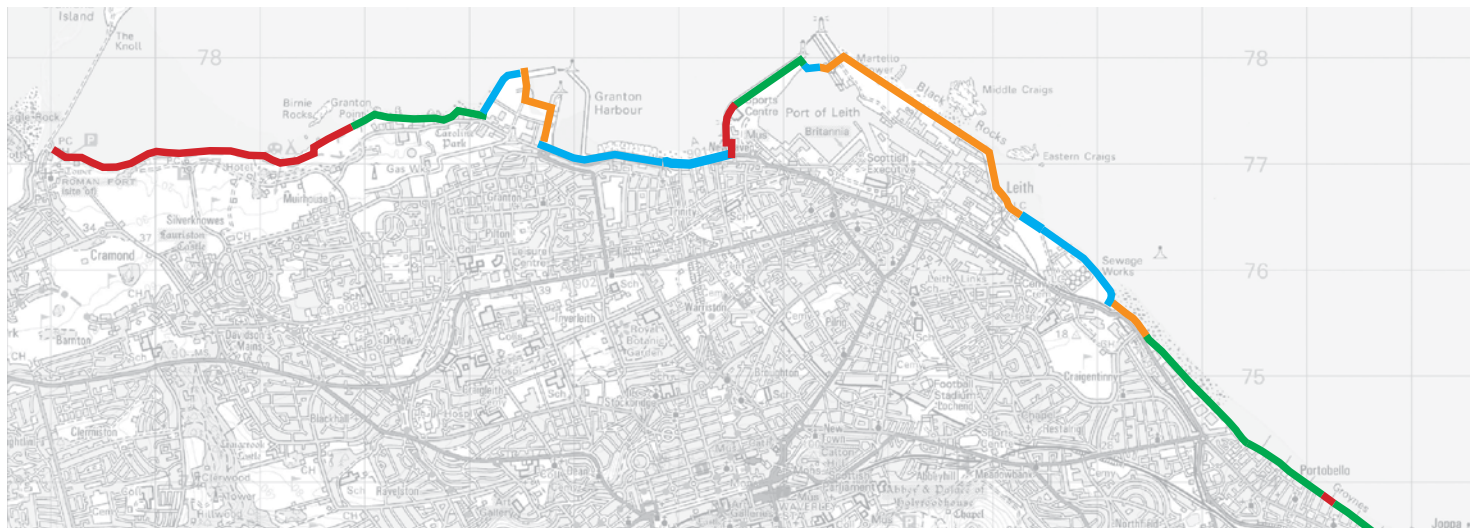


Neighbourhood Partnership Area	Character Area	Section	Node	Nodal Type
Portobello/Craigmillar	1 Joppa	A Joppa	1 Joppa Terminus	Major Aesthetic, Economic, Circulatory
	2 Portobello	A-B Portobello Prom S		
		B-C Portobello Piazza	2 Portobello Piazza	Major Aesthetic, Economic, Historical
		C-D Portobello Prom N	3 Straighton Place Park	Minor Aesthetic
			4 Pipe Lane	Minor Aesthetic
3 Seafield	D-E East of Seafield Road	5 Figgate Burn	Minor Aesthetic	
		6 Kings Road	Minor Circulatory	
		7 Bus Depot	Major Economic	
	E-F AND F1 Fillyside	8 Fillyside	Minor Circulatory	
Leith	3 Seafield	F1 - G1 Seafield Treatment Works		
	4 Leith Docks	G1 - G2 Marine Drive	9 Marine Esplanade	Minor Aesthetic
		G2-G3 leith Docks E	10 East Sands	Major Aesthetic, Economic
			11 Black Rocks	Minor Aesthetic
		G3-G4 Dock Locks	12 Harbour Masters Office	Major Aesthetic, Circulatory, Historical, Economic
	5 Western Harbour	G4-H Western Harbour Dam		
		H-1 Western Breakwater N	13 Lighthouse	Major Aesthetic, Historical
I-11 Western Breakwater S	14 Western harbour	Minor Aesthetic		
Forth	6 Wardie Bay	I1-J Starbank Road		
		J-J1 Lower Granton Road		
	7 Granton harbour	J1-K Granton Harbour E	15 Granton Yacht Club	Minor Aesthetic
		K-K1 Granton Harbour W	16 Esparto Wharf	Major Aesthetic, Circulatory, Historical, Economic
	8 Granton	K1-L West Shore Road	17 Generals Rock	Minor Aesthetic
L-M Granton Prom E				
Almond	9 Silverknowes	M-N Silverknowes	18 Birnie Rocks	Minor Aesthetic
	10 Cramond	N-O Cramond	19 Cramond Terminus	Major Aesthetic, Circulatory, Historical, Economic

Potential environmental nodes will be designated following consultation with Scottish Natural Heritage, The RSPB and other stakeholders

Draft Edinburgh Waterfront Promenade Design Code

May 2008

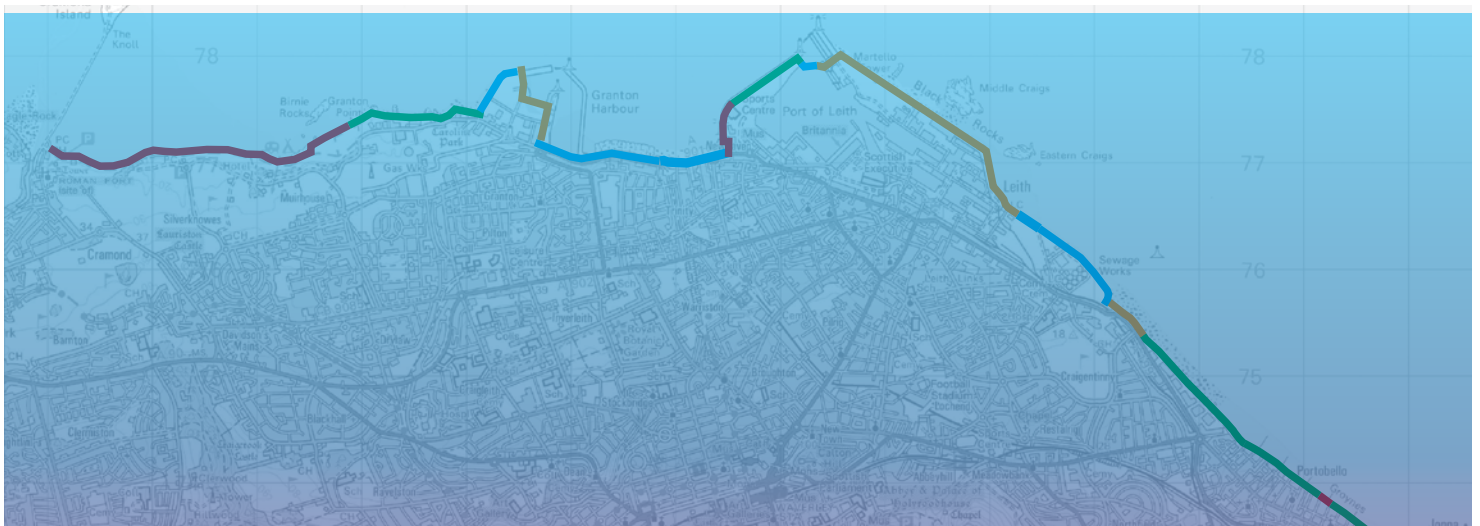



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This Design code sets out Design Principles and Design Guidance for the development of the Edinburgh Waterfront Promenade

For additional copies please contact :
Kate Evans 0131 529 6232 / Steve McGavin 0131 529 6237



Dave Anderson - Director of City Development
The City of Edinburgh Council, Waverley Court, 4 East Market Street,
Edinburgh, EH8 8BG

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The (draft) Edinburgh Waterfront Promenade Design Code

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1.0 Introduction

- 1.1 The Edinburgh Waterfront Promenade will form a continuous walkway/cycleway extending for almost 17km from Joppa in the east to Cramond in the west.
- 1.2 The construction of a high quality Promenade will be one of the key signature projects of the Waterfront Development. It will link communities along the coast with each other and with adjoining communities providing a safe and attractive corridor for pedestrians and cyclists. The Promenade will be much more than simply a footpath and cycleway, as along the route a number of nodes will be developed that will act as destination points offering opportunities for recreation and entertainment facilities whilst respecting the coastline.
- 1.3 In order to take forward the development of the Promenade, this **Edinburgh Waterfront Promenade Design Code** has been produced, which, following a period of consultation and any forthcoming amendments, will be adopted as Supplementary Planning Guidance.

2.0 Background

- 2.1 The initial concept for the Edinburgh Promenade was presented to Planning Committee on the 12th January 2006 for consultation purposes. The report "From the Almond to the Esk- A Strategy for the Edinburgh Boardwalk" set out a range of roles for the Promenade, including:
 - Strengthening connections between the city and the sea,
 - Assisting the revitalisation and regeneration of waterfront areas of the city,
 - The creation of new spaces for physical recreation and leisure,
 - The Promenade as a destination for recreation,
 - The Promenade as a movement corridor, creating links with other footpaths and cycleway networks,
 - The Promenade and its new nodes as the focus of activities, and
 - Providing an additional feature adding to the city's identity as a major tourist attraction.
- 2.2 The consultation exercise was reported back to the Committee on 19 May 2006. Twenty one responses were received and these were generally positive. Issues arising from the consultation included criticism of the name 'boardwalk' and a preference for an alternative title more appropriate to Edinburgh. Further discussions with Scottish Enterprise Edinburgh and Lothians also identified the need for a preliminary feasibility study to highlight the economic case.

- 2.3 Following the consultation the Strategy for the Edinburgh Boardwalk was adopted as Interim Supplementary Planning Guidance in May 2006. Following the adoption of the Strategy, the route of the Boardwalk was identified within the Consultative Draft Edinburgh City Local Plan (May 2006) and was carried through to the Finalised Draft Plan (March 2007). At this stage, the Boardwalk was renamed 'The Promenade'.
- 2.4 A progress report to Planning Committee in March 2007 recommended that the work done to date on the Waterfront Promenade be brought together under the banner of 'The Concept Definition Study'. This was intended to:
- bring together all background information which affects the project;
 - summarise the outcomes of the various work packages and concept designs undertaken to date;
 - provide briefing and guidance for future detailed development work and design; identify and scope the resources and workload responsibilities required; and
 - place the project in its wider context of policies and aspirations for the waterfront and for the city.
- 2.5 In the March 2007 report, it was also agreed to proceed with three small pieces of specialist work. Following a procurement process, three consultants were appointed in June 2007 to:
- Outline a proposed overarching design code for the coastal walkway;
 - Identify areas where an early start could be made;
 - Produce initial estimates of cost; and
 - Prepare an initial economic cost-benefit feasibility analysis.
- 2.6 These pieces of work have been prepared in parallel and help to provide a holistic view of the Promenade itself, how it will be implemented, the anticipated indicative overall costs of the works and the economic impact of the route to the city and its users. The work has been coordinated by a small steering group made up of officials from City Development with input from a number of key external stakeholders.
- 2.7 In February 2008 the results of these three pieces of work were reported to the Planning Committee and resulted in a draft design code, an economic feasibility study and a proposed phasing plan. Based on this work and consultation with key stakeholders a provisional route and a provisional phasing plan was agreed by Planning Committee. It also agreed to carry out further consultation on the draft Edinburgh Waterfront Promenade Design Code.
- 2.8 This document now forms the **draft Edinburgh Waterfront Promenade Design Code** for consultation purposes. This guidance is applicable for both Promenade sections adjoining new developments and the existing sections that have been identified as part of the Promenade. This should help to

ensure that the Promenade has a consistently high quality, aesthetic appeal and functional design.

3.0 Planning Policy

- 3.1 The provision of a continuous coastal path or Promenade along the waterfront is identified within the Finalised Draft Edinburgh City Local Plan (2007). *Policy Tra 12* of the plan states that “Planning permission will not be granted for development which would prevent the implementation of proposed cycle paths/footpaths shown on the Proposals Map”. The plan goes on to emphasise that “In this connection, it is of the utmost importance that the paths provided for in the master plans and development frameworks for Leith and Granton are implemented. These include the major new links in the Council’s proposals for a high quality waterfront Promenade of significant dimensions from the Almond to the Esk”.
- 3.2 Identification of the Promenade within the Local Plan will help to ensure that as redevelopment of sites which have a coastal edge proceed, access will be provided to the Water’s edge and in a form which will enable the development of a continuous walkway. The plan does not specify the width of the Promenade but implies that it is to be a substantial feature in the design of sites.
- 3.3 The Edinburgh Promenade Design Code (EPDC) builds on the principles sets out within the “Edinburgh Standards for Urban Design” (CEC, 2004) and “Edinburgh Standards for Streets” (CEC, 2006) to develop a specific and strong sense of place/identity for the Edinburgh Promenade and to ensure that the material specifications for the walkway are appropriate to the individual character areas.
- 3.4 This draft Design Code should be referred to along with other policy guidance, such as the Local Transport Strategy and its supplementary guidance for developers, “Movement and Development” (2000), as well as more specific documents, such as the Cycle Friendly Design Guide, Tram Design Manual, and Lighting Strategy.
- 3.5 Discussions are continuing with SNH, RSPB and other stakeholders to ensure that the Promenade respects these designations. A Strategic Environmental Assessment screening report will be submitted to the SEA gateway along with this draft Design Code. The need for an appropriate assessment will also be discussed further with SNH and key stakeholders.

4.0 The (draft) Edinburgh Waterfront Promenade Design Code

- 4.1 This draft Design Code defines the identity and character of the route and propose a strategy for its implementation. This will ensure that the Promenade has a consistently high quality, aesthetic appeal and functional design. As well as identifying the most suitable route, work has been undertaken to identify the key locations, proposed destination nodes and connections along the route.
- 4.2 The ‘Edinburgh Promenade’ Design Code is set out in two sections:
 - Part One: Design Principles, and

- Part Two: Design Guidance.

4.3 **Part one** sets out a detailed description of the proposed character of the Promenade walkway– how the specific character of the walkway is to be achieved and the principles that should govern its design.

4.4 **Part two** sets out guidance on how the principles should be incorporated into the detailed design of the Promenade walkway, associated open spaces and connections into adjacent development.

5.0 Design Principles

5.1 Edinburgh is a city of enormous historical importance, with a wealth of high quality buildings and structures of local and national significance. The way in which the city interfaces with the Firth of Forth reflects the importance of the river estuary to the city, as a source of industry, transport and recreation.

5.2 It is important for the Promenade to have a recognisable character that will in time become readily associated with the Edinburgh stretch of a Forth walkway. The whole walkway should be developed to an equally high specification, illustrating and reinforcing its prominence as the interface between city and the river estuary.

5.3 With regards to uses, the Promenade will become a world class destination for Edinburgh as a 17km traffic-free walking, jogging or cycle route. However, it will also have to appeal to the maximum number of users including local residents and visitors providing the opportunity for facilities such as food outlets, toilets, retails and appropriate leisure activities.

5.4 Another important consideration is the linkages between the Promenade and the wider Forth footpath and cycle network, especially connecting the route to those passing through Port Edgar and the west and Musselburgh and the East. Additionally, connections must be made to the hinterland of the city to the south and where connections to the existing cycle/pedestrian/road network can be made these have been identified as circulation nodes.

