

Leith Docks

Development Framework

February 2005



Leith 船塢發展框架

لیتھ ڈاکس (گودیوں) کی تعمیر ترقی کا ڈھانچہ

لیتھ ڈاکس ڈیولپمنٹ فریم ورک کارپوریٹ

الہیکل العام لتطویر أحواض السفن في منطقة لیتھ

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THE CITY OF EDINBURGH COUNCIL

Leith Docks Development Framework

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Executive Summary

Introduction

0.1 This document sets out a long-term vision and framework for the phased redevelopment of Leith docks in Edinburgh. It has been prepared in initial form by consultants for Forth Ports plc within a context set by the City of Edinburgh Council and subsequently edited by the Council both prior to and following a public consultation process. It was approved by the Council as supplementary planning guidance on 10 February 2005.

0.2 The framework addresses an area of approximately 170 hectares covering Leith docks, in Forth Ports' ownership, and the surrounding area, including part of the historic core of Leith. The overarching objective of the vision for this area is as follows:

To provide an extension of Leith and the city which integrates the old and new areas in a mixed, balanced and inclusive waterfront community while responding to contemporary aspirations, concerns and ideas regarding urban planning.

0.3 The opportunity to do so arises from Forth Ports' decision to effect a fundamental change in the role of the Port of Leith. The port will move away from freight handling and associated industrial activities towards a 'Capital City Port' role, focused on increased cruise liner traffic and mixed use development, with industrial uses concentrated in a smaller area to the east.

0.4 The framework sets out the strategy for realising this vision over the next 15 years. It sets out proposed uses, movement routes, likely infrastructure requirements and an urban design framework. In order to establish a full urban design toolkit for the area as defined in the Scottish Executive's Designing Places, the framework requires that several masterplans be prepared for defined sub-areas and further design guides on specific topics such as the public realm.

0.5 The document contains a two-dimensional vision of the future. The following diagrams and development principles are summarised from the main text and will be used to guide and co-ordinate more detailed masterplans for the Leith Docks area.

Principle 1.

Accessibility

0.6 To reduce reliance on the private car, high quality pedestrian, cycle and public transport routes should be given priority over the needs of potential access by private cars. A hierarchy of routes should be provided to allow choice of movement throughout the site, which will necessitate the construction of new infrastructure. The tram corridor will be the focus for public transport and new bus routes should be provided along the core transport spine (see Figures 1.11, 1.12 and 1.13).

Principle 2.

Mixed Use, Walkable Neighbourhoods

0.7 A key requirement is to create a balanced community with services and facilities. Future proposals must demonstrate a range of housing types that appeal to all sectors of the housing market and in particular to families throughout the whole LDDF area. Proposals should demonstrate innovation in design to achieve urban densities whilst accommodating the general requirements for family living including three, four and more bedrooms, private external space and easy access to ground floor. Appropriate levels of affordable housing provision should be agreed with the Council, in accordance with the established local plan policy requirement of 25%.

0.8 Two neighbourhood centres are identified; the first is at Ocean Terminal, the second north-east of the Imperial Grain Silo (See Figure 1.06). The centres have been located so they are easily accessible to all predominately residential areas as well as public transport. Each centre should accommodate a range of community facilities and services, as well as small-scale ground-floor commercial uses. Major office development should be focused at Ocean Terminal / Victoria Quay. Major hotel and commercial leisure uses also may be appropriate at that location. The Council may in the future identify long-term potential for further major non-food retailing at Ocean Terminal. Development has been focused at the Ocean Terminal / Britannia Quay / Edinburgh Harbour / Victoria Quay area because it is easily accessible to the tram corridor.

Principle 3.

Urban Grain and Public Realm

0.9 Development should adopt a clear perimeter urban block structure, of between 40m and 100m, which clearly defines the public realm from the private spaces, offers local legibility and high pedestrian permeability. The design philosophy for the public realm (streets, squares, quay edges, coastal edges, parks) is to design for people rather than cars. The public realm must be enclosed by buildings which have active ground-floor frontages and reflect the intended character and functional nature of the location. The street-based network will expand to form squares and public spaces, which will be focused at neighbourhood centres and cultural/leisure centres (see Figure 1.06). The uses around these squares and other important parts of the public realm should be 'special active frontages', such as shops, cafes, restaurants, offices or community facilities that afford the opportunity for spill out spaces.

Principle 4.

Development Heights

0.10 The masterplans should establish a modulating built form with ambient building height between 5 – 8 residential storeys. Along the coastal edge, building heights will be between 1 – 5 residential storeys (Figure 1.14). At Edinburgh Harbour, building heights can be between 8-10 residential storeys. Potential zones within which masterplans may be able to justify building heights of up to 16 residential storeys are identified at Waterfront Plaza (due to the accessibility to the strategic city link), and the north and south edges of the Western Harbour (to relate to the large expanse of water). Precise locations within these zones for any development proposals extending above 10 residential storeys will have to be identified and justified at the masterplanning stage. Their size must be appropriate to the scale of adjacent areas and be justified by a complete townscape analysis. Proposals for buildings above 16 residential storeys will not be considered until the forthcoming city-wide high building study has been approved by the Council.

Principle 5.

Car Parking

0.11 Car parking levels must be agreed with the Council, and should be located within the curtilage of site boundaries and should not be visible from the street. Blocks and rows of car parking are not acceptable. The majority of visitor parking provision should be provided within individual plots rather than on-street, with remaining visitor spaces provided as general on-street parking shared with non-residential uses. Lower parking levels will be sought at the locations most accessible by public transport, for example at Waterfront Plaza.



Principle 6. Landscape Structure

0.12 The landscape structure is established by the hierarchy of public open spaces (see Figure 1.10), the visual corridors (see Figure 1.08) and the core pedestrian and cycle routes (see Figures 1.07, 1.11 & 1.12).

Principle 7. Protect Views and Vistas

0.13 Street patterns and urban grain within each masterplan area shall maintain certain defined views through the framework area out to the docks, features and water and in towards Leith, Calton Hill, the Castle and the city World Heritage site and its skyline (see Figure 1.08).

Implementation

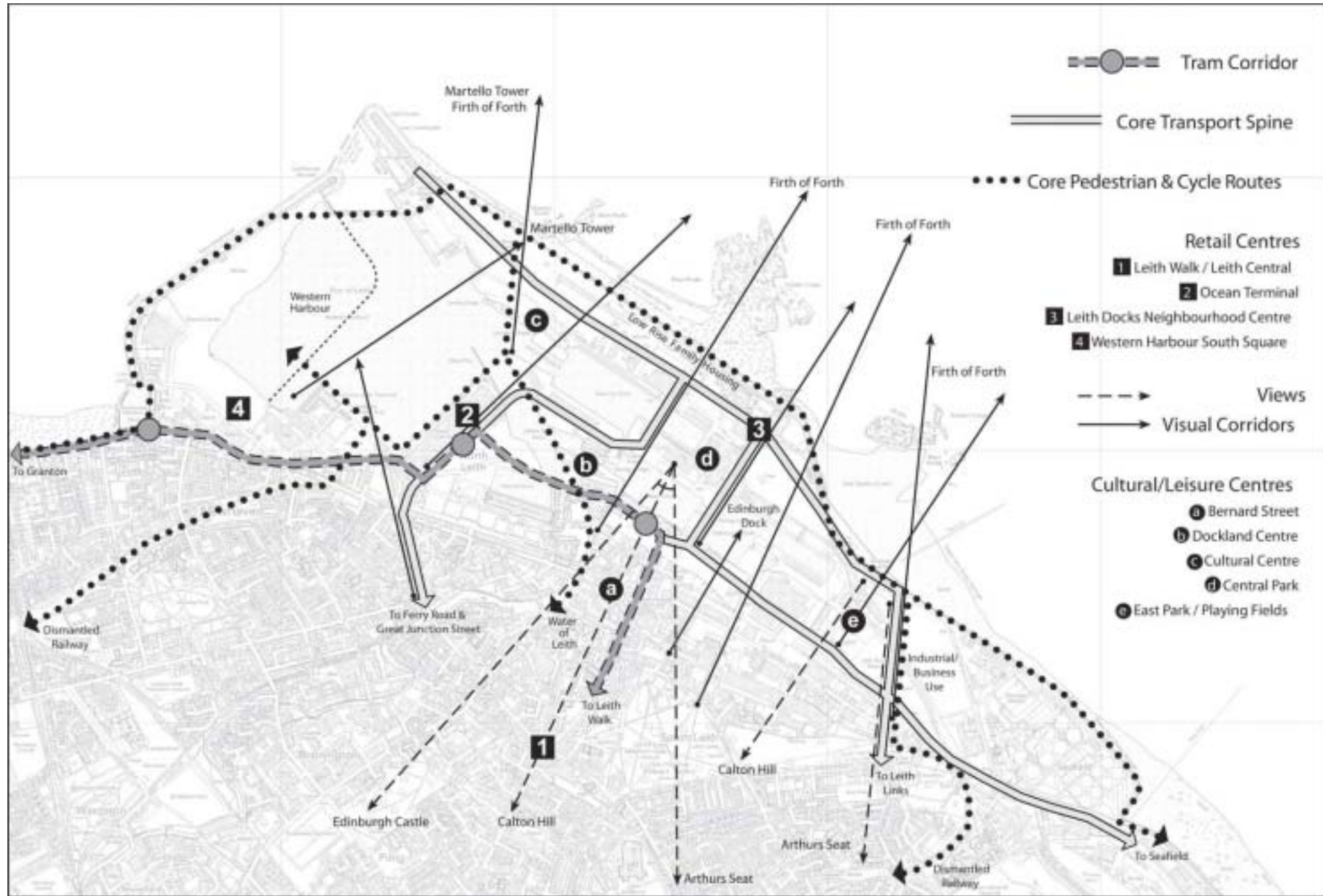
0.14 Future masterplans will be required for the areas shown in Figure 1.16. The masterplans must be guided by the LDDF and the above principles. They should be designed and drawn in three dimensions, and provide the basis for all types of development (buildings, open spaces, streets and public transport), that will be delivered over the lifetime of the masterplan. The contents of a masterplan will change depending on its location and time of delivery. However, it is expected that the following information is provided to the Council:

- A shared vision statement
- Character description
- 3 dimensional representation
- Movement Framework
- Street Hierarchy
- Landscape Design
- Key Open Spaces
- Sustainability Study
- Microclimate Study – wind, daylight and sun light
- Consultation Statement

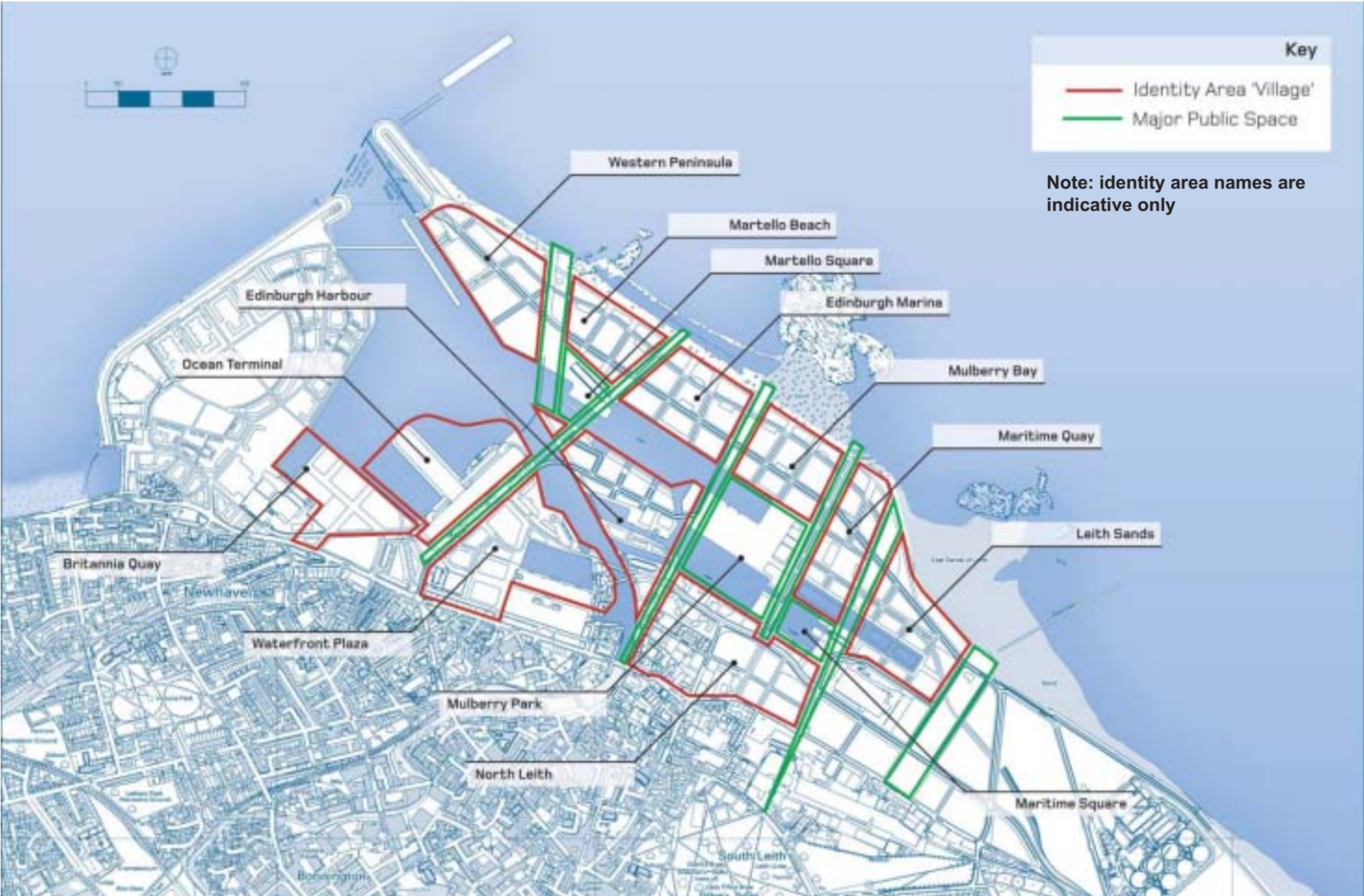
0.15 The following diagrams summarise the conceptual elements of the framework: the network of new routes, the centres of activities, the views to be retained and created, and the basic spatial strategy for the area, which consists of a series of north-south landscape/visual corridors separating a number of smaller areas each with its own distinct identity.



Conceptual Diagram for Development at Leith Docks



LDDF Visual Corridors & Identity Areas



1 Introduction

- 1.1 In February 2003, Forth Ports PLC was invited to prepare a broad framework for the future of Leith Docks. This Leith Docks Development Framework (LDDF) is prepared by Forth Ports PLC and City of Edinburgh Council (CEC) City Development Department, and provides Supplementary Planning Guidance (SPG) for the whole of Leith Docks and the immediately surrounding area. It is intended that the SPG will be incorporated as policy into the emerging Edinburgh City Local Plan.
- 1.2 The docks have undergone significant change in recent years in terms of their role and function. Operational activity has significantly reduced and whilst a number of port-related operations remain (ie those that benefit from a dock-side location) further relocation to more suitable facilities either at one of Forth Ports' more accessible ports elsewhere on the east side or central belt of Scotland or in other accessible industrial locations is underway. As a result, whilst the docks will continue to provide a city port function the focus for this is now moving towards naval visits, cruise liner visits and occasional dock-related operations, including the ongoing maintenance of the Royal Yacht Britannia within the docks.

1.3 There exists, therefore, a major opportunity for the comprehensive redevelopment of the land associated with the various docks, taking advantage of the widely acknowledged benefits associated with waterside development. This Leith Docks Development Framework provides Supplementary Planning Guidance as to how this can be best achieved.

1.4 The SPG is structured as follows:

- Section 2 outlines the process to date including a brief summary of the Stage 1 and Stage 2 Consultation Options reports and a summary of the targeted consultation process;
- Section 3 describes the LDDF area;
- Section 4 sets out an overview of the planning policy context;
- Section 5 addresses infrastructure issues;
- Section 6 outlines potential land uses;
- Sections 7-10 consider Framework proposals. Section 7 addresses access and accessibility, Section 8 environmental and sustainability issues, Section 9 urban planning and public realm and Section 10 the framework proposals;
- Section 11 addresses implementation.

1.5 The SPG comprises the text and figures in this document. It is accompanied by an Environmental Report which updates base line environmental studies carried out at Stage 1. A Public Realm Strategy for the LDDF area is currently in preparation and it is intended that this will eventually form additional and complementary SPG.

Vision

1.6 The Vision is to provide Edinburgh with a waterfront development and 'Capital City Port' facility appropriate to a major European capital city, based on the following objectives:

- To provide seamless integration of the old and the new, in a mixed, balanced and inclusive community.
- To encourage and encompass for future generations sustainable development principles, bio-diversity, urban village principles, and a design quality, spatial structure and public realm strategy appropriate to the waterfront of Scotland's capital city, setting a benchmark for future generations.
- To provide enhanced cruise liner facilities, cross - Forth ferry berth and increase the number of naval visits and maritime events.
- To play a significant part in the growth and prosperity of the city.
- To recognise that Leith is already a special place, and to retain and enhance the local identity with use of the water for transport and recreation, and to reinforce the sense of place.

- To give priority to pedestrians, with open space and active frontages designed to provide for the needs of people of all ages, and to create a living environment which can provide a whole life experience for residents.
- To provide a mix of uses that meet community aspirations, and create the activity and atmosphere where people can walk in comfort and sit and watch the day to day activities of a marine environment.
- To safeguard the intertidal habitats, internationally important bird populations and geological features of the Firth of Forth Site of Special Scientific Interest and Special Protection Area and Imperial Dock Lock Special Protection Area.
- To contribute to a unique sense of place by focusing on the listed buildings and scheduled monuments, by providing linked bridges and walkways that will extend the Water of Leith Walkway, The Shore, and other routes through the development to the Firth of Forth.
- To establish heritage, arts and event spaces on main pedestrian routes to bring activity and changing interest throughout the year.
- To provide buildings that are adaptable for a range of uses, including community and support uses, healthcare, and smaller-scale commercial enterprises.
- To continue with the success of the Waterfront Recruitment Centre in the provision of employment opportunities for local people.
- To facilitate the delivery of the objectives of the Leith Ahead Group, the principles established in the Leith Urban Design Framework, and the actions targeted in the Community Action Plan for Leith.
- To put into practice the findings of the Waterfront Communities Project, which is exploring best practice in waterfront development, along with the Council's partner cities of Oslo, Gothenburg, Aalborg, Odense, Hamburg, Schiedam, Gateshead and Hull.
- To assist in the provision of a high quality tram system to facilitate brownfield development without aggravating traffic congestion, and to link the Airport with the Seaport, via the two city-centre rail stations.
- To facilitate a major part of the Council's objective to create a continuous ten-mile-long coastal walkway from the River Almond to the River Esk, and to allow programmed implementation of this.
- To provide the City of Edinburgh with space to expand over the next 15 years, in a stimulating waterfront environment, involving redevelopment of a strategic brown field site.

2 Background

2.1 Following initial discussions between Forth Ports PLC and City of Edinburgh Council City Development in early 2003 the Council requested that Forth Ports PLC prepare a broad framework document setting out details of its long-term plans for the docks, and an assessment of the likely impact of its development proposals. In May 2003 the Council set out an initial statement of the context for this framework and in August 2003 briefing notes were prepared by the Council to inform Forth Ports' selection of a consultant team.

2.2 A two staged approach has been adopted: Stage 1 established the long-term intentions and options for the docks as an operational port based on the Edinburgh city-region's economic and transportation needs, and was reported to Planning Committee in June 2004. Stage 2 – this document - outlines Forth Ports' development proposals for the land to be released from operational dock activities and associated infrastructure implications. This development framework is intended to be used to inform and assess a principal outline planning application, future masterplans and subsequent detailed planning applications.

Stage 1 Report

- 2.3** The Stage 1 report was submitted to the Council by Forth Ports PLC on 31 March 2004. It concluded that the broad principle of redevelopment of land within the LDDF area for mixed use purposes was consistent with the sustainability and environmental objectives of national and local planning policy. The document demonstrated that Leith is no longer a key provider of dock facilities for the east of Scotland and that Forth Ports PLC is continuing to relocate existing port operators to more modern and appropriate facilities either elsewhere within the docks or within one of their other ports, such as Grangemouth, Rosyth and Dundee. A process of active engagement with existing tenants to facilitate this has been ongoing, and the majority of leases are due to expire by 2010.
- 2.4** The Stage 1 report further concludes that Leith docks is no longer as attractive as an industrial location as other areas in the city, most notably west Edinburgh, particularly in terms of direct access to the strategic road network. The approved Structure Plan recognises that within the Edinburgh Waterfront Core Development Area a level of industrial use should remain as part of the overall mix of uses at Leith docks, but major industrial development is not a fundamental component.
- 2.5** In reaching these conclusions the Stage 1 report considered the historical context of the docks, existing operations, planning policy and an assessment of likely demand for both existing and proposed uses up to 2015. The report included a scoping of existing transportation, environmental and infrastructure issues and considered initial urban design and public realm proposals, including an assessment of European exemplars. This approach led to initial framework options which focused on connectivity both between the current heart of Leith and the expanded area, and throughout the wider city and the City region. Initial broad dock development parcels and their phasing were identified and suggested uses were included.
- 2.6** The Stage 1 report was presented to the CEC Planning Committee on 3 June 2004. The accompanying Committee report states that the Stage 1 report is broadly acceptable, with key outstanding issues, to be discussed and agreed at Stage 2, identified as the proposed pattern of land uses and targets for diversity of housing type and tenure. The Committee noted the content of the Stage 1 report and agreed the outstanding issues identified in the report for further consideration by Forth Ports PLC. In addition the Committee endorsed the process of preparing Stage 2 of the LDDF as a key input to the City Local Plan and as potential Supplementary Planning Guidance.

Consultation Options Paper, Targeted Consultation and Public Consultation

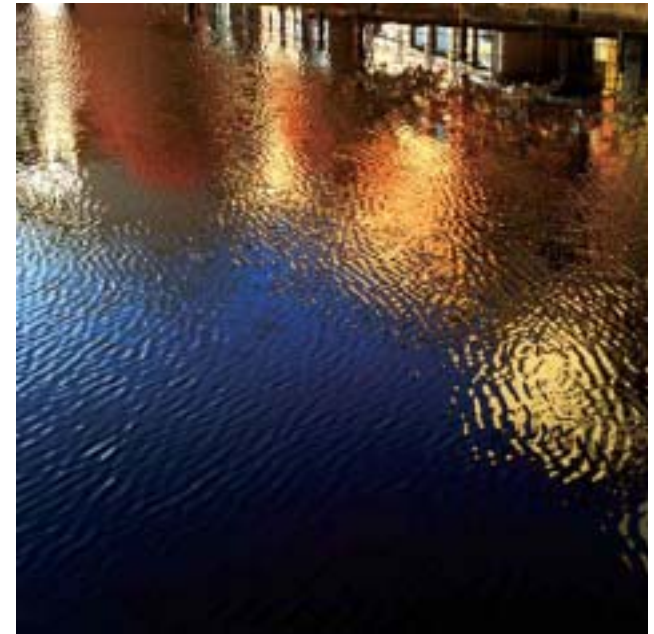
- 2.7** Forth Ports had at this point also prepared an Initial Consultation Options Paper as a basis for Forth Ports' own early targeted consultation process. This Stage 2A report focused on physical elements of the LDDF and in particular it related to the spaces between buildings, public realm and overall physical form. The targeted consultation involved a number of meetings and presentations, and each of the parties was provided with a copy of the Stage 1 and Stage 2A (Consultation Options) reports.
- 2.8** Leith Ahead, Scottish Enterprise Edinburgh and Lothian, Scottish Natural Heritage, the Health and Safety Executive, the Scottish Environment Protection Agency and Edinburgh Chamber of Commerce responded to this consultation. Other presentations were made to the Scottish Executive Development and Estates Departments, The World Heritage Trust, Historic Scotland, Edinburgh Architectural Association, Royal Fine Art Commission for Scotland and The Cockburn Association. In addition written invitations to comment on the Consultation Options Paper were sent to British Airports Authority, Transport Initiatives Edinburgh and Network Rail.

2.9 The Consultation Options Paper set out a vision for the LDDF area and built on information gathered in the Stage 1 report, exploring connectivity and the links previously proposed, considering the separation of pedestrian and vehicular traffic, and assessing the potential for landmarks to be formed with the aim of creating a legible network of routes. The report examined a hierarchy of open space and the distribution of activities throughout the site. The format of the report included a significant number of diagrams to illustrate the evolving proposals. The themes of scale, character and massing were explored, with the objective of creating areas of distinct identity relating to the form of development proposed.

2.10 The Consultation Options Paper concluded by illustrating the variety of choice available in combining various options in relation to pattern and form with a view to generating debate through the targeted consultation process. This process took place during June and early July and has informed this framework.

2.11 The Draft Leith Docks Development Framework was approved for consultation by the Planning Committee on 8 September 2004. The subsequent consultation process included the posting of copies of the LDDF to over 70 community groups, organisations, local elected representatives and other stakeholders; a public meeting held in the Thomas Morton Hall, 29 September 2004; a public display of boards in the window of the Council's City Development Department from 12 October 2004 to 19 November 2004; posting of the draft LDDF text and figures in electronic form on the Planning page of the Council's website; and various briefings and presentations. The formal consultation period ran for 8 weeks from 10 September 2004 until 5 November 2004.

2.12 The consultation responses have informed the preparation of this final version of the LDDF. A summary of those responses was appended to the Planning Committee report for this document (10 February 2005, Report No. PC/060/04-05/CD).



3 Description of LDDF Area

- 3.1** The LDDF site comprises all the land within the ownership of Forth Ports PLC at Leith, excluding Western Harbour which is the subject of a separate approved masterplan. Within the LDDF boundary are included a number of Forth Ports' developments either completed, under construction or with extant planning permission. These are identified in Figure 1.03. The boundary has been defined to facilitate a comprehensive and co-ordinated approach to planning the future of the port, including integration with recent and planned developments in Leith's waterfront, and with the traditional heart of Leith. The site includes part of the area defined within the Leith Urban Design Framework (LUDF) study area to allow the LDDF to acknowledge and develop this work. The LUDF was commissioned by the Leith Ahead Group and approved by CEC Planning Committee in early 2003.
- 3.2** The LDDF area extends to 172 hectares (425 acres), of which the developable area comprises 108 hectares (266 acres) in the single ownership of Forth Ports PLC. It extends from Britannia Quay in the west to Marine Esplanade in the east (see Figure 1.01). The site comprises the docks and associated land of the port, including Victoria Dock, Imperial Dock and the northern peninsula, Albert Dock Basin, Albert Dock, Edinburgh Dock and land to the east of Albert Road bounded by Marine Esplanade to the east and Seafield Road/Salamander Street to the south. The LDDF also extends to a southern boundary from west to east formed by Commercial Street/Bath Street/Baltic Street/Salamander Street to Seafield Road. This boundary demonstrates the commitment in the LDDF to integration and linkage with the core of Leith, and includes areas outwith the ownership of Forth Ports.

Port Operations

3.3 The LDDF site is largely in industrial use, with a number of industrial buildings occupying locations across the site. Approximately 15% of these buildings are currently unoccupied and large areas of land across the site, which were formerly in port-related use for storage and other purposes, are vacant. The port has suffered from, and contributed to, growing congestion in the city, particularly during peak times, and has become less attractive for industrial occupiers. Port customers will select locations that are the most suitable geographically and economically for their businesses. As a result, businesses with tight supply chains require easy and quick distribution from ports with good road links for vehicle access. The Port of Leith does not have these attributes. In contrast, enquiries at Grangemouth and Rosyth have steadily increased.

3.4 There are a number of tenancies across the site involving approximately 20 different businesses employing around 500 people. The majority of existing tenants are involved in port-operational activities which are dependent on a dock-side location. The great majority of the leases are due to expire before 2010, with a small number continuing to 2015. Forth Ports PLC is currently discussing suitable options for the relocation of Leith tenants to alternative locations which will overcome the current constraints associated with Leith docks as a commercial operational port.

3.5 There are two current operations at the docks which may continue throughout the lifetime of the redevelopment of the site. These are Imperial Grain Silo and Chancelot Mill (see Figure 1.02).



Existing Access and Transportation

- 3.6** Figure 1.04 illustrates existing access by various means. Existing road access is by way of a series of arterial routes including Commercial Street, Ferry Road, Leith Walk and Salamander Street. These roads provide access from the west, south and east respectively and are generally two running lanes wide and subject to on-street parking. Greenways and bus priority measures are present along a number of routes, providing public transport access to north Edinburgh and Leith primarily from the city centre. Heavy goods vehicle traffic for Leith docks primarily uses Ferry Road and Salamander Street; the main operational port access is Bath Road. A second goods vehicle access point is located close to the junction of Albert Road and Marine Esplanade and light goods vehicles and cars can gain access to the docks via Albert Dock Bridge. The operational dock area is currently secure with entry controlled for both security and Customs reasons.
- 3.7** There is an extensive bus network in the area with particularly good links provided to the west and south of the city. The majority of services operate at frequencies higher than 15 minute intervals during peak hours. Leith Walk is a key Quality Bus Corridor in Edinburgh, receiving Scottish Executive funding for priority measures and bus infrastructure improvements.
- 3.8** This extensive bus network enters the LDDF area via Portland Place and serves Ocean Terminal. There are facilities for bus services to lay-over here, including facilities for drivers within the Ocean Terminal development. This area serves both the Scottish Executive and Ocean Terminal with six local bus routes provided from Ocean Terminal. The X50 which links the park and ride site at Ferry Toll to Victoria Quay with seven services per day in each direction also terminates at Ocean Terminal. A night time service is provided by the N22 linking Ocean Terminal with the airport.
- 3.9** Pedestrian access to the LDDF area has been significantly improved following recent developments in the corridor extending from Ocean Terminal to the Shore. At present pedestrian links are provided into the LDDF area at Western Harbour, Britannia Quay, Ocean Drive, Victoria Quay, Commercial Quay, the north end of the Shore, Constitution Street, Bath Road and Albert Road from Marine Esplanade.
- 3.10** A key challenge for the future redevelopment of the LDDF area is to maximise pedestrian penetration from the existing heart of Leith, particularly involving the extension of the existing well established network of paths including those along the Water of Leith, through Leith Links and from the less well established routes near Seafield Road to the east.

- 3.11** There is a well established network of cycle routes ending at the boundary of Leith Docks, including national cycle route 75 which links with the site at Dock Place. There are a number of signalised cycle crossings on the coastal road and cycle advance stop lines are provided at some junctions. As with pedestrian linkage, the extension of the existing network of cycle routes in north Edinburgh into the LDDF area will be a key requirement of future redevelopment proposals.
- 3.12** There is existing freight rail access to the LDDF area at its east side, crossing Marine Esplanade at a level crossing before splitting into branches serving various sites within the east side of the docks. This line connects with the east coast main line at the Portobello junction.
- 3.13** In addition to the level crossing at Marine Esplanade there is a level crossing on Albert Road and several more on the internal dock road network. The line is in a poor state of repair at a number of locations.

