, shops and a waterfront promenade.

The Mid-Market Rent Homes will help to deliver both the Scottish Government and the City of Edinburgh Council's commitments to build affordable homes:

“We will deliver at least 50,000 affordable homes by 2021”

The Scottish Government

“A programme to build at least 10,000 social and affordable homes over the next 5 years, with a plan to build 20,000 by 2027.”

“Prioritise the use of brownfield sites and work with public sector and private landowners to develop land for affordable housing.”

City of Edinburgh Council

The Forth Ports Group has already developed managed rental homes in the area, building 234 homes at Harbour Point and Gateway at the entrance to the Western Harbour site. The first 96 homes received 3,400 applications. The team are now creating Harbour Gateway- including 138 flats for Mid Market Rent and there are currently over 3,000 applications for these new, managed rental homes.

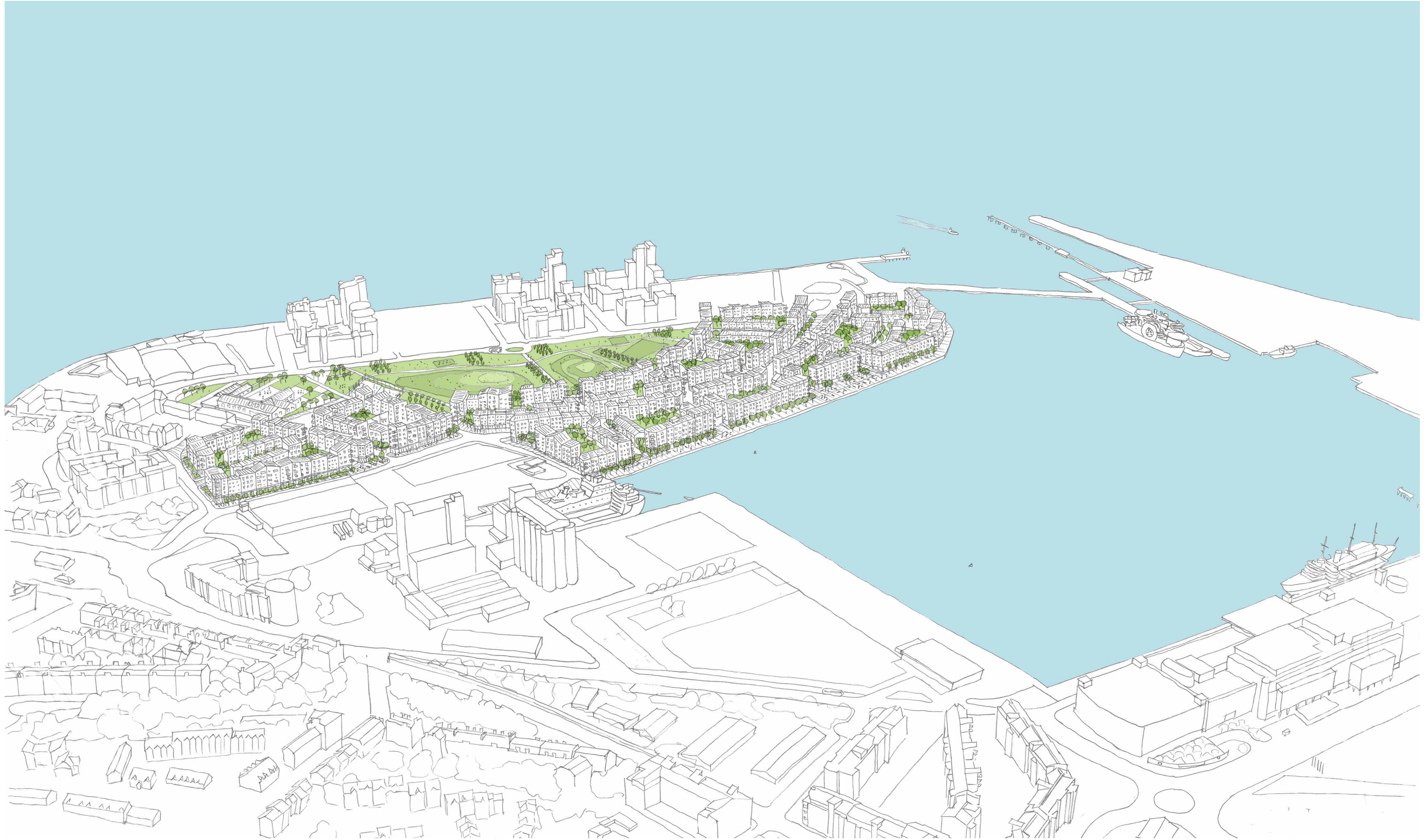
The demographics of applicants for the Harbour Gateway development demonstrate that these Mid-Market Rent homes will accommodate demand for housing from a wide range of backgrounds.