5.5 There is considerable historic fabric and streetscape still evident along the waterfront, particularly at the existing promenades at Cramond and Portobello; although this contrasts with existing industrial areas, and vacant/derelict land. However, this mix of different uses should be regarded as an opportunity for the Promenade to reflect the areas past industrial legacy in much the same way as many of today's footpath and cycleway networks, parks and open spaces are present along former railway lines and sidings areas.

5.6 Alongside this historic heritage, much of the new development built to date, especially around Granton and Leith, is of contemporary design. Therefore, considering the proximity of a number of sections of the route to new developments, a more contemporary approach may be more appropriate in these areas.

5.7 The following principles have been used to dictate the design and proposed character of the Promenade:

1. To preserve and enhance the historic fabric and grain of the waterfront;

2. To respect and enhance local character;
3. To build on existing parks/city fabric, in order to enhance both existing assets and the Promenade experience;
4. To create new nodes, located and designed to complement existing (& proposed) facilities and new development;
5. To contribute to “place” making – the Promenade as a recognisable entity with a unique character and identity;
6. To adopt best design practice;
7. To achieve quality – measures which will define the character of the Promenade;
8. To create optimum standards for maintenance;
9. To encourage a co-ordinated approach; and,
10. To protect and enhance the Special Protection Areas and Site of Special Scientific Interest along the shoreline.

The General Arrangement of the Promenade

- 5.8 The Promenade when completed will provide a continuous coastal walkway from Cramond to Joppa, as the central core of a Forth route extending west to Port Edgar and east to East Lothian, using the opportunities created by new waterfront developments to achieve the completion of missing elements. The full length of the route from Cramond to Joppa stretches for approximately 16.8km of which about 11.6km exist in one form or another, with the remaining 5.2km requiring to be constructed from new.

Character Areas and Route Sections

- 5.9 The Edinburgh Promenade Design Code (EPDC) has been developed to ensure that whilst the emphasis is on developing a continuous coastal walkway, that the individual character areas which exist along the entire route are not compromised. Therefore, the EPDC breaks the route into ‘Character Areas’ which are further broken down into ‘Route Sections’.
- 5.10 The **Character Areas** are based on those identified within the 2006 report “From the Almond to the Esk - A Strategy for the Edinburgh Boardwalk” which identified and analysed a number of character areas along the Promenade route and are as follows:
- Joppa,
 - Portobello,
 - Seafield,
 - Leith Docks,
 - Newhaven/Western Harbour,
 - Wardie Bay,
 - Granton Harbour,
 - Granton,

- Silverknowes and
- Cramond.

5.11 For the purpose of this design code, these 10 character areas have been further broken down into **21 route sections** in order to analyse local character, the extent of the existing Promenade, existing public access, landownership and points of interest and phasing. This analysis has been used to identify proposals for upgrading or the creation of the Promenade where required. The character sections are as follows:

- A Joppa
- A-B Portobello Prom South
- B-C Portobello Piazza
- C-D Portobello Promenade North
- D-E East of Seafield Road
- E-F - F1 Fillyside
- F1 - G1 Seafield Treatment Works
- G1 - G2 Marine Drive
- G2-G3 Leith Docks East
- G3-G4 Dock Locks
- G4-H Western Harbour Dam
- H-1 Western Breakwater North
- I-I1 Western Breakwater South
- I1-J Starbank Road
- J-J1 Lower Granton Road
- J1-K Granton Harbour East
- K-K1 Granton Harbour West
- K1-L West Shore Road
- L-M Granton Prom East
- M-N Silverknowes
- N-O Cramond

5.12 Additionally, along the length of the Promenade, a series of visitor ‘**nodes**’ have been identified. These are detailed below.

Nodes

5.13 The Promenade has been identified as a key ingredient in attracting tourists and residents to the waterfront. Visitor nodes have been identified at 19 locations along the Promenade route. The exact character of a node will differ in accordance with its location, reason for designation and the nature of the surrounding area/development.

5.14 The detailed design of the nodes, major and minor, will be site specific and relate to the node justification, nature of the adjacent Promenade, and available site area. Where the section of the route is presently available for improvement, these nodes will be designed as an integral part of the Promenade development works package. Where the route is not yet available, an aspirational node location and size has been indicated, but detailed design will need to be undertaken as the land becomes available and development proposals put forward.

5.15 Each node will include originality of design, and where possible marry the functional aspects of street furniture with the opportunities for incorporating public art. There will be seating areas associated with the Promenade at

much greater frequency than the nodes, but these will be site specific and need to be located at detailed design stage. The need for compliance with the British Standards regarding the Disability Discrimination Act, will be inform the selection of locations and spacing of seating areas, especially where the Promenade experiences significant changes in level.

5.16 The reasons for the nodal designation may be economic, circulation, historical or aesthetically driven. The importance and justification of each nodal point, has been used to dictate whether the node is a major or minor space.

- *Economic Nodes* - Economically dictated nodes may be located where the construction of a nodal open space has an impact upon the economy of the surrounding area. This may be as “added value” to adjacent developments due to improved circulation, footfall due to users, locations for retail uses, or a number of other factors. However, the beneficial impact of the proximity of development to the Promenade, and more specifically the proximity to a nodal space, will be factored into the requirements for developer funding contributions towards the cost of construction.
- *Circulatory Nodes* - circulatory nodes have been identified where connection with the Promenade and the surrounding road, footpath and cycle network can be made.
- *Nodes and spaces of Historical significance* - Along the Promenade route, there are a number of historically significant locations and structures. In some cases, nodes may be located immediately adjacent to, or surrounding significant features. However, there are locations where the route passes near to significant features or structures, such as the Martello Tower, and a number of lighthouses. In this instance, nodes will be located as close to the feature as possible, and signage / connecting footpaths used to encourage access and interpretation from the Promenade route.
- *Aesthetic Nodes* - As with historically significant locations, there are a number of particular views and areas of high aesthetic quality, which warrant the location of a node in order to best maximise the view available from the Promenade. There are opportunities along the length of the Promenade to create new open spaces, forming attractive destinations in their own right, and new view locations. Aesthetic elements within the design of the nodes should be incorporated to link into the surrounding area.
- *Environmental Nodes* – There are opportunities along the length of the Promenade to create environmental nodes where particular regard could be taken for flora and/or fauna in respect of the Special Protection Area (SPA) (birds) or the Site of Special Scientific Interest (SSSI)

5.17 As a general rule, where a node has been identified for a single purpose, it is regarded as a **minor node**. Where the node location may be justified for a number of reasons, such as being both a junction of the Promenade and a bus terminus (circulation), and also as a location suitable for leisure and retail (economic) activity, then the size and impact of the space will be increased and its designation will be as a **major node**.

- 5.18 Appendix 2 of this report contains a figure of each route section with character analysis, proposals for the Promenade itself, and proposed 'nodes'. This information is also available in tabular form in Appendix 3.

6.0 Part 2 - Design Guidance

- 6.1 The following design guidance for the Promenade, relates to the Character Areas, Sections and Nodes outlined in Section 5.0 of this code and illustrated in the Maps in Appendixes 1 and 2. The design guidance covered by this report is as follows:

- Promenade widths/alignment
- Nodes
- Materials
- Street Furniture
- Signage & Interpretation
- Street Trees & Landscaping
- Public Art
- Lighting strategy
- Safety and Security

- 6.2 A number of common elements will help to ensure a degree of continuity throughout the Promenade route. These elements include signage and interpretation boards, public art and street trees and landscaping.

Promenade Widths/Alignment

- 6.3 The approved alignment of the Promenade and proposed location of Nodes is detailed in Appendixes 1 and 2. Previous reports to Planning Committee have identified the desirability of the Promenade character and specification being a 10m corridor, within which the clear paved surface should be 8m wide, with an associated belt of landscaping to incorporate seating and sheltered enclaves. However it is recognised that the aspiration for a 10 metre wide Promenade will not be achievable or desirable in certain sections. The width of each section will therefore be determined at the detailed design stage taking into account local circumstances.

Nodes

- 6.4 Nodal areas are separated into major and minor nodes in accordance with the Design Principles as outlined in Section 5. Each node will require an individual design solution in line with its justification.

Materials and Surface Treatment

- 6.5 Many sections of the Promenade route will be constructed by developers as part of the planning permission granted for the development. This Design Code will dictate the nature of acceptable Promenade construction, whilst providing enough flexibility for architectural expression and aesthetic sympathy with the developments. In these situations, the prescribed treatment is generic in nature, to allow for the required flexibility.
- 6.6 Much of the presently accessible stretches of Promenade are surfaced in either tarmac, or an unbound aggregate. Independent consultants consider

both of these materials are unsatisfactory in their present state. A “clean”, contemporary character is needed for the walkway – one that is both high quality, and easy to maintain under extreme climatic conditions. A number of materials for the Promenade walkway have been considered, resulting in the following comments:

- **Tarmac:** New tarmac looks neat, with clean lines, and could be considered to be a suitable surface if the edging is of a high quality – Caithness setts would be appropriate. However, it deteriorates quickly and cracks should movement occur. As is common to all “poured in-situ” surfaces, tarmac looks in poor condition when patched, and on long stretches undertaken at different times, the jointing can be obvious and colours inconsistent. A solution would be to have cross lines in a material matching the edges, but installed flush- this would enable entire panels to be replaced, rather than patching. The requirement to replace the entire affected panel would be also be included in the maintenance specification.
- **Concrete:** The most suitable concrete finish is considered to be water-blasted, to expose the aggregate. Whilst being fairly durable in comparison to tarmac, it can look extremely poor when patched, does not have a high aesthetic appeal, and requires expansion joints to prevent cracking. Concrete is not considered to be of a high enough quality finish to include as a suitable material.
- **Compacted aggregate surface:** A loose laid aggregate, including a top-surface layer that includes fines (powder sized particles), which is wet-rolled to compact and form a solid surface. This can be easily patched and restored, colour depends upon the aggregate used, and it is a familiar surface for footpaths and cycleways. However, it is prone to weed/grass encroachment, and any wave action from the seawaters would significantly damage the surface and regular rolling would be required, which would significantly increase revenue maintenance costs. This surface is not considered to be suitable for use adjacent to the waterfront.
- **Resin bound aggregate surface:** A “gravel” aggregate bound by a colourless resin, which is applied to a tarmac base or prepared surface. This is a suitable surface for footpath areas, and it can be easily patched, although there is some visible difference, as the availability of similarly coloured aggregates changes over time. The finish may be applied directly to existing surfaces with minimal preparation. This would not be suitable for node areas, but could be used as a Promenade walkway surface.
- **Blockwork:** Small modular (100x200mm) clay or concrete (prone to fade in sunlight) blocks could be used. However, over large areas, Blockwork is prone to creep and its integrity is dictated by the sand filled interstices between block being tightly compacted. This would also be prone to washing out by wave action, and it is difficult to lay consistently around corners or over very long lengths.
- **Concrete flag:** This is a standard surface, and one that is used throughout Edinburgh. This means that the achievable standard may be high, consistency good, and the ability to repair or replace following incursion by utility companies etc, will suggest that it is a good surface.

However, concrete is considered by some to wear poorly, especially in high salt areas, such as the waterfront. As it is fairly commonly used it may also not be appropriate to an iconic development, and if replaced, can look patchy.

- **Natural stone:** Sandstone and Caithness stones are accepted for use in Edinburgh (predominately in heritage areas), and convey a feeling of quality. Sedimentary stones such as sandstone would be inappropriate for the waterside location, as they attract accretions (dirt and salts) due to their porous nature. However, the crystalline structure of granite is resistant to salt, accretions and very robust, and with a fine picked or flamed surface, they are slip-resistant. Any lifting of areas will not damage the flags, so they can be reused, and their maintenance requirements are very low. Although they are expensive as a capital cost, granite flags are cost effective in the long-term, and where replacement is required, easy to replace seamlessly. Many colours are available, and it is a very sustainable material. Granites are available that are considerably cheaper than the Caithness granite used elsewhere in Edinburgh. Although they lack the local provenance aspect, they would allow the same quality and robustness to be achieved reducing capital cost, and their colour would set the Promenade apart from other areas in Edinburgh.

- 6.7 Different surface treatments will be required for different sections of the Promenade and it is important that the chosen surface reflects the specific local circumstances. It is hoped that the comments made on the different surface treatments will provide a useful guide in arriving at the most appropriate solution.
- 6.8 Independent consultants consider a natural stone surface option to be the most appropriate paved surface. A harder stone such as granite; resistant to salt action, and yet easily sourced, would be preferred, rather than a more permeable stone such as sandstone. However, the surface should be rough without being abrasive – suggesting that a fine picked, or flamed surface should be used.
- 6.9 The use of a natural stone such as granite is more expensive in initial construction costs, but increased longevity and resistance to damage significantly reduces maintenance obligations, and results in reduced long-term revenue spend. A lower capital cost option would be to use the resin bonded surface over a tarmac base, for the Promenade walkway route, and focus the higher quality natural stone surface in the node areas.
- 6.11 The treatment of the northern edge of the Promenade, where it is adjacent to the Firth of Forth, will be dependant upon the location. However, in most instances, this will be sea-wall or a continuous railing to define the edge, with gaps at beach access points. Railing types should have sympathy to the surrounding Promenade character and adjacent structures. However, care should be taken to choose a high quality finish such as galvanised and powder coated steel which can withstand the Promenade environment and prevent rust.

Street Furniture

- 6.12 In many areas of the Promenade route, there are already elements of street furniture (such as litter bins, seats and tree grilles/guards) in place. In existing Promenade areas such as Joppa/Portobello it is appropriate to retain these elements, albeit with some change such as reparations or painting. Existing street furniture will not be replaced initially, but when required.
- 6.13 In new areas of the Promenade, the type, design and finish of the street furniture requires detailed specification with regards to the local character and Promenade environment.

Signage

- 6.14 The signage along the Promenade will be a key element in creating a unified walkway along the entire waterfront. Two kind of signage is required along the route:
- internal Promenade direction, with respect to directing users along the route of the pathway; and,
 - externally associated – directing users of the Promenade to attractions outside of the Promenade corridor, and making external users aware of the presence of the Promenade as a distinct entity.
- 6.15 The Promenade character is aimed at being simple, clutter free with good visibility. Interpretation of the route should reflect this approach by using modern, simple materials, clear text and high quality images where required. The interpretation methods should be both conventional (finger post directions and signboards for explanation) and imaginative. High-tech solutions such as interactive signage, moving images and less obvious solutions such as embedded text message emitters at points of particular note, should also be incorporated where appropriate.

Street Trees & Landscaping

- 6.16 Street trees are not commonly associated with marine promenades, as they have to be extremely salt tolerant. However, they are an essential part of producing a boulevard character along the length of the Promenade. Many of the open spaces, particularly those associated with node points, will be a combination of trees and shrub planting. Grassed areas are also appropriate, although, as with the trees and shrubs, the species and grass fescue type, should be as salt tolerant as possible.
- 6.17 Many of the nodes will include fairly extensive areas of landscaping. The design of new landscapes will be sympathetic to the overall character of the surrounding landscape, but also form a coherent design for the node as a succinct entity and specific destination. This approach will ensure that the continuity of the Promenade is maintained, whilst enabling each node to retain its own character.