3.14 The Council's public transport strategy, including proposals for a tram-based system between Leith and the city centre, has been developed in part to accommodate the regeneration of Leith and Granton Waterfronts. Due to the scale of development envisaged, the nature of historic transport links to the rest of the city and concern for air quality along the existing main transport routes in Leith, the scale of development proposed in the LDDF could not proceed without the major improvement in transport infrastructure that the tram will deliver. Should the tram project stall or fail, a revision to the LDDF will be required which revisits the scale, content and layout in the LDDF and identifies an alternative major public transport solution in the context of reduced quantities of development. The principle of developers making financial contributions to this improvement has been agreed. Significant levels of developer contributions related to the totality of development envisaged will therefore be sought to help meet the cost of providing the necessary transport improvements, including the proposed tram system. These contributions will be sought in stages as each phase of development is approved, starting in all probability with proposals for the Waterfront Plaza site.

- 3.15** It is envisaged that Tram Line 1 will be operational by 2009, consisting of a two way loop linking the city centre with Leith Docks and Granton Harbour. In the vicinity of the LDDF area the tram will travel along the coastal road, serve Ocean Terminal, and travel along Ocean Drive and towards Leith Walk via Constitution Street. At present it is assumed that there will be eight trams per hour in each direction at peak times along Tram Line 1 and a certain number of additional trams per number on Tram Line 2 providing direct connection between the LDDF area and West Edinburgh and the airport. Total Tram Line 1 capacity per hour is estimated to 1,840 passengers, assuming a two-car tram.
- 3.16** A tram depot site, to be provided partly by Forth Ports, is currently proposed east of Constitution Street, south of Edinburgh Dock (Site 1.12, Fig. 1.16 refers). The depot is intended to accommodate all Tram Line 1 maintenance operations and stabling.
- 3.17** At present there is a cruise liner berth within the LDDF site, located adjacent to Ocean Terminal for use by vessels up to 55,000 tonnes. At present more than 50 cruise liners use the facilities offered within the Forth Estuary every year.

4 Planning Policy - Overview

4.1 The Development Plan relevant to the LDDF area is the approved Edinburgh and the Lothians Structure Plan (approved June 2004) and the North East Edinburgh Local Plan (adopted April 1998 and altered January 2004). The Council is currently preparing the Edinburgh City Local Plan which will replace all existing local plans adopted for the urban area of the City.

Edinburgh and the Lothians Structure Plan

4.2 The Structure Plan strategy is based on the concept of targeting growth to Core Development Areas (CDA). The LDDF site is located within the Waterfront Edinburgh CDA which comprises Leith, Granton and Portobello, although it is recognised that only Leith and Granton have significant brownfield potential for business and housing development. The accessibility of Leith is identified as needing improvement if it is to accommodate strategic business opportunities throughout a wider catchment area. The Structure Plan acknowledges that there is further land capacity for business and housing development on surplus land at Leith docks.

4.3 The Structure Plan supports the principle of mixed use development with the focus on residential at the port of Leith. Policy HOU2 supports the development of suitable urban brownfield sites for housing, and encourages higher densities where appropriate. The Structure Plan also states that new high density brownfield development should not be at the expense of urban capacity by, for example, leading to over development, town cramming, or the loss of open space.

- 4.4** The approved Structure Plan identifies a series of locations in which housing allocations should be made in relevant local plans (HOU3). One of them is for a minimum of 1,700 dwellings in the Waterfront Edinburgh Core Development Area.
- 4.5** Policy HOU5 of the Structure Plan states that development of housing land should not proceed beyond the existing infrastructure capacity of a site until the required improvements are provided or committed. In addition, HOU 6 requires that housing developers provide contributions to remedy any deficiencies in local facilities and amenities which result from the additional housing. These can include for example leisure facilities, open space or town centre improvements. In relation to economic development policy ECON1 requires Local Plans to review the established supply of business and industrial land and, where appropriate, reallocate sites for alternative uses which are no longer suitable for industrial or business use. The CDA's are identified as the first location for new economic development (ECON2) and should be highly accessible and meet the full range of economic development requirements set out in Local Plans.
- 4.6** The economic development policies of the Structure Plan enable planning authorities to consider the appropriateness of retaining established employment uses where these are no longer appropriate as the sole or principle use.
- 4.7** Transport policy in the Structure Plan places much emphasis on improving public transport throughout the Plan period. Consistent with other sections of the Plan policy seeks to direct major travel-generating development to the most accessible locations (TRAN2) and higher density development is encouraged in such locations (TRAN4). The Structure Plan encourages the development of freight terminals at locations which are readily accessible to the strategic rail and road networks (TRAN6).
- 4.8** In relation to retail development the Structure Plan defines Ocean Terminal as a Major Strategic Shopping Centre and is therefore a sequentially preferable location for that major non-food retailing which cannot be accommodated either within or on the edge of the city centre or defined town centres such as Leith Walk and Leith Central (Schedule 6.2 and Policies RET 1 and RET 2).
- 4.9** The Structure Plan protects international, national and local historic and built heritage designations from development which would have an adverse effect on the interests for which those sites have been designated (ENV1).

North East Edinburgh Local Plan

- 4.10** The adopted North East Edinburgh Local Plan allocates the majority of the LDDF site for industrial use within which general and special industry and storage and distribution (principally, dock-related), are encouraged. The southern sector of the site, between Albert Dock and Tower Street Lane is allocated as a Mixed Activities Zone (MAZ) which promotes an appropriate mix of activities including offices, housing, shopping, general and light industry and appropriate leisure uses. Recent developments including Victoria Quay, Ocean Terminal and Ocean Point, and the extant permission for residential development to the east of Ocean Point, are all included within this MAZ. The Waterfront Plaza site, which is currently the subject of a mixed use planning application for residential and office development, is also located within this zone.
- 4.11** The Britannia Quay site is allocated within the Local Plan as a ferry terminal for roll-on, roll-off ferry services. This requirement has since been met by the Rosyth-Zeebrugge daily passenger and freight service. East of Constitution Street the LDDF site is allocated for industry and business use and a specific site is allocated for these uses at Marine Esplanade.
- 4.12** The Local Plan identifies and establishes protection for a number of environmental designations, addressed in more detail in Section 8 (Figure 1.05 refers). Policy E11 establishes a presumption against development which would adversely affect the integrity of SSSIs and SPAs. Policy E35 establishes a presumption against proposals likely to affect the amenity of the coastline, in particular land reclamation which would adversely affect the amenity of the coastline.
- 4.13** A formal Alteration to the adopted Local Plan was approved in January 2004. This regularises the policy position in relation to Western Harbour (policy IMP1) following the approval of the mixed use redevelopment proposals in 2002. It acknowledges the progress of relocation of port-related industries from the harbour, creating a significant redevelopment opportunity that was not envisaged when the original Local Plan was prepared.
- 4.14** Policy H5A (Alteration) relates to affordable housing. In relation to major sites such as this, the policy requires an affordable housing proportion of 25%. It is also stated that the percentage of affordable housing may alter as a result of particular site circumstances. In the case of the LDDF area, due to its size, the only potential factor justifying a proportion of affordable housing below the 25% requirement would be extraordinary site preparation costs. In such a case, the developer will be expected to provide full and verifiable financial details, and demonstrate all sources of remedial finance have been exhausted.
- 4.15** Policy H13 (Alteration) relates to developer contributions. This requires necessary infrastructure or facilities to be 'available, firmly committed or...provided as part of a scheme'. Section 75 agreements to secure such provision, on- or off-site, could relate to transport infrastructure, education provision (where there is a shortage of school places or proposed residential development would create a shortage), affordable housing, community facilities, open space and local improvement schemes. These contributions will be separate from, and additional to, any financial assistance to the realisation of Leith Ahead's objectives.

National Planning Policy Guidance

4.16 The Scottish Executive's national planning policy and advice identify how the planning system can support the Executive's wider objectives for sustainable development, economic competitiveness, social justice, environmental quality, design and integrated transport. A range of national documents are of relevance to the LDDF area, including: Scottish Planning Policies (SPPs), National Planning Policy Guidelines (NPPGs), Planning Advice Notes (PANs), Designing Places, and Historic Scotland's Memorandum of Guidance on Listed Buildings and Conservation Areas. The LDDF has been prepared to conform with the content of these documents.

National Planning Framework for Scotland

4.17 The Scottish Executive published the National Planning Framework for Scotland (NPF) in April 2004. The NPF is a statement of Scottish Executive policy on the long term spatial development of Scotland up to the year 2025. The NPF supports economic development and area regeneration and informs Scottish Executive decision making on other plans and programmes.

4.18 The NPF recognises that managing pressure for economic and housing growth will be a key challenge for the future of Edinburgh and highlights the importance of placing new development in sustainable locations. In specifically referring to the Leith Docks area, the NPF identifies the docks as a "gateway port" for freight transport. The role of the port in terms of the significant tonnage of cement that is transported from Dunbar Works is also recognised in the NPF.

Supplementary Planning Guidance

4.19 In April 2003 CEC Planning Committee agreed "to indicate to prospective developers that the design principles in the Leith Urban Design Framework set the standard the Council would expect them to achieve". The LDDF aims to interpret the principles of the LUDF to achieve a coherent and integrated spatial structure, urban form and townscape. The key aim of the LUDF is to create a distinctive, accessible waterfront neighbourhood which makes the most of the character of the docks on the seafront and forms an important extension of Leith.

4.20 The CEC principles on urban design are outlined in the "Edinburgh Standards for Urban Design" document. This establishes the importance of design issues in reaching decisions on planning applications in the city and encourages developers to consider the design implications of new proposals in a city-wide, as well as local, context. It highlights the potential impact of major new development within the city context and encourages high quality urban design at both the strategic masterplan and site specific scales.

5 Infrastructure Issues: Engineering

Fluvial Flooding

- 5.1** The Water of Leith flows into the impounded dock at Leith and discharges to the Forth Estuary through the lock. This flow is restricted at periods of high tide and Forth Ports PLC operate flood control measures to maintain the level in the impounded dock below a statutory threshold level, which is set to prevent flooding upstream.
- 5.2** In conjunction with the design of the Water of Leith Flood Prevention Scheme, which is currently being promoted by the Council, a hydraulic model of the dock assessed the effects of various fluvial flooding events and tidal conditions. This has concluded that, subject to operation of the lock flood control procedures, the risks of fluvial flooding are considered to be low. The flood control procedures at the locks need to be fully integrated with those being developed across the city for the Water of Leith Flood Prevention Scheme. This will be a requirement of future planning permissions for the LDDF area.

Coastal Protection and Tidal Flooding

- 5.3** The existing coastal defences along the north east of the LDDF comprise various historical seawalls and concrete revetments, which have been supplemented by tipping of inert rubble on the seaward side. The defences will require to be upgraded for the proposed re-development of the site and the selection of the engineering solution will address aesthetic, environmental and sustainability considerations. The environmental assessment of coastal protection measures will be carried out in the context of other waterfront developments in Edinburgh.
- 5.4** Development ground levels will need to be set above the maximum tide levels allowing for climate change in accordance with Government guidance. However, flooding due to wave overtopping of the coastal defences will require to be incorporated into the design of the defences and the layout of the developments proposed adjacent to the coastline. This is being done for the current waterfront developments at Granton Harbour and Western Harbour.
- 5.5** Long-term responsibility for maintenance of the coastal defences, sealing dam and lock gates is expected to remain with Forth Ports as harbour authority.
- 5.6** Agreement of the Council in consultation with the various statutory authorities, including Scottish Natural Heritage, will be required as part of future planning applications.



Drainage

- 5.7** Surface water drainage systems for the development will be designed in consultation with SEPA and the Council and will take into account the opportunities to improve the water quality in the impounded docks through the introduction of appropriate surface water infiltration systems.
- 5.8** The site lies close to Seafeld Waste Water Treatment Works (WWTW), which receives all the foul drainage generated from the greater Edinburgh area. The existing foul drainage network around the site is a historical combined system and is generally at or near capacity. Hence, foul drainage for the majority of the re-developed dock area will require to be collected and pumped to Seafeld through a new, separate, foul drainage network connected directly to the WWTW. It is likely that the foul drainage flows generated by the full development proposed for the LDDF will require upgrading works at the WWTW and this will be a requirement of future planning permissions at the LDDF site.
- 5.9** A separate connection to Seafeld for foul drainage from the first phase of re-development at the west of the LDDF site is unlikely to be necessary. Forth Ports has commissioned a Drainage Impact Assessment and this will highlight the areas requiring future investment.
- 5.10** Formal consultation is ongoing with Scottish Water and Stirling Water to assess the implications of the long-term development of the LDDF site on the foul drainage network and the WWTW.

Utilities

- 5.11** Electricity supply to the new development will be achieved by a series of network extensions from two established substations in the area and interconnection between these substations will strengthen the network and improve supply resilience. Detailed discussions are underway between Scottish Power and Forth Ports, who currently operate a network within the active docks, to develop a strategy for power distribution that meets the requirements for the phased re-development of the site.
- 5.12** It is envisaged that gas supply to the full LDDF development would require a new medium pressure connection to the district gas governor at Bonnington. It is possible that supplies to the first phase of the development could be achieved from the existing gas network at Leith.
- 5.13** The site is located at the northern edge of the Scottish Water water supply network for Edinburgh, which is fed from Megget Reservoir in the Borders through three storage reservoirs on the south perimeter of the city. The distribution networks across the city are at or near capacity and some require significant network improvements near the storage reservoirs. It is likely that the first phase of the LDDF development could be supplied from the existing network but that demand generated by the full development would be such that upstream network improvements may be required. It is anticipated that these would be a requirement of future planning permissions at the LDDF site.
- 5.14** Extensions to the existing mains network would be required to service the proposed site with each property requiring a separate connection to the new mains. Forth Ports has commissioned a Water Impact Assessment and this will highlight the areas requiring future investment to accommodate the development.

6 Potential Land uses

6.1 The LDDF sets out a framework for one of the most significant planned urban expansions in Edinburgh's history. It is therefore crucial that its form and function are carefully considered at the outset. The purpose of the LDDF is to create a mixed and balanced community which exemplifies the principles of sustainability in terms of use mix, accessibility and design. The mix of uses within the LDDF site will be highly influential in how successfully the area develops as a sustainable, integrated community and the scale of the LDDF site necessitates careful consideration of the proposed mix. Clearly, given the long term nature of the Framework the mix of uses will change over time, and it is important to ensure that there is sufficient flexibility to enable such change to be accommodated without undermining the overall objectives. Figures 1.15 a&b refer.

Industrial

6.2 The urban setting of the LDDF site and its physical relationship to the historic areas of north Edinburgh, most notably Leith, supports the development of a new residential community to sustain associated services, facilities and jobs. It is anticipated that residential development will be the dominant use throughout the majority of the development parcels which have emerged through the LDDF process. This is with the exception of the eastern area, which will be the focus for consolidated industrial use at the site. It is anticipated that this area could accommodate uses generating a significant number of industrial-related jobs in a format that makes more efficient use of available land, and not dissimilar to the number of jobs associated with the overall Leith docks area during its port-related operational past.

Residential

6.3 A key requirement in relation to residential development within the LDDF site is to create a balanced community with services and facilities attractive to all sectors of the housing market. Recent developments in the Edinburgh Waterfront CDA have focussed on flatted formats and in particular one and two bedroomed flats which appeal more to single dwellers or couples. Future proposals for the LDDF area must demonstrate that there is a range of housing types which will appeal to all sectors of the housing market and in particular to families. Proposals should demonstrate innovation in design to achieve urban densities whilst accommodating the general requirements for family living including three, four or more bedrooms, private external space, generous internal space and storage standards and easy access to ground floor. Following analysis, the following guidelines in terms of residential content are possible:

- a target of 30% of residential units should be defined as 'family housing';
- at least 20% of this family housing should be a maximum of three storeys;
- of the remaining 70% of residential units, there should be a mix of accommodation, including one, two, three bedroom and larger units, designed to accommodate a range of household types, including older people and disabled people.

Key considerations in attempting to achieve these targets will be market demand and planning policy.

6.4 Based on the indicative LDDF proposal this mix has the potential to deliver 18,000 residential units on Forth Ports' land. This in turn has the potential to deliver 4,500 affordable units in accordance with the established local plan policy requirement of 25%. As a principle, no more than 50 affordable units should be located in the same place. The target of 30% family housing will be split proportionally between market and affordable tenures leading to targets of up to 4050 market family dwellings and up to 1350 affordable family dwellings.

6.5 A range of facilities and services should be integrated within individual development parcels identified for the LDDF site. A mix of dwelling sizes and tenures will be expected within each of the defined sites.

Office

- 6.6** The LDDF site benefits from good accessibility by public transport throughout the city and the implementation of the tram network will significantly improve this further. As such, the existing office developments within the LDDF site (Victoria Quay, Ocean Point) should be further added to, to provide a choice of locations for major office development in the Edinburgh city region, and to ensure that the emerging community is able to access a range of jobs without having to rely on travelling outwith the LDDF area itself.

Such office developments should be focused within the established office and mixed-use core of the LDDF area in the vicinity of Ocean Terminal and Victoria Quay, although there is scope for smaller-scale office development elsewhere within the LDDF site. These could be incorporated within mixed-use buildings as well as stand-alone developments. The key to their location will be to ensure that such developments are readily accessible by public transport and contribute to the wider mix of uses. The total amount and distribution of office space should be justified by assessment of likely transport impacts.

Local Services

- 6.7** It is anticipated that the scale of the community emerging within the LDDF site will necessitate the provision of a range of services including small-scale local shopping, non-retail services, cafes and restaurants. These should be focused within the centres identified on Figure 1.06 and this concept is identified as a key criterion within the development parcels defined within the LDDF. This will assist in achieving critical mass and vibrancy which are crucial in securing the long-term viability of these enterprises.

Commercial

- 6.8** The LDDF area should also seek to encourage smaller scale commercial and workshop uses within identified locations. Edinburgh is currently experiencing a decline in the number of local smaller scale commercial enterprises arising from pressure for their redevelopment for residential use. The LDDF site provides an opportunity to facilitate such uses at identified locations well related to proposed centres and benefiting from accessibility from well beyond the LDDF area itself.

Retail

- 6.9** The Council is currently considering the longer-term need for further non-food retail development in the city as part of the preparation of the Edinburgh City Local Plan. Ocean Terminal is defined as a Major Strategic Shopping Centre in the approved Structure Plan and is a sequentially preferable location for that major non-food retailing which cannot be accommodated either within or on the edge of the city centre or defined town centres such as Leith Walk and Leith Central (Figure 1.06 refers). It is possible that the Council may, in the Edinburgh City Local Plan, identify a long-term need to provide further non-food retail space at Ocean Terminal and the physical capacity to do so has been identified in the LDDF.
- 6.10** Necessary food retail will be provided by existing outlets in Leith, by the new proposed supermarket in Western Harbour, and by a small new supermarket at a new neighbourhood centre in the north east of the area (Figure 1.06 refers). Very small-scale (maximum 150m² gross internal floor area) ground-floor convenience retail uses may be appropriate elsewhere, in particular where special active frontages are identified (see Local Services above).

Cultural and Leisure

- 6.11** The LDDF area will accommodate a range of heritage, arts and event-related uses and spaces. These will provide opportunities for Festival and Fringe-related events, in addition to regular events, exhibitions and performances, from major plays to antique fairs, book fairs and farmer's markets. More formal leisure and recreational facilities such as libraries and a dry sports centre are likely to be required, some of which could be provided on suitable sites within Leith's existing area. Groups representing young people should be consulted at the masterplanning stage to identify their specific needs in terms of recreational facilities.
- 6.12** New sports pitch and related needs are to be addressed in a 'pitch strip' in the east of the area. Facilities for water-based leisure uses will be sought and convenient access to the docks for small leisure craft should be provided through examination of the principle and nature of the sealing dam and lock gates.
- 6.13** In terms of commercial leisure uses, major hotel and commercial leisure provision may be appropriate around the Ocean Terminal/Britannia Quay/Edinburgh Harbour/Victoria Quay core, thereby benefiting from direct access to the transport hub focused on Ocean Drive on the east side of Ocean Terminal.

Open Space

6.14 In relation to uses focussing on the built form, a key component of the LDDF area will be a hierarchy of public and private open space and its relationship to the existing public open space in the Leith area. This hierarchy consists of a new community park, over 3ha of sports pitches, smaller-scale pocket parks, play areas, a sea-edge walkway/linear park and a hierarchy of urban squares, plazas, boulevards and private spaces around residential buildings (Fig. 1.10 refers). The quality of open space and public realm provision will be a key consideration in the determination of future planning applications for the LDDF site. It is expected that since some of the open space needs of residents in the LDDF area will be met by existing open spaces in Leith, particularly in the period before the central park is delivered in the 3rd phase but also in the long-term, financial contributions to the cost of upgrading and maintaining those existing open spaces will be required from developers in the LDDF area.

Education

6.15 School provision will be a necessary requirement arising from the scale of residential development proposed at the site, a significant percentage of which will be designed to accommodate families. It is anticipated that in the long-term additional primary and secondary school capacity will be required as part of the redevelopment proposals to accommodate the anticipated demand for schooling arising within the LDDF area. While there may be some spare capacity in the non-denominational sector that could be utilised by this development, there is no such capacity in the secondary or denominational sectors. Based on the potential numbers and mix of housing units identified above, the following long-term potential school requirements have been identified:

- A maximum of 4 double-stream primary schools (subject to further study of existing capacity), each potentially requiring a 1.2ha site.
- 1 new secondary school with a notional capacity of 900 expandable to 1200 as development progresses. A compact urban design would require a site of at least 1.7ha if playing fields are nearby, if not, the minimum secondary school site requirement would be 5.54ha.
- 1 single stream denominational primary school, potentially requiring a 0.91ha site, which could share a campus with a non-denominational school.
- An extension to the denominational Holy Rood High School.

These are estimates and will be subject to further study. More compact site areas for the primary schools may be justifiable as exceptions to national regulations.

Community/Health Facilities

- 6.16** A site for the new secondary school has been identified in Site 2.1 (Fig. 2.14 refers), between the new neighbourhood centre and Edinburgh Dock. Associated playing fields are to be provided in the pitch strip to the east.
- 6.17** Site 1.12 between Constitution Street and Bath Road, if not accommodating the tram depot, would be well-placed for one of the non-denominational primary schools to serve both the new and existing communities of Leith. Site 1.11 to the east could provide an acceptable alternative location for such a shared school. Alternative sites to the north or south of these sites would be less likely to serve both communities in an equitable way.
- 6.18** Sites for the other non-denominational primary schools and the denominational primary school have not been identified in the framework but will be required in the masterplans for the northern parts of the framework area.
- 6.19** Certain public facilities serving all of Leith should be focused at the most accessible locations, within reach of both the existing and new communities. Suitable sites may include those of existing facilities within Leith's existing core. Within the LDDF area Sites 1.6, 1.11 and 1.12 are particularly well-placed to serve both areas. Other facilities intended to serve a more local population should be clustered with other facilities at the defined neighbourhood centre in Site 3.4 or in defined special active frontages elsewhere. A key principle when determining the need for and location of new or replacement community facilities is that there should not be an adverse impact on provision in existing areas of Leith.
- 6.20** Provision of medical and related facilities will be required to meet demand arising from both within the LDDF area and within traditional Leith, and integration between the two will be a key objective. It is estimated that one medical practice per 6-8,000 people will be required, each requiring around 1,000m² floorspace, and this equation will form the basis for estimating future provision as the more detailed proposals are prepared.
- 6.21** At this time, there is no anticipated need for additional investment in hospital facilities arising directly from the LDDF proposals, however if this changes in the future, any new hospital facilities should be well located to serve both existing and new communities.
- 6.22** Other necessary community facilities could include premises for police and fire services and other public service providers. Collocation of emergency services may be appropriate, subject to the general requirement for facilities to be located to be within reach of both new and existing communities.
- 6.23** Cultural and community centres which foster community life, including community centres and places of worship, may be identified through consultation as requirements at the masterplanning stage. Space for such uses should be included in the masterplans in defined centres and special active frontages.

7 LDDF Proposals – Access and Accessibility

7.1 To create a sustainable development in transport terms, whereby reliance on the private car is minimised, the necessity for trips by car off the development site must be reduced, and high levels of accessibility by alternative transport modes achieved. The wide mix of land-uses anticipated on the site and the relationship of these land-uses to each other will assist this. To further reduce potential car trips, high quality pedestrian, cycle and public transport links will be provided between the site and adjacent areas, particularly north-south with Leith’s existing area but also east-west along the coastal edge.

Hierarchy of Accessibility

7.2 The development needs to be accessed safely and to provide for access by a range of means of travel. The design of the development can assist in altering the relative attractiveness of different transport modes and in encouraging means of access other than the private car.

7.3 In considering the design of the development, a hierarchy of access by employees, residents and the general public must be adopted. This should give first priority to providing convenient access for pedestrians and cyclists. This may be through, for example, the siting of the main access to a building adjacent to the main street, or other pedestrian and cycle routes, rather than behind a large car park, or the provision of specific convenient routes and facilities within the site.

7.4 Priority should be given to the ease of access by high quality public transport including, where necessary, the provision of additional infrastructure or services.

7.5 Finally the needs of potential access by private cars should be assessed. This will include the layout of parking areas and access roads.

Key Infrastructure

Points of Access

7.6 Figure 1.04 illustrates existing access to the site. In order to provide integration with the remainder of Leith and with existing pedestrian and cycle routes, the main linkages to the development site will be provided via:

- Ocean Drive;
- Victoria Quay;
- Commercial Quay;
- The Shore;
- Constitution Street;
- Bath Road; and
- a new access to the east, joining Seafield Road east of Seafield Place.

7.7 Ocean Drive, Constitution Street and the new access will provide the primary all-mode routes into the development with pedestrian/ cycle-only access provided via Victoria Quay, Commercial Quay and The Shore. Significant works will be required in these routes to ensure they are capable of catering for all modes.

Internal Network

7.8 The network of internal routes is illustrated at Figures 1.07, 1.11, 1.12 and 1.13. Within the development site itself two major east/ west linkages will be provided. The primary route will be via Ocean Drive, which will be extended eastwards beyond Albert Road and then turn south to join the existing east/ west coast road at a new junction east of Seafield Place. In conjunction with this, the existing coast road between Salamander Street and Lindsay Road will be downgraded with respect to car traffic.

It is intended that the new route through the development site will become the main east/west link through the area, enabling the existing coastal route to be enhanced with respect to pedestrian, cycle and public transport uses. Particular attention will be paid to the enhancement of the Bernard Street area, key to reducing severance between the new development and the existing areas of Leith. The secondary east/ west local traffic route through the site will bisect the northern peninsula of the docks, running from the northwest tip to a junction with Albert Road (Figure 1.11 refers).

7.9 The major east/ west routes will be supplemented by a number of more minor east/ west links in appropriate locations to complement the major routes. Measures will be put in place to discourage use of these routes as rat-runs.

7.10 The east/ west routes will be linked by a series of north/ south routes forming a gridiron pattern throughout the development site. Three major north/ south local distributor routes will be formed as follows (Figure 1.11 refers):

- from the northern roundabout adjacent to Ocean Terminal via new bridge links across the Water of Leith and Imperial Dock to Edinburgh Harbour and the northern peninsular east/ west route;
- from the primary east/ west route via a new bridge over the waterway between Albert Dock and Edinburgh Dock and east of the Imperial Grain Silo to the northern peninsular east/ west route;
- from the eastern end of the northern peninsular east/ west route to the primary east/ west route and its link to Seafield Road.

Form of Network

- 7.11** The network within the LDDF will facilitate the movement of pedestrians, cyclists, public transport and private vehicles. All major routes will be provided with 7.3 metre carriageways, 2 metre verges (incorporating on-street planting) and 4 metre wide shared footway/ cycleways. Major road intersections will be signalised with full pedestrian and cycle crossing facilities provided. Where intermediate crossings are required, these will be full carriageway width Toucan crossings. Bus lanes will be required on key links and approaches to junctions.
- 7.12** Where the key pedestrian routes identified in Figure 1.07 cross major routes, in particular where The Shore meets Ocean Drive, pedestrian convenience will be a high priority. Such pedestrian crossings will be subject to a Road User Safety Audit at the design stage to determine the level of crossing facility to be provided.

- 7.13** Minor routes within the development will be provided with 6 metre wide carriageways to ensure maximum potential for penetration of the site by public transport. 2 metre wide verges (incorporating on-street parking and planting) and 4 metre wide footway/ cycleways will also be provided on these links.
- 7.14** Frontage vehicular access onto the major routes will be minimised to enable uninterrupted pedestrian and cycle routes to be provided adjacent to main vehicle carriageways.

Pedestrian and Cycle Access and Facilities Access

- 7.15** In addition to the pedestrian and cycle routes provided alongside the main network of routes, traffic-free linkages will be provided wherever possible. Key routes will include those heritage-based routes identified in Section 9 (Figure 1.07 refers) and a route from The Shore, west to Ocean Terminal via the proposed Victoria Quay walkway and public realm associated with Waterfront Plaza, plus a route across the existing swing bridge at the western channel into Albert Dock.
- 7.16** To facilitate north/ south linkage to the west of the site, it is an aspiration to provide a link from Commercial Street, through Victoria Square, the currently secure Scottish Executive compound, Waterfront Plaza and Ocean Point to the quayside immediately north of Ocean Terminal (West Pier). This is dependent on consultation with, and the approval of, the Scottish Executive.
- 7.17** The existing National Cycle Route 75 ends on Commercial Street opposite Dock Place from where access into the development site is provided via a poorly sited Toucan crossing. It is essential that the route end be better integrated into the proposed development, and this is likely to involve the relocation of the Toucan crossing towards Bernard Street/ The Shore.