Key- Ground Floor Uses

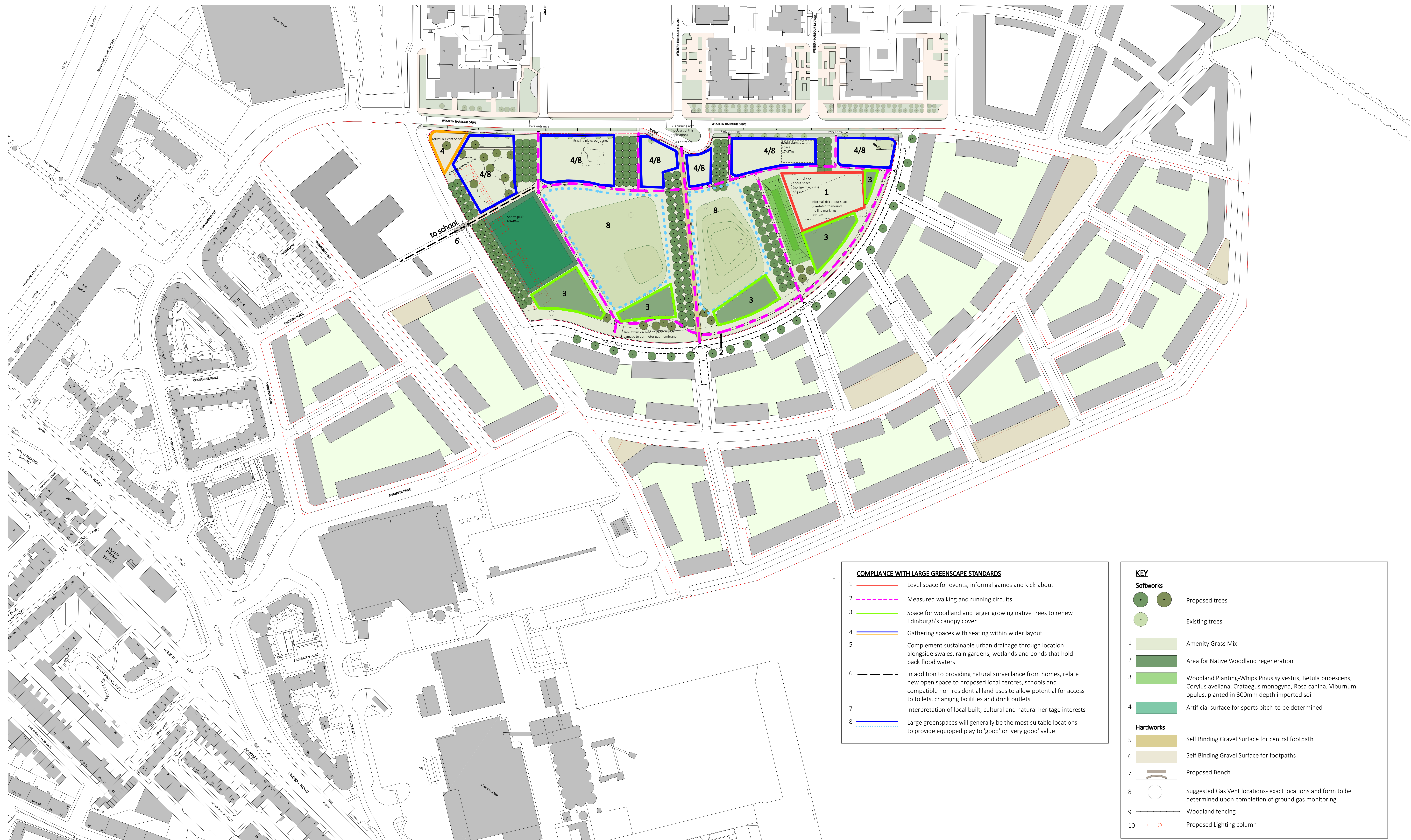
- | | | | |
|--|---------------------------|---|---------------------------|
|  | Residential |  | Education |
|  | Retail and Food and Drink |  | Leisure and other Amenity |
|  | Medical Centre |  | External Public Space |