Public Art

- 6.18 Public art is an essential element in ensuring that the Promenade has a definable character and can provide interest, interpretation, direction, or simply act as a conversation topic for users. Iconic artworks will draw

attention to a development in sectors that may not otherwise be captured by the Promenade, they may provide a specific attraction themselves.

- 6.19 There is possibility to link spaces by commissioning a suite of artworks from a particular artist(s), locating an installation at each space. Linking spaces may also be possible simply by using a consistent material, or theme.
- 6.20 It is intended that major nodes receive major works of art – whether these are permanent installations or temporary during certain periods (such as during Edinburgh festivals). The design of minor node areas should also incorporate an artistic element, although to a lesser extent than the major installations located at the major nodes. This may involve something as minimal as an inlay into the floor surface, or a particular facet incorporated into the design of the railings or other street furniture.
- 6.21 There is also scope along the Promenade for subtle artworks to be incorporated along its length, thereby enhancing the continuity, and drawing users along the route. This will be considered at detailed design stage and involve the selection of items such as street furniture, where such a continual element may be incorporated.

Lighting strategy

- 6.22 A lighting strategy for the whole length of the Promenade will be developed in order to evaluate the need for specific lighting types in particular areas. However, the lighting specification should exceed the standard requirements for street lighting and cast a colour such as pale blue (or “bright white” high density Na light as a minimum), along the length of the Promenade.
- 6.23 Lighting columns should be low level, thereby minimising light pollution outside the Promenade corridor, utilise low energy luminaires, and whilst using readily available units, be bespoke in their arrangement to the Promenade. The supporting columns may also incorporate interpretation opportunities, such as speakers, or way-marking signage.
- 6.24 This lighting will be supplemented (but not replaced) by additional feature lighting at the nodes, to highlight sculptures or to emphasise the node character – bollard lighting or floor / underside of rail LED’s.

Safety and Security

- 6.25 The success of the Promenade will be dependant upon its attractiveness to all potential users. In order for users to be attracted to the route, they must feel and be safe. Therefore, safety and security must be built into the design of the route.
- 6.26 The construction of a footpath adjacent to water, sometimes at height, has inherent associated risks. The Health & Safety Executive have explicit guidance relating to work at height and works adjacent to water. The detailed designs for the Promenade sections should consider and incorporate best practice as appropriate, in accordance with this guidance. It is important that the Promenade may be negotiated safely otherwise it will fail to be heavily used. This may be achieved in a number of ways, and to accompany the simple, open nature of the Promenade design, restrictions and protective measures should receive a relatively “light touch”.

- 6.27 In European countries, many waterside pathways have no enclosure, even elevated structures adjacent to water often have no railings. However, Edinburgh's sometimes inclement climate, along with the British approach to user safety, suggests that in order to feel safe, much of the route will need to be effectively enclosed along the shoreline side. This may be achieved either by an impermeable sea wall- as it is for much of the available route, or by a more visually permeable railing. Where the sea wall is to be moved, or bridging structures erected, the new designs should incorporate minimal visible restraint in an effort to enhance the openness of the route.
- 6.28 The stone surface that is considered to be most appropriate for the route-way pavement should have a textured surface to enhance grip, and its modular format will enable the large surface areas to be laid accurately and evenly throughout. This should prevent slipping when wet, as it will become during inclement weather.
- 6.29 Any areas of timber surface "boardwalk" design, should utilise non-slip techniques such as routed grooves, textured marine grade varnish (where used), and enhanced low-level lighting to improve visibility of the walking surface. Tactile surfaces, good lighting and protective structures will be incorporated to ensure that the route is safe for partially sighted users, and all others with physical disabilities. The route will be designed in detail for easy negotiation, ensuring that there are no blind corners, steep gradients or abrupt changes in direction.
- 6.30 Iconic design elements and artworks, which feature along the route, may themselves present inherent risk due to massing, materials, surfaces etc. However, in order for the Promenade to be at the forefront of modern design, and worthy of the importance being placed upon it, these design elements must be included. Any protective or directional elements – signage, railings etc, must be achieved as unobtrusively as possible.
- 6.31 The requirement for a secure route will be largely fulfilled by its simple and open character. Detailed proposals should recognise secure design concepts such as avoiding abrupt corners, increased visibility distances and passive surveillance opportunities, whilst protecting design approach.
- 6.32 CCTV may be appropriate to monitor the use of certain sections. CEC liaises with the police with respect to monitoring and surveillance. The proposals should be subject to their consideration at detailed design stage, in order that potential conflict may be removed from the design, and CCTV incorporated if considered necessary.

Accessibility

- 6.33 In order for the route to appeal to all potential users, it should incorporate within the detailed design, best practice with respect to all users and their requirements. The Disability Discrimination Acts 1995 and 2005 (DDA), prescribe requirements upon designers and oblige landowners to ensure full inclusion for all, regardless of their able or disabled status. This legislation has been interpreted, and the principles incorporated into guidance by many advocate groups and Council's alike.

- 6.34 Interpretation and direction will encapsulate good design, and ensure that the principles of social inclusion are accommodated, by incorporating coloured guidance for the partially sighted, textural information and other techniques to ensure that all users of the route receive the information on offer.
- 6.35 The use of tactile surfaces, colour in materials and the interfaces between uses- such as where the Promenade route meets the road carriageways, will accord with good practice for accessible and inclusive design. As mentioned, this approach will be helped by the simplicity of character approach for the Promenade itself. This will affect the following example criteria;
- Materials for street furniture such as seats, bins, railings and bollards, should not produce excessive glare, confusion or provide hazards for the visually impaired.
 - At junctions between the Promenade and vehicle dominated environments, tactile paving such as corrugated granite flags, or stainless steel nodule inserts, should be placed as prescribed in the access guidance.
 - Text on signage should be of an approved size, and positioned at agreed levels on posts as agreed with the CEC access officer, as should other interpretive information. The detailed design of this interpretation will be as agreed with the CEC officers and including views of stakeholder groups.
 - The Promenade surface specification is to be agreed so that it conforms with best practice with respect to texture, non-slip characteristics, colour and other criteria. The edging details will also be agreed, so that any required up-stands, tapping/kick-rails or other required details may be incorporated into the designs as necessary.
- 6.36 These issues above are not exhaustive, and many others will become apparent at detailed design stage, once the topographical surveys and site boundaries are available. In accordance with this design code, the CEC access officers should be involved at an early stage so that their input can be incorporated into the detailed designs.

7.0 Delivering the Promenade

7.1 The development of a high quality coastal Promenade route will be a major asset for the Waterfront and the city as a whole. The Promenade will be the signature project of the Waterfront development. As a commercial product the Waterfront needs to be further transformed if it is to fully realise its potential. The Promenade is a key piece of infrastructure that will contribute significantly to this transformation. The effective delivery of the Promenade will rely on the Council, developers and other key stakeholders working in partnership. This can be achieved in a number of ways including the production of a Design Code.

Phasing

7.2 A number of factors will influence the phasing of the development of the Promenade. The most significant factor is likely to be the availability of funding. Other factors include:

- the rate of construction within the development areas;
- whether an individual Promenade section to be constructed can progress in isolation;
- whether planning permission has been secured;
- whether the land is in public ownership;
- the development of the tram route; and,
- the development of new/improved coastal defences.

7.3 Areas of land that are unlikely to be developed in the near future include the Leith and Granton docks areas. The operational areas of the Port of Leith and the rail lines within the port will be working for at least the next 10 years. Thereafter the area is the subject of longer term major development proposals.

7.4 A provisional phasing plan has been agreed by Planning Committee and is shown in Appendix 4. The final phasing plan will be determined following this consultation.

First phase

7.5 Completion of the first phase would result in almost 25% of the entire length of the Promenade being constructed. It would also allow sections to be completed towards both ends of the route and in the middle.

7.6 Section B to C covers 130m at Portobello. At this point there is considerable intrusion into the beach area by the Promenade in the form of an open piazza area, surrounded by a deviation in the sea wall and incorporating seaward facing seats and bins. This area could receive new Promenade surface throughout and be developed as an activity node to incorporate new street furniture and public art.

7.7 Section I to I1 returns the Promenade around the western edge of Western Harbour, towards Newhaven Harbour . The stretch west of the leisure complex is accessible but not currently constructed to the required standards of the Promenade. Where new treatment is proposed, this should match the existing sett surface. Upgrading of this route as an initial phase also has the support of Forth Ports.

7.8 Section M to O from Silverknowes to Cramond is existing parkland with a number of walkways in varying widths. In order to reduce costs, and as the existing footpath is in generally good condition, the existing surface should remain. New nodes, signage, street furniture and lighting are included within the cost to enhance the distinction between the Promenade and other walkways within this area.

Phases 2, 3 and 4

7.9 It is probable that the delivery of some sections of the Promenade may be up to 30 years away due to a number of factors explained elsewhere in this report. In order to ensure the delivery of a continuous and high quality Promenade it is vital that all partners commit to and plan now for the phased development of the entire route.

- 7.10 Costs have not been identified for sections I1 to J (Starbank Road) and J to J1 (Lower Granton Road) as this will depend on a final detailed design option. The road corridor at Starbank Road is relatively narrow, enclosed on the landward side by building facades and on the seaward side by the sea wall. This section also potentially includes phase 2 of the tram route. Designers have concluded that it is not possible for the existing corridor width to include a road, tram route and promenade. A solution to this would need to be the subject of detailed design work and public consultation with the SPA and SSSI designations likely to be a key consideration. This also impacts on the adjacent section at Lower Granton Road. Both these sections are currently in Phase 3 and this reflects the current timetable for implementation of Phase 2 of the tram route.
- 7.11 Section E to F and F1 (Northern corner of Seafield Road) represents a challenge to accommodate the Promenade route. One possibility might be a small bridge structure to cross the water. This and other options would need to be subject to detailed design work and public consultation and specific funding. Again the SPA and SSSI designations are likely to be key considerations.
- 7.12 As Leith Docks will continue to function as a harbour following the redevelopment of the area, the sealing dam and lock gate access is likely to continue to be required. One solution might be some form of bridging system as suggested by consultants. Further detailed design, including cost benefit assessment, and consultation with the key stakeholders will be required to identify an appropriate solution at this location.

Funding

- 7.13 Many sections of the Promenade will be constructed by developers as part of the planning permission granted for the development. Approximately 3.9km of Promenade falls within the Leith Docks development area and 1.5km within the Granton Harbour development area. A further 1.2km of Promenade falls within the Granton North Shore – Lower Strand area. The policies in the Edinburgh City Local Plan will ensure that a coastal Promenade will be provided within the development areas at Leith Docks, Western Harbour and Granton. It is recommended that detailed designs for Promenade sections should be identified now with Forth Ports, Waterfront Edinburgh Limited and other landowners and developers to ensure that these meet the aspirations of the design code.
- 7.14 Outwith these areas there is already access to the water's edge and a walkway of sorts for the entire length of the coastline. These paths are largely in public ownership or are part of the public highway, and therefore will not be part of redevelopment sites. It is considered unlikely that proposals for what would amount to off-site improvements and developments could be funded by developers of adjacent and nearby sites. The likelihood is that the requirement to meet the costs in these areas will need to be borne by a combination of capital funding and grant applications. Along certain sections, the cost of the Promenade could be met as part of an integrated coastal defence scheme.

Adopting the Design Code as Supplementary Planning Guidance

- 7.15 The Design Code sets out guidelines to direct the detailed design of the various sections in an effort to obtain the highest quality throughout the length of the route through common unifying themes. It is reasonably prescriptive with respect to specifications, materials and the general arrangement of individual sections but within each section there is sufficient flexibility to accommodate issues specific to each location such as the surface treatment.
- 7.16 It is recommended that the Design Code forms the basis of Supplementary Planning Guidance in order to provide clear and substantive design guidance on such matters as dimensions, materials, signage, lighting, railings, litter bins, street furniture and security.

Ongoing Ownership, Management and Maintenance

- 7.17 The maintenance programme for the Promenade will accord with the maintenance works programme for Council open spaces. Due to the higher quality materials specification, the level of maintenance should be lower than for other areas. The suggested specification for both the granite and resin bond surfaces allow for mechanical cleaning and water jetting.
- 7.17 For areas of the Promenade that are adopted by the Council discussions will take place with landowners and developers prior to adoption to ensure that these are constructed to adoptable standards. For areas of the Promenade which may remain in the ownership of the developer, an appropriate maintenance agreement will be drawn up.

Project management

- 7.18 In order to take forward the phasing plan it is recommended that a project delivery team be established that can take forward the development of each section. The membership and arrangements for the team will require further discussion but in order to ensure a coordinated approach it may be appropriate that this is made up of public and private sector partners. This will address a number of issues including the detailed design; appointment of consultants, procurement, funding, consultation, sustainability, Disability Discrimination Act and future maintenance and management arrangements. Where a developer or landowner carries out the implementation of a section then there will be close liaison with the project delivery team. The detailed design will need to take cognisance of the SPA and SSSI designations as well as any requirements set by SEPA and FEPA other statutory agencies.