Facilities

- 7.18** Other key pedestrian/ cycle routes that will be integrated with the development through the provision of appropriate facilities include the shared footpath/ cycleway from Roseburn to Craigleith, which currently ends close to Chancelot Mill, the shared footpath/ cycleway from Seafield Cemetery and beyond and routes through Leith Links, which will be connected via Bath Road and Elbe Street.
- 7.19** Provision of shared foot/ cycle ways on all routes within the site, links to the external pedestrian/ cycle network and enhancement of the existing east/ west coast road for non-car modes will significantly improve east to west linkage for pedestrians and cyclists within the area. This will facilitate the Council in its aspiration to develop a leisure route from Cramond to Portobello, currently constrained due to the severance effect of Leith docks.
- 7.20** Footways, footpaths and cycle tracks will be designed according to the guidelines set out in the CEC Development Quality Handbook 'Movement and Development' and 'Cycling by Design' published by the Scottish Executive.
- 7.21** Throughout the site, all pedestrian and cycle facilities will be of the highest standards in terms of location, design, finishes, signing and lighting to encourage their use and ensure the safety and security of users.
- 7.22** A major factor inhibiting the use of cycles is the lack of certainty in being able to find a secure, safe place to leave the cycle at the end of the trip. The provision of good parking facilities will help to avoid the unsightly, and sometimes dangerous, clutter of bicycles chained to various other items of street furniture. Well-positioned cycle parking will serve to increase the relative amenity of cycling and reinforce a positive image for it.
- 7.23** Short stay facilities should be easy to use and must minimise the potential for damage to the bike: stands that support the bike by the wheel only are not acceptable. 'Sheffield' type stands or wall-mounted loops are the most appropriate designs. High quality cycle storage for dwellings will be required. As a principle, communal outdoor cycle parking for residential developments will not be acceptable. Principles for incorporating cycle parking into the public realm will be addressed in the LDDF Public Realm Strategy. Detailed requirements for providing for cyclists will form part of future planning permissions.

Public Transport

7.24 Public transport will play a key role in facilitating movement within the development site and between the site and the remainder of the city. It is envisaged that the primary east/ west route through the site will act as a key public transport corridor served by both Edinburgh's proposed Tram Line 1 and buses. Works to the existing portion of this route may be required for it to fulfil this function. All development should be located within the maximum walking distance cited in the Council's Movement and Development Guidelines.

Trams

7.25 The proposed route of Tram Line 1 will form a loop through the site, entering at Newhaven, continuing along the Ocean Drive east/ west link, to exit onto Constitution Street. Tram stops will be provided outside Ocean Terminal, at Albert Dock and at Newhaven. Given these locations, the majority of the site will fall within 700 metres of a tram stop; the maximum passengers are likely to walk.

Buses

7.26 Buses will be capable of penetrating the site more deeply and widely than the proposed tram and certainly in the short and medium term buses will provide the majority of public transport needs. Provision will be achieved through extension of some or all of the successful existing services that currently terminate at Ocean Terminal and/ or creation of new services. As the specific locations of various land-uses are finalised, consultations with bus operators to develop these routings will be necessary. New and altered bus services should not result in an adverse impact on services to existing parts of Leith.

7.27 In order to enable buses to permeate throughout the development, minimum carriageway widths will be 7.3 metres or a minimum of 6.0 metres where bus frequency is likely to be low. In a development of this size it is likely that at least two bus terminus facilities will be required. Potential locations for these should be discussed with bus operators as the development content is progressed. Where desirable, these terminus facilities should be provided whilst development is taking place, even though a bus route may only be partly established.

7.28 The design and layout of the development should be such that the maximum walking distance to the nearest bus stop should not exceed 400 metres, such routes should be safe and convenient. Higher density housing should be located nearer to public transport routes than lower density.

7.29 In order to address air quality issues in the existing major streets in Leith, it is likely that measures to introduce low-/no-emission bus vehicles serving the area will be required as part of the package of transport improvements (see LDDF Proposals - Environment and Sustainability section).

Private Cars

Outline Travel Plan

7.30 Car access to and within the site will be provided via the key infrastructure: in addition to the major and minor network links, roads will be provided in each of the development blocks. Direct access from individual sites will be provided onto these links rather than onto the key infrastructure. These access roads will be designed in accordance with the guidelines set out in the CEC Development Quality Handbook 'Movement and Development' and include extensive 'home zone' areas and appropriate traffic calming.

7.31 Key to the development of the site will be the requirement to minimise the demand for trips to be made by private car. There are many methods that can be employed to ensure this is achieved, ranging from issues to be considered during the planning of the entire area to the development of individual Travel Plans for specific sites.

7.32 Key elements which must be considered as the LDDF area is developed include:

- The density, scale and mix of land uses – clustering shops, commercial development, schools and housing provides the opportunity to live, work and socialise without the need to travel any significant distance thus encouraging walking and cycling.
- The design and layout of the development – the development needs to be amenable to the use of alternatives to single-occupancy car travel. Careful design throughout the LDDF area will be necessary to ensure that pedestrians and cyclists can take the shortest possible route on links that are pleasant to use.

Individual Land Use Travel Plans

- Planning for higher density developments to be clustered around public transport links.
- Provision of high quality and accessible public transport links.
- Parking provision which is comparable with that of the city centre, with particular constraints for those uses likely to generate a significant amount of personal travel such as commercial and retail uses.

7.33 As specific sites are developed, individual travel plans will be necessary. Travel plans are packages of measures aimed at widening travel choices by all modes of transport and cutting unnecessary car use. Travel plans are intended to encourage people to think about the best way of making a journey, taking into consideration its purpose, environmental impact, local conditions and whether any alternative options are available.

7.34 Site-specific travel plans should include objectives, scope of plan, actions, marketing, targets and monitoring, and be administered by a full-time Travel Plan Co-ordinator facilitating a Travel Plan Forum for the LDDF area.



8 LDDF Proposals – Environment and Sustainability

Landscape, Townscape and Visual Impact

8.1 Edinburgh city centre is an internationally recognised built environment, accorded World Heritage Site status. Its landmarks, such as the Castle, Calton Hill and Arthur’s Seat dominate the landscape, and the historical views from and to these sites across the Firth of Forth are of importance in considering any future development in the Edinburgh area (Figure 1.08 refers).

Heritage

8.2 Development proposals will be expected to comply with the densities of the development contained in the LDDF, and the guidance on building heights and massing.

8.3 Future developments on the site will be assessed for the resulting visual impact. Development proposals will be required to take full account of the historic views from the city over the Firth of Forth.

8.4 The following Scheduled Ancient Monuments are noted on the site:

- Albert Dock, Hydraulic Crane And Cabin - Scheduled Monument no. 3528
- Victoria Swing Bridge - Scheduled Monument no. 3709
- Martello Tower - Scheduled Monument no. 2418
- Rennie’s Lock Bridge - Scheduled Monument no. 3849

8.5 Future development proposals should retain and enhance the scheduled sites. Scheduled Monument Consent will be required from Historic Scotland for any works affecting the scheduled sites, including restoration works.

8.6 The following Listed Buildings are noted on the site:

- Albert Dock
Category B Listed
- Victoria Dock & Lock Gates
Category B Listed
- Imperial Dock Grain Elevator
Category B Listed
- Victoria Swing Bridge
Category B Listed
- Edinburgh Dock & Swing Bridge
Category B Listed
- Edinburgh Dry Dock
Category B Listed
- Edinburgh Dry Dock Pumping House
Category B Listed
- Alexandra Dry Dock
Category B Listed
- Alexandra Dry Dock Hydraulic Station
Category B Listed
- Prince Of Wales Dry Dock Hydraulic Station
Category B Listed
- Prince Of Wales Dry Dock
Category B Listed

8.7 Listed Building Consent will be required from the Council for any developments affecting the character of the listed buildings or their settings. The LDDF seeks to retain and enhance the listed features in future developments, in order to increase the attractiveness and tourism opportunities afforded by the site's industrial heritage. All listed and scheduled structures should be retained in their original locations together with all the ancillary structures, fixtures, details and materials which allow them to be seen as an integral part of the dock system they were constructed to serve. Sensitively-designed additions to the docks themselves may be appropriate, particularly where they allow better access to the water. A Conservation Plan for the designated structures should be prepared and used to inform the design, construction and operation of relevant new development.

8.8 Where development proposals are found to affect any archaeological interests of the site the developers will be required to seek to preserve archaeological remains in situ as a first option. Where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

8.9 The Leith Conservation Area includes part of the LDDF area, including Albert Dock and the cluster of listed and scheduled structures to its west.

Ecology

- 8.10** The coastal boundary of the site from Marine Esplanade in the east to the Western Breakwater in the west is adjacent to the Firth of Forth Special Protection Area (SPA), Site of Special Scientific Interest (SSSI), and Ramsar Site. It is already envisaged that the coastal defences along this line will be upgraded, and the design of such defences will need sensitive treatment, taking account of the ecological designations. In addition, any development adjacent to the SPA will be required to undergo an appropriate assessment under the Conservation (Natural Heritage etc.) Regulations 1991.
- 8.11** The Imperial Dock SPA is designated as a result of a Common Tern colony. Design and land uses of the adjacent developments will address the potential impacts on the colony and the need for an appropriate assessment under the Conservation (Natural Heritage etc.) Regulations 1991. The height, design and lighting of buildings to the south of the Imperial Dock Lock SPA will be restricted subject to detailed assessment of their potential impact on the colony and the agreement of Scottish Natural Heritage (Figures 1.14 and 2.03 refer). Pedestrian access to certain areas of quayside to the north and possibly south of the colony will have to be restricted at certain times of year to avoid potential conflict with the interests of the colony.
- 8.12** Construction activities have the potential to cause significant disturbance to the bird populations of the Firth of Forth and Imperial Dock Lock SPAs. As the risk of disturbance varies seasonally, the timing, as well as the method of construction, will have to be carefully planned in each instance to mitigate any potential detrimental effects on these protected sites. The details of such mitigation will be agreed at the planning consent stage.

Noise

- 8.13** There is the potential for bat roosts within existing structures on the site, and surveys will be required prior to demolition works to identify sites, and proposals prepared to minimise any impacts. Similar measures will be required for any other species protected by the Wildlife and Countryside Act 1981 (as amended).
- 8.14** The LDDF area also includes part of the Water of Leith Urban Wildlife Site. Impacts on ecological resources identified across the site and the opportunities to positively support the objectives of the Edinburgh Biodiversity Action Plan will be discussed and agreed with the Council and Scottish Natural Heritage.
- 8.15** The site currently experiences operational noise from commercial and industrial operations. While significant operational changes will take place in the early years of the phased development of the docks resulting in there being little noise-producing activity in the medium- to long-term, there is a long-term commitment to continue with the grain unloading and storage at the Imperial Grain Silo and the operation of Chancelot Mill. It is likely that the pipe coating activities on the northern peninsula will also continue in the short-term. As such, the noise impacts associated with the ongoing operations during the phasing of the development may constrain the use, type and form of development to be proposed in any one of the sub-areas. Further work will be undertaken to develop the timing and phasing of development.
- 8.16** Future developments on the site must comply with Council standards on noise mitigation.
- 8.17** Noise assessments will also be required for the potential traffic impact of the development proposals.

Air Quality

8.18 The existing site includes a variety of tenants who carry out different operations and processes. There are two main sources for air pollutant emissions arising from the existing site at Leith Docks: industrial sources and traffic emissions. Existing industrial sources are expected to be phased out as the development progresses, with the exceptions of the Imperial Grain Silo and Chancelot Mill. However it will be necessary to consider the effects of emissions on future development.

8.19 Air quality, particularly in existing streets in Leith, could potentially be adversely affected by the traffic impact of the development proposals. Traffic air quality assessments, based on the scope of the Transport Assessment, will be required as part of the Environmental Impact Assessment for the LDDF proposals. The air quality mitigation measures identified in the Environmental Statement, and the transport measures identified in the Transport Assessment, need to complement and reinforce one another, and in some instances are likely to be one and the same. At this stage it is thought that these measures will likely need to be addressed through a legal agreement between developer(s) and the Council which reflects partnership between developers and bus operators to deliver low-/no-emission bus vehicles serving the area.

Ground Conditions

8.20 The docks at Leith have been created by periods of successive land reclamation since the early 19th century, resulting in the great majority of the LDDF site comprising up to 10m of filled ground, overlying natural sands and boulder clays. Careful consideration will need to be given to the design of foundations for any new development and their interaction with the walls of the existing docks.

Water Quality

- 8.21** There is a long history of industrial uses in the docks, which may have contributed to contamination of the soils and groundwater underlying the site. Potentially contaminative land uses have also existed immediately landward of the site and migration of contamination onto the site is also a possibility. Contamination risk assessments will be required prior to re-development and these will be based on extensive ground investigations to assess soil, groundwater and soil gas conditions.
- 8.22** The scope of a site-wide preliminary ground investigation has been agreed with the Council and this work was programmed to be underway on site during August and September 2004.

- 8.23** This document sets out a strategy for the development of the docks which requires that the docks themselves will be used for water-based leisure activities. It should also be assumed that with the major increase in people living and working within the area, the frequency of deliberate or accidental contact with the water in the docks will increase significantly. It is therefore necessary that water quality in all of the docks is assessed for chemical and biological risks to human health and, if necessary, measures put in place to improve it to an acceptably high level. Consultation with SEPA suggests that the potential future use of impounded waters within the LDDF area for leisure/recreational purposes could lead to their classification as 'Recreational Waters' in terms of the Water Framework Directive. Such classification will require the water quality to be established to, and maintained at, the appropriate statutory standards.

Sustainability Policy and Targets

- 8.24** A set of sustainability targets for development in the LDDF area has been prepared on behalf of Forth Ports (Annex A). Masterplans and development proposals will be expected to address these targets along with the other principles set out in this document.

9 LDDF Proposals – Urban Planning and Public Realm

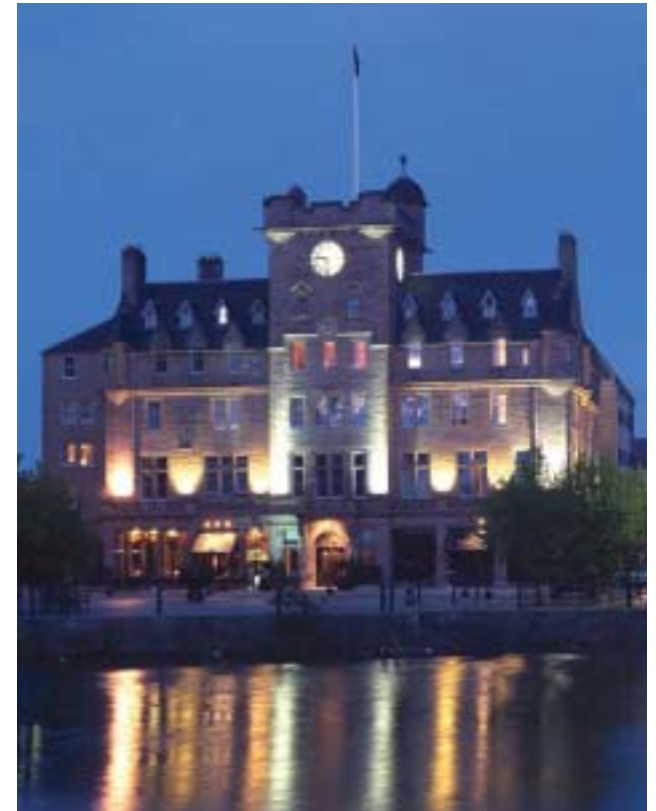
Sense of Place

9.1 One of the prime objectives of the LDDF is to extend Leith to the seafront with a seamless but transitional urban continuity, building upon the existing character of Leith and the docks with high quality public realm and modern buildings that change in scale and architectural treatment to repeat the characteristics of the various key elements of the site. In creating a successful balanced urban area, development should create a sense of place based on the following criteria:

- Several distinct areas which together form a coherent identity for the whole of the LDDF area.
- Strong integration and evolution of Leith's existing social, environmental and economic structures.
- The creation of a legible perimeter urban block structure, defined by a robust network of routes stemming from a series of key elements within Leith's historically rich past, ranging from discrete structures to the overall urban form.
- A robust public realm strategy in which a hierarchy of hard- and soft- landscaped public spaces are created in relation to strongly identifiable locations, complementing both locations of historical interest and planned new buildings. The public realm should consist of places and streets designed for people rather than cars and be safe and enjoyable to spend time in.

- Provision of clearly defined semi-private and private external space within perimeter blocks.
- Areas of focus around which local centres can be established providing a legible hierarchy of centres comprising a range of commercial, leisure and community facilities.
- Facilitation of a range of economic activities with a wide range of employment opportunities.
- Exploration of the opportunities of the water edges throughout the LDDF area to create vibrant activity both on and adjacent to the water.

- An identifiable landmark character, locating Leith within the wider city context.
- Building design which provides some kind of activity to all public groundfloor frontages, with special active frontages in certain defined places.
- Creation and protection of far-reaching views to, from and through the development.
- Emphasis of the traditions of the site by the use of refined palettes of materials combined with a modern design ethos and high quality elevational treatments.



Visual Corridors and Key Routes

- 9.2** One of the prime objectives is to link Leith with the seafront through a series of interconnecting routes and spaces at a size and scale that changes naturally throughout the site (Fig. 1.07).
- 9.3** A series of visual corridors – the “Leith Reaches” – should be established through the development to reinforce views to the Castle, Arthur’s Seat and Calton Hill, local views to the docks and views through the development to the sea (Fig. 1.08).
- 9.4** Guidance for the preservation and treatment of these areas keeping the views free of visual obstructions at pedestrian levels will be defined in future masterplans and will form the basis of a new series of historic axes linking Leith with the city.

- 9.5** The historic centre of Leith should be connected with the seafront through a series of new pedestrian and cycle routes each with a special character, linking existing landmarks and historic buildings with major new public spaces, reinvigorated docks, heritage, monuments, areas of special interest and the protected seafront. As a principle, all of these routes must be publicly-accessible 24-hours a day.
- 9.6** Four distinctive heritage based routes are proposed (Fig. 1.07):

- [The Coastal Walk](#)
passing along the breakwater at Western Harbour from the west, crossing the sealing dam across the mouth of the harbour over the operational lock gates and meandering along the protected seafront taking in the views west up the Firth and north to Fife and connecting with the existing coastal pedestrian route to Portobello and back to the city of Edinburgh along the landscaped “Leith Reaches”. This route will form a crucial part of the Council’s intended pedestrian / cycle route along the entire waterfront of the city.
- [The Western Harbour link](#)
a circular route around the largest of the existing docks providing views to Britannia which is permanently docked at Leith, and an opportunity to watch the lock gates open and close for vessels entering the Port of Leith. The Western Harbour link also connects together the sheltered gardens at the heart of the Western Harbour development with a new entertainment centre on Britannia Quay, Ocean Terminal and a major new footbridge linking Edinburgh Harbour to the new Cultural Centre.

Hierarchy of Public Spaces

- **The Marine Trail**
this new trail links the footpaths and cafes along The Shore with the Docklands Information Centre which is suspended over the Alexandra Dry Dock. Three new footbridges provide a dockside walk to Edinburgh Harbour past small pleasure crafts and south facing dock edges. On crossing the entrance to Imperial Dock it extends to the Martello Tower and the restored promenade along the Firth of Forth. The walk then joins the coastal path taking in the views along the “Leith Reaches” until it winds its way back through the new market square and community landscape of the Central Park to Bernard Street and the statue of Robert Burns.
- **Southern Leith route**
a shorter but equally diverse walk starting and finishing in Leith Links, passing the proposed Maritime Heritage Centre in the Edinburgh Dry Dock, linking with the coastal walk and then heading back towards the Links with Arthur’s Seat dominating the skyline ahead.

9.7 Vehicular pressure of traffic on the Commercial Street/Bernard Street/Salamander Street link should be relieved by extending Ocean Drive through to Seafield Road, thereby facilitating substantial public realm improvements from Commercial Street to Salamander Street. Particular care should be taken to ensure that this new route functions as an active street, does not cause severance between areas to the north and south, and encourages integration between the old and new Leith.

9.8 The pattern of public realm has developed from the provision of an integrated urban design strategy, based on heritage hubs, and major pedestrian connections to and within the site as an extension of the existing urban fabric of Leith. It consists of three primary elements: the street pattern, public spaces/hierarchy of centres, and the scale, size and distribution of uses, as described below.

The Street Pattern

9.9 The street pattern is generated by the various visual, urban and pedestrian connections to the surrounding area, particularly those visual corridors and key routes identified in Fig. 1.07 and 1.08, and described above. Of particular importance to this are the Marine Trail and the Coastal Walk. The permeability of the network should be based on blocks of between 40m and 100m.

Public Spaces / Hierarchy of Centres

9.10 The defined town centres of Leith Walk and Leith Central, and the Strategic Shopping Centre at Ocean Terminal represent the hierarchy of centres as defined in the development plan. New food retail will be restricted to the new Neighbourhood Centre in Site 3.4, with only very small units accommodating convenience retail or service uses to be allowed elsewhere. The location of the heritage hubs provides a series of focal locations around which centres of cultural and leisure activity should be based; proposals should seek to strengthen these centres. Each centre should provide community facilities and local services for the local area. Ground floor frontage commercial activity at these locations should be maximised. Other locations where ground floor non-residential uses will be required are defined in Figures 2.02-2.22 as special active frontages. The component centres within the LDDF area are (Fig. 1.06):

- **Leith Docks Neighbourhood Centre**
This is sited at one of the junctions of the proposed new bus network, in the north-east part of the site where the northern peninsula meets the eastern area around Edinburgh Dock. Key elements to be located at this centre are described in Section 6 and include a small supermarket, a new secondary school and other community facilities. The centre should be based around the primary street junction and a pocket park.
- **Bernard Street Historic Quarter**
The downgrading of the east/west link between Salamander Street and Commercial Street provides the ability for major new public realm improvements to be made to Bernard Street. This space can become a pedestrian priority area in which streetfront activity can now be allowed to utilise the newly rejuvenated streetscape. Bernard Street should act as the physical and symbolic heart of Leith in its new form.

- The Docklands Information Centre**
 The Water of Leith and the vibrant activity that currently exists along The Shore is linked to and extended far into the new development within the LDDF area (the 'Marine Trail'). This is a series of intimate spaces bringing together the listed Alexandra Dry Dock, pump houses and cranes. Local community individuals and organisations can be involved in and informed about the future evolution of Leith in a Docklands Information Centre occupying a modern structure suspended above the renovated Alexandra Dry Dock. Small retail units, cafes and bars are located around the base of the new buildings animating the street/dock frontages.
- Ocean Terminal / Britannia Quay Leisure and Retail Centre**
 The existing operation of Ocean Terminal can be extended to provide greater capacity in its existing function, as well as additional new berthing facilities for large vessels visiting the Port of Leith. New quay edge activity and 24-hour public access provide a range of leisure facilities including part of the 'Western Harbour link', water-based sporting and training facilities sharing the water environment with Britannia.
- The Cultural Centre, at Imperial Dry Dock**
 A large new urban plaza is proposed at Imperial Dry Dock. The plaza is introverted and protected from the prevailing winds. An iconic cultural building could face onto the plaza and provide a focal point from the entrance to the Western Harbour. A tree-lined boulevard following the line of the old pipeline assembly area links the cruise liner site with the Cultural Centre.
- Central Park and Water Garden, adjacent to the Imperial Grain Silo**
 At the heart of the neighbourhood is the community park, a place to sit out and enjoy the local festivals, to watch water-based activities on both sides of the park or to explore the markets held within the space. The park should be an innovative green space with some hard landscaping incorporating existing heritage features but with a majority of green landscaped space, forming a hierarchy of environments to enjoy.
- Edinburgh Dock Maritime Centre**
 In its newly refined form Edinburgh Dock creates a unique environment within the city. The water surface of the dock has potential for innovative development such as houseboats and floating homes around which public space, ateliers, start-up businesses, and craft workshops could be located. An historic vessel could be displayed in permanent dry dock with a series of local amenities, shops, bars, and restaurants spilling out onto the newly landscaped dock edges.

Scale, Size and Distribution of Uses

9.11 The scale and distribution of uses throughout the site, and the provision of an integrated spatial network will provide a wide choice of routes between places and a diversity of experiences for people living in the area or visiting for recreation.

9.12 In order to provide the area with definition it is proposed that a hierarchy of spaces and routes be developed to reflect the importance and character of particular locations and that markers and special treatments of surfaces and fittings be developed. Visual and physical links can be controlled to enable a clear definition and graduation between public, semi-public, semi-private and private realm. The hierarchy is set out in indicative form in Figure 1.10, and a separate Public Realm Strategy will develop this in more detail.

9.13 In order to ensure public space is an integral part of the LDDF area as illustrated in Figure 1.10, masterplans should incorporate the following key components:

- a coherent green and civic space strategy for the whole site;
- a hierarchy of public realm elements including a community park, heritage squares, civic squares, pocket parks, quayside walkways, sheltered promenades, sea-side promenade, sports pitches and play areas;
- the legible linkage of spaces and vistas through the planned townscape

9.14 It is essential that public art be fully integrated into the design as a response to the character and specification of the public realm.

Heritage Features

9.15 Heritage features range in scale from small streetscape items such as bollards, rail lines and quay walls to larger scale structures. These should be incorporated into development providing valuable contributions to the identity and quality of the public realm. The larger structures such as pump houses, cranes, lock gates and bridges etc., should be utilised to provide landmarks within the townscape of the area, and a focus for activity.

Views

9.16 The use of landmarks both existing and proposed should provide definition to the urban grain. Landmarks may be buildings, landscape spaces, water bodies, public art, or maritime / industrial structures. They should be of the correct scale in relation to the view / vista within which they operate and they may also constitute part of a collection of elements in composition.

9.17 Views from the wider context of Edinburgh and its surrounding environs should also be considered. Proposals will be assessed on their impact on these views, those views from within the context of Leith and the LDDF area (Fig. 1.08, 1.09), and from the line of the deep-water channel approach into Leith Docks.



Network and Grain - Non-Motorised Transport

Network and Grain - Motorised Transport

- 9.18** Masterplans should define a hierarchy of routes that allow choice of movement throughout the site. The allowance for non-motorised transport networks should take precedent over motorised forms of transport. The scale of the network grain produced for non-motorised modes of transport should be of a finer grain to that of motorised forms. Non-motorised routes should be provided adjacent to motorised transport routes, as well as independently from them (Figs. 1.11, 1.12).
- 9.19** The provision of new infrastructure in the form of routes, space and structures should ensure that they are articulated through the use of landmarks

- 9.20** The permeability of the new development should be based on a reduced number of routes than that provided for non-motorised forms, however new development should still provide a high degree of permeability and integration with existing networks (Fig. 1.11). Non-motorised modes of transport should generally be separate from motorised modes, unless at specified crossing points, or in 'home zone' areas where a lower speed limit exists and non-motorised modes have clear priority.
- 9.21** Car parking levels must be agreed with the Council, and should be located within the curtilage of site boundaries. The majority of parking should not be visible from the street. Blocks and rows of car parking should be avoided. The majority of visitor parking provision should be provided within individual plots rather than on-street, with remaining visitor spaces provided as general on-street parking shared with non-residential uses.

- 9.22** New infrastructure will be provided to improve permeability throughout the sites. In particular new bridge structures should create significant new landmarks for the LDDF area.
- 9.23** Provision for public transport should be available throughout the site including a variety of bus routes and tram links (Fig. 1.13).

Scale and Character

9.24 New development proposals should provide a high quality environment incorporating social, environmental and economic needs both for the LDDF and for the existing Leith community. The development should provide range and variety in terms of scale, location and function. Masterplans should incorporate the following key components:

- a coherent strategy for the whole site that provides a hierarchy of scale and character;
- scale and character building on the existing structure of Leith and variety and character across the site should represent a logical progression from this existing structure;
- character areas should have a local focus based on heritage hubs, or centres of new activity;
- residential use will be dominant, however a mix of uses must be incorporated;
- the majority of the docks should be maintained as navigable water bodies and quaysides should be identified that allow for waterborne activity;
- there are opportunities to provide a limited number of iconic landmark spaces and buildings in specific locations: these should vary in scale and use, and must have a positive and compatible relationship with adjacent uses;
- consistency of quality of design, materials and function must be a key requirement of future planning applications to maintain appropriate standards throughout the site, and design competitions should seek to achieve this where appropriate. As a principle, building elevations visible from the public realm should predominately make use of locally-sourced natural stone;
- developments must form direct and positive relations with the water bodies and provide a variety of uses both on the water and along the waters edge.

Massing

- 9.25** Building heights should be appropriate to location and function. New development should provide a variety of sizes of development in accordance with the prevailing building heights identified in Figure 1.14.
- 9.26** Potential zones within which masterplans may be able to justify building heights of up to 16 residential storeys are identified at Waterfront Plaza (due to its high accessibility by public transport), and the north and south edges of the Western Harbour (to relate visually to the large expanse of water). Precise locations within these zones for any development proposals extending above 10 residential storeys will have to be identified and justified at the masterplanning stage by a complete townscape analysis.
- 9.27** The acceptability, height, architectural form and use of buildings above 16 residential storeys will not be decided until the forthcoming city-wide high building study has been approved by the Council. The height of buildings on the north-western tip of Edinburgh Harbour will be restricted subject to detailed assessment of their potential impact on the Imperial Dock SPA and the agreement of Scottish Natural Heritage (Figures 1.14 and 2.03 refer).

Residential Densities/Mix of uses

9.28 Development of the LDDF area should provide a range of dwelling types and sizes (Figs.1.15 a&b). Proposals should demonstrate innovative solutions to providing a mix of uses and dwelling types both in section and zone planning. Provision for facilities and services should be integrated into the mix of residential areas. These should be generally focused at local centres and provide active frontage in those areas.

9.29 Dwelling types should be linked with urban structure and road hierarchy. Lower density family units should be located in quieter areas, whilst flatted development should be focused in busier locations. Private open space and children's play provision should meet Council guidelines.