Emerging Proposals



New Park



- COMPLIANCE WITH LARGE GREENSPACE STANDARDS**
- 1 — Level space for events, informal games and kick-about
 - 2 — Measured walking and running circuits
 - 3 — Space for woodland and larger growing native trees to renew Edinburgh's canopy cover
 - 4 — Gathering spaces with seating within wider layout
 - 5 — Complement sustainable urban drainage through location alongside swales, rain gardens, wetlands and ponds that hold back flood waters
 - 6 — In addition to providing natural surveillance from homes, relate new open space to proposed local centres, schools and compatible non-residential land uses to allow potential for access to toilets, changing facilities and drink outlets
 - 7 — Interpretation of local built, cultural and natural heritage interests
 - 8 — Large greenspaces will generally be the most suitable locations to provide equipped play to 'good' or 'very good' value

- KEY**
- Softworks**
- Proposed trees
 - Existing trees
 - 1 — Amenity Grass Mix
 - 2 — Area for Native Woodland regeneration
 - 3 — Woodland Planting-Whips *Pinus sylvestris*, *Betula pubescens*, *Corylus avellana*, *Crataegus monogyna*, *Rosa canina*, *Viburnum opulus*, planted in 300mm depth imported soil
 - 4 — Artificial surface for sports pitch-to be determined
- Hardworks**
- 5 — Self Binding Gravel Surface for central footpath
 - 6 — Self Binding Gravel Surface for footpaths
 - 7 — Proposed Bench
 - 8 — Suggested Gas Vent locations- exact locations and form to be determined upon completion of ground gas monitoring
 - 9 — Woodland fencing
 - 10 — Proposed Lighting column

Typical Street



Movement

The Revised Design Framework will focus on creating streets and spaces that are friendly places for pedestrians and cyclists and are relatively free of parked cars.

Walking and cycling

- High quality and attractive network of pedestrian routes and controlled crossings, providing excellent connectivity with nearby local amenities and bus stops
- Adjacent to Quiet Routes and National Cycle Routes leading into the city and beyond journey
- City Centre accessible within an approximate 20 minute cycle journey
- Opportunities to enhance the existing networks through development proposals.