Appendix 1 Promenade Route Map

Appendix 2 Character Areas and Route Sections

Appendix 3 Table of Areas, sections and nodes

Appendix 4 Phasing Plan

PHASING PLAN

PHASE 1: 2009 - 2013

SECTION	NAME	LENGTH	DELIVERY
B-C	Portobello promenade piazza	130m	PUBLIC
I-I1	Western breakwater to Western Harbour	510m	DEVELOPER
M-O	Existing parkland at Granton	3176m	PUBLIC
TOTAL		3816m	

PHASE 2: 2014-2018

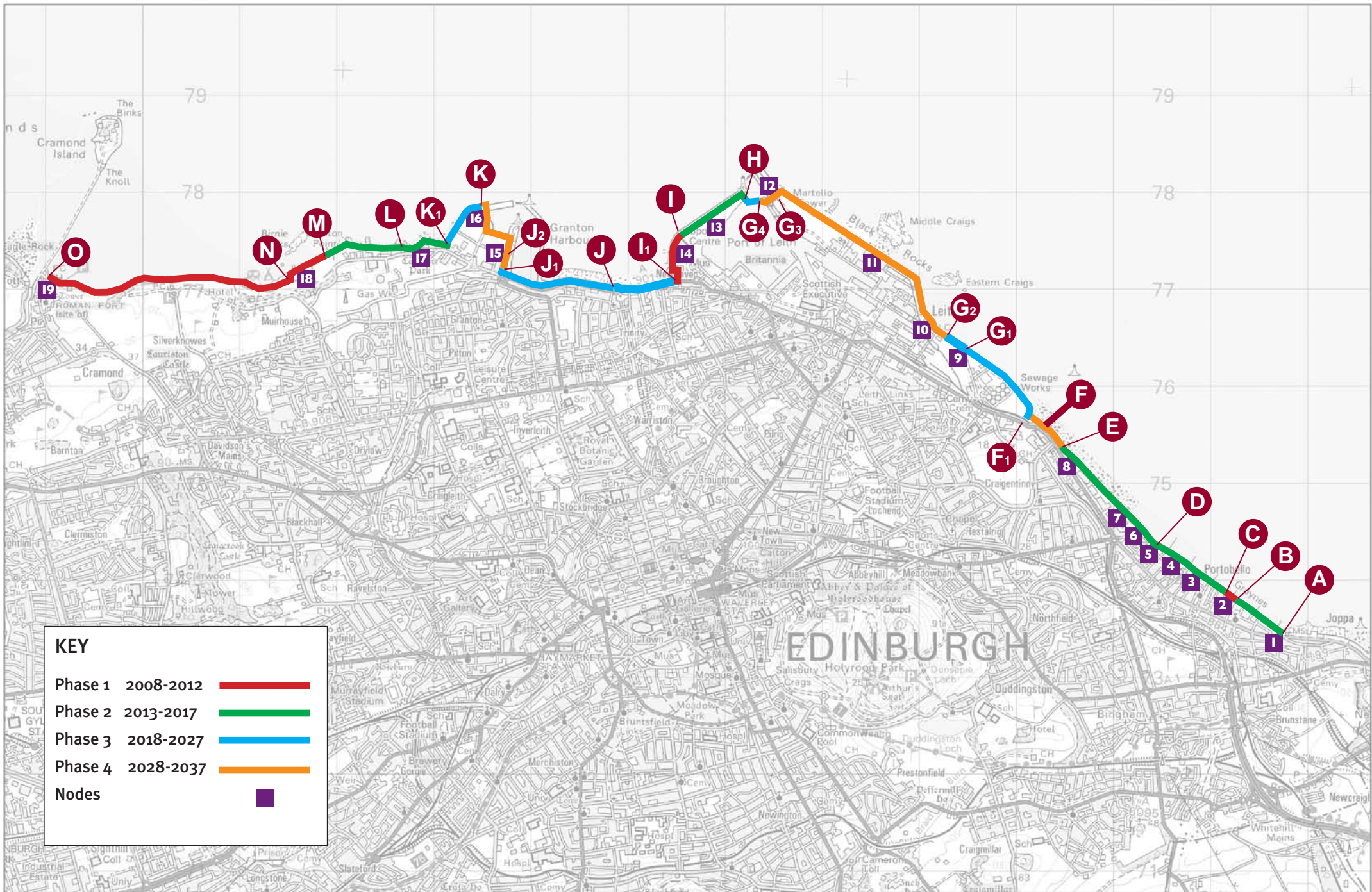
SECTION	NAME	LENGTH	DELIVERY
A-B	Portobello promenade south	553m	PUBLIC
C-D	Portobello promenade north	880m	PUBLIC
D-E	Sea front east of Seafield Road	1460m	PUBLIC
K1-M	North of West Shore Road	1268m	DEVELOPER
H-I	Western breakwater to western harbour	810m	DEVELOPER
TOTAL		4971m	

PHASE 3: 2019-2028

SECTION	NAME	LENGTH	DELIVERY
F1-G1	East of water treatment works	1080m	PUBLIC
G1-G2	Northern end of Marine Drive	220m	PUBLIC
I1-J	Starbank Road	715m	PUBLIC
J-J1	Lower Granton Road	1169m	PUBLIC
G4-H	Western Harbour Dam	240m	DEVELOPER
K-K1	Western sea wall at Granton Harbour	607m	DEVELOPER
TOTAL		4031m	

PHASE 4: 2029-2038

SECTION	NAME	LENGTH	DELIVERY
G2-G4	Leith docks and lock area	2412m	DEVELOPER
J1-K	Granton Harbour	937m	DEVELOPER
E-F/F1	Northern section of Seafield Road	483m	PUBLIC
TOTAL		3832m	



KEY

- Phase 1 2008-2012 —
- Phase 2 2013-2017 —
- Phase 3 2018-2027 —
- Phase 4 2028-2037 —
- Nodes ■

Character Area 1

Joppa

Section A – Joppa Square

Section (A) Joppa Terminal



Length: 570m²

Ownership: Public

Status: Available

Phasing: 2013-2017

Description:

Located with Portobello Conservation Area

This is the eastern terminus of the Promenade.

The area currently comprises elevated viewing platform with an open gazebo, benches, tree planting, public toilets and a pumping station. The gazebo is an attractive structure, but badly rusting in places. There is good signage (Birds of the Forth). The paving is mono-bloc in generally good condition with some minor repairs needed. Some of the tree planting needs replacing. A bus stop is located nearby.

Proposals

1 Joppa Square

Enhance terminus to the Promenade. Promenade signage/information material. Improved access to beach, ramped to DDA standards. Cycle parking area, feature paving, planting.

Consider enhanced parking facilities and links signage to Musselburgh station.

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Section (A-B)
Portobello Promenade south

Character Area 2
Portobello
 Section A-B – Portobello Prom (S)



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Length: 553m

Ownership: Public

Status: Available

Phasing: 2013 – 2017

Description:

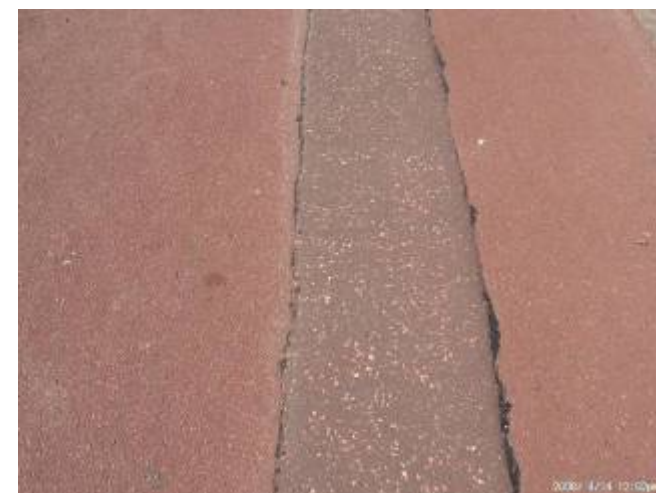
Located with Portobello Conservation Area

Section A-B forms the existing Portobello Promenade (east). At this point the promenade runs alongside a residential street (Joppa Park) giving it a residential feel.

The promenade is approximately 7m wide at this point. Its surface is red tarmac, in generally good condition but with obvious inconsistent reinstatement by utilities companies.

Proposals: New ramped beach access to DDA standards.

Potential to create 'plaza' areas in existing intrusions onto beach (i.e. at the end of Brunstane Road North) - artworks, paving, planting, street furniture.



Character Area 2

Portobello

Section B-C Portobello Piazza

Section (B-C) Portobello Promenade piazza



Length: 3000m² inc. promenade

Ownership: Public

Status: Available

Phasing: 2008 – 2012

Description:

Located with Portobello Conservation Area

At this point, there is a considerable intrusion into the beach area by the promenade, in the form of an open piazza area. The area currently has some street furniture.

Proposals:

2 Portobello Piazza

Plaza could be developed as an activity node – café/kiosk servicing beach users/promenade traffic. Street furniture, paving, planting, feature lighting, art installations. Improve linkages between the proposed Plaza and existing improved green space and seating.

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Section (C-D)
Portobello Promenade north

Character Area 2
Portobello

Section C-D Portobello Promenade (North)



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Length: 880m.

Ownership: Public

Status: Available

Phasing: 2013-2017

Description:

Located with Portobello Conservation Area (up to Figgate Lane)

This section is the 'hub' of activity of portobello Promenade with a range of uses and activities.

Proposals: Provision of ramped beach access to DDA standards, Street furniture

- 3 **Straiton Place Park** – minor node - street furniture, cycle parking, enhance park in conjunction with Promenade works, improvements to play facilities.
- 4 **Pipe Lane** – minor node - develop as stopping point due to existing facilities, landscape proposal, planting, paths to Promenade, cycle parking, signage.
- 5 **Figgate Burn** – minor node to link to proposed *North West Portobello Masterplan* and proposed linear park.

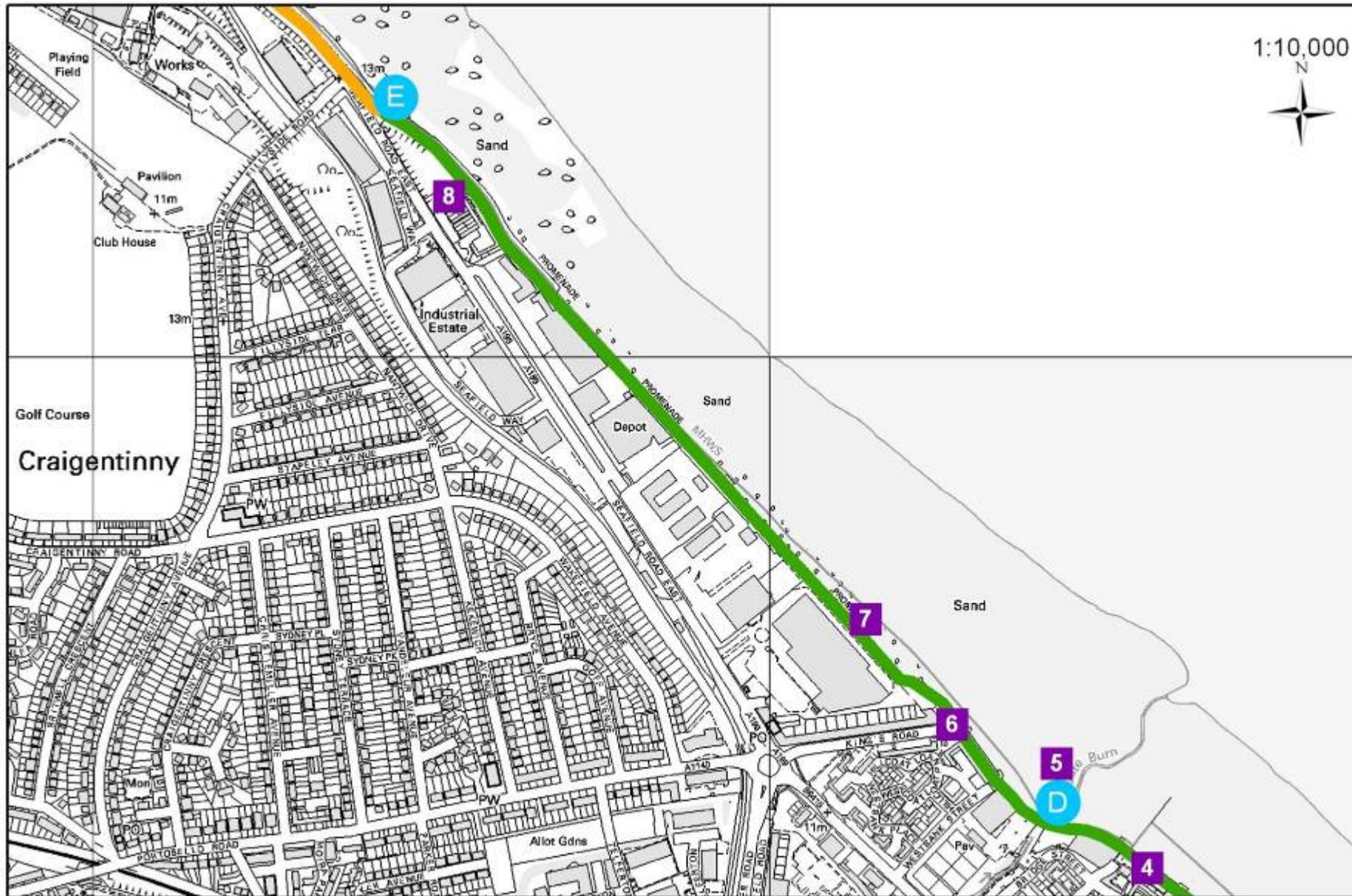


Character Area 3

Seafield

Section D-E – East of Seafield Road

Section (D-E) Sea-front east of Seafield Road.



Length: 1460m

Ownership: Public

Status: Available

Phasing: 2013-2017

Description: Section D-E passes to the North of Seafield Industrial estate. This section of the route is very wide, in the region of 12m for most of its length.

Proposals: reduce size of promenade with planting bed to form buffer between existing industry and promenade.

- 6 Kings Road** – circulation node with some public car parking, possibly within development site. Signposting from Seafield Roundabout. *Link with Portobello NW Masterplan.*
- 7 Bus Depot** - Future entertainment node at southern end of section D-E) as part of a potential redevelopment of wider Seafield Road site.
- 8 Fillyside:** Potential for circulation node due to excellent transport links (Craighill Avenue to Piershill station safeguard), Craigentenny golf course, Meadows Yard nature reserve. Hard landscaping and soft landscaping. Toilets, cycle parking, street furniture, link with potential for wider Seafield road site.

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Character Area 3

Seafield

Sections E-F and F1 - Fillyside

Sections (E-F and F1) Fillyside



Length: 483m

Ownership: Public

Status: Not available

Phasing: 2028 - 2037

Description: From point E, the route joins the highway footpath (approximate width of only 1200mm, reducing in places to about 900mm). It is unattractive, dangerous and difficult to negotiate.

At point F, the existing footpath turns off Seafield Road down adjacent to the railway line to the corner of the water treatment works at F1.

Proposals: Construct promenade to Design Code specifications. A design solution is required here for the new section of Promenade required. Between E and F1.

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**Section (F1-G1)
East of Water Treatment Works.**

**Character Area 3
Seafield**
Section F1-G1
East of Water Treatment Works.



Length: 1080m

Ownership: Private

Status: Available

Phasing: 2018-2027

Description: The proposed promenade route continues along the eastern and northern boundaries of the water treatment works.

The path runs along a wide corridor along the sea wall which provides attractive views back to Portobello and East Lothian.

Proposals: There is scope to the rear of the sea wall, to construct a promenade route of approximately 6m, with planting onto the slope between the new promenade and the security fence for the works.