Figure 1.01
LDDF Area Boundary

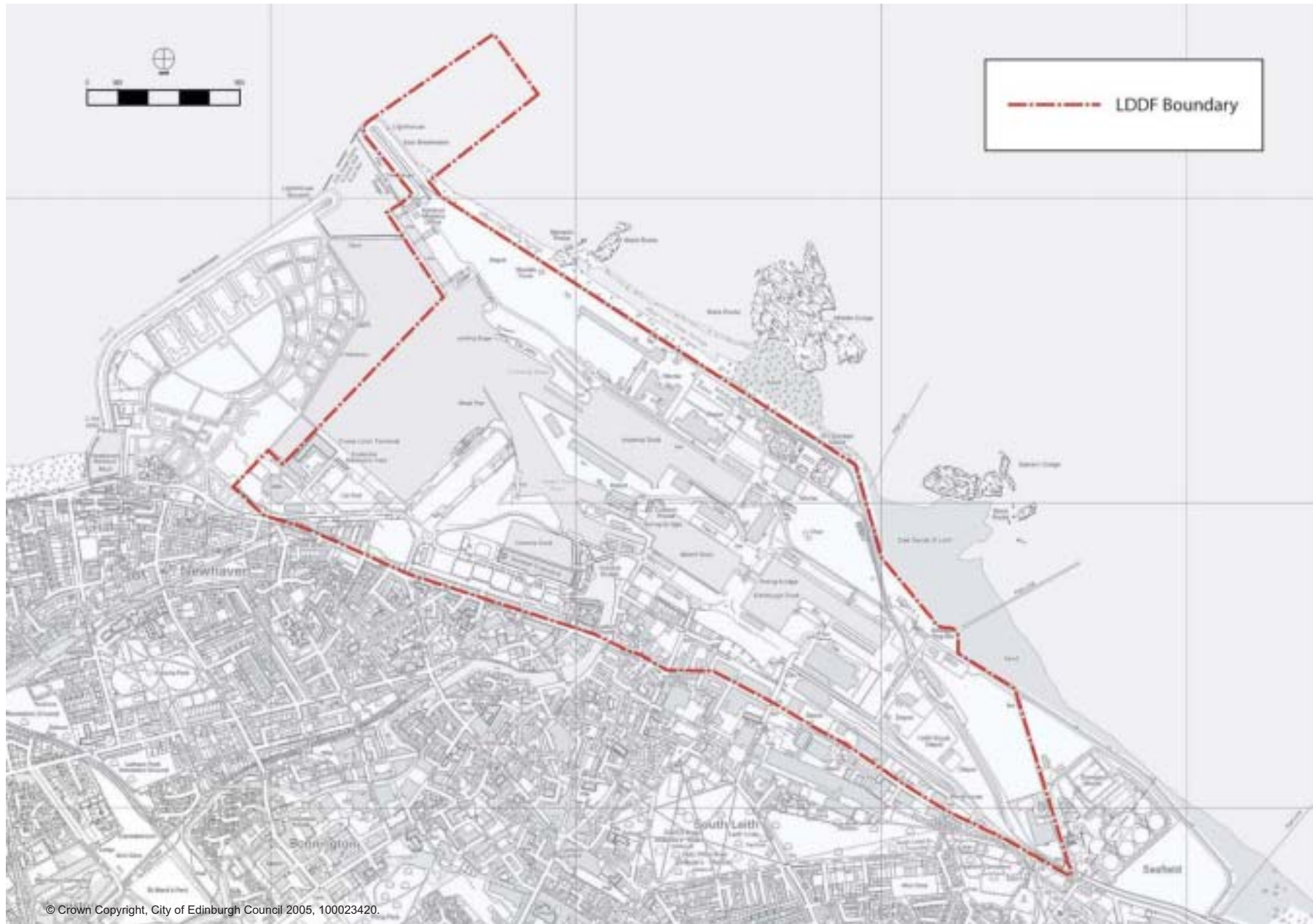
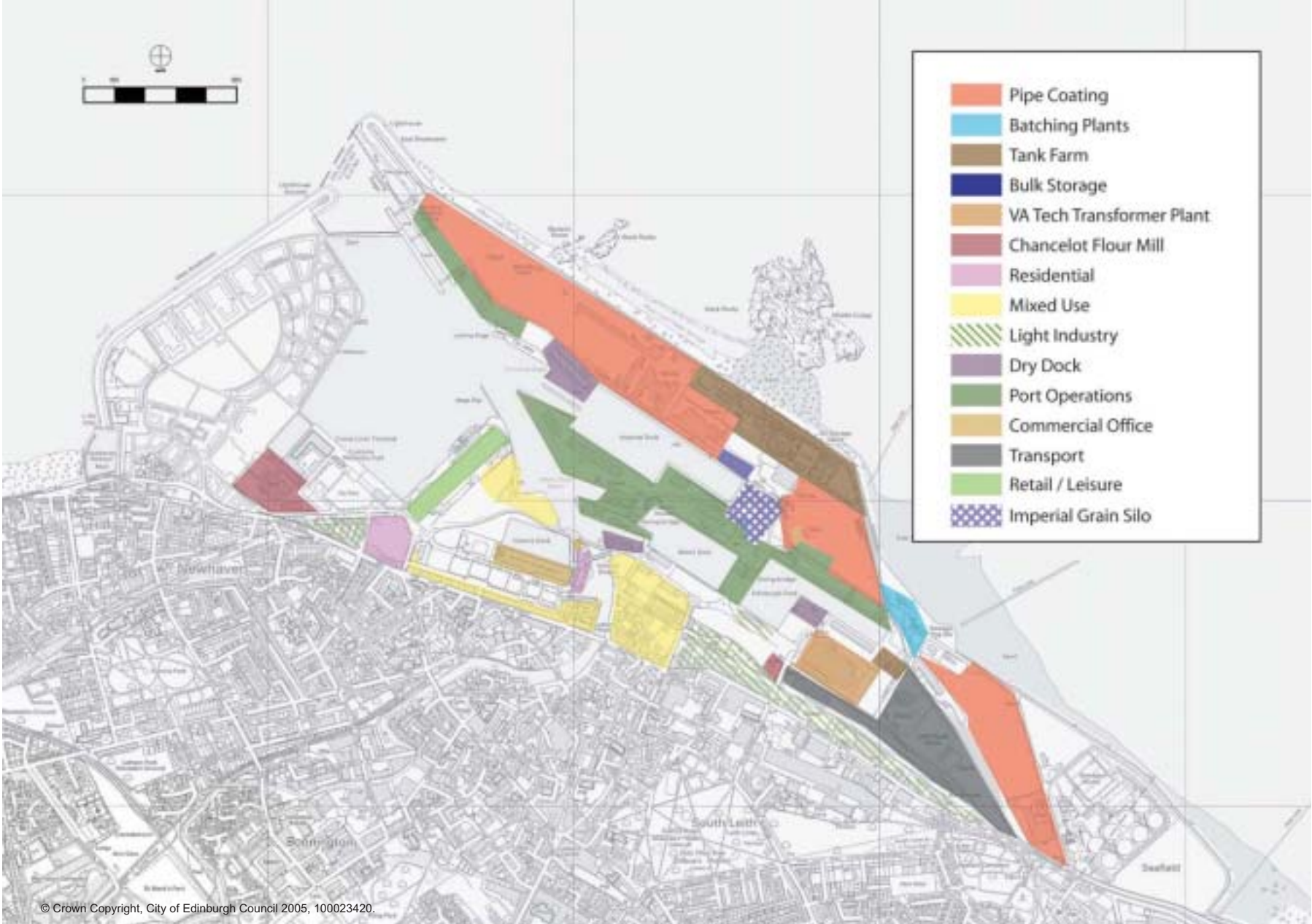


Figure 1.02
LDDF Port Operations



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Figure 1.03
Existing Planning Consents