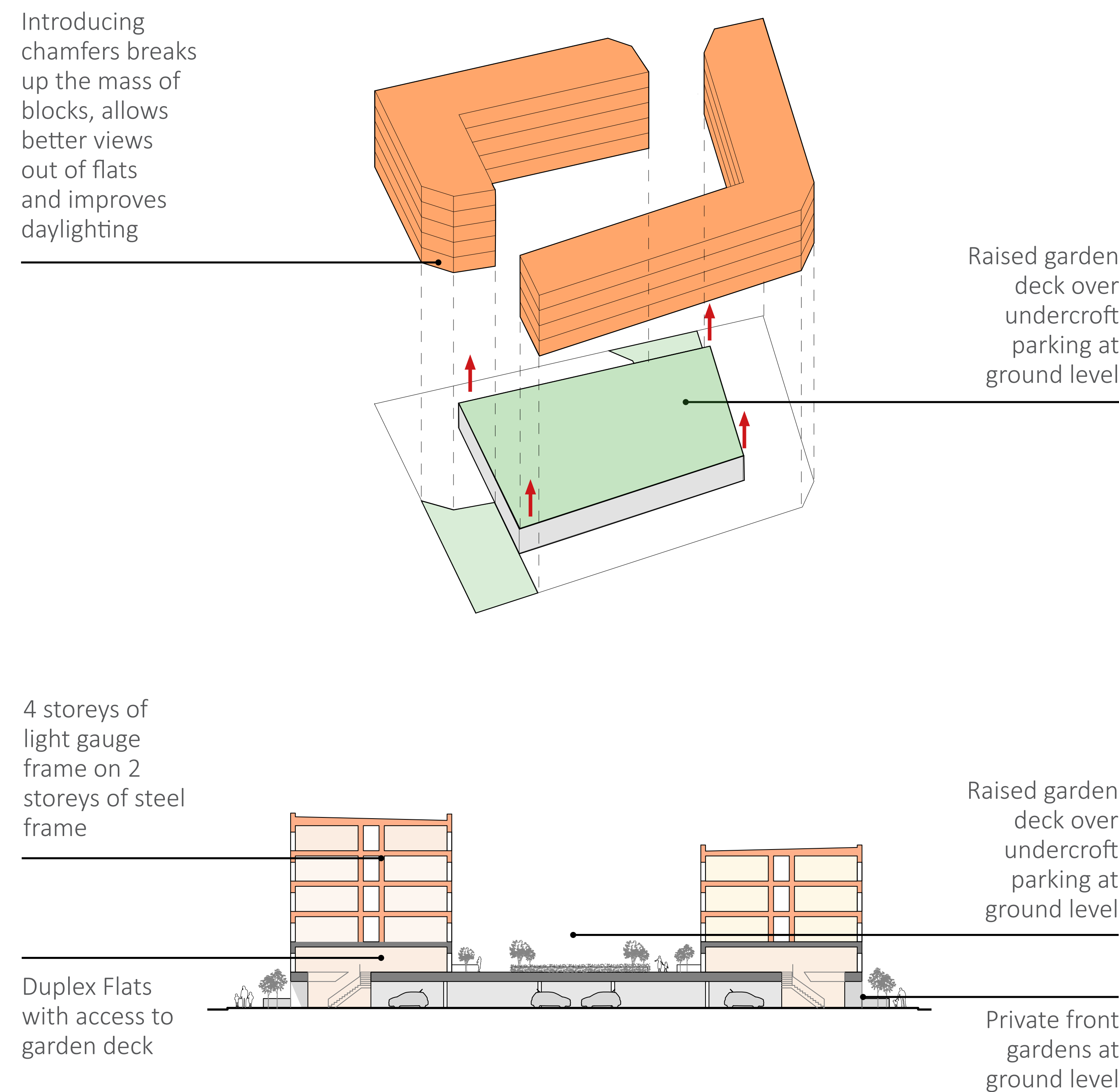
Public Transport

- Existing onsite bus services
- High frequency bus service provision to City Centre and major employment within the city
- Planned tram halt within a 5 minute walk
- City centre accessible within 20-30 minutes by public transport
- Opportunities to enhance onsite bus infrastructure through the development proposals.