→ Skyline Study key views

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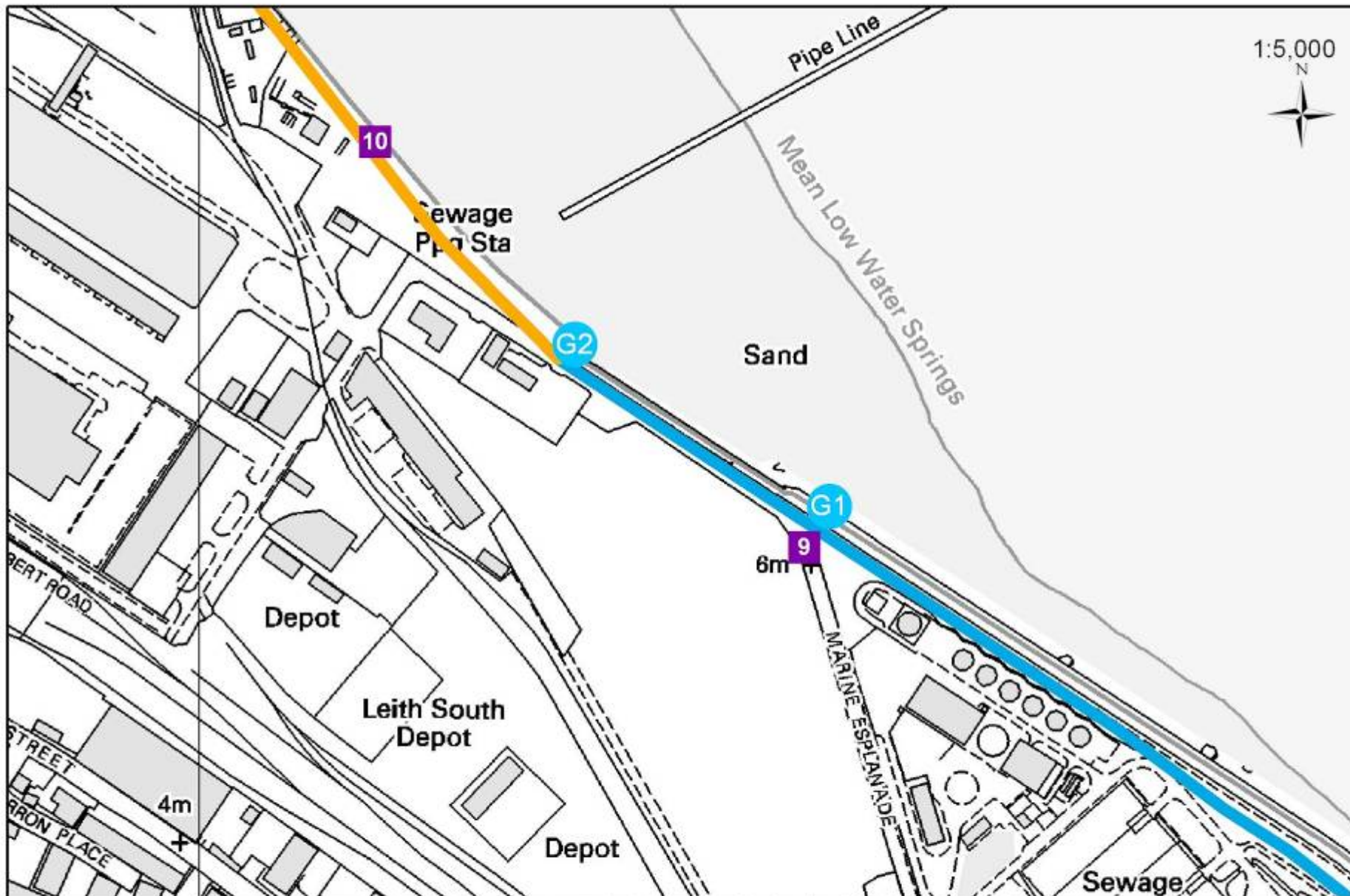


Character Area 4

Leith Docks

Section (G1-G2)
Northern end of Marine Drive

Section (G1-G2) Northern end of Marine Drive



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Length: 220m

Ownership: Private

Status: Not available

Phasing: 2018-2027

Description The route runs from the northwest corner of the water treatment works and follows Marine Drive along the Sea Wall to the point G2, where it runs along the beach line.

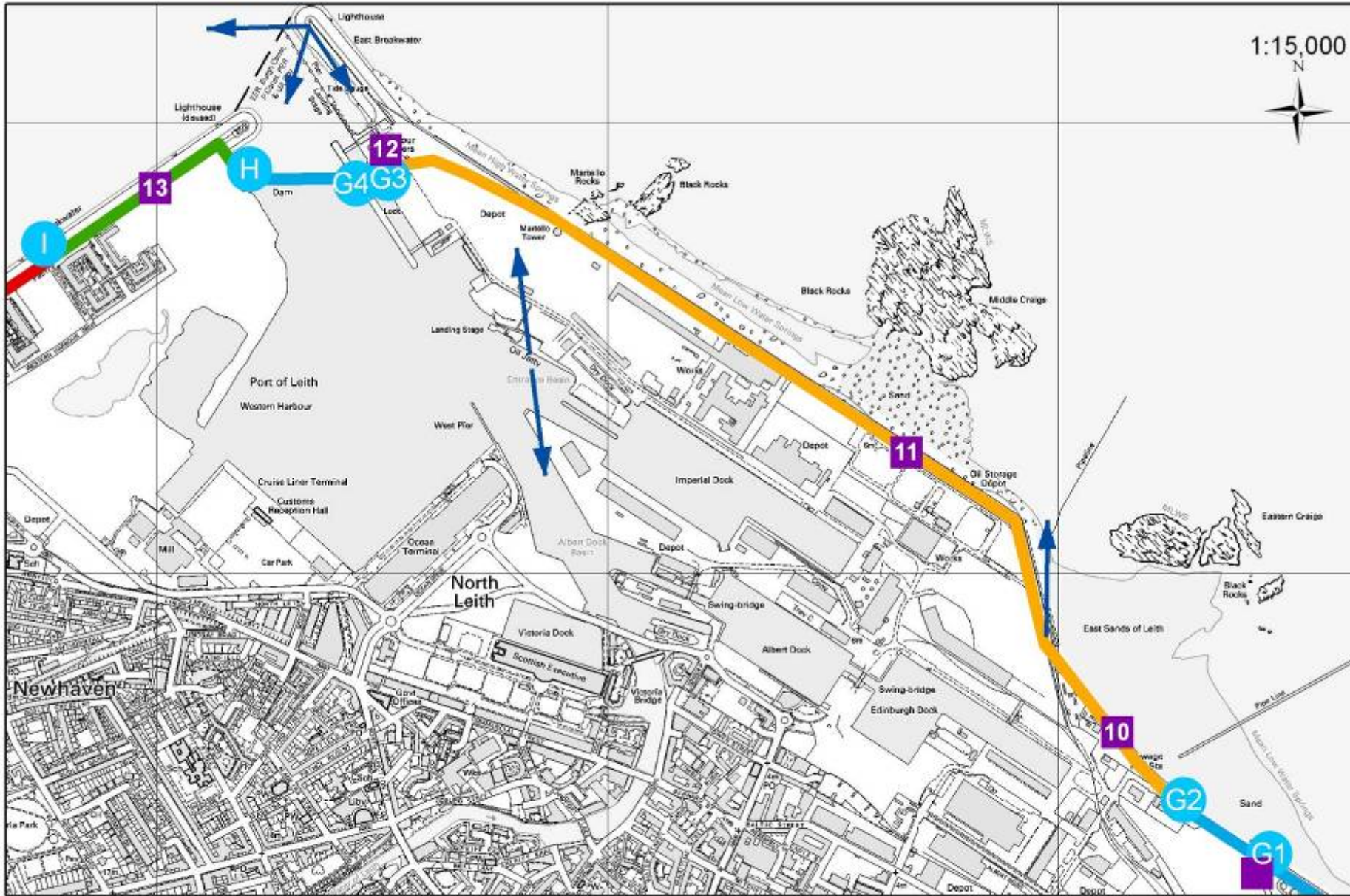
Proposal: When the Forth Ports "Villages" development takes place, this stretch of Marine Drive will be realigned, at which point the full promenade specification will be constructed.

9 Minor node - signage, planting



**Section (G2-G3)
Leith Docks**

**Character Area 4
Leith Docks**
Section G2-G3
Leith Docks



Length: 2412m

Status: Not available

Ownership: Private

Phasing: 2028 – 2037

Description: This route runs along the northern perimeter of the Forth Ports landholding at Leith Docks. The stretch is unavailable due to Forth Ports continuing industrial activity in the area. However, a planning application for mixed-use redevelopment has been submitted, which includes the promenade as a distinct entity within the proposals.

Proposals: The planning conditions imposed upon this redevelopment will require the developer to construct the promenade. Special reference should be made to Martello Tower, with the incorporation of a substantial parkland open space surrounding the tower, providing it with a suitable setting.

10 New beach/park activity node. Linking with *Leith Links Seaward Extension*. Ramped access. Potential for new plaza, café/kiosk, shelter, toilets, street furniture, paving and planting, lighting, art work.

11 Minor node (ecological/picnic space).

→ Skyline Study key views

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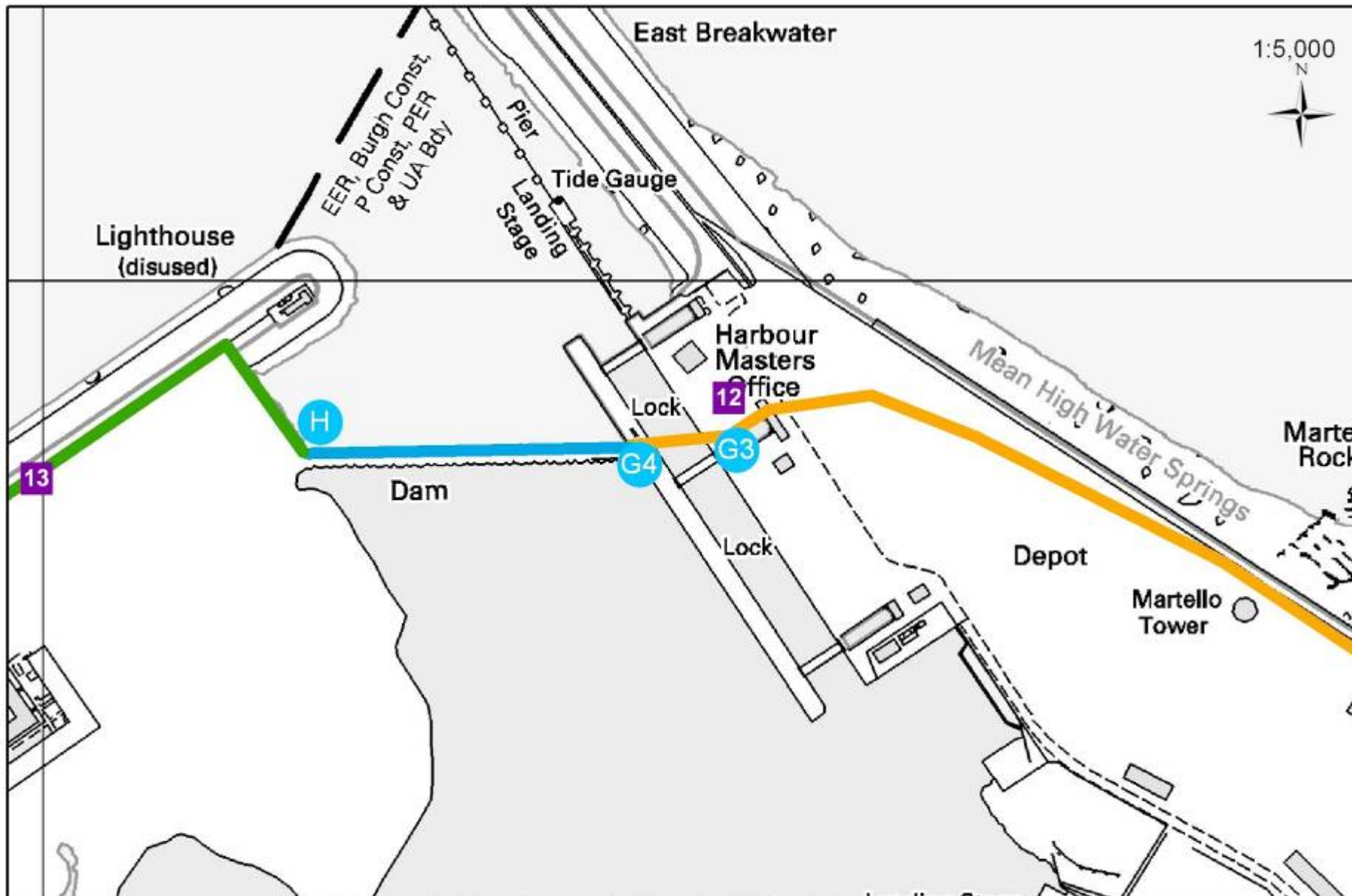
Character Area 4

Leith Docks

Section G3-G4
Lock Area

Section (G3-G4)

Lock area, Western Harbour. Port of Leith, entrance to Western Harbour.



Length:

Ownership: Private

Status: Not available

Phasing: 2028-2037

Description: This working lock serves to control access and water levels from the Forth to the fully enclosed Western Harbour. Detailed designs for this area will be undertaken and agreed with both Forth Ports as landowner/developer, and the Council to ensure that an area which meets the aspirations of the Council, and this design code, may be incorporated into the approved masterplan for the development of this area.

Proposals: As the harbour will continue functioning following the redevelopment of Leith Docks, locked access will continue to be required. Therefore some form of bridging system will be needed, whose operation could be initiated along with the control mechanism for the lock itself, and whose "stowed" position will not hinder the operation of the lock itself.

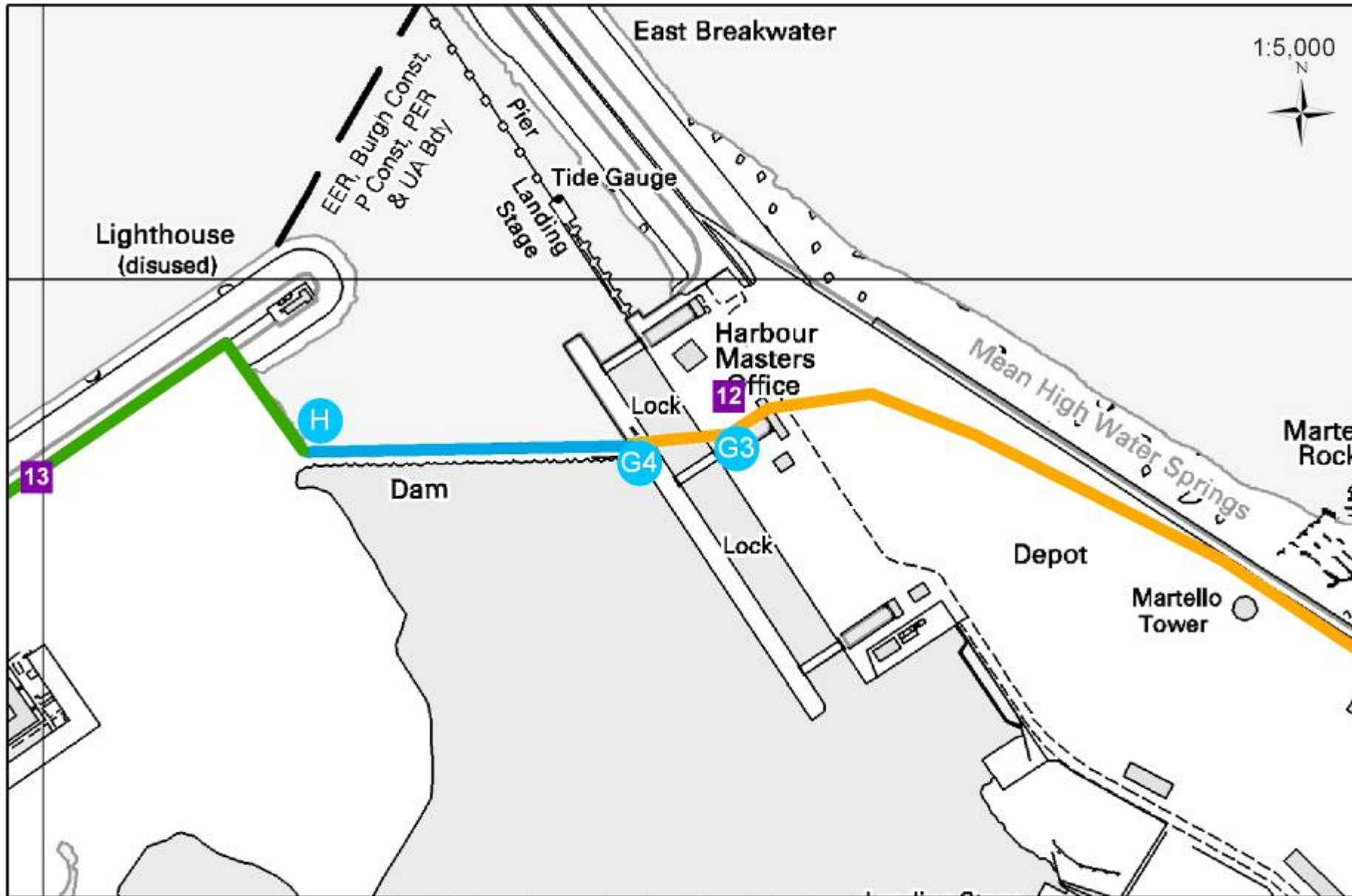
12 Node at crossing of dock locks and sealing dam.