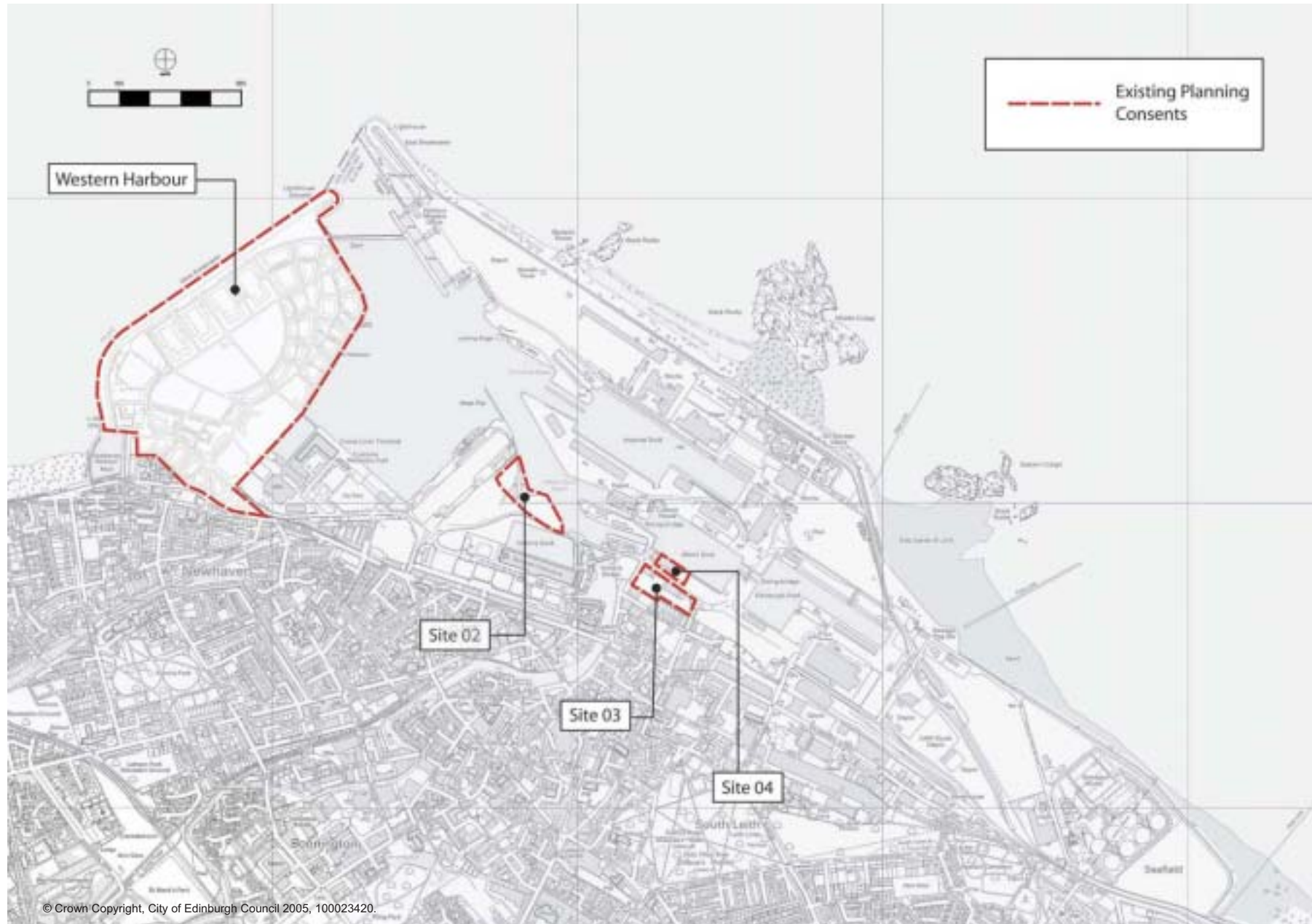


Figure 1.04
Existing Access

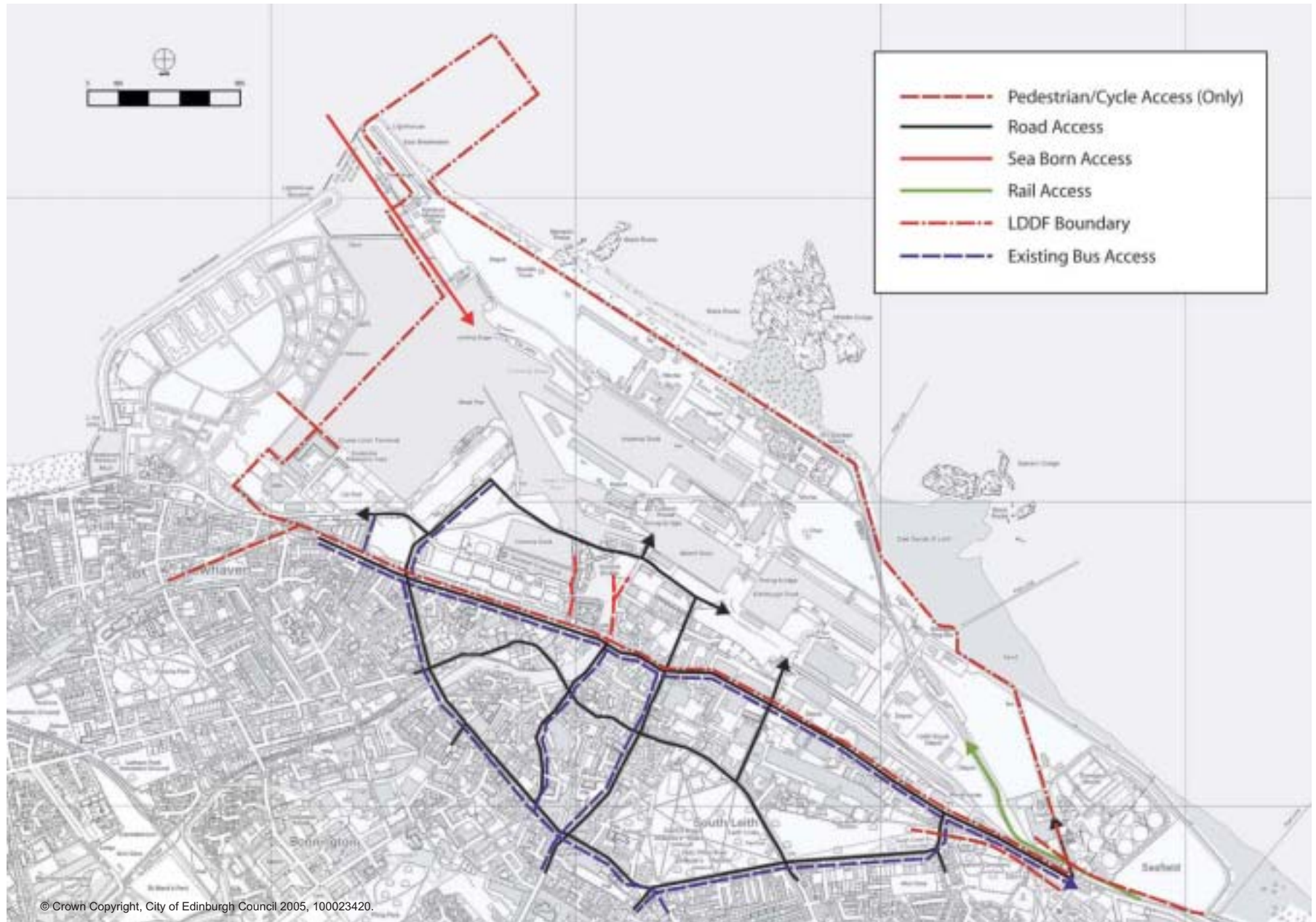


Figure 1.05

Environmental / Heritage Designations

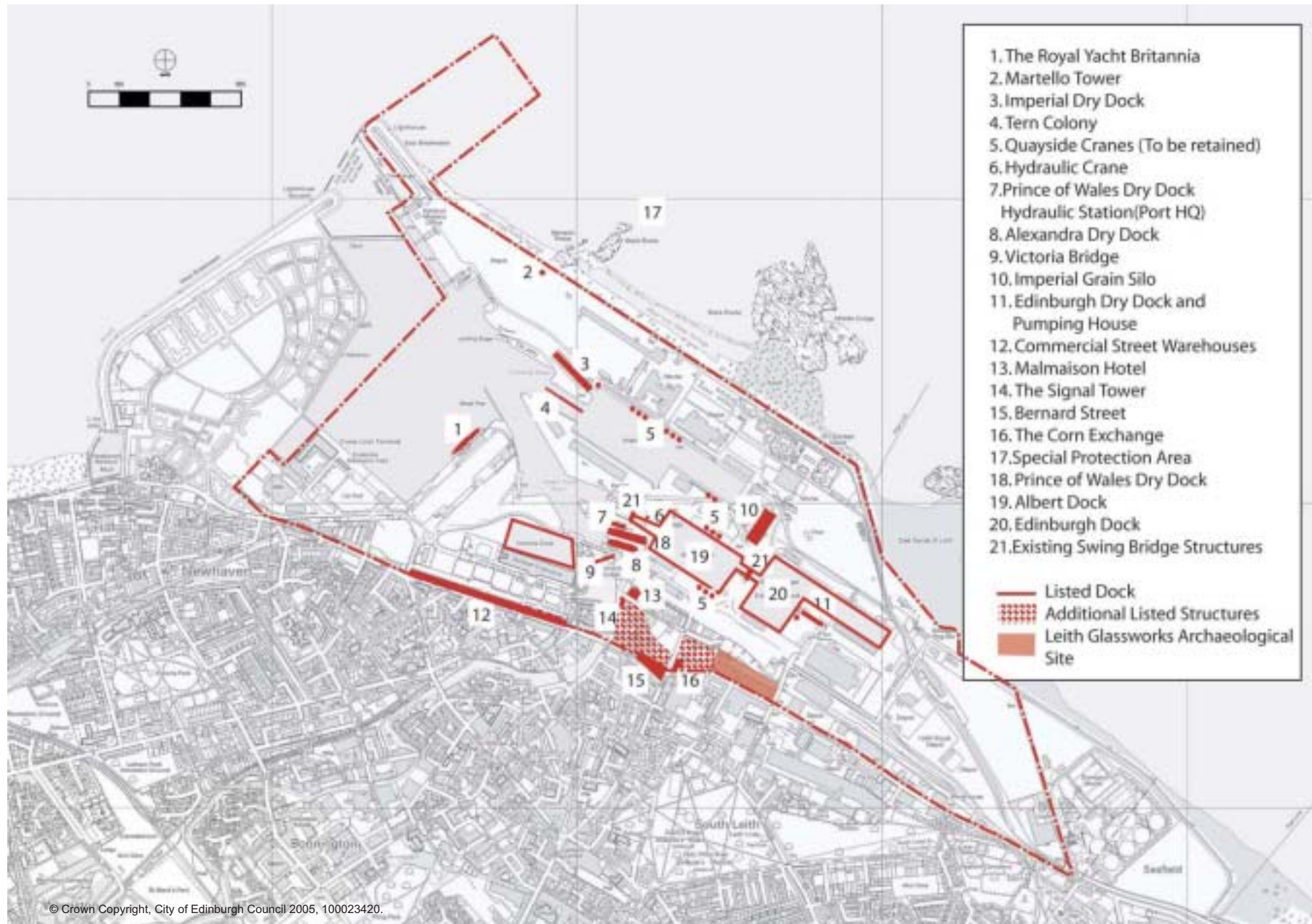


Figure 1.06
Centres

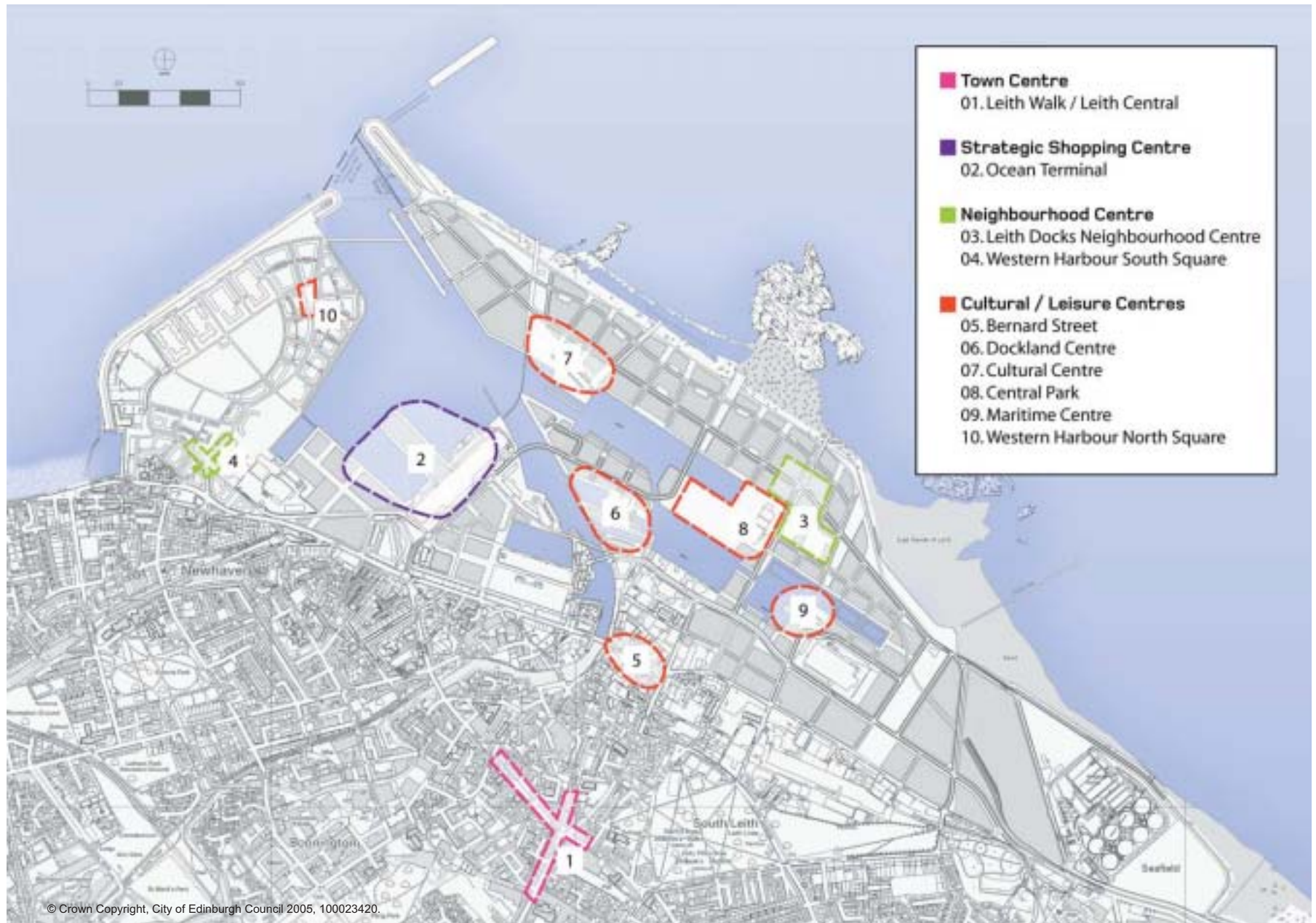


Figure 1.07
Key Routes

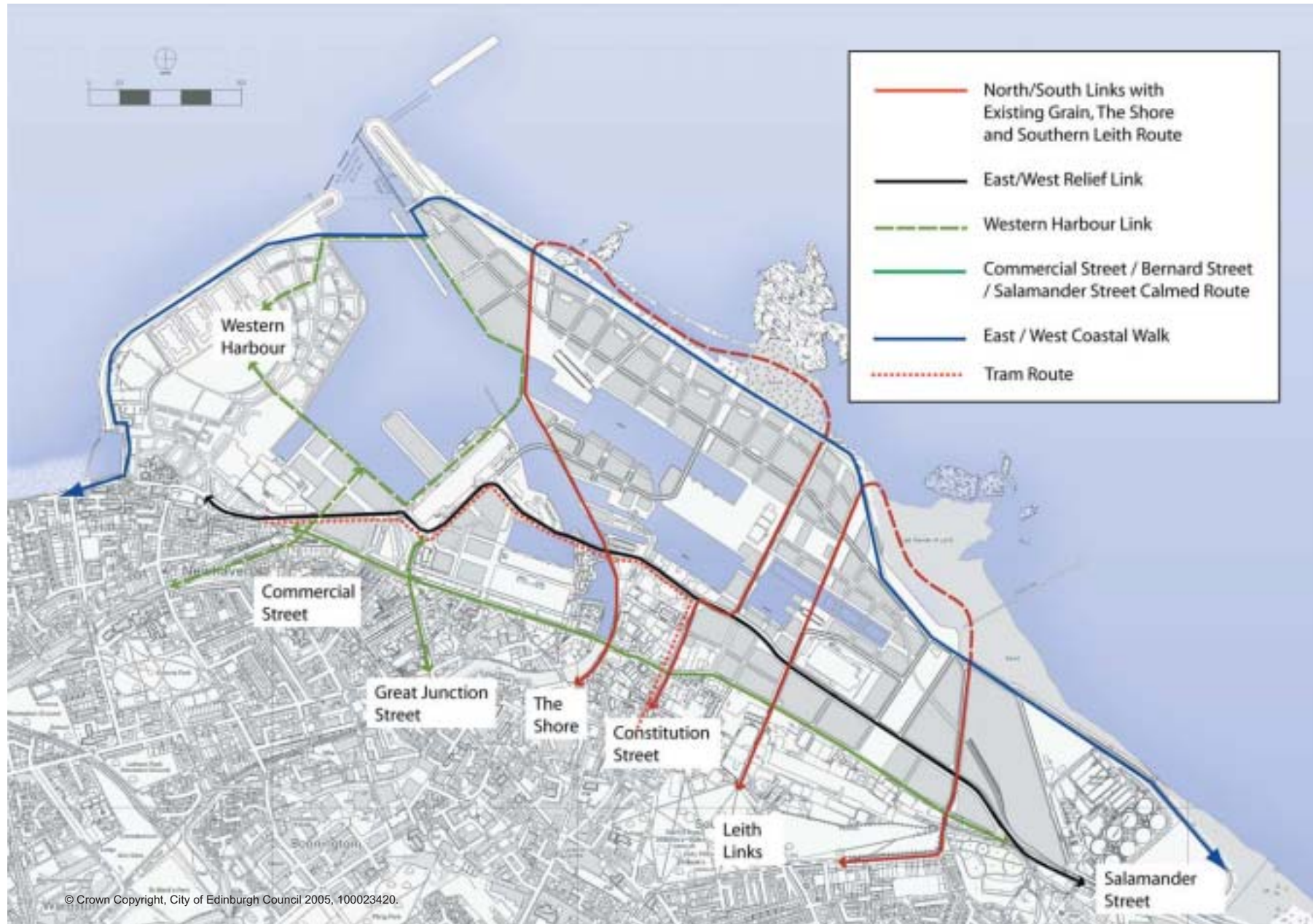


Figure 1.08
Views through LDDF Area

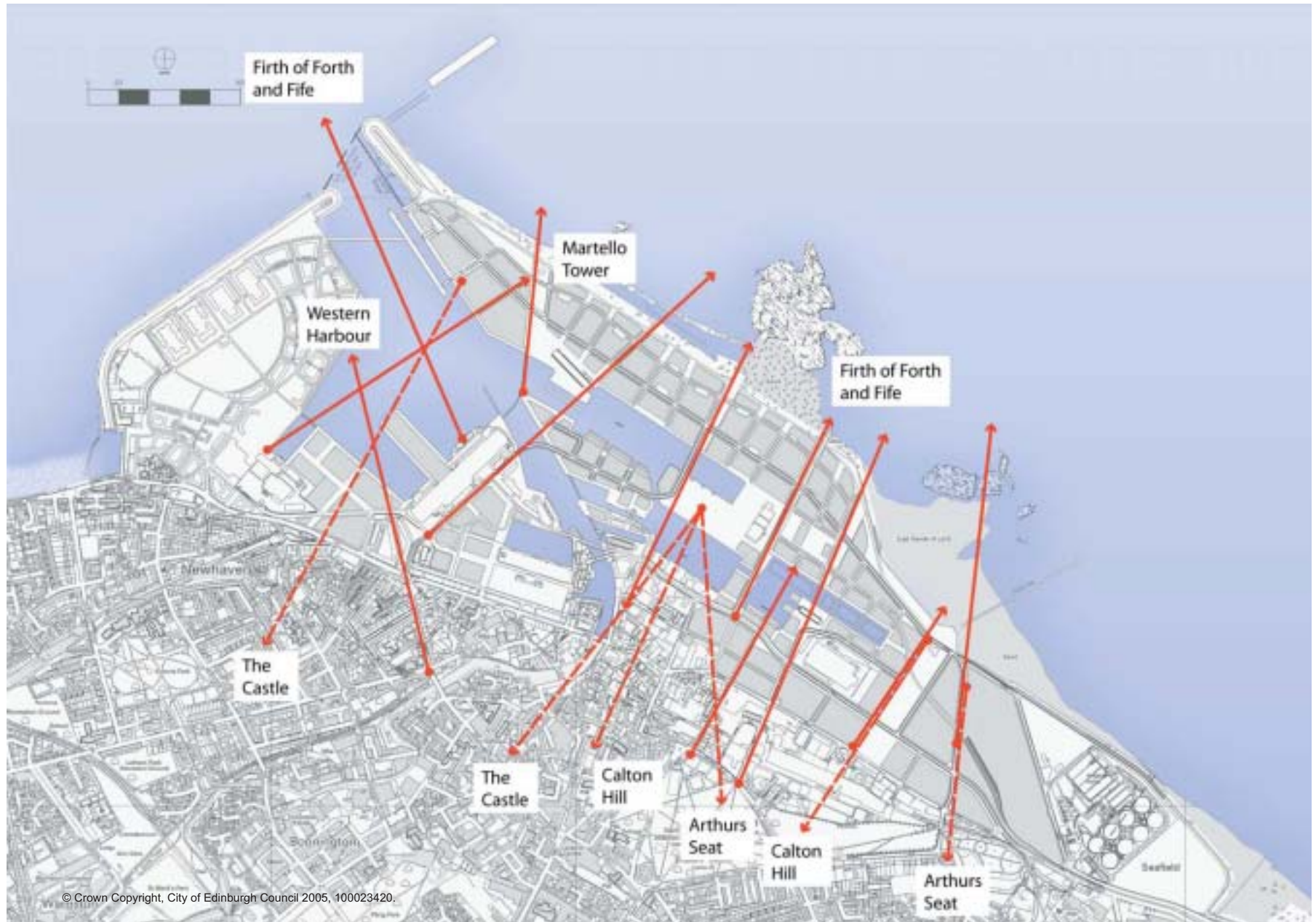


Figure 1.09

Views from within the LDDF Area

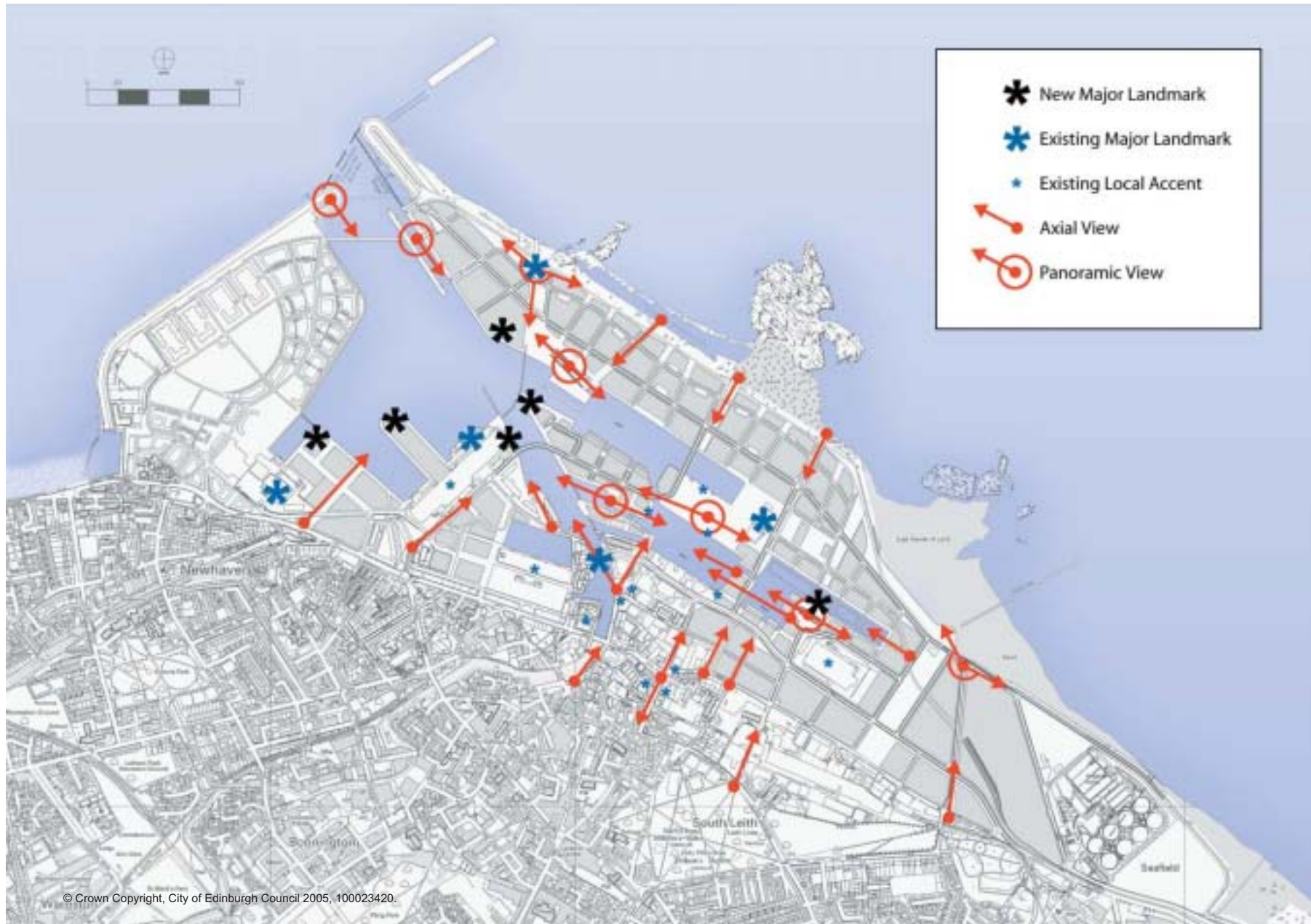


Figure 1.10
Hierarchy of Public Space

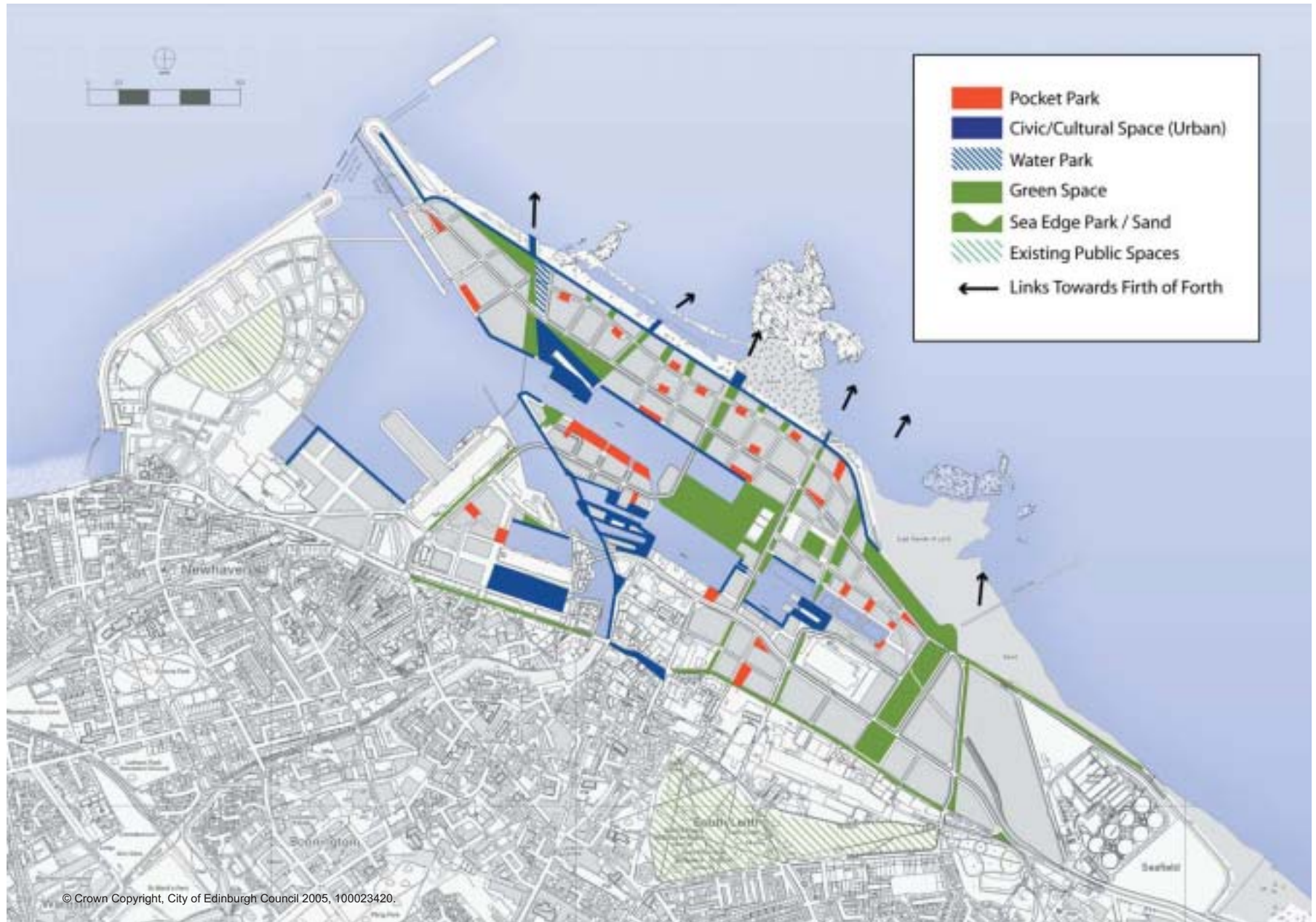


Figure 1.11
Network and Grain

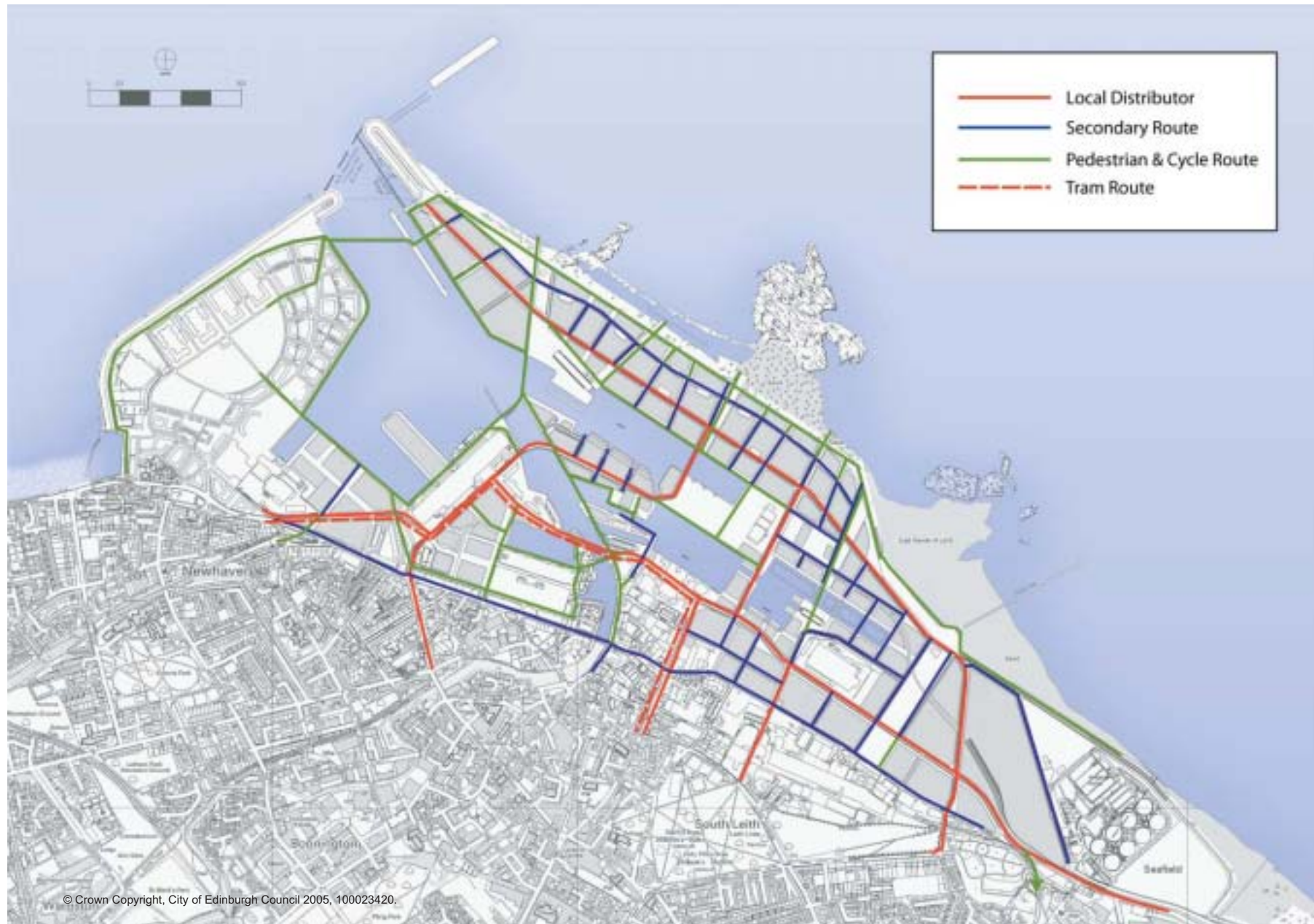


Figure 1.12
Pedestrian and Cycle Network



Figure 1.13
Public Transport Network

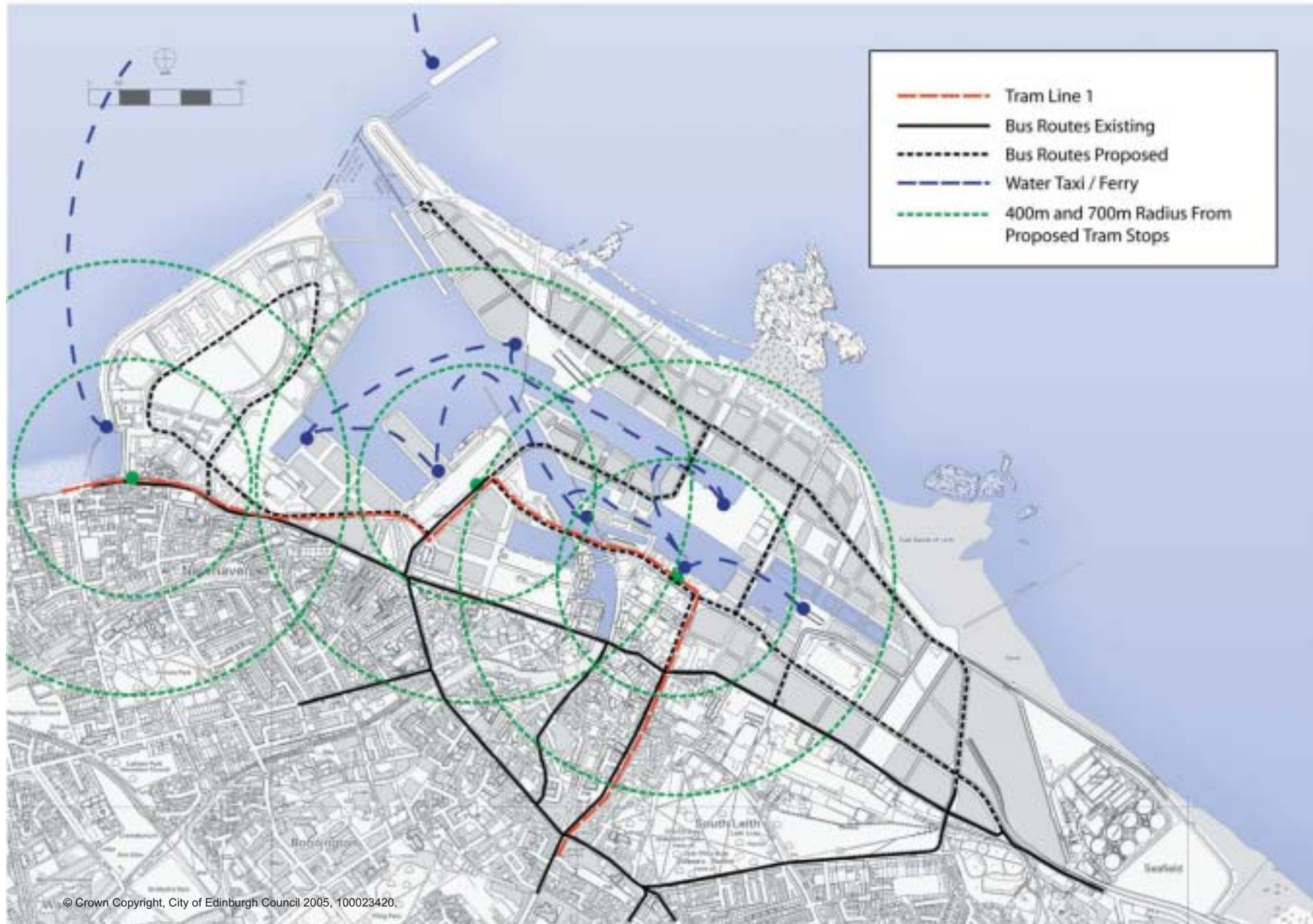


Figure 1.14
Scale and Character

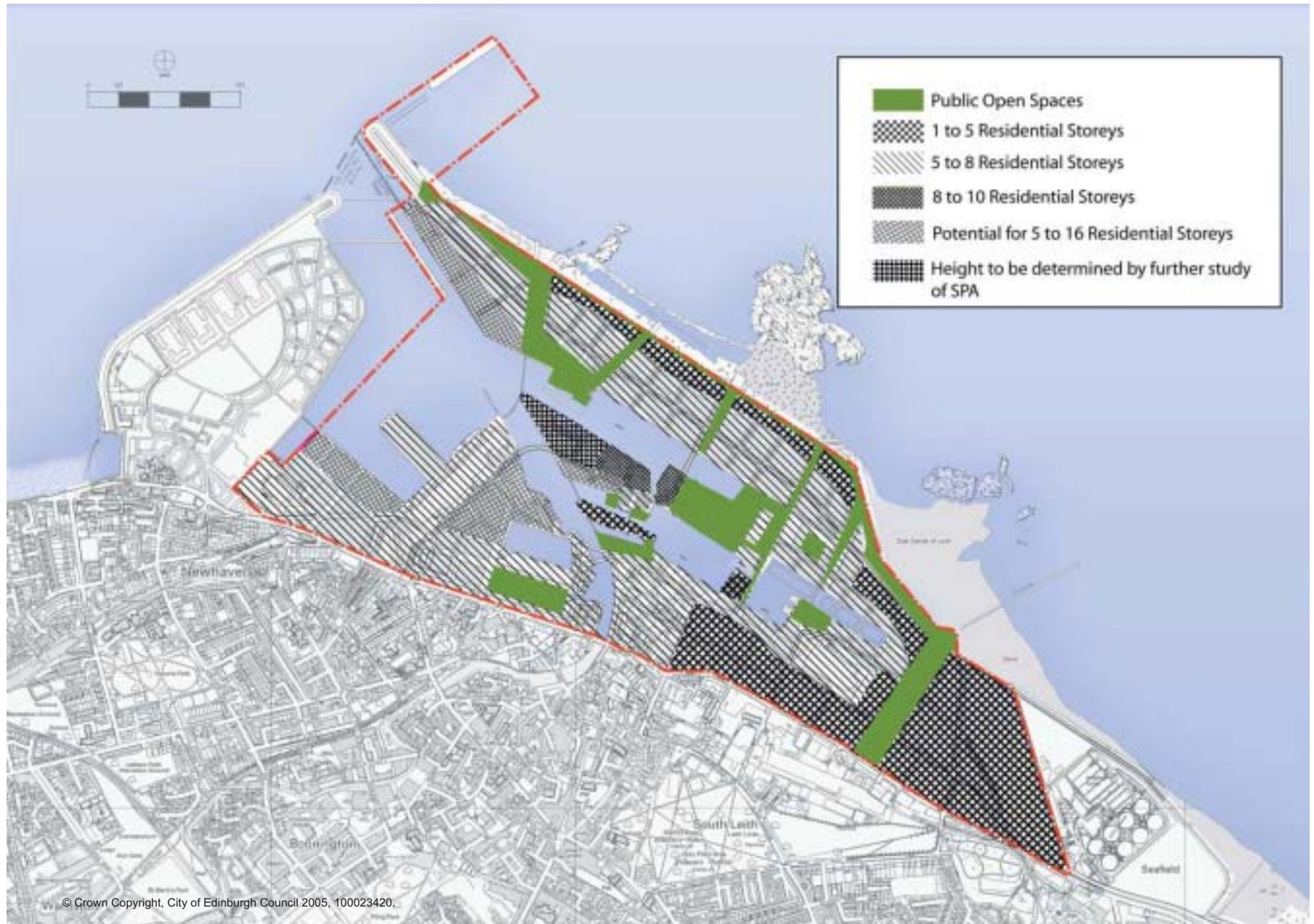


Figure 1.15a

Land Uses (Tram Depot Option 1)

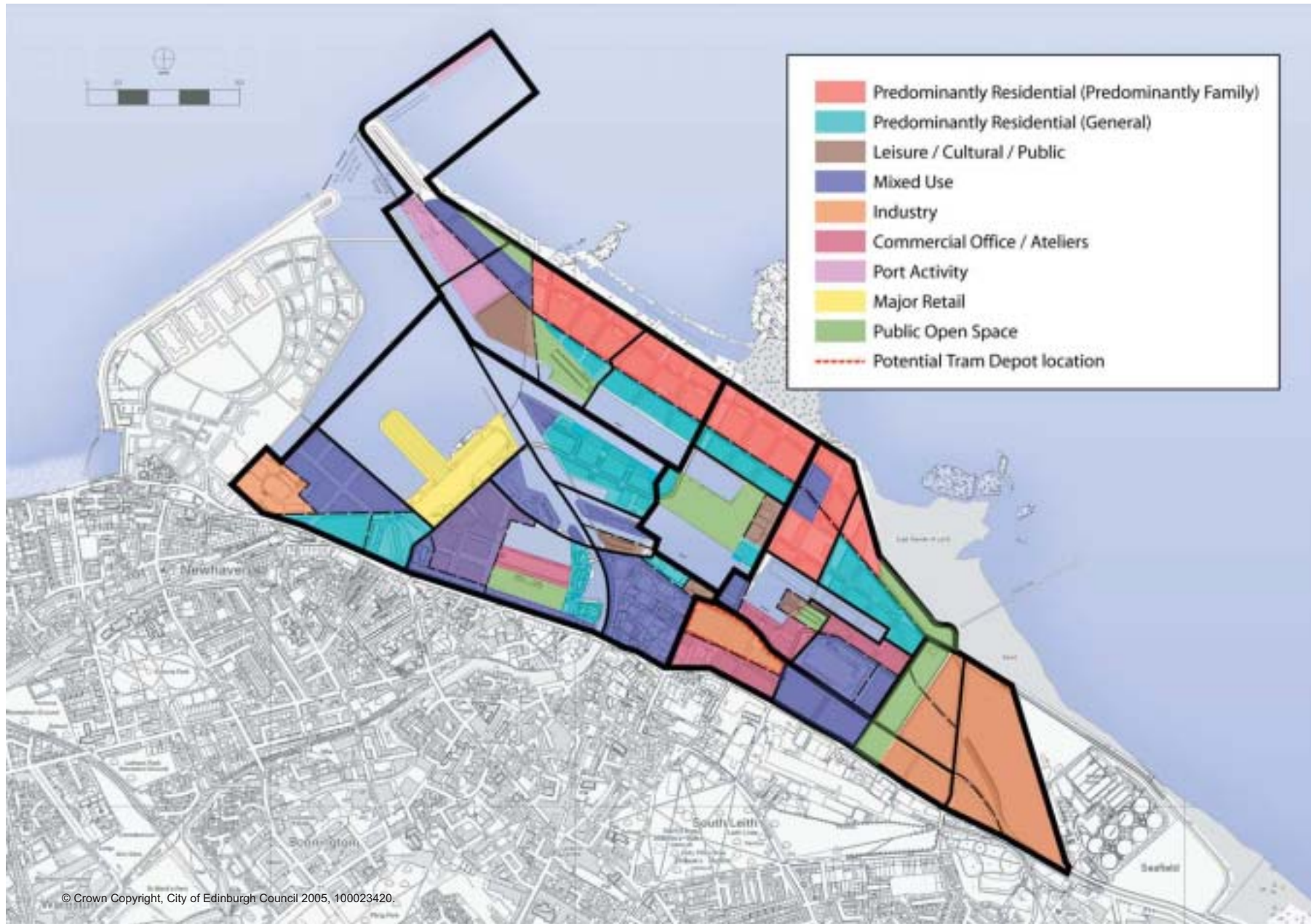


Figure 1.15b

Land Uses (Tram Depot Option 2)