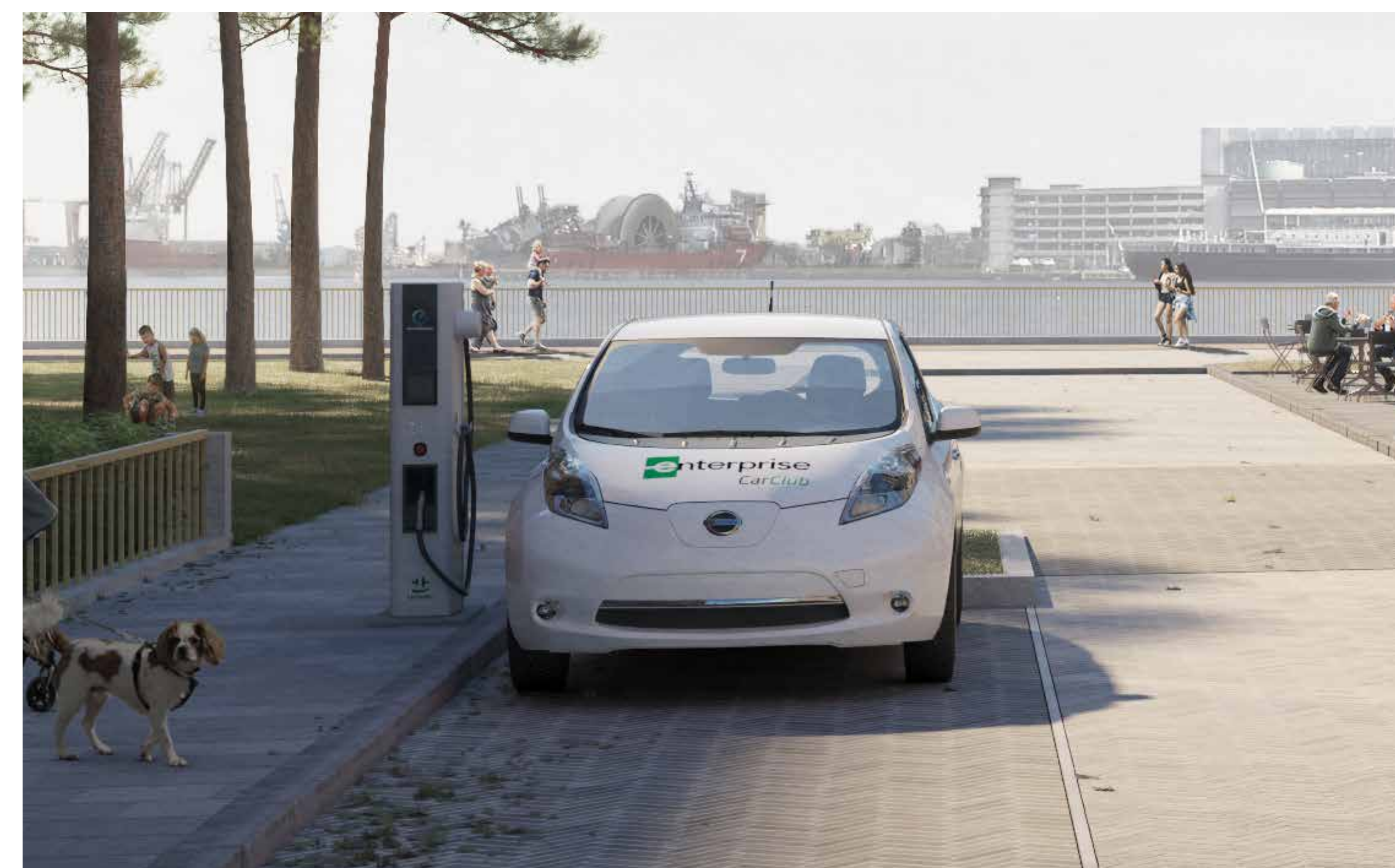
Vehicles

- Street layout will support a balance of walking and cycling and vehicle movement
- Parking for residents will be within the residential blocks, concealed below the shared garden decks, to reduce on street parking. The level of parking provision will be agreed with the Council.
- Main vehicle access from signalised junction on Lindsay Road / Newhaven Place.