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Section (G4-H)
Dam enclosing Western Harbour.

Character Area 5
Western Harbour
 Section (G4-H)
 Dam enclosing Western Harbour.



Length: 240m

Ownership: Private

Status: Not available

Phasing: 2018 – 2027

Description: This is the length of dam that presently partially encloses the Western Harbour at Leith Docks.

Proposals: To be enclosed by railing on both sides and well lit in order to ensure greater safety for users? Some innovative lighting methods could be incorporated, such as LED's under the handrail surface, to illuminate the walkway, so that conventional lighting columns may be avoided.

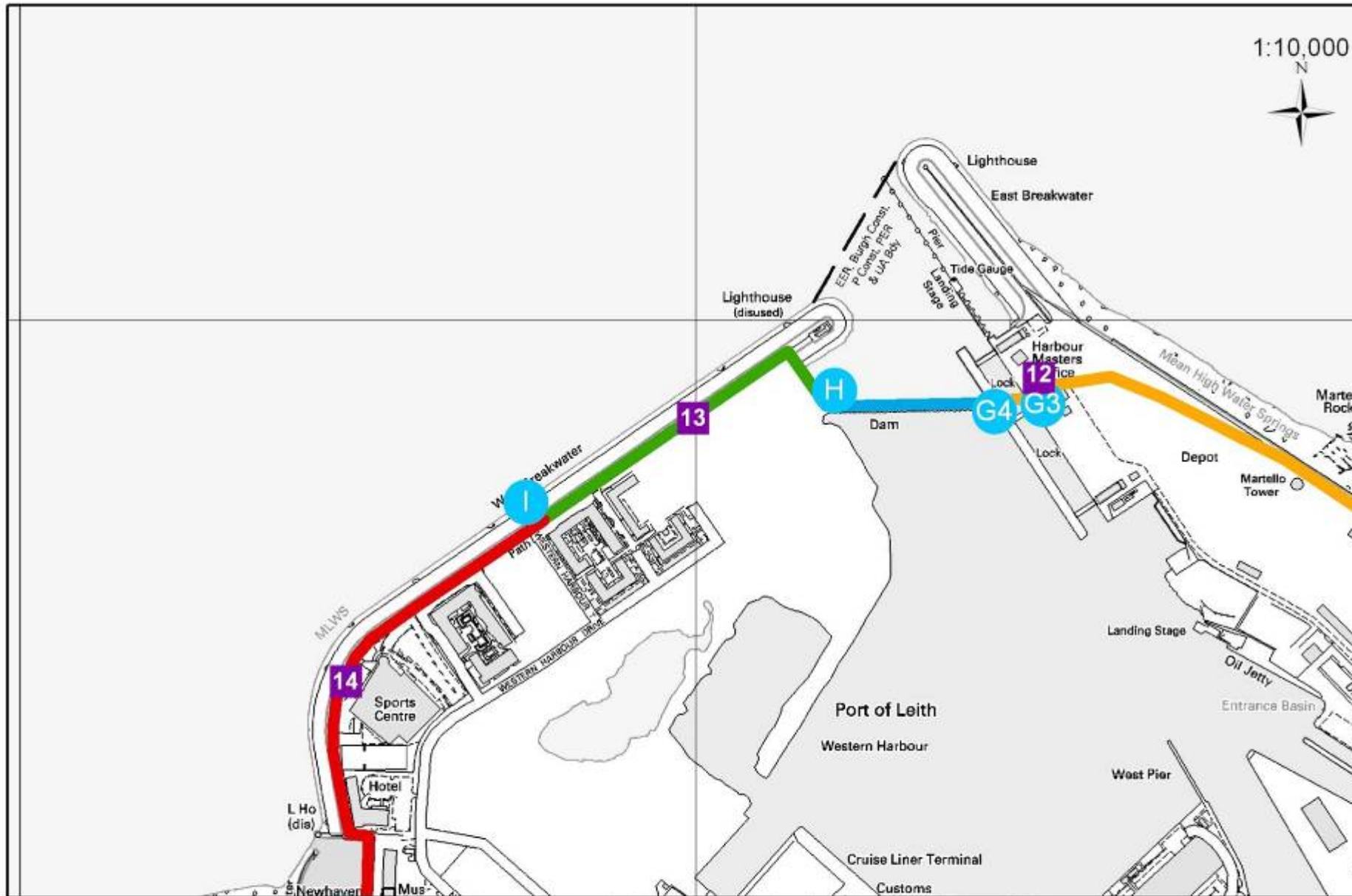
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Section (H-I)
Western breakwater, Western Harbour.

Character Area 5
Western Harbour

Section (H-I)
 Western breakwater, Western Harbour



Length: 515m

Ownership: Private

Status: Not available

Phasing: 2008-2012

Description: Part of this section has been constructed as part of Forth Ports' Western Harbour development area

Proposal: This route should be completed from H to to full promenade specification.

- 13** Major node – lighthouse park marking the original entrance to Western Harbour. modern/formal park? Planting, street furniture, pathways & controlled views. Public plaza. Public art.

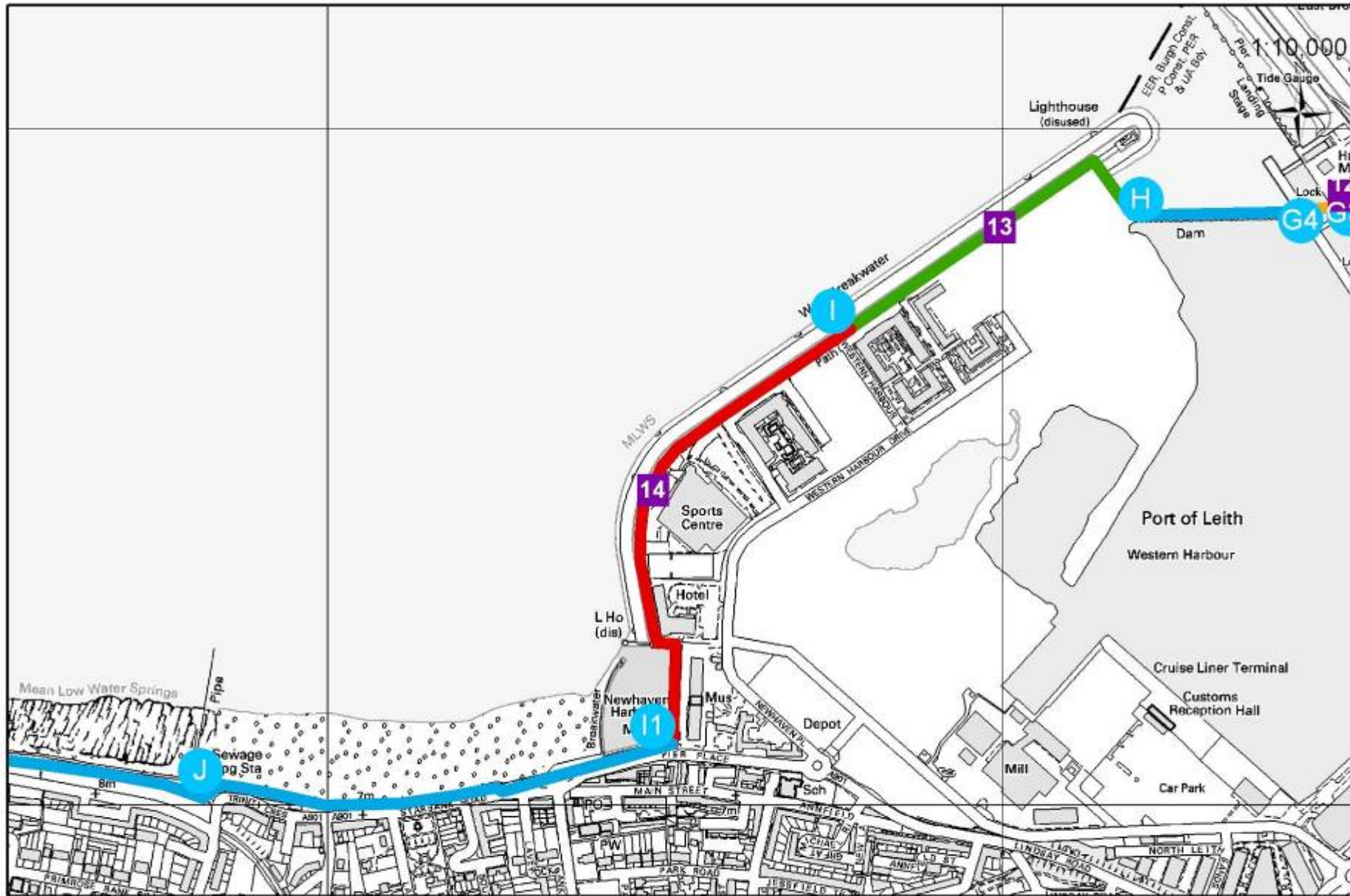
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**Section (I-I1)
Western Breakwater, Western Harbour.**

**Character Area 5
Western Harbour**

Section (I-I1)
Western breakwater, Western Harbour.



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Length: 295m

Ownership: Private

Status: Not available

Phasing: 2008-2012

Description: This section of the route returns the promenade around the Western Breakwater, through Newhaven Harbour where it joins Starbank Road. .

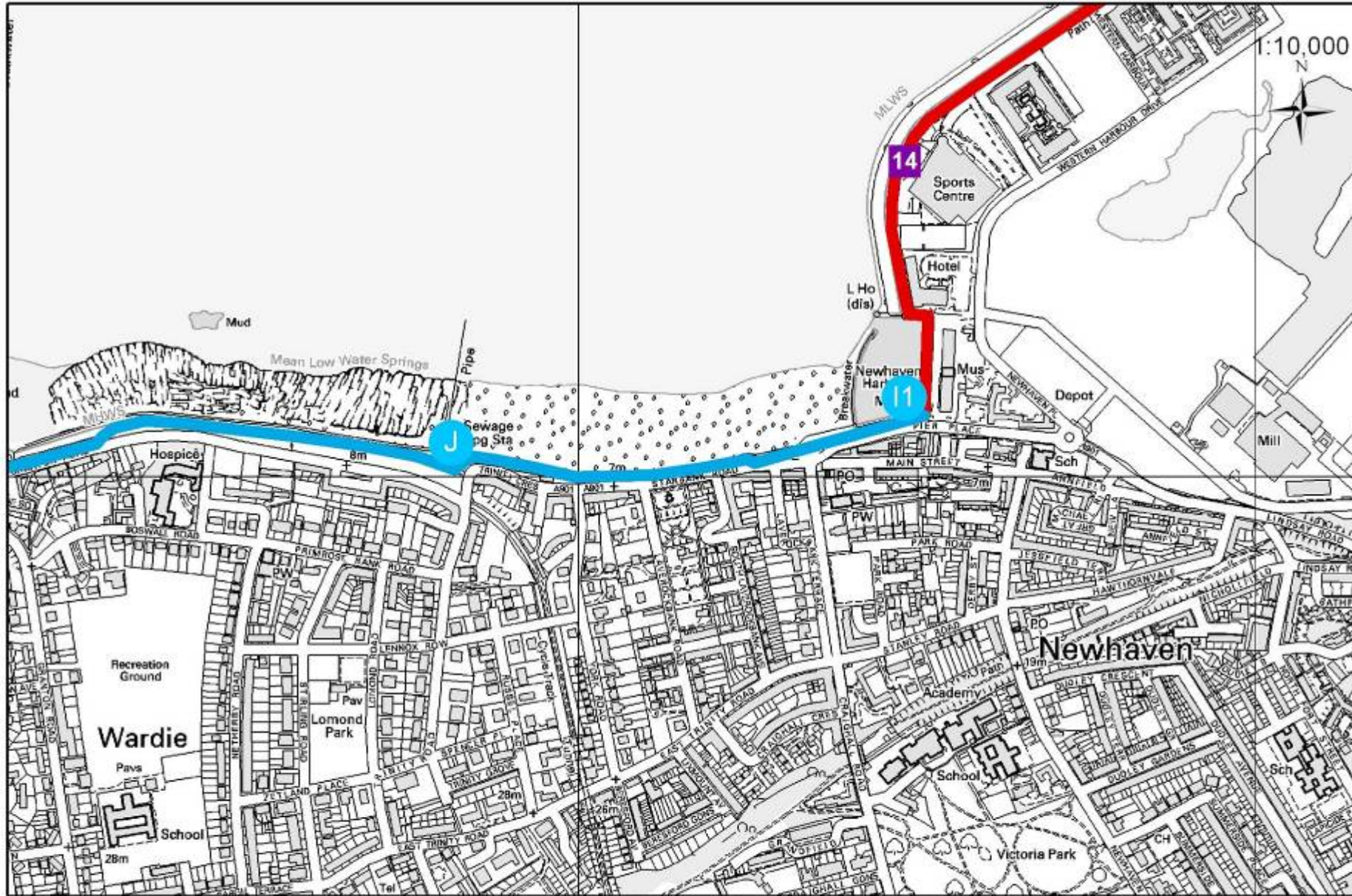
Proposals: Complete Promenade section to appropriate standard. Signage from Newhaven tram stop

- 14 minor node at entrance to sport centre – linear park, pathway, formal tree, shrub, grass, bespoke art, street furniture.



**Section (I1 – J)
Starbank Road**

**Character Area 6
Wardie Bay**
Section (I1 – J)
Starbank Road



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Length: 715m

Ownership: Public

Status: Available

Phasing: 2018-2027

Description: This road corridor is narrow, enclosed on the landward side by building facades, and on the seaward side by the sea wall. The road carriageway is of minimal width and is very busy throughout the day.

The TIE tram project may bring the tram route along both Starbank and Lower Granton Roads. Should this happen, there would be considerable conflict between users. Presently, in light of the constraints, there is no scope for increasing the footpath width beyond the existing (approximately) 2500mm width.

Proposal: Construct promenade to Design Code specifications. A design solution is required here for the new section of Promenade required.