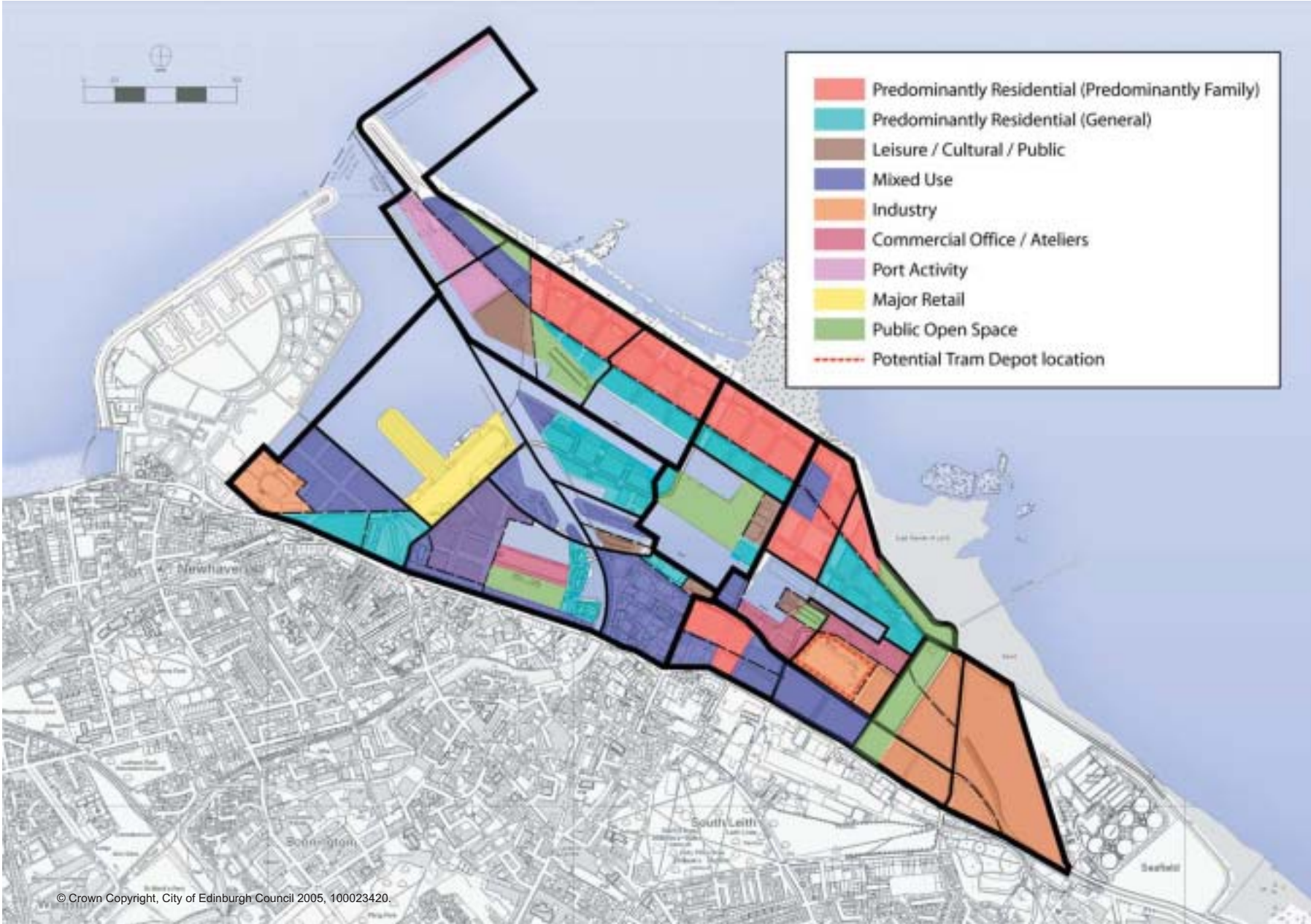


Figure 1.16
Site Zoning

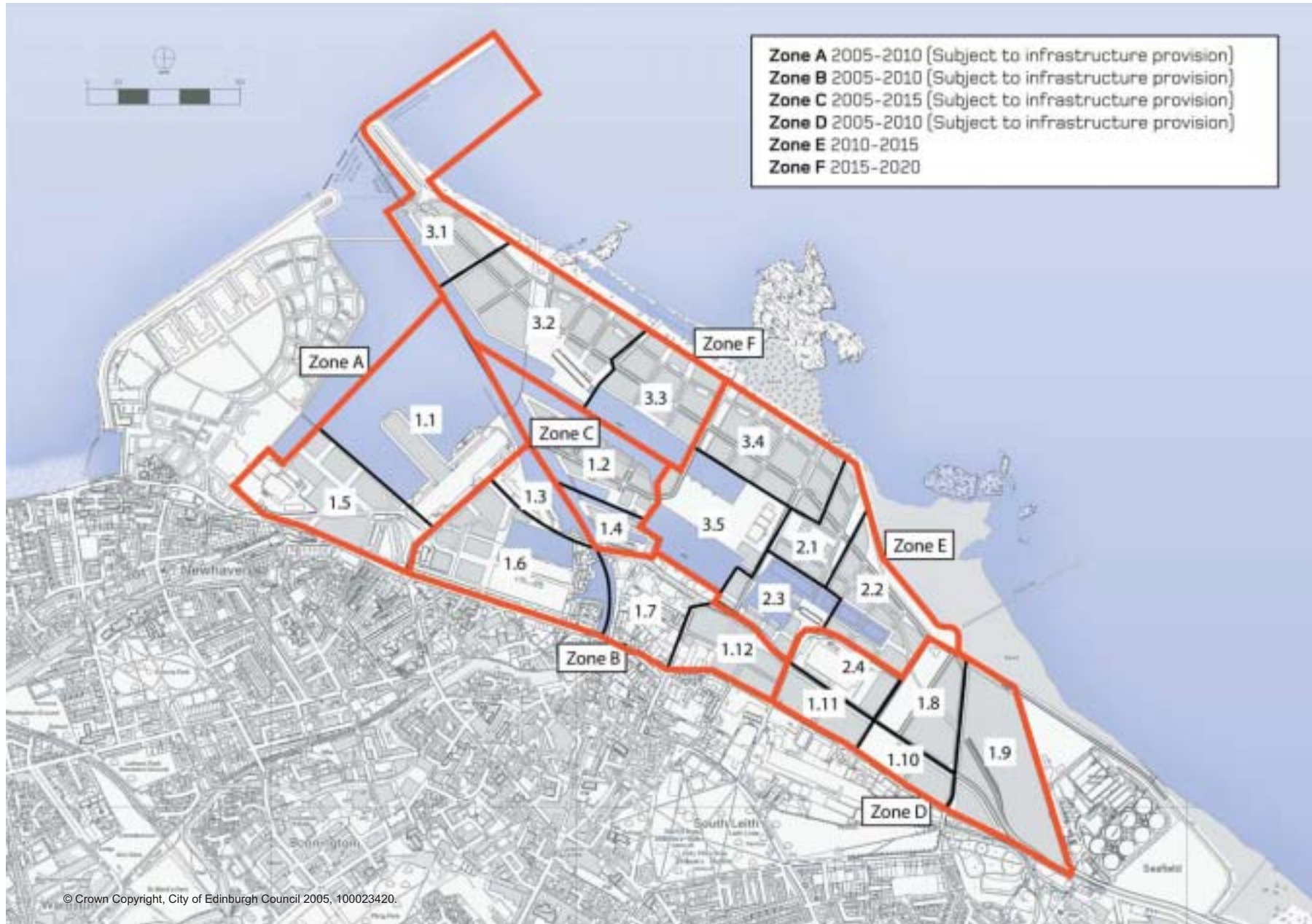


Figure 1.17

LDDF Site Sections

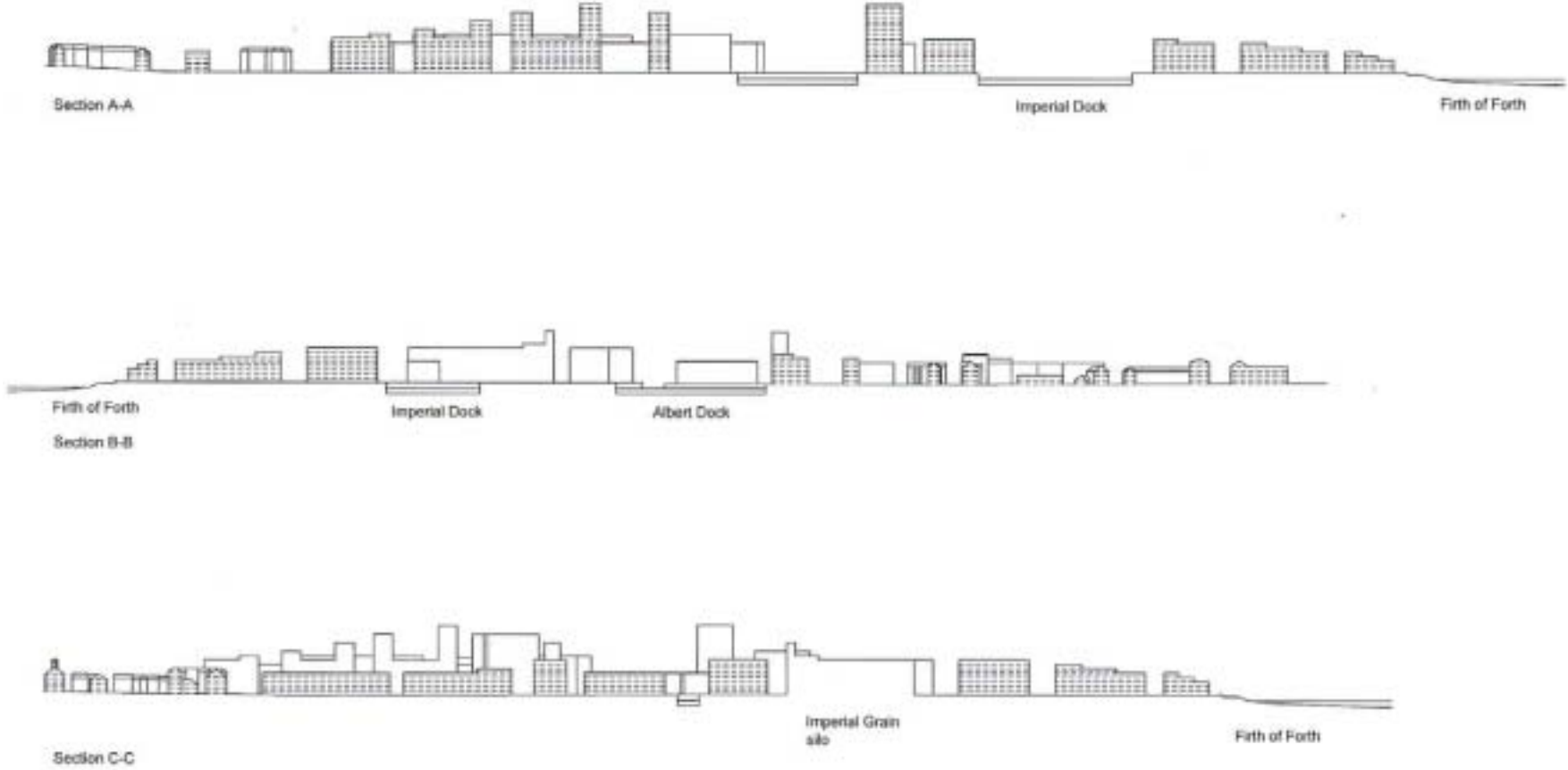
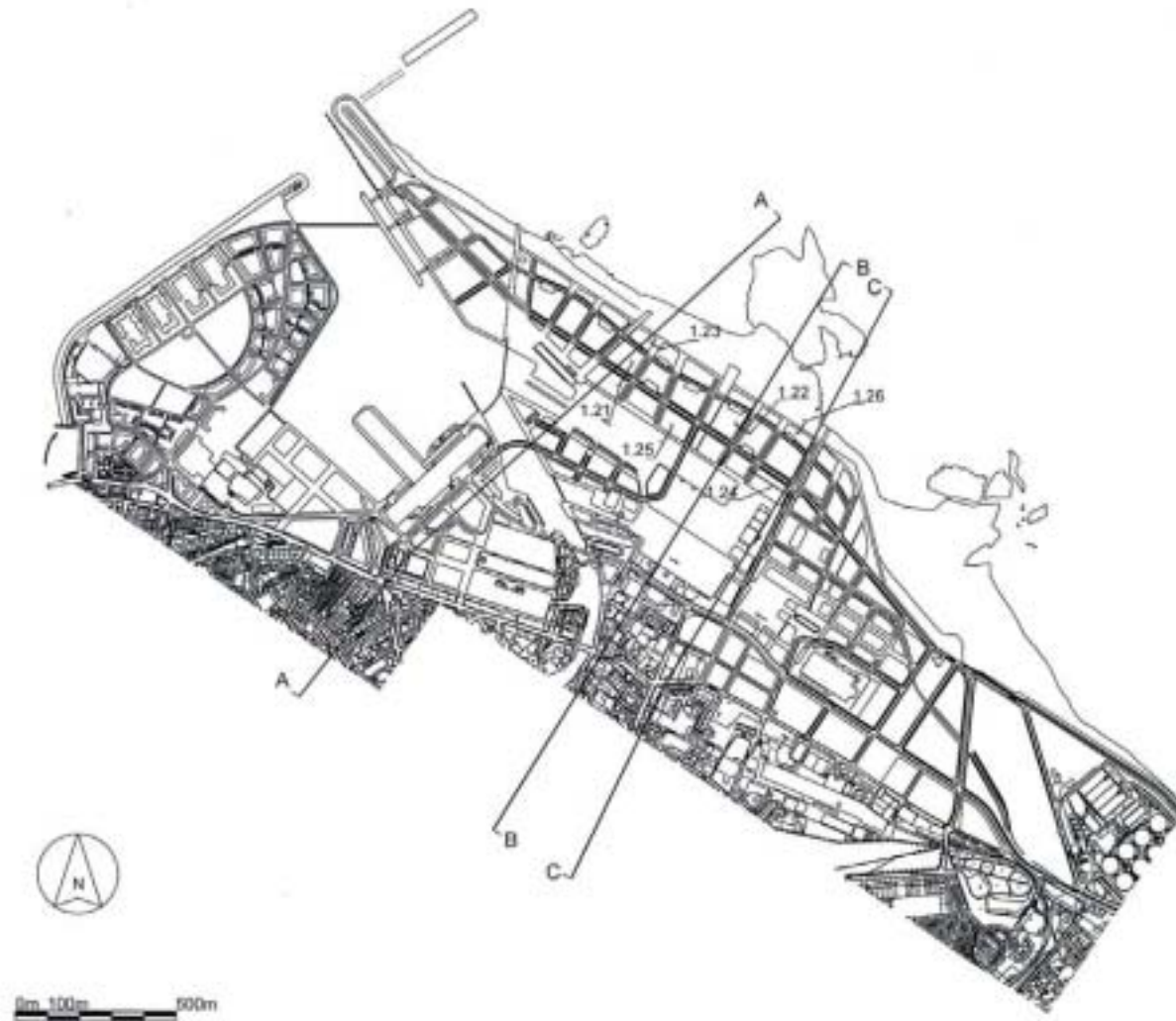


Figure 1.18
Section Key Plan



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Figure 1.19
Indicative Street Section, Local Distributor

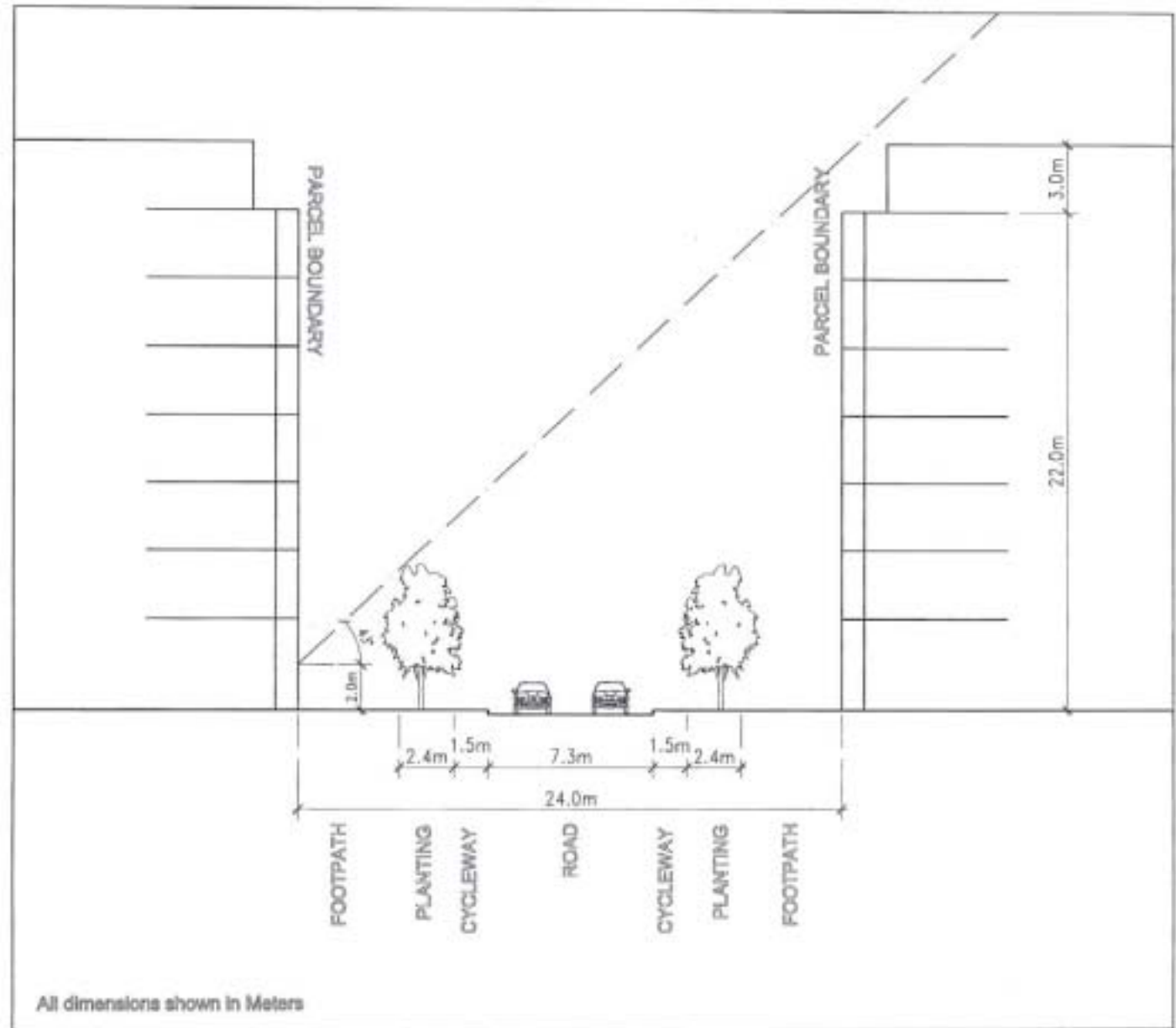


Figure 1.20

Indicative Street Section, Secondary Access

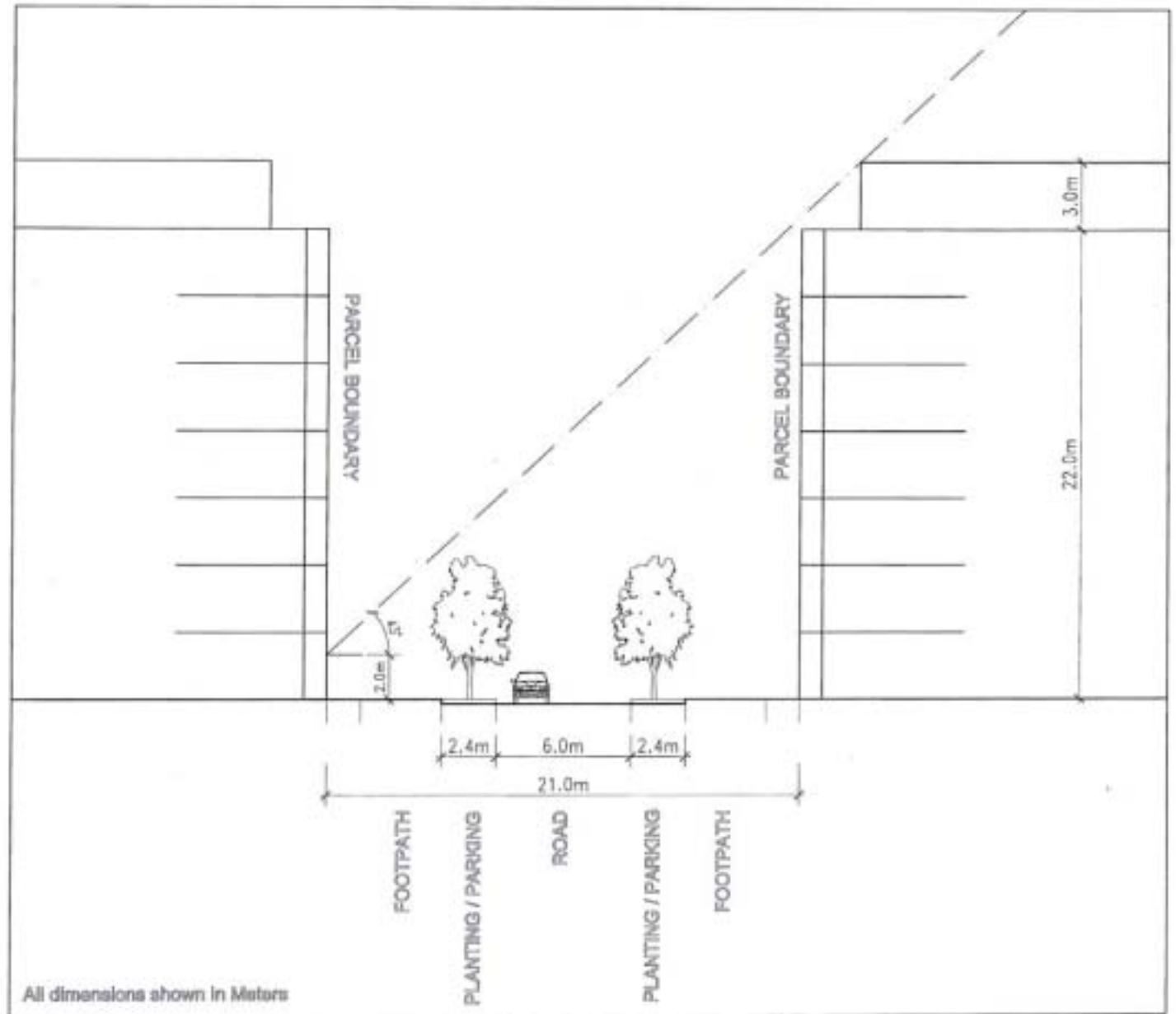


Figure 1.21

Indicative Street Section, Secondary Access

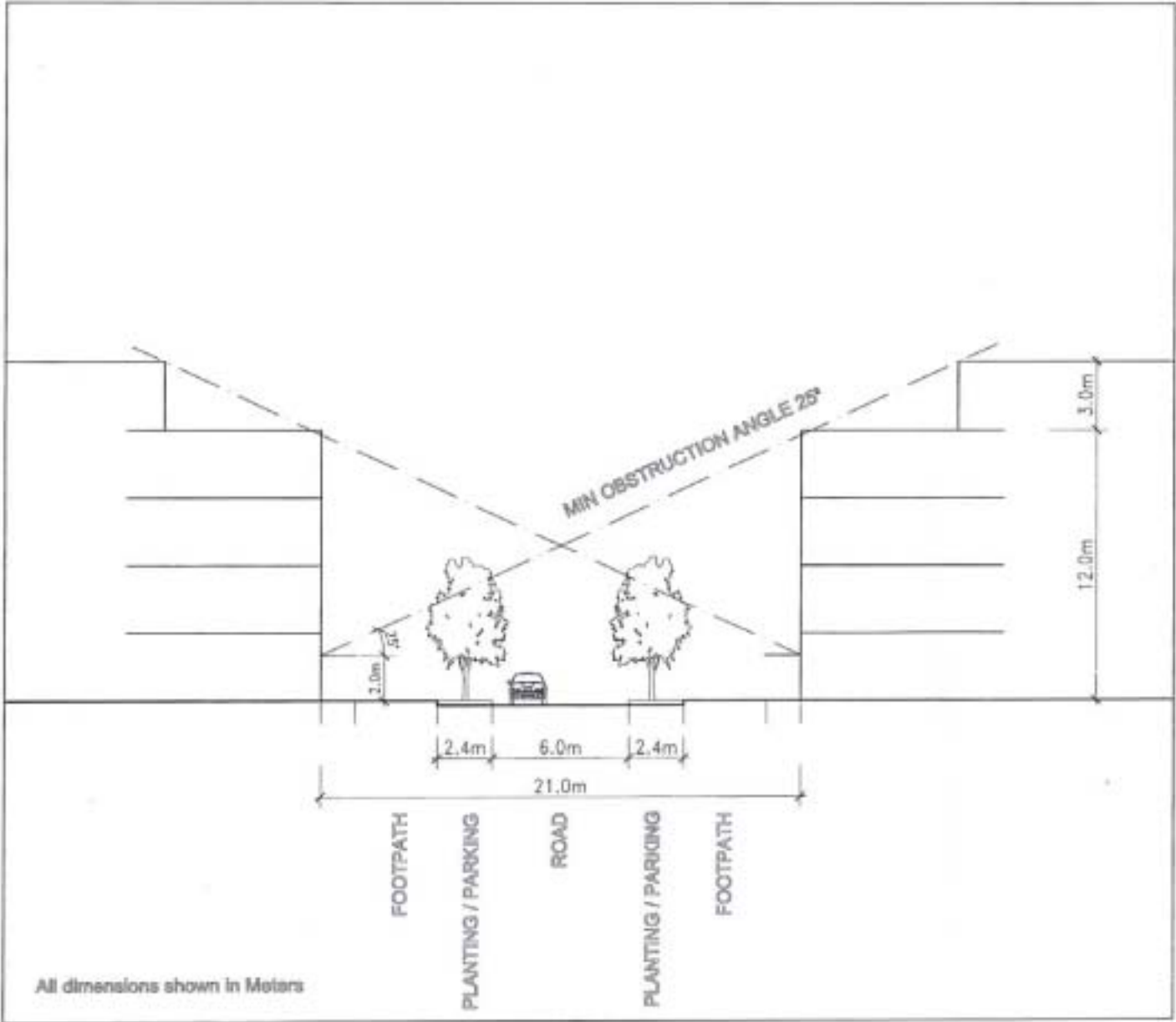


Figure 1.22

Indicative Street Section, Block Section

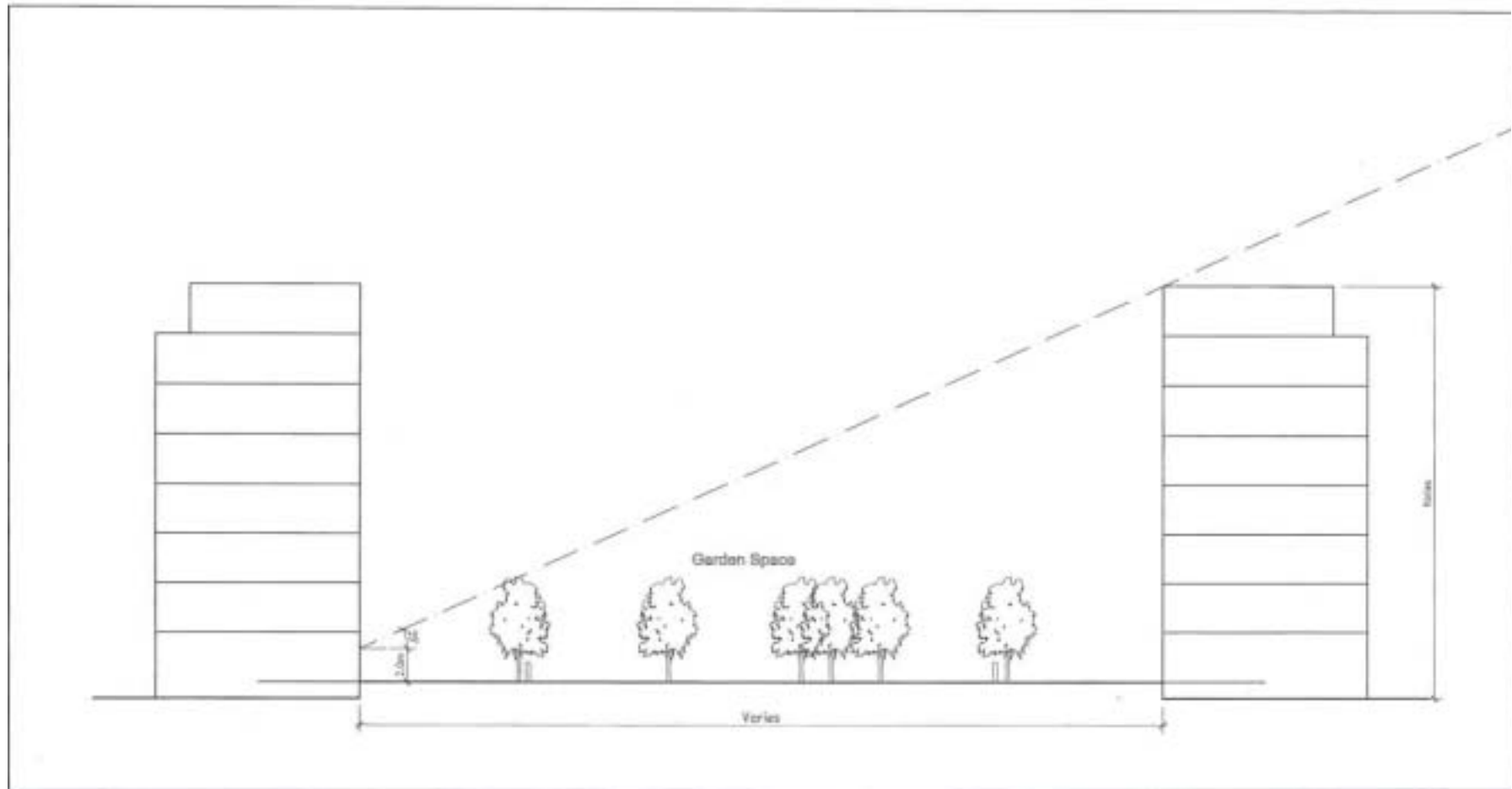


Figure 1.23
Indicative Street Section, Quay Edge

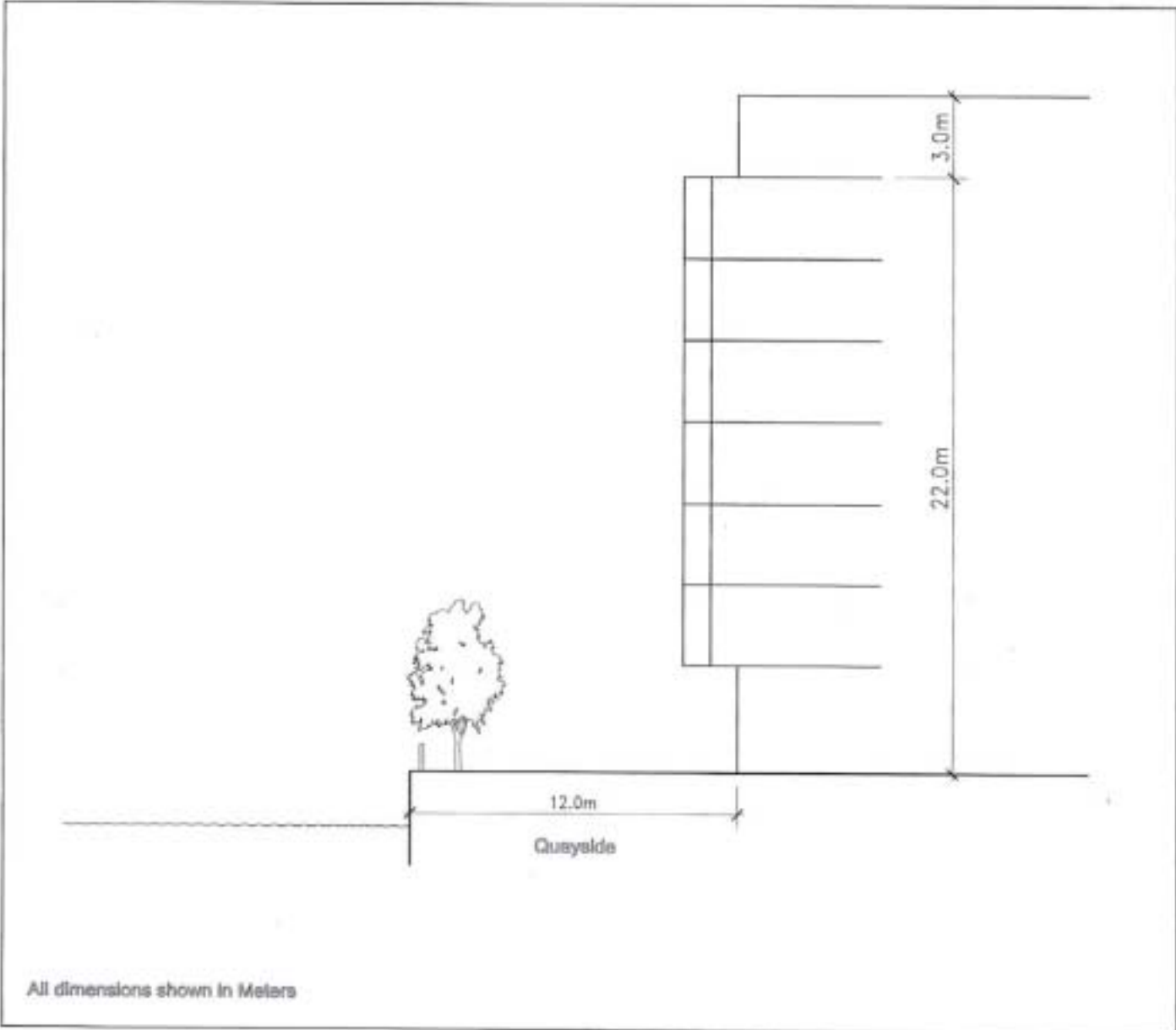
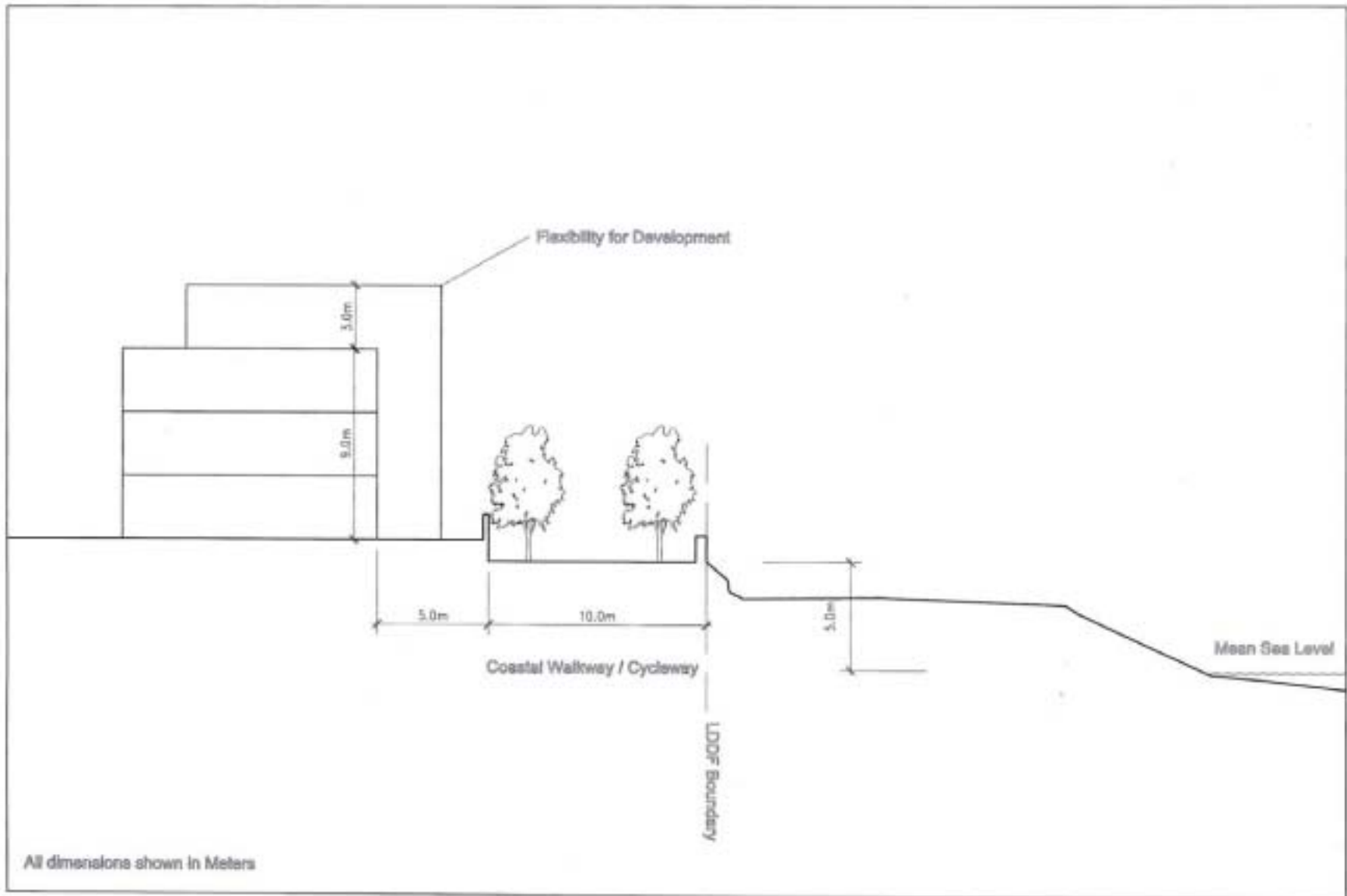


Figure 1.24

Indicative Street Section, Coastal Walkway/Cycleway



10 LDDF Proposals

10.1 The LDDF phasing has been developed in three distinct and clearly identified parcels, (Fig. 1.16):

- **Phase 1**
Ocean Terminal, Britannia Quay, Waterfront Plaza, Ocean Triangle, and the link to the Water of Leith, the industrial area and the parcels of land between Commercial Street and the new link road.
- **Phase 2**
The area around Edinburgh Dock, the new neighbourhood centre and the residential and schools campus out to the Firth of Forth.
- **Phase 3**
Edinburgh Harbour, the Central Park and the Northern Peninsula out to the new cruise liner facilities.

10.2 The development is currently projected to be completed in a time scale of 5-year periods per phase. This sequencing mirrors the release of operational land from Forth Ports and provides a natural extension of the development away from the centre of Leith to the sea front. It ensures that the neighbourhood centre facilities and secondary school are provided midway through the overall development of the area, though if necessary to serve population increases from the first phase, the facilities should be brought forward in the phasing. The detailed development dates within this broad phasing will be determined by the dates of commitment of vital infrastructure such as the tram.

10.3 The Framework anticipates that the market will continue to evolve throughout the course of the development. Assumptions and decisions will need to be reviewed at regular intervals to ensure that the development objectives can be achieved or improved.

Content

10.4 The mix of uses appropriate within the various phases will evolve over the course of the development programme. Uses appropriate to the LDDF area are outlined in general terms at Section 6. The Development Principles which follow provide a more fine-grained analysis, including reference to preferred uses where appropriate.

Figure 2.01 - Key



Height	Function
A: Up to 5	1a: Predominantly Residential (Predominantly Family) - To include social provision
B: 5-8	1b: Predominantly Residential (General) - To include social provision
C: 8-16	2: Strategic Rail Freight site / Potential Waste Transfer / Management Facility
*: Landmark	3: Industrial
Feature / Accent	4a: Commercial (Office / Ateliers)
	4b: Commercial (Port Activities)
X: Height subject to further study	5: Retail / Leisure
	6: Mixed Use
	7: Education
	8: Cultural / Public

Note: Buildings taller than 16 residential stories are subject to CEC high buildings study.