Concealed Off-Street Parking



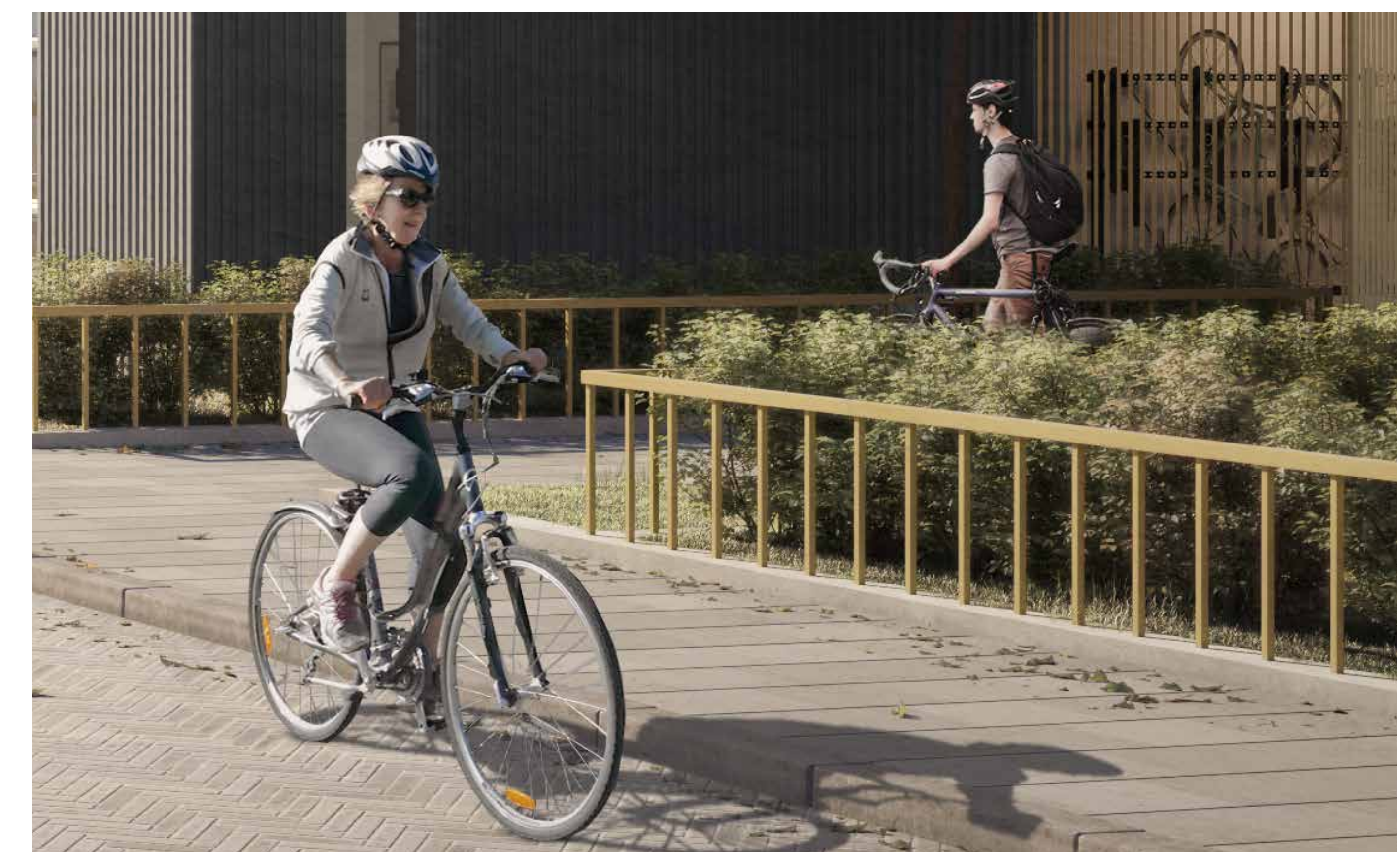
The majority of parking will be concealed below the shared gardens of the housing