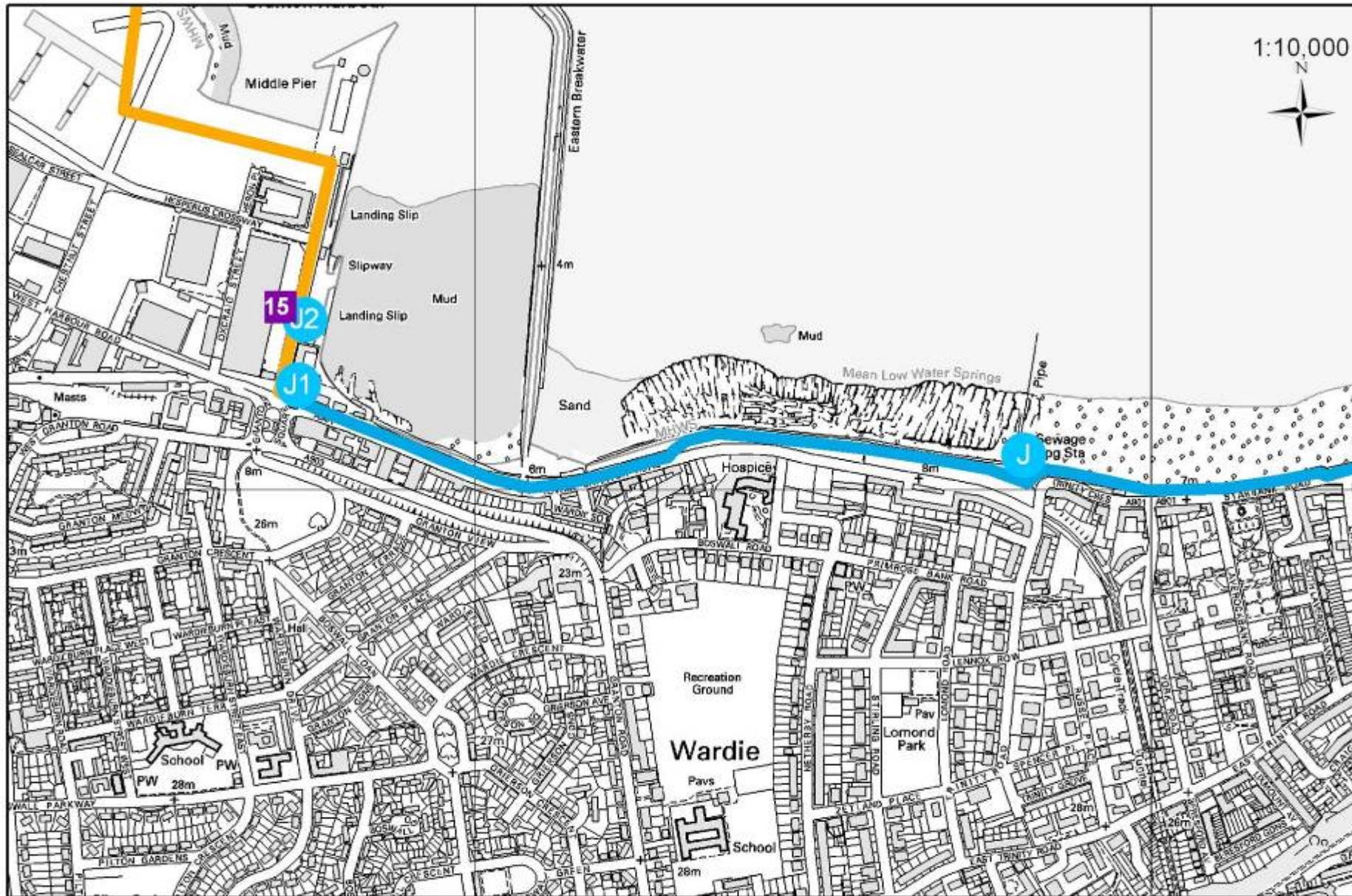


Character Area 6

Wardie Bay

Section (J – J1)
Lower Granton Road

Section (J – J1) Lower Granton Road



Length: 1169m

Ownership: Public

Status: Available

Phasing: 2018-2027

Description: This section of road corridor is considerably wider than that along Starbank Road, the additional width being an existing grassed area. Due to the additional width available, the corridor is possibly wide enough along much of its length to accept segregated corridors for the existing highway, the tram and the promenade, although it does narrow considerably at the edge of Granton Harbour breakwater.

Proposal: Construct promenade to Design Code specifications. A design solution is required here for the new section of Promenade required.

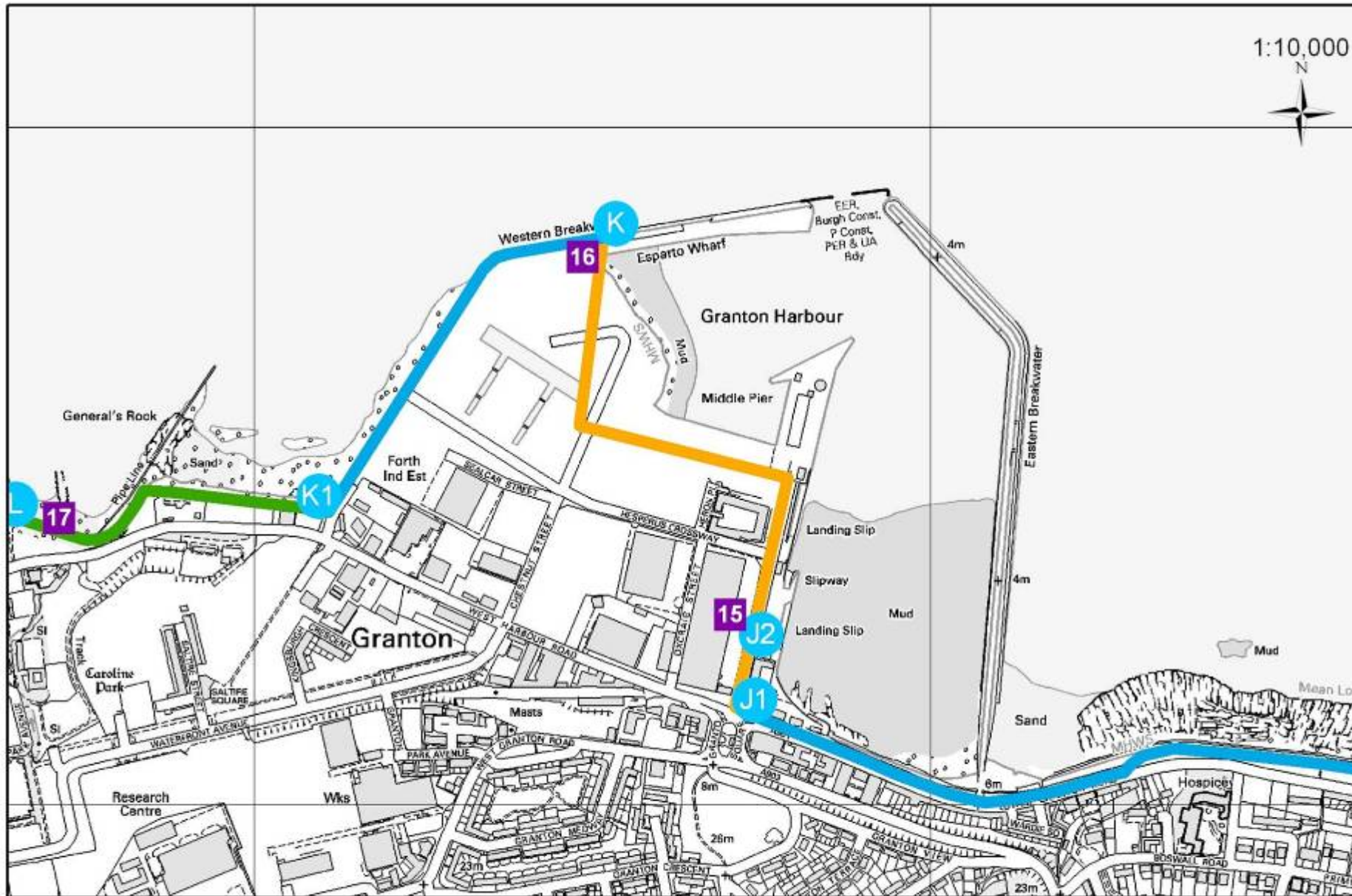
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Section (J1 - K) Granton Harbour

Character Area 7 Granton Harbour

Section (J1 - K) Granton Harbour



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Length: 1169m

Ownership: Public

Status: Available

Phasing: 2028-2037

Description: This area is subject a residential development masterplan, within which the promenade route should be given a high priority within the arrangement of the open spaces.

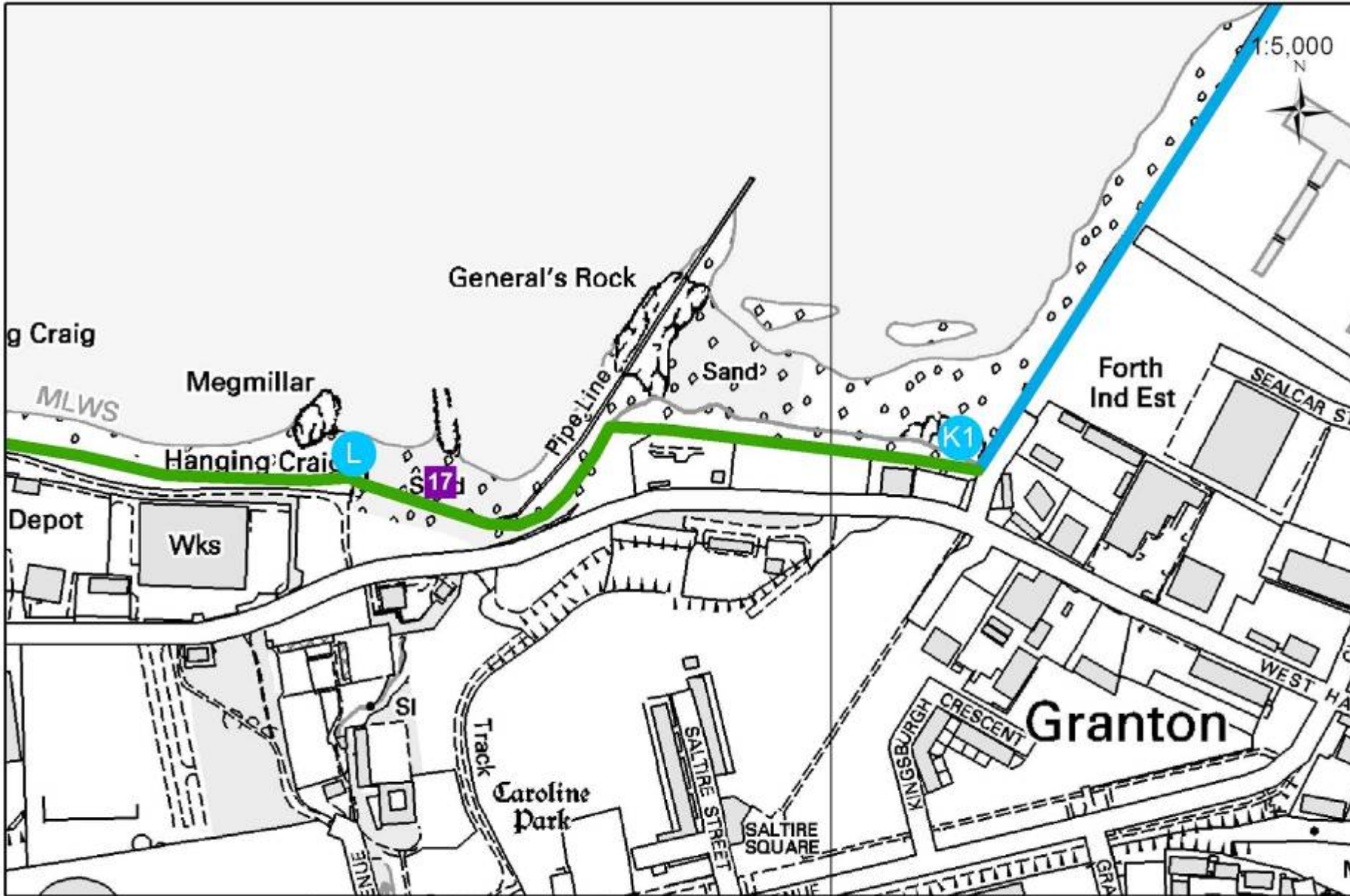
Proposals: Whilst it is possible to access part of this section of the route, this area will change significantly as development proposals change, and so it is not possible to construct the promenade in its final form until the masterplan is confirmed and the open spaces constructed.

15 minor node adjacent to potential tram stop at Granton Square? Street furniture, tree planting



**Section (K1 – L)
North of West Shore Road.**

**Character Area 8
Granton**
Section (K1 - L) North of West Shore Road.



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Ownership: Public

Status: Available

Phasing: 2013-2017

Description: An existing footpath, little more than a desire line, is available along the beach between the western breakwater and General's rock.

West of General's Rock, the route joins the existing riverside walk behind the sea wall. This corridor is narrow – approximately 3m, but in good condition.

Proposals: Planning permission for a new sea wall has been approved in this location and the promenade should be incorporated as part of it.

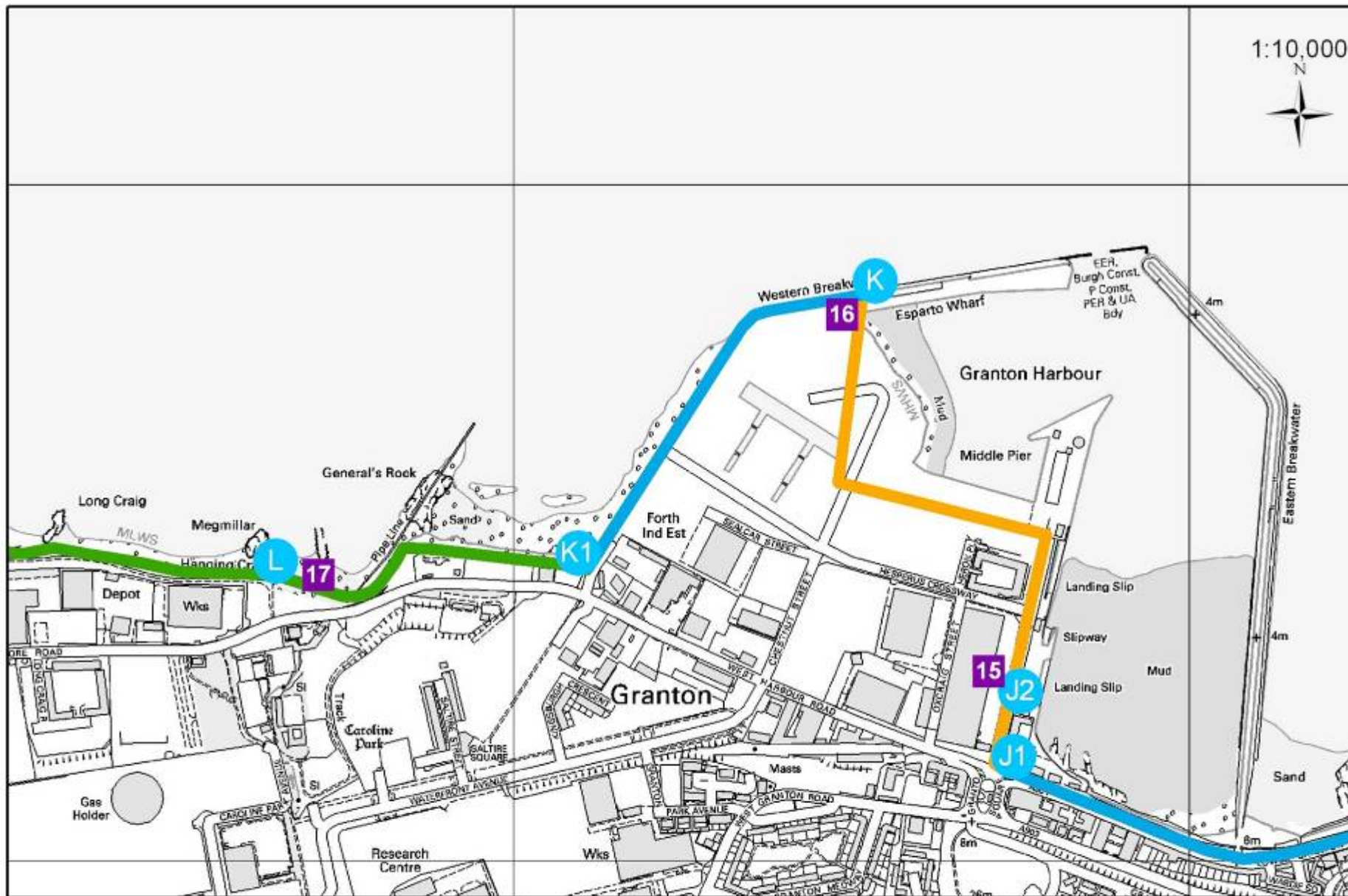
- 17 Minor node – picnic space, shelter, street furniture, bbq facilities? Ramped beach access.