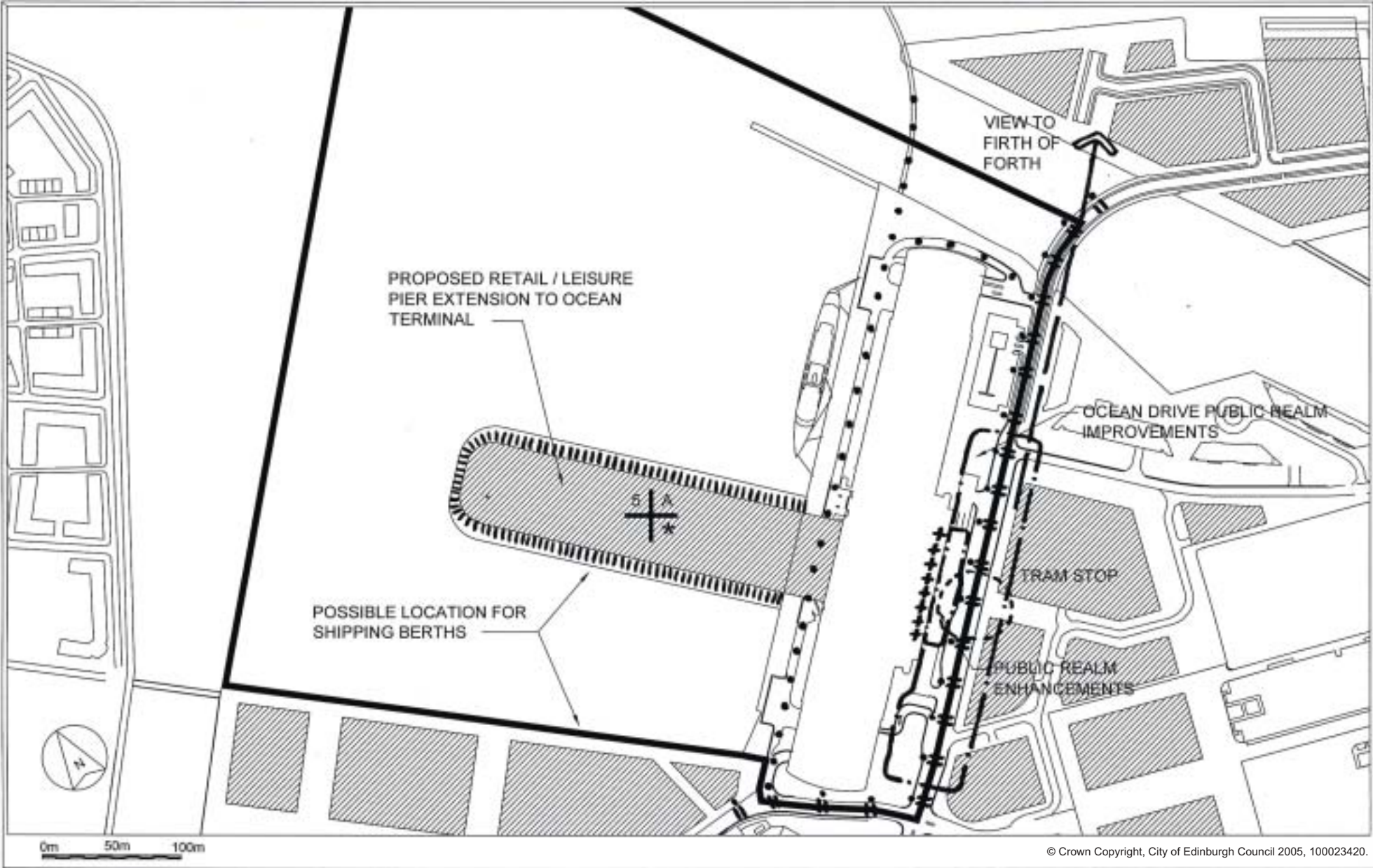
Development Principles

Site 1.1

Ocean Terminal

- 10.5** Proposals for this site should incorporate the items listed below and described in Fig. 2.02
- Provision for and enhancement of 24-hour pedestrian and cycle access to quayside should form a constituent part of the 'Western Harbour link'.
 - Provision of additional leisure and possibly retail facilities as part of a high-quality mixed use extension of Ocean Terminal into the Western Harbour basin. This building could provide the physical capacity for a further large department store (See Section 6 – Retail), and a range of leisure and other retail functions, water taxi arrival point and berthing for other maritime activities. The quayside can also provide external market and event spaces, served by the current bus and future tram stops.
 - Provision of berthing facilities for vessels around new extension to Ocean Terminal, including marina berthing facilities, and berthing facilities for larger vessels.
 - Enhancement of public realm at entrance to Ocean Terminal and new tram halt, and enhanced linkages across Ocean Drive to Waterfront Plaza.
 - Public realm enhancements to Ocean Drive, to encourage a high degree of permeability into the outer areas of the LDDF.

Figure 2.02



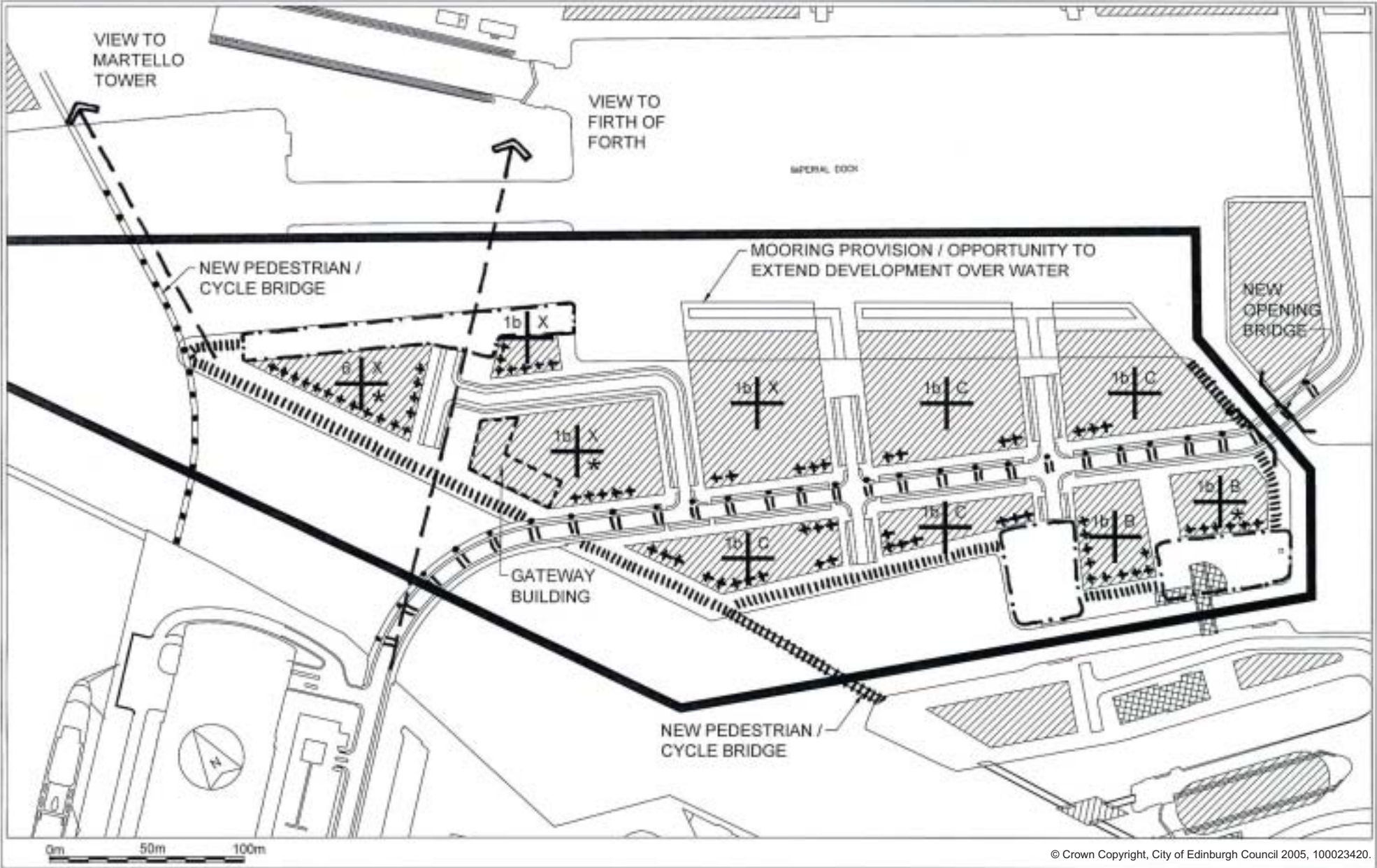
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Site 1.2 Edinburgh Harbour

10.6 Proposals for this site should incorporate the items listed below and described in Fig. 2.03

- Provision of high quality public realm, through streetscape and public open space in the form of quayside activity, and pocket parks, to form a hierarchy of routes and spaces and encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- An appropriate mix of uses in accordance with Section 6 of this document.
- Special active building frontages should be concentrated along quayside areas, and key points along the central spine road.
- Massing and layout should be organised around a central spine road with the majority of development to the north and south of this link. Development heights, building design and lighting at the north-west end of the site (blocks identified with height 'X') are restricted subject to detailed assessment of their potential impact on the Imperial Dock SPA and the agreement of Scottish Natural Heritage. Pedestrian access to certain areas of quayside to the north and possibly south of the colony will have to be restricted at certain times of year to avoid potential conflict with the interests of the colony.
- Provision of a new road bridge link to the south, to provide separation of vehicular, pedestrian and cycle modes of transport and a new pedestrian / cycle bridge to the north and south of the westernmost tip of the site. Where the 'Marine Trail' meets with the road bridge/central spine road, pedestrian convenience in crossing the road should be achieved through the design detail of the bridge and road in this location.
- Provision for berthing of larger vessels on the quayside of Imperial Dock, including liner and naval vessels.

Figure 2.03



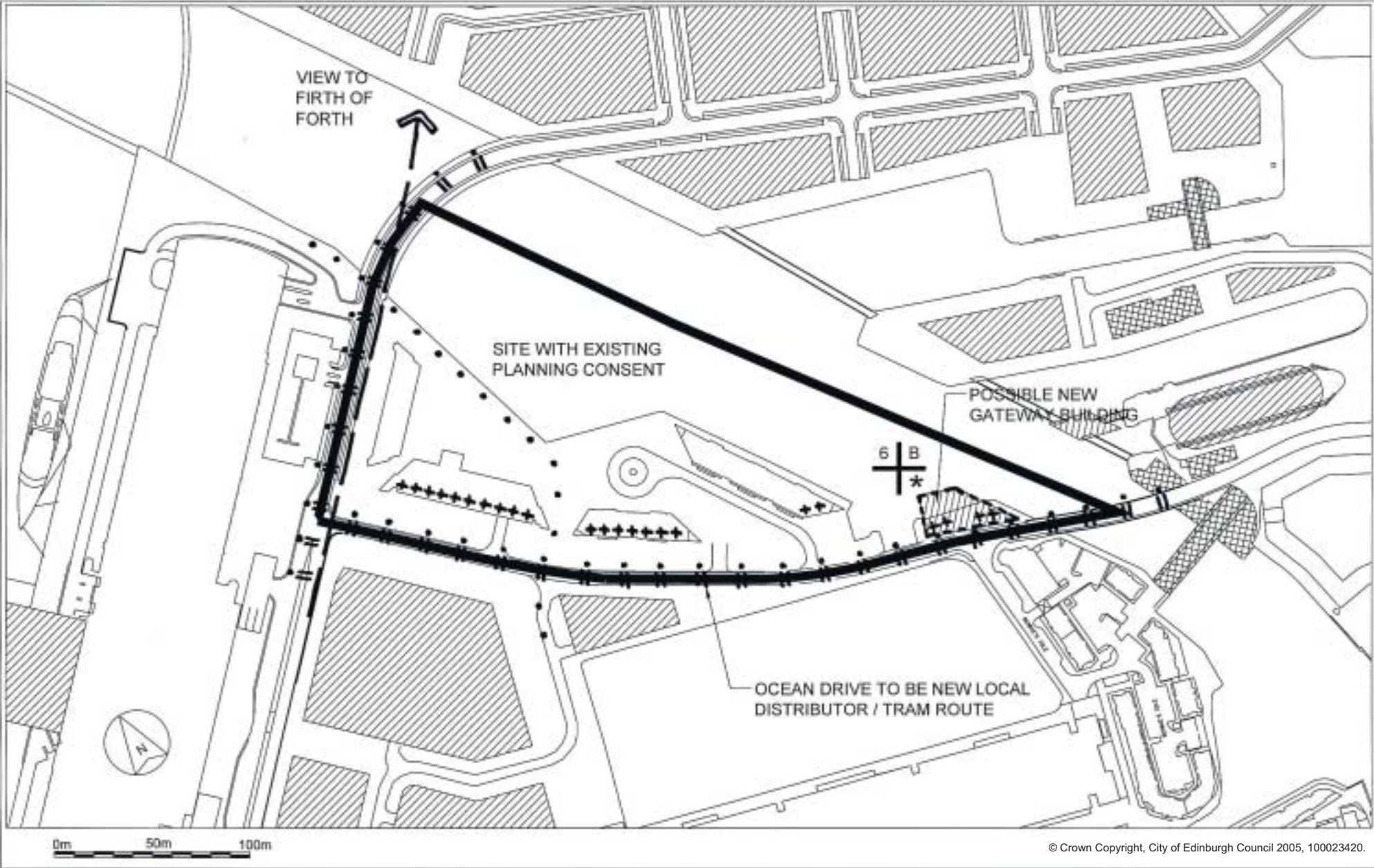
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Site 1.3

Ocean Point and Skyliner Sites

- 10.7** Proposals for this site should incorporate the items listed below and described in Fig. 2.04
- The majority of this area is formed by development that currently has detailed planning consent. Should new proposals come forward for these plots, they will be subject to the principles set out in the document, for example in the provision of special active frontages to Ocean Drive.
 - Provision of a high quality public realm, through streetscape and public open space in the form of quayside activity, and pocket parks, to form a hierarchy of routes and spaces and encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
 - Provision of an enhanced public realm to Ocean Drive to the south of the area should provide separation of vehicular, pedestrian and cycle modes of transport. The existing eastern road bridge link should be improved to accommodate this.
 - A new mixed-use gateway building could be formed to the east of the site; this should form a landmark and be of the highest design quality.
 - An appropriate mix of uses in accordance with Section 6 of this document.

Figure 2.04



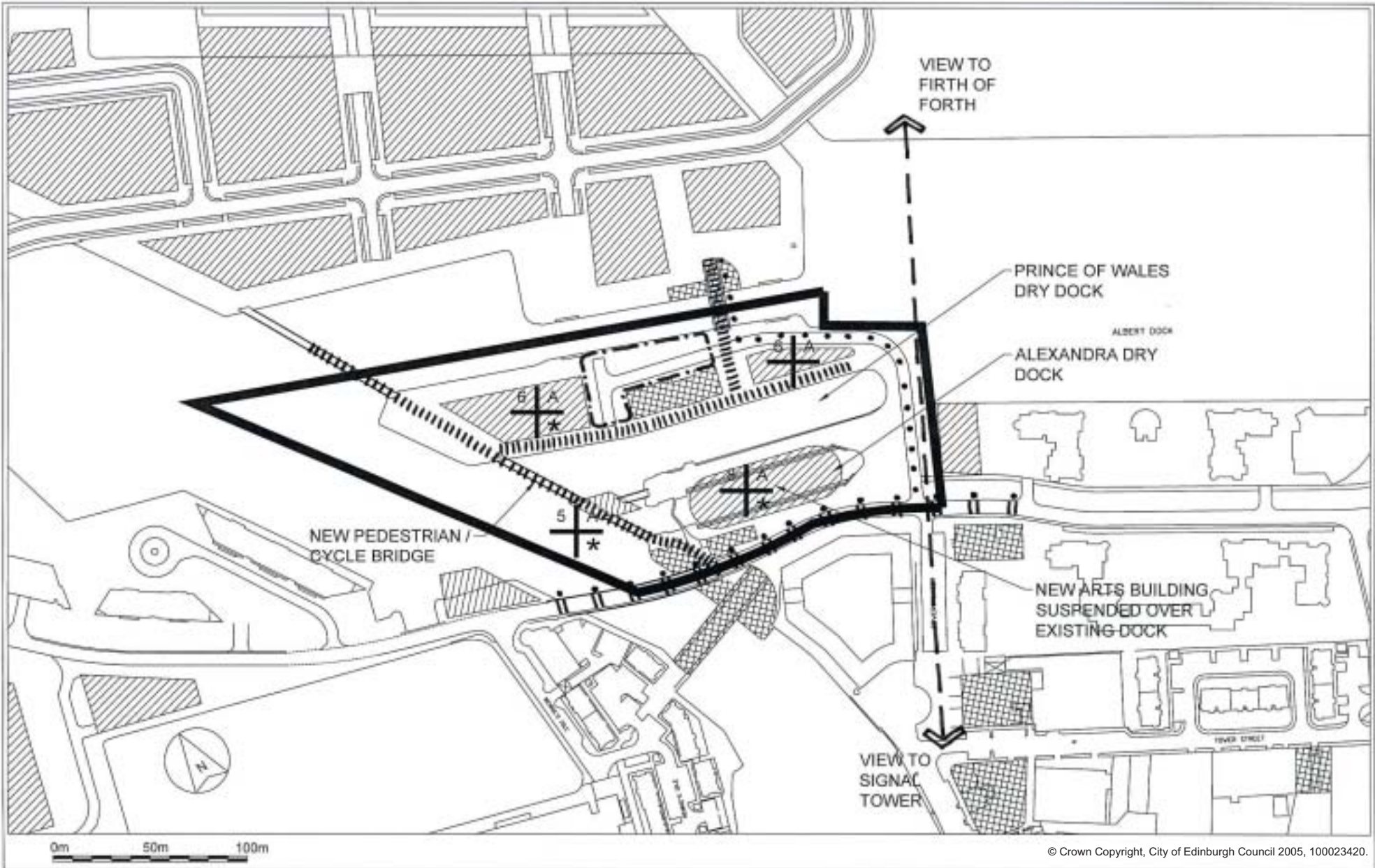
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Site 1.4

Alexandra and Prince of Wales Dry Docks

- 10.8** Proposals for this site should incorporate the items listed below and described in Fig. 2.05
- Provision of a high quality public realm, through streetscape and public open space in the form of quayside activity, and pocket parks, to form a hierarchy of routes and spaces and encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
 - Provision of new pedestrian bridge links should form a continuation of The Shore and form part of the 'Marine Trail' to the Martello Tower.
 - Development should seek to provide an appropriate mix of uses in accordance with Section 6 of this document.
 - Massing and layout should be organised around the existing quays. Building heights and massing should be low to reflect the role of this area as part of the connection space between the existing area of Leith and the areas to the north.
 - Sensitive enhancement and adaptive rehabilitation of Alexandra Dry Dock to form new Docklands Information Centre – the focus of the 'Dockland Centre'.

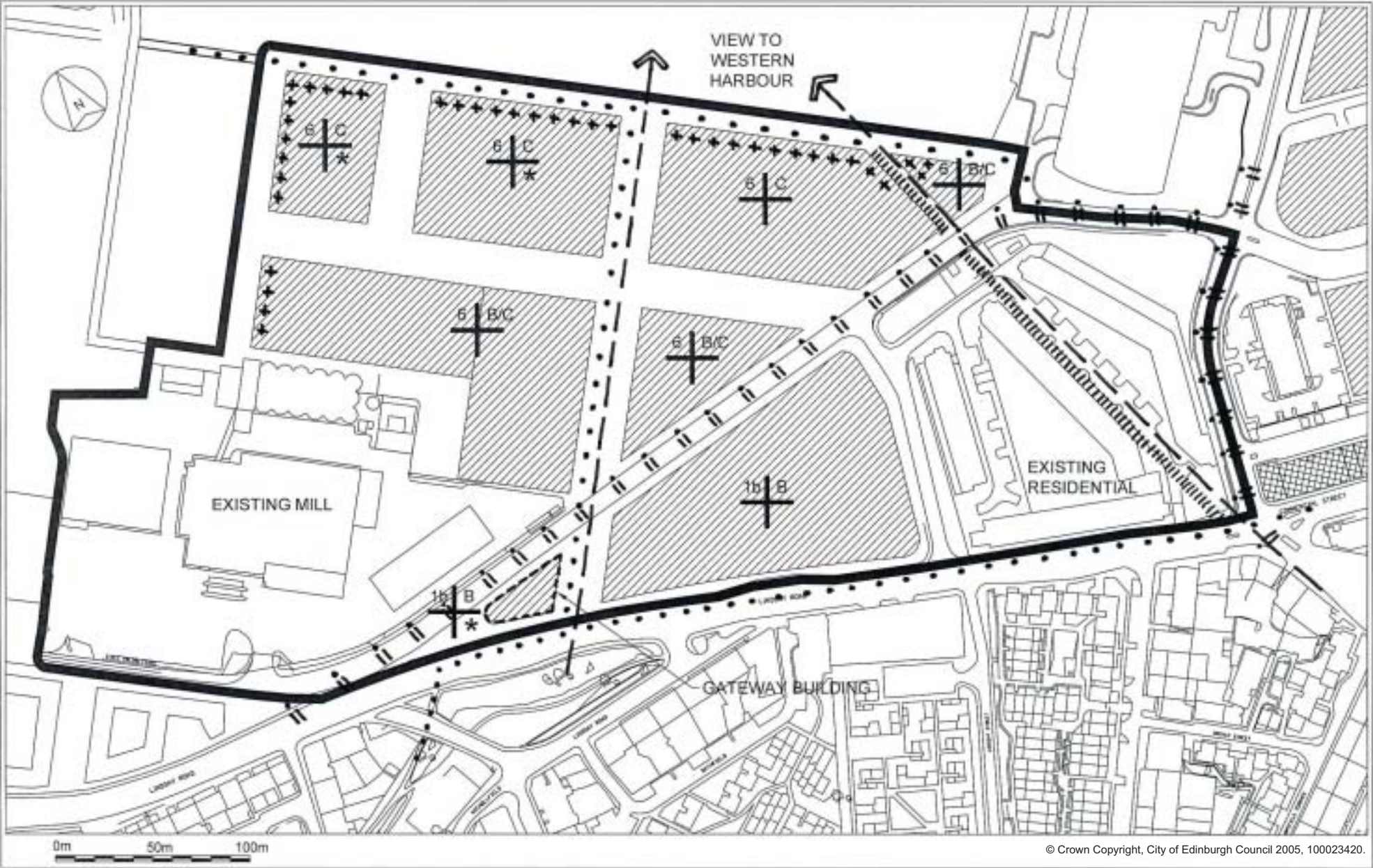
Figure 2.05



Site 1.5 Britannia Quay

- 10.9** Proposals for this site should incorporate the items listed below and described in Fig. 2.06
- Provision of a high quality public realm, through streetscape and public open space in the form of quayside activity, and pocket parks, to form a hierarchy of routes and spaces and encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
 - An appropriate mix of uses possibly including a hotel, major commercial leisure use and a performance arena, in accordance with Section 6 of this document.
 - Provision of an enhanced public realm to Ocean Drive to the south of the area should provide separation of vehicular pedestrian and cycle modes of transport. The existing western link to Lindsay Road adjacent to the existing mill site should be provided as the main vehicular approach to the LDDF area from the west.
 - Provision for and enhancement of pedestrian and cycle access to the quayside should form a constituent part of the 'Western Harbour' link. A pedestrian/cycle link should be provided through the site to the south to link directly with the existing cycleway at Anchorfield.
 - Massing and layout should be organised around the existing quayside and road structure. Massing should generally reflect that of the existing context to the south of the area. Massing may increase toward the north of the site area.

Figure 2.06



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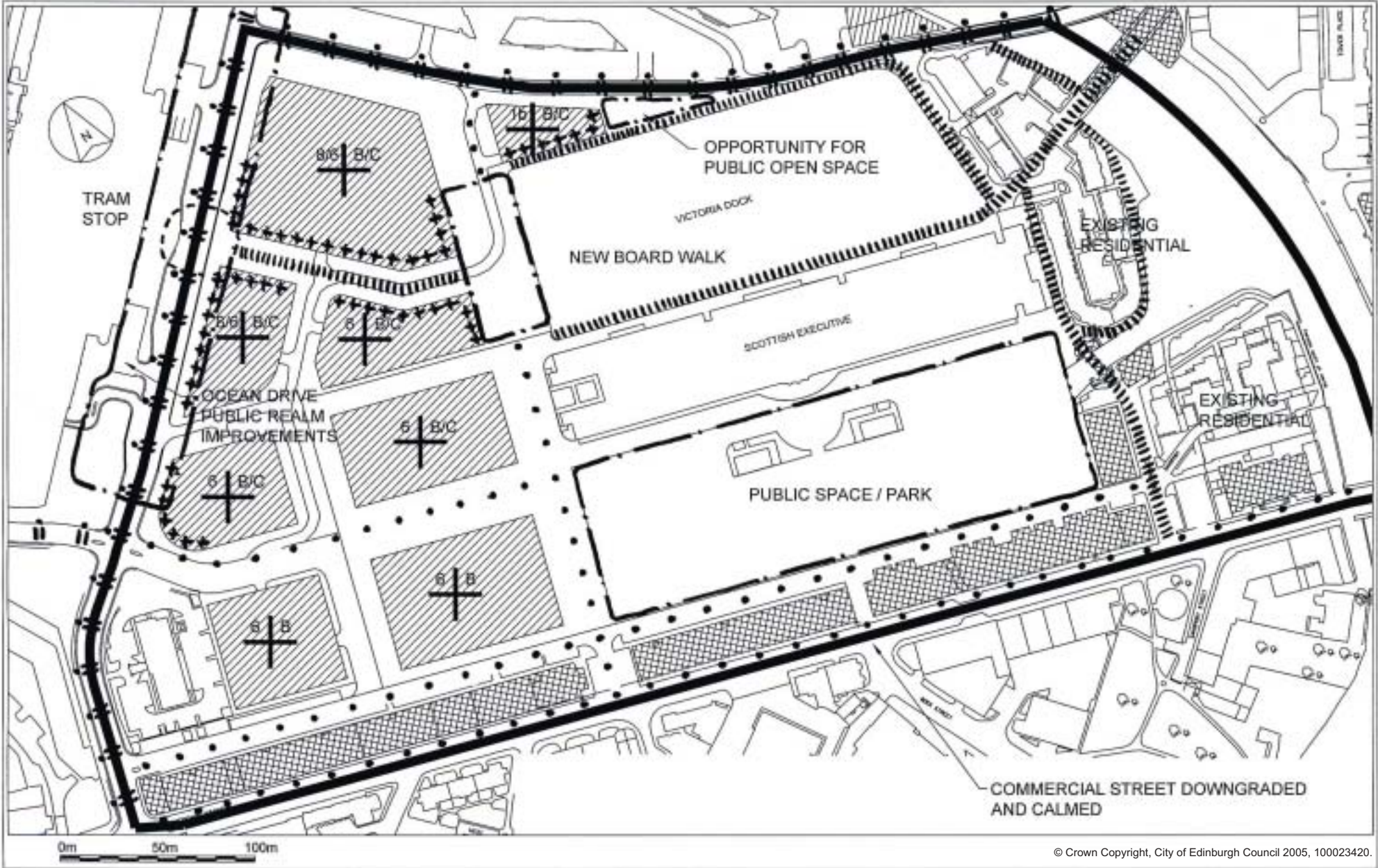
Site 1.6

Victoria Dock / Waterfront Plaza / Ocean Triangle

10.10 Proposals for this site should incorporate the items listed below and described in Fig. 2.07

- A public open space to the north-west of the Scottish Executive building at Victoria Quay should be provided to enhance the provision of walkway linkage from the Shore.
- The creation of underground car parking to the south of the Scottish Executive building in order to create a major new public space, possibly making use of shallow water as a security barrier, would be desirable.
- Provision of an enhanced public realm to Ocean Drive should provide separation of vehicular pedestrian and cycle modes of transport and active building frontages. The existing link to Junction Street should be provided as the main vehicular approach to the LDDF area from the western part of Leith. The roundabout access should be removed and the junction converted to traffic signals with pedestrian and cycle crossing facilities.
- Provision of special active building frontages to Ocean Drive, the main pedestrian routes and public spaces.
- Provision for and enhancement of pedestrian and cycle access to quaysides of Victoria Dock should form a constituent part of a permeable network of routes. Opportunity for public realm improvements to Commercial Street to reduce traffic flow and speed, providing greater emphasis on pedestrian and cycle routes.
- An appropriate mix of uses in accordance with Section 6 of this document.
- Massing and layout should be organised around a network of routes.

Figure 2.07



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Site 1.7 The Shore

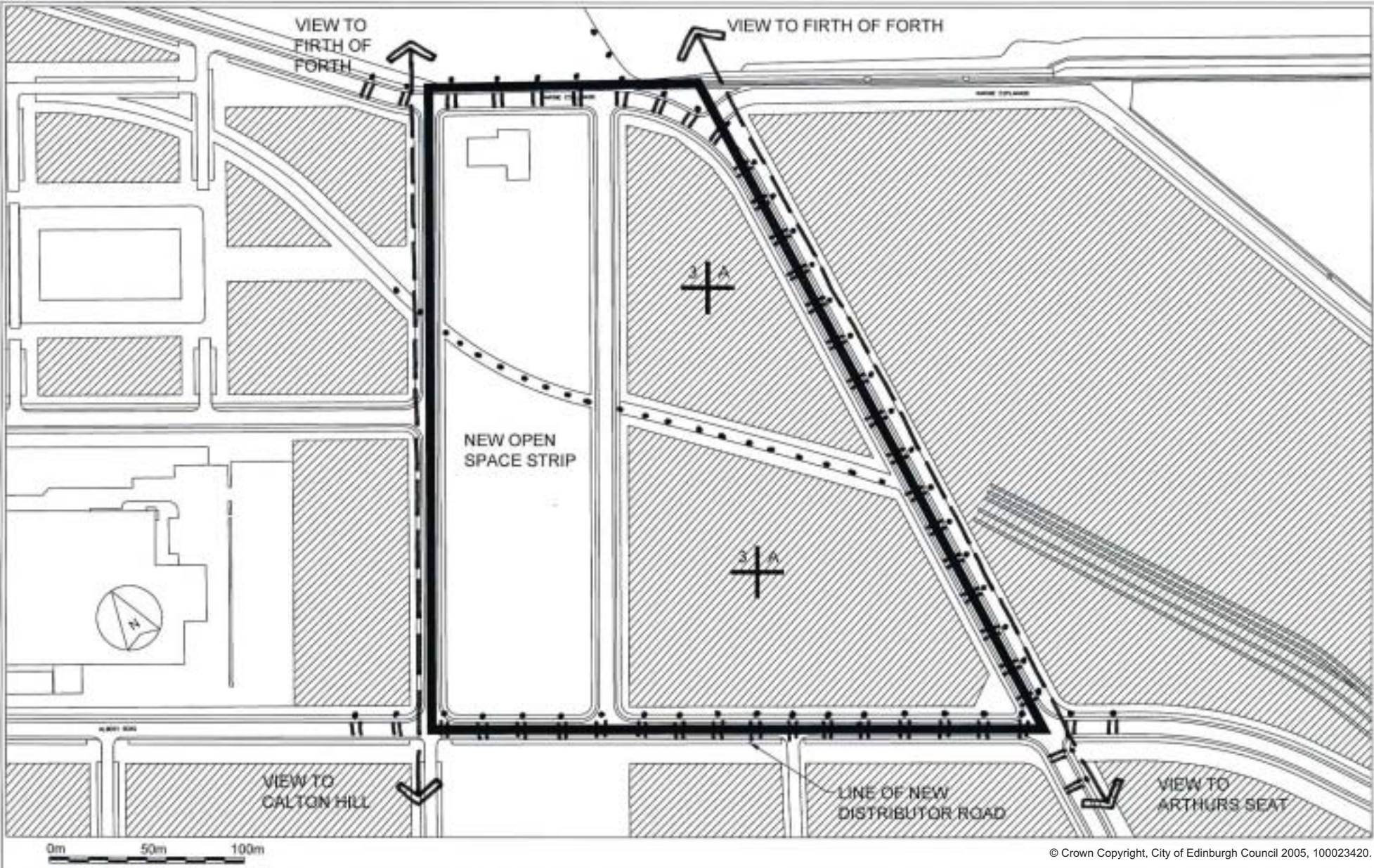
- 10.11** Proposals for this site should incorporate the items listed below and described in Fig. 2.08
- Existing mix of functions within existing buildings should be retained.
 - Provision for and enhancement of pedestrian and cycle access to The Shore should form part of the 'Marine Trail' to the Martello Tower. This should also form a constituent part of a permeable network of routes.
 - Opportunity for significant public realm improvements to Bernard Street to reduce traffic flow and speed, providing greater emphasis on pedestrian and cycle routes. Provision should be made for public / civic events and gatherings.
 - Provision of an enhanced public realm to Ocean Drive should provide separation of vehicular, pedestrian and cycle modes of transport. Enhancement of the role of Ocean Drive should mitigate possible severance through the provision of adequate controlled crossing points, including further facilities when tram line 1 is constructed.
 - Major improvements to the existing public realm and pedestrian environment along The Shore.
 - A pocket park focused on the 3 listed Albert Dock cranes should be created on the south-east corner of Albert Dock.