A Car Club and the infrastructure for vehicle charging are being considered

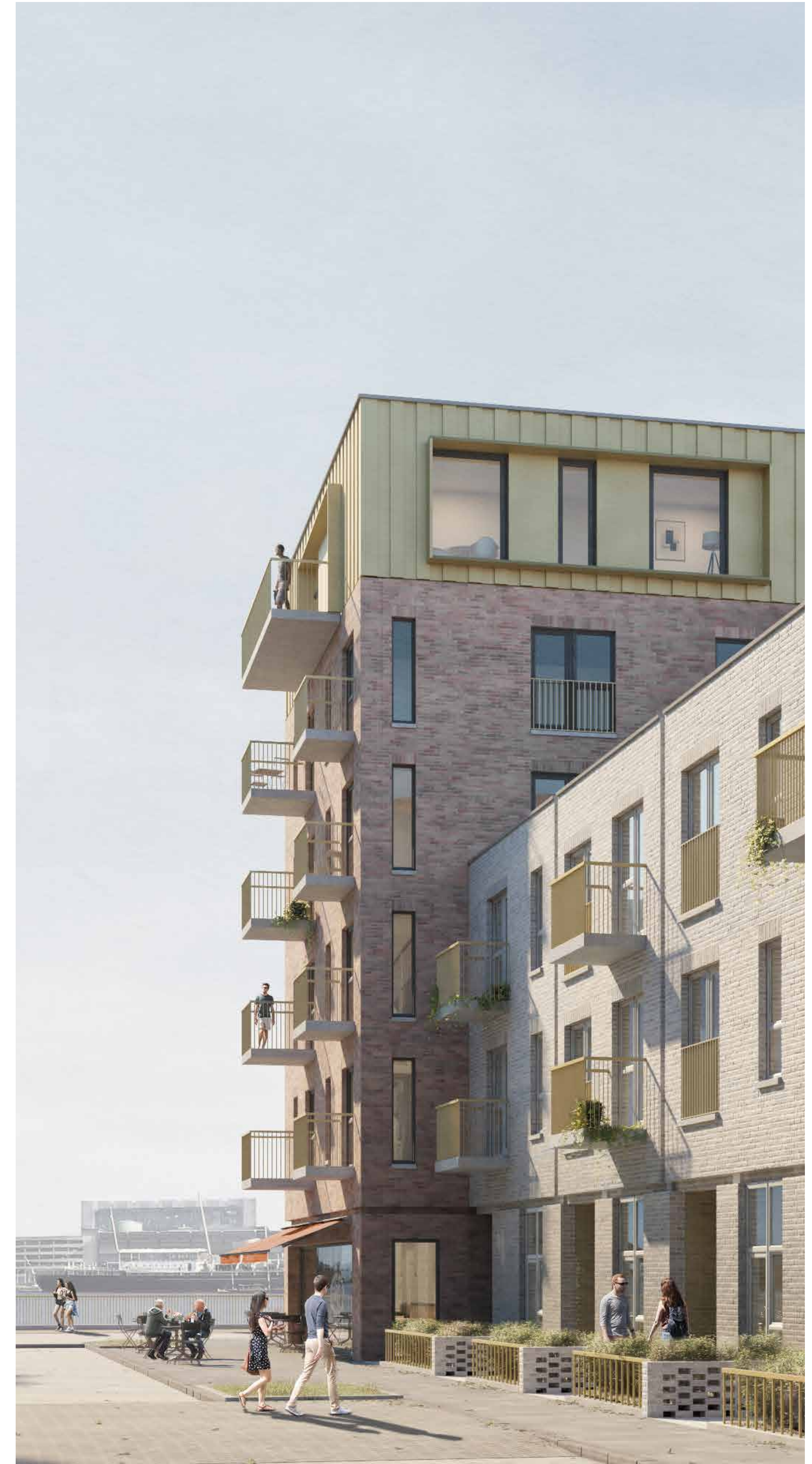


The movement strategy will focus on making a safe and pleasant place for people



Cycling infrastructure and secure storage will be integrated in the new housing

2018 Masterplan



What Happens Next

Summer 2018

Stage 1 - The Forth Ports Group and their team of technical advisors are preparing the Revised Design Framework and intend to submit this to the Council for approval in late August 2018.

Early 2019

Stage 2 - Subject to approval of the Revised Design Framework, the Forth Ports Group will submit applications for a proportion of the new homes in early 2019.

Summer/Autumn 2019

Stage 3 - Subject to securing the necessary approvals from the Council for Stages 1 and 2, planning application(s) for the remainder of the site will be prepared and submitted. Further public consultation would take place in advance of the submission of the application(s).

Late 2019

Commencement of construction.

2020/2021

Occupation of first new Mid-Market Rent homes.

Your Comments

The Forth Ports Group welcome your feedback. We would be grateful if you would complete a feedback form and return it to one of our representatives, by email or post to the address below by 9 July 2018.

Holder Planning
5 South Charlotte Street
Edinburgh, EH2 4AN

consultation@holderplanning.co.uk

Electronic copies of the feedback form can be found at: www.holderplanning.com



Project Team

Client:	Forth Ports Group	Architect:	7N Architects	Infrastructure Engineer:	Arup
Property Advisor:	Rettie & Co	Landscape Architect:	rankinfraser	Structural Engineer:	Ramboll
Project Manager/QS:	Gardiner & Theobald	Planning Consultant:	Holder Planning	Transport Planner:	SWECO