Section (K – K1) Granton Harbour, Western Breakwater

Character Area 7 Granton Harbour

Section (K – K1) Granton harbour,
Western Breakwater



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Length: 607m

Ownership: Public

Status: Available

Phasing: 2018-2027

Description: the promenade route rejoins the line of the sea wall. The Seawall acts as a barrier to views out of the site.

Proposals: The route alongside the sea wall should conform to specification set out in this design code. A design solution to maintain views behind the seawall.

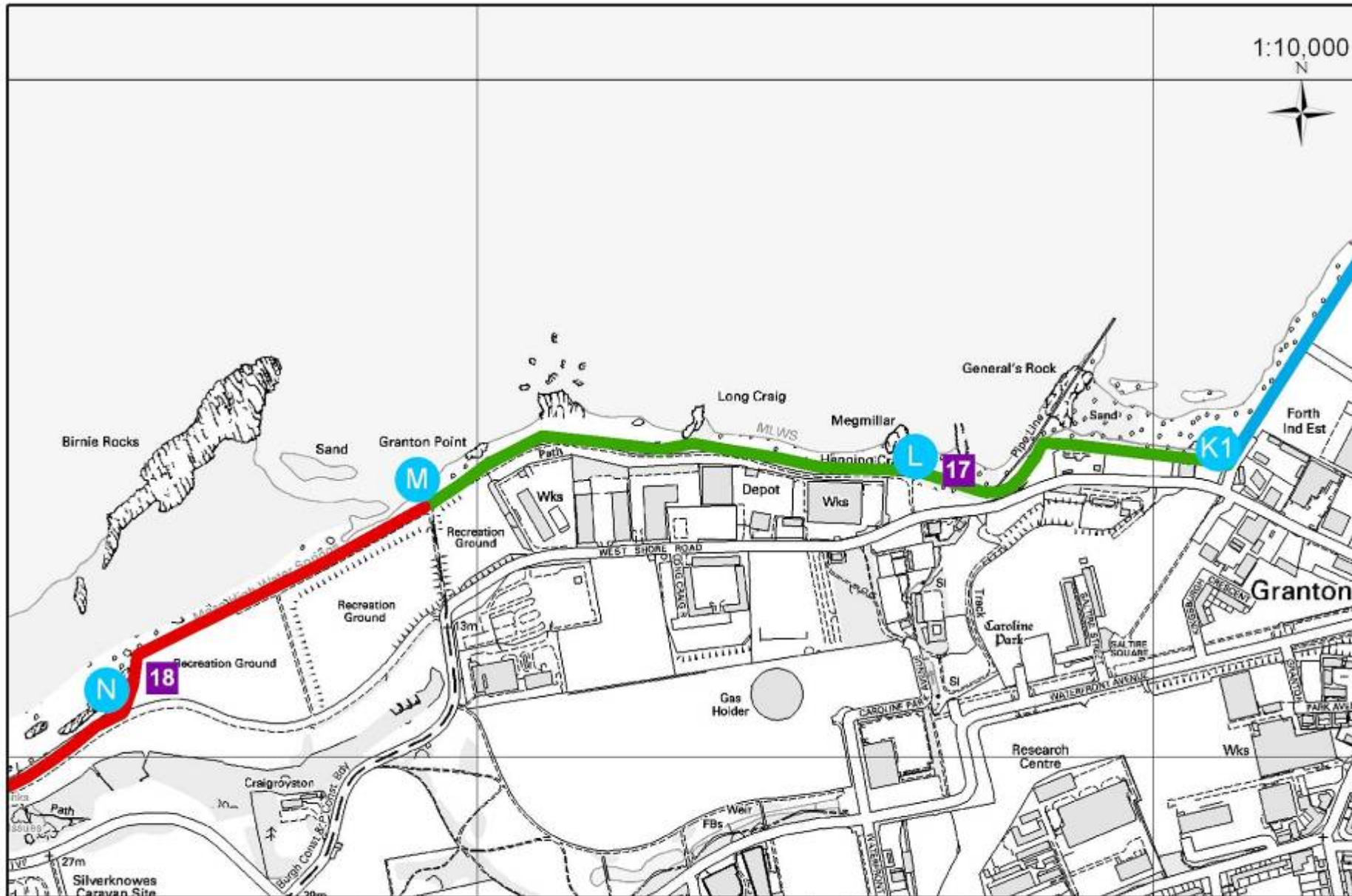
16 Major hospitality node. Food & beverage, exterior hard landscaping, public art, tree planting



Section (L – M) Existing parkland at Granton.

Character Area 8 Granton

Section (L – M) Existing parkland at Granton.



Length: 1268m

Ownership: Public

Status: Available

Phasing: 2013-2017

Description: This section runs to the north of the Granton redevelopment site. The walkway is wide with space for a wide corridor promenade.

Proposals : the footpath needs upgrading. Promenade signage. New associated street furniture and lighting should be included.

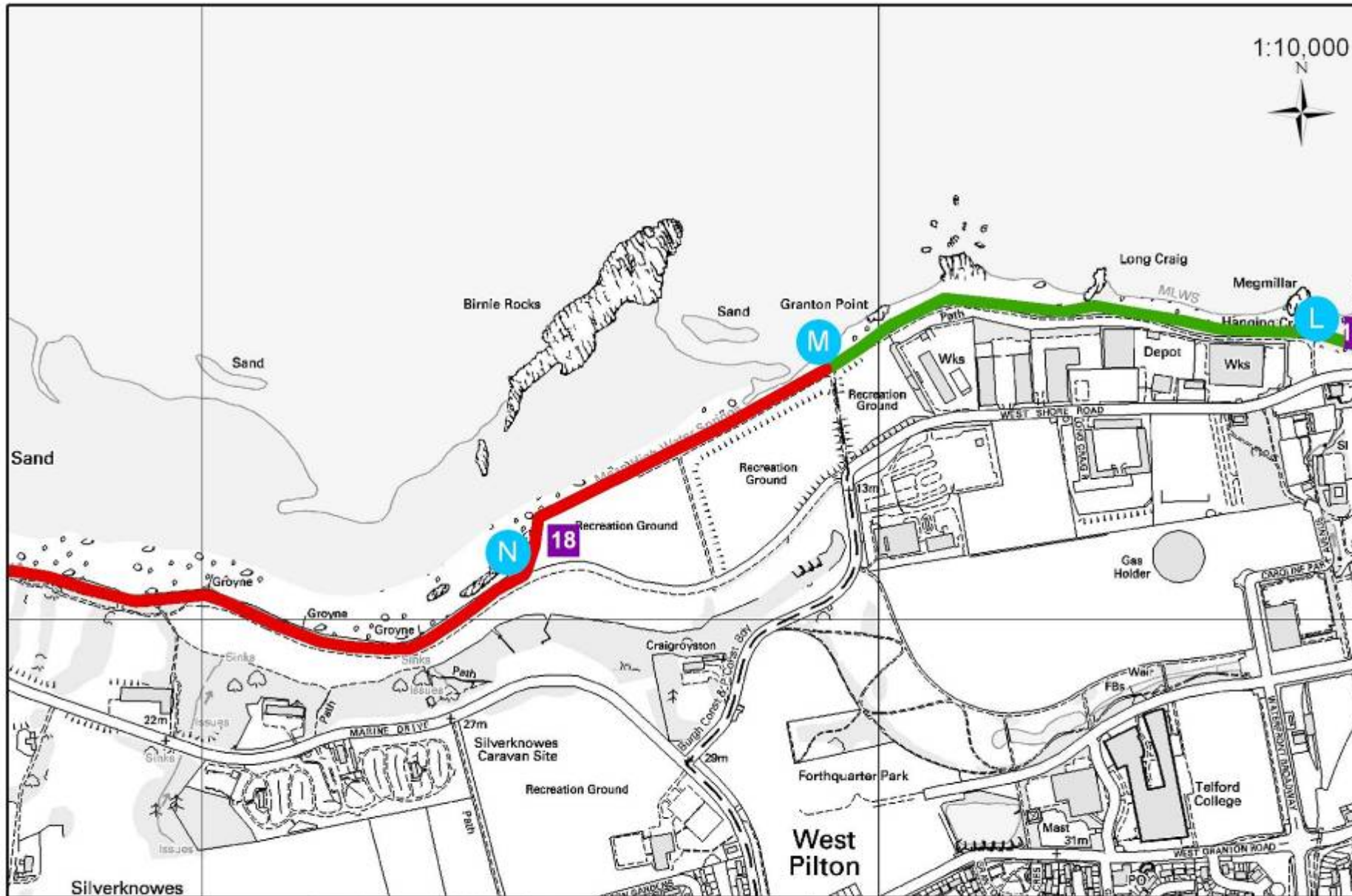
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Character Area 9 Silverknowes

Section (M - N) Existing parkland at Silverknowes.

Section (M - N) Existing parkland at Silverknowes.



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Length: 1268m

Ownership: Public

Status: Available

Phasing: 2008-2012

Description: This section runs through existing parkland, with a number of walkways in varying widths.

Proposals : the footpath needs upgrading. Promenade signage. New associated street furniture and lighting should be included, to enhance the distinction between this promenade route and the other walkways within this open space.

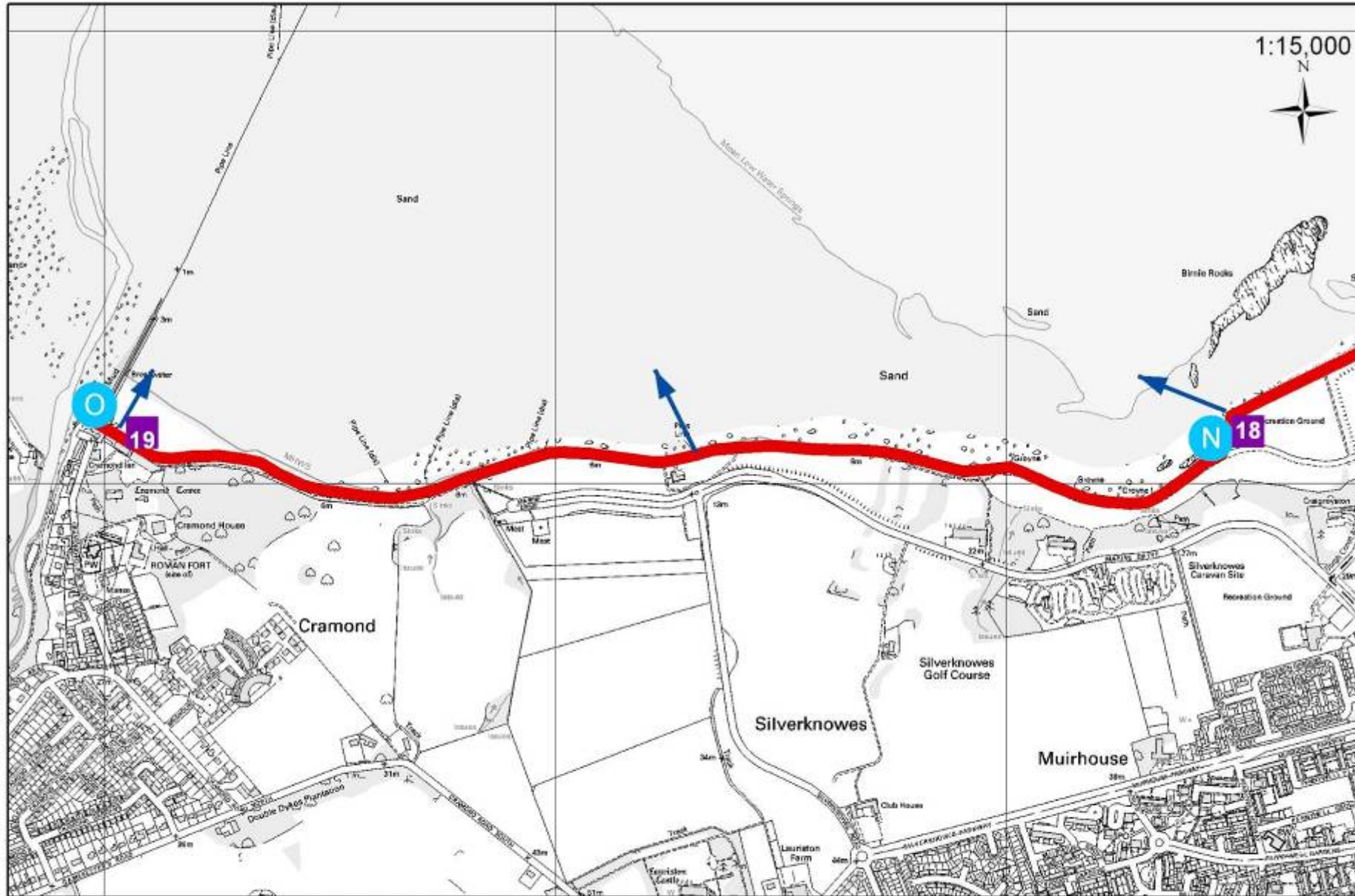
18 A minor node – design to be developed



Section N-O Existing parkland at Cramond.

**Character Area 10
Cramond**

Section N-O Existing parkland at Cramond.



Length: 3176m

Ownership: Public

Status: Available

Phasing: 2008-2012

Description: This section is existing parkland, with a number of walkways in varying widths.

Proposal: As the footpath is in generally good condition, the existing surface could remain, with the additional of the new promenade specification nodes and signage. New associated street furniture and lighting should be included, to enhance the distinction between this promenade route and the other walkways within this open space.

19 a major node/threshold, landscape design, events, shelter, street furniture, hospitality retail?

→ Skyline Study - key views

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