Site 1.8

Albert Road

- 10.12** Proposals for this site should incorporate the items listed below and described in Fig. 2.09
- Provision of a landscaped strip of sports pitches and related facilities, intended to perform a combined role serving the pitch sport needs of the new secondary school and the general community. The landscaping solution for this strip should include trees enclosing the various elements to provide wind shelter and a unifying visual effect.
 - New provision for industrial, storage, distribution or small-scale office use should be made. Layout should remain flexible within the site area to allow for a variety of operational activities, though where possible good urban design practice in terms of layout will be expected. Vistas should be maintained that run through the site area.
 - Provision of an enhanced public realm to Ocean Drive and Albert Road should provide separation of vehicular, pedestrian and cycle modes of transport.
 - The extension of Seafield Place should form the main vehicular access to the Northern Peninsula area from the east, and provide separation of vehicular, pedestrian and cycle modes of transport.

Figure 2.09



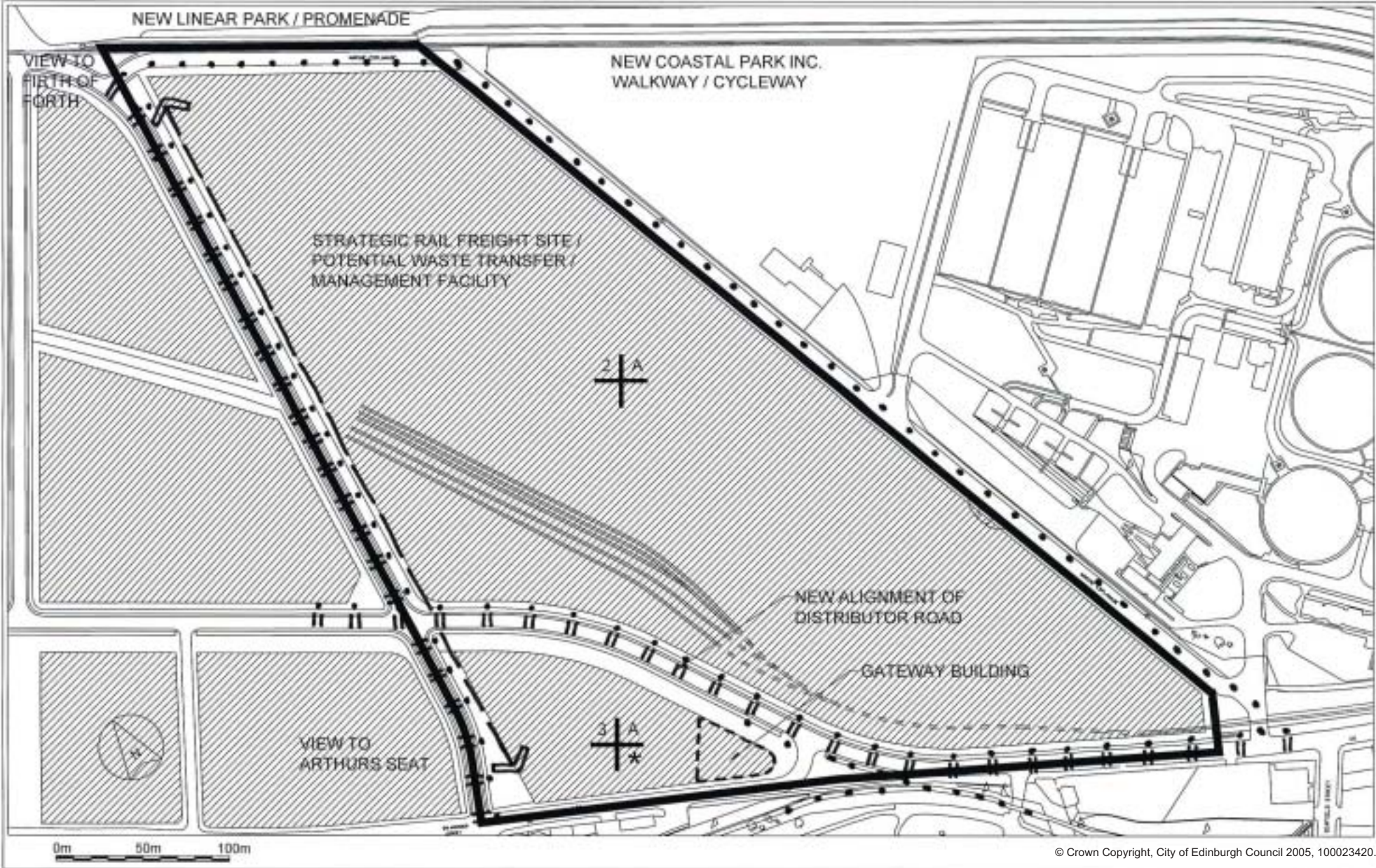
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Site 1.9 Marine Esplanade

10.13 Proposals for this site should incorporate the items listed below and described in Fig. 2.10

- New provision for strategic rail freight and waste transfer/management facilities should be safeguarded in the industrial park. The layout should remain flexible within the site area to allow for a variety of operational activities, though where possible good urban design practice in terms of layout will be expected. Vistas should be maintained that run through the site area.
- At least one existing rail line and sidings should be maintained within the area to allow for connection by rail. The proposed strategic rail freight facility could provide a replacement for the existing facilities to the south-west.
- Significant public realm improvements should be made to Salamander Street to reduce traffic flow and speed, providing greater emphasis on pedestrian and cycle routes. Provision of an enhanced public role to Ocean Drive should provide separation of vehicular, pedestrian and cycle modes of transport. Ocean Drive should become the main access to the LDDF area from the east.
- The extension of Seafield Place should form the main vehicular access to the Peninsula area from the east, and provide separation of vehicular pedestrian and cycle modes of transport. The existing road access route, Marine Esplanade, should be downgraded or possibly closed at an appropriate location, to reduce unnecessary vehicular traffic over the existing level crossing.
- The gateway building at the junction with Ocean Drive and Salamander Street will require to be of particularly high design quality due to its prominent location.

Figure 2.10



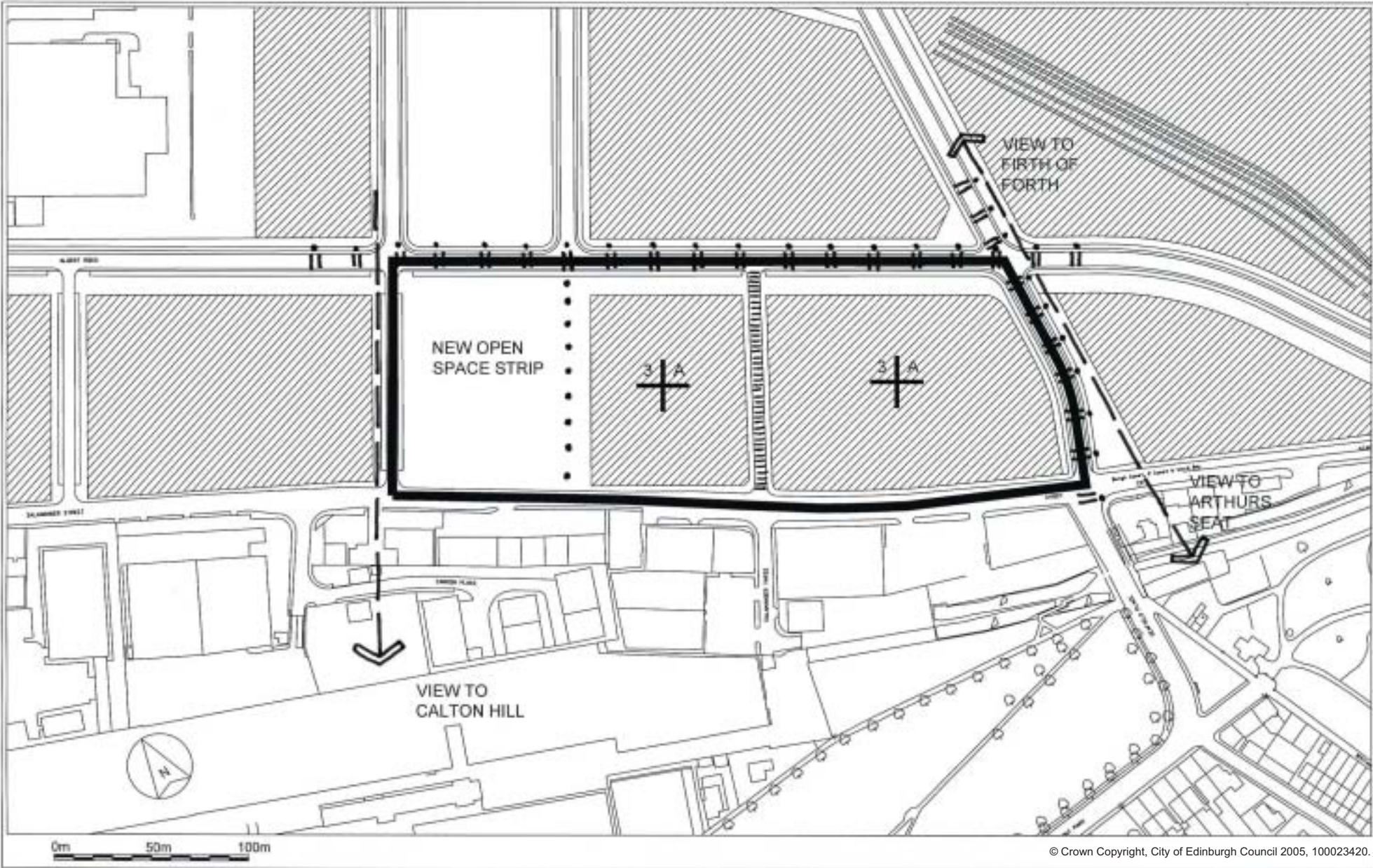
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Site 1.10
Seafield Place

10.14 Proposals for this site should incorporate the items listed below and described in Fig. 2.11

- Provision of a landscaped strip of sports pitches and related facilities, intended to perform a combined role serving the pitch sport needs of the new secondary school and the general community.
- Significant public realm improvements should be made to Salamander Street to reduce traffic flow and speed, providing greater emphasis on pedestrian and cycle routes. Provision of an enhanced public role to Ocean Drive, should provide separation of vehicular, pedestrian and cycle modes of transport. Ocean Drive should become the main access to the LDDF area from the east.
- An appropriate mix of uses in accordance with Section 6 of this document. Proposed uses will be influenced by existing noise-generating uses nearby.
- Massing and layout should be organised around a network of routes. Massing should generally reflect that of the existing context.

Figure 2.11



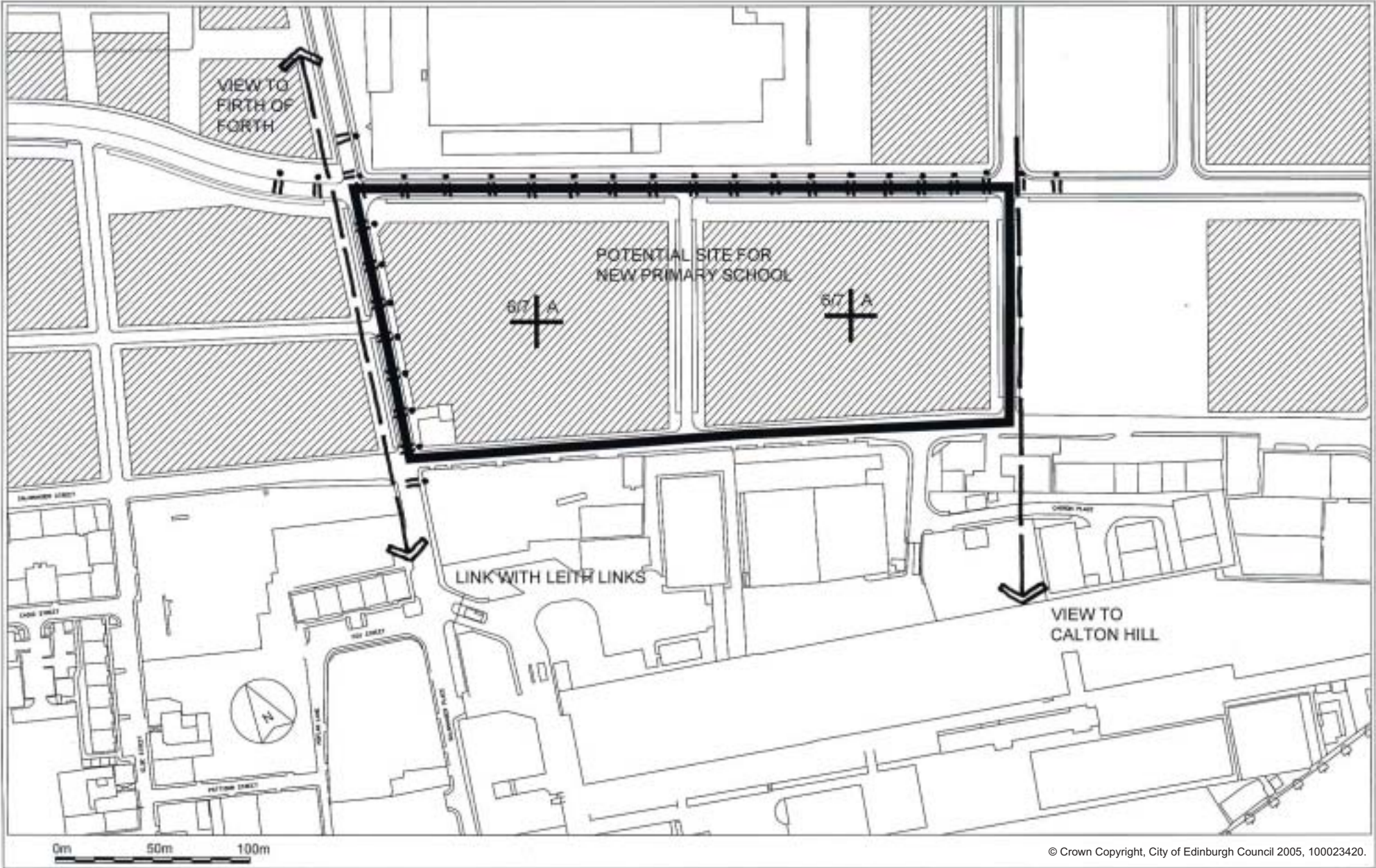
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Site 1.11

Salamander Place

- 10.15** Proposals for this site should incorporate the items listed below and described in Fig. 2.12
- Significant public realm improvements should be made to Salamander Street to reduce traffic flow and speed, providing greater emphasis on pedestrian and cycle routes. Provision of an enhanced public role to Ocean Drive should provide separation of vehicular, pedestrian and cycle modes of transport. Ocean Drive should become the main access to the LDDF area from the east.
 - An appropriate mix of uses in accordance with Section 6 of this document. Proposed uses will be influenced by any existing noise-generating uses nearby.
 - Massing and layout should be organised around a network of routes. Massing should generally reflect that of the existing context.
 - This site is well-placed to accommodate those educational and community facilities to be shared by both the new and existing communities of Leith.
 - This site would provide a suitable location for one of the non-denominational primary schools to serve both the new and existing communities of Leith.

Figure 2.12

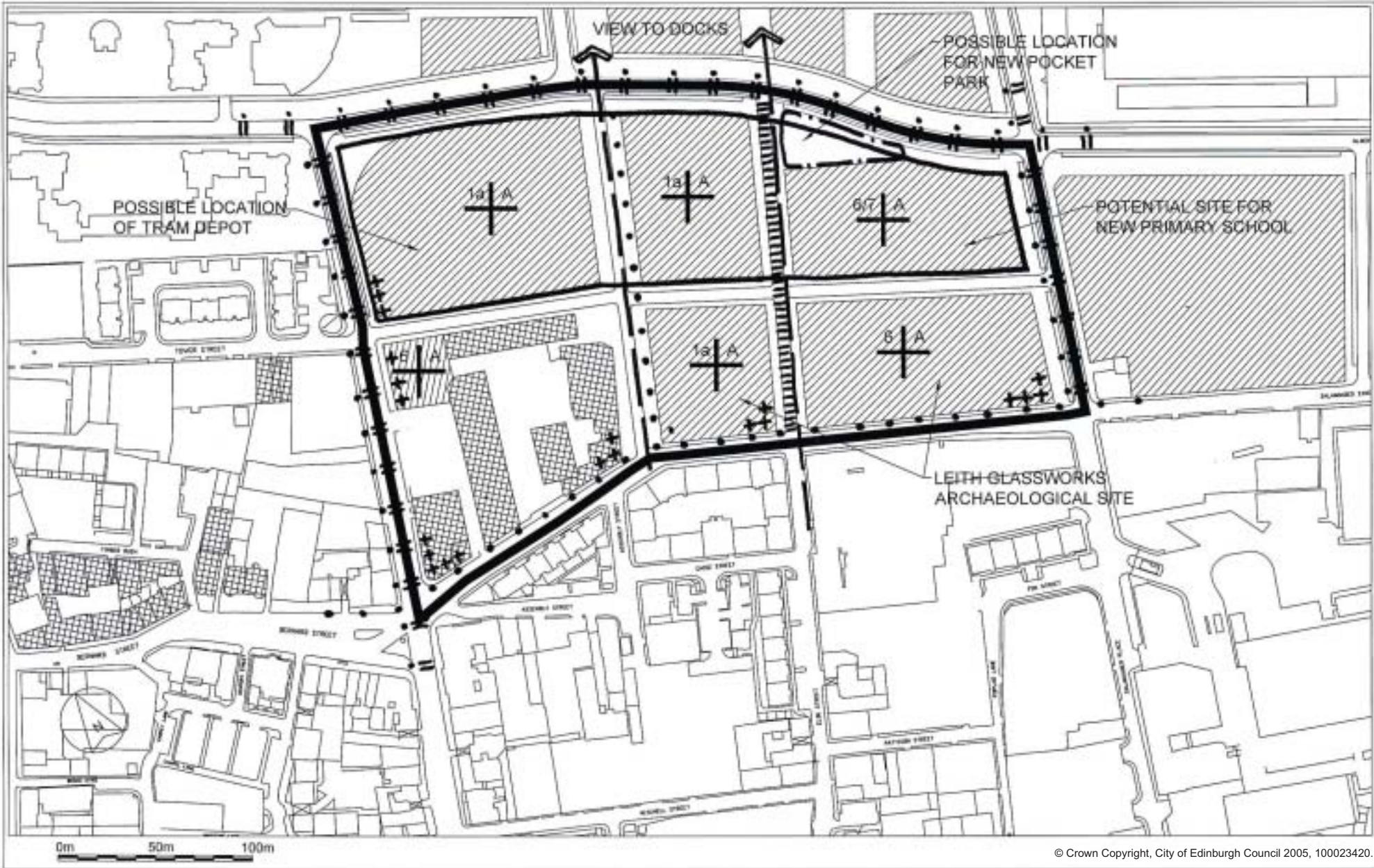


Site 1.12 Baltic Street

10.16 Proposals for this site should incorporate the items listed below and described in Fig. 2.13

- Significant public realm improvements should be made to Salamander Street and Baltic Street to reduce traffic flow and speed, providing greater emphasis on pedestrian and cycle routes. Provision of an enhanced public realm to Ocean Drive, should provide separation of vehicular, pedestrian and cycle modes of transport. Ocean Drive should become the main access to the LDDF area from the east.
- Vistas should be maintained that run through the site area providing visual linkage to the wider area.
- An appropriate mix of uses in accordance with Section 6 of this document.
- Massing and layout should be organised around a network of routes. Massing should generally reflect that of the existing context.
- Part of this site covers the Leith Glassworks archaeological site. Development proposals should address the potential to preserve any archaeological remains of the glassworks and incorporate them and interpretation facilities into their design, for example through the creation of public space.
- The provision of the northern part of the site as a tram depot as currently proposed by TIE would sever parts of the LDDF area physically and visually from Leith's existing core. Residential development consisting predominately of urban family housing, with mixed use development adjacent to Bernard Street and the site's eastern boundary are preferred. If this site is not required for the tram depot, it would be well-placed to accommodate one of the non-denominational primary schools to serve both the new and existing communities of Leith.

Figure 2.13



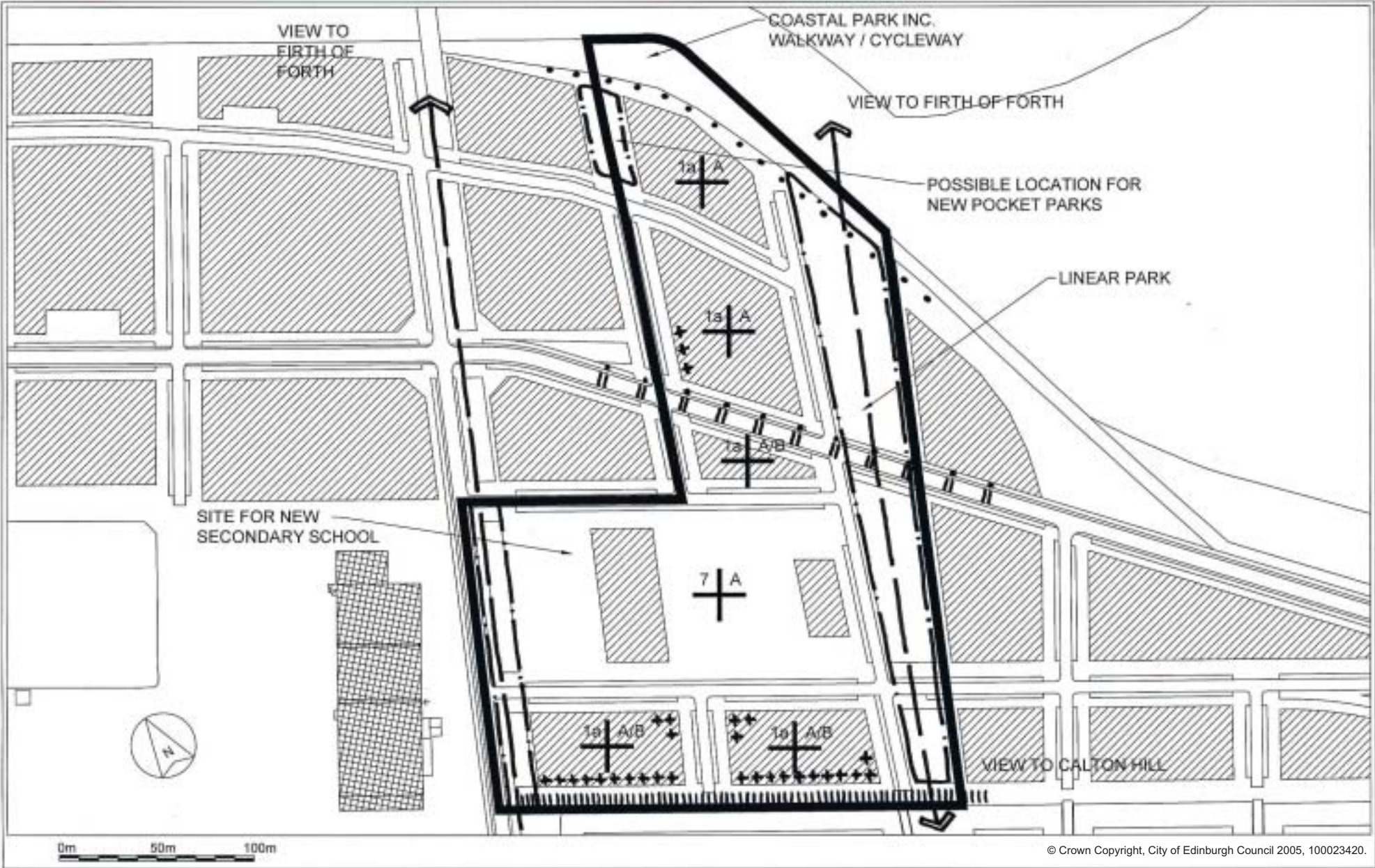
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Site 2.1 East Craigs

10.17 Proposals for this site should incorporate the items listed below and described in Fig. 2.14

- Provision of a high quality public realm, through streetscape and public open space in the form of quayside activity, pocket parks and coastal park, to form a hierarchy of routes and spaces and encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- Provision of local services should be made at the quayside of Edinburgh Dock and alongside the neighbourhood centre's pocket park.
- A 1.7ha (minimum) site should be provided for a secondary school capable of expansion up to a capacity of 1200 pupils. A larger site will be required if a primary school is to be included on-site.
- There should be a focus on family accommodation.
- Massing and layout should be organised around a network of routes. Massing should generally reflect that of the existing context.

Figure 2.14

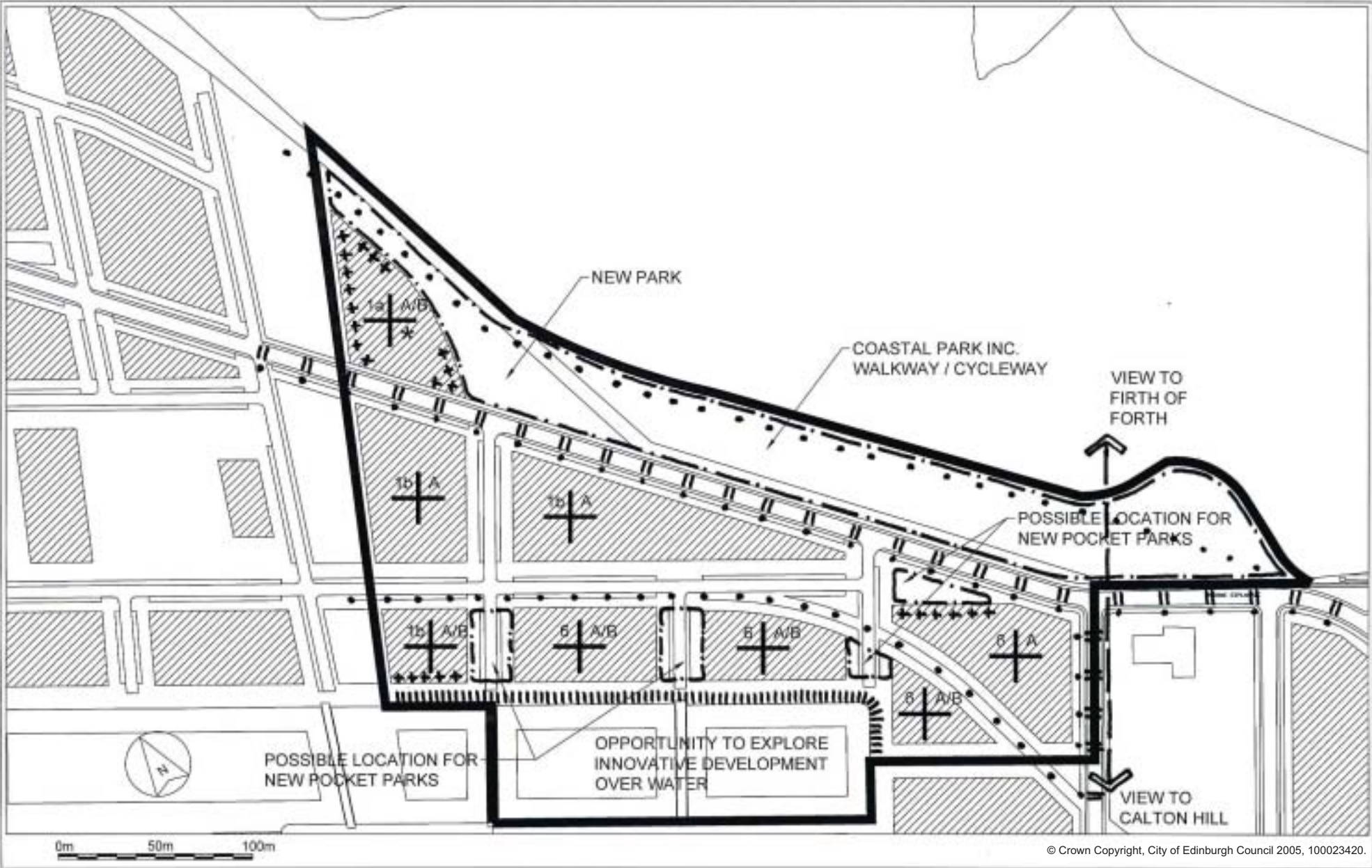


Site 2.2 East Sands

10.18 Proposals for this site should incorporate the items listed below and described in Fig. 2.15

- Provision of a high quality public realm, through streetscape and public open space in the form of quayside activity, pocket parks and coastal park, to form a hierarchy of routes and spaces and encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- Provision of local services should be made at the quayside of Edinburgh Dock. Some leisure facilities should be placed in association with new coastal park.
- Edinburgh Dock should be retained in its current shape. There may be potential for innovative development on the water in the northern part of the dock, subject to compliance with townscape and listed building objectives.
- An appropriate mix of uses in accordance with Section 6 of this document.
- Massing and layout should be organised around a network of routes. Massing should generally reflect that of the existing context.

Figure 2.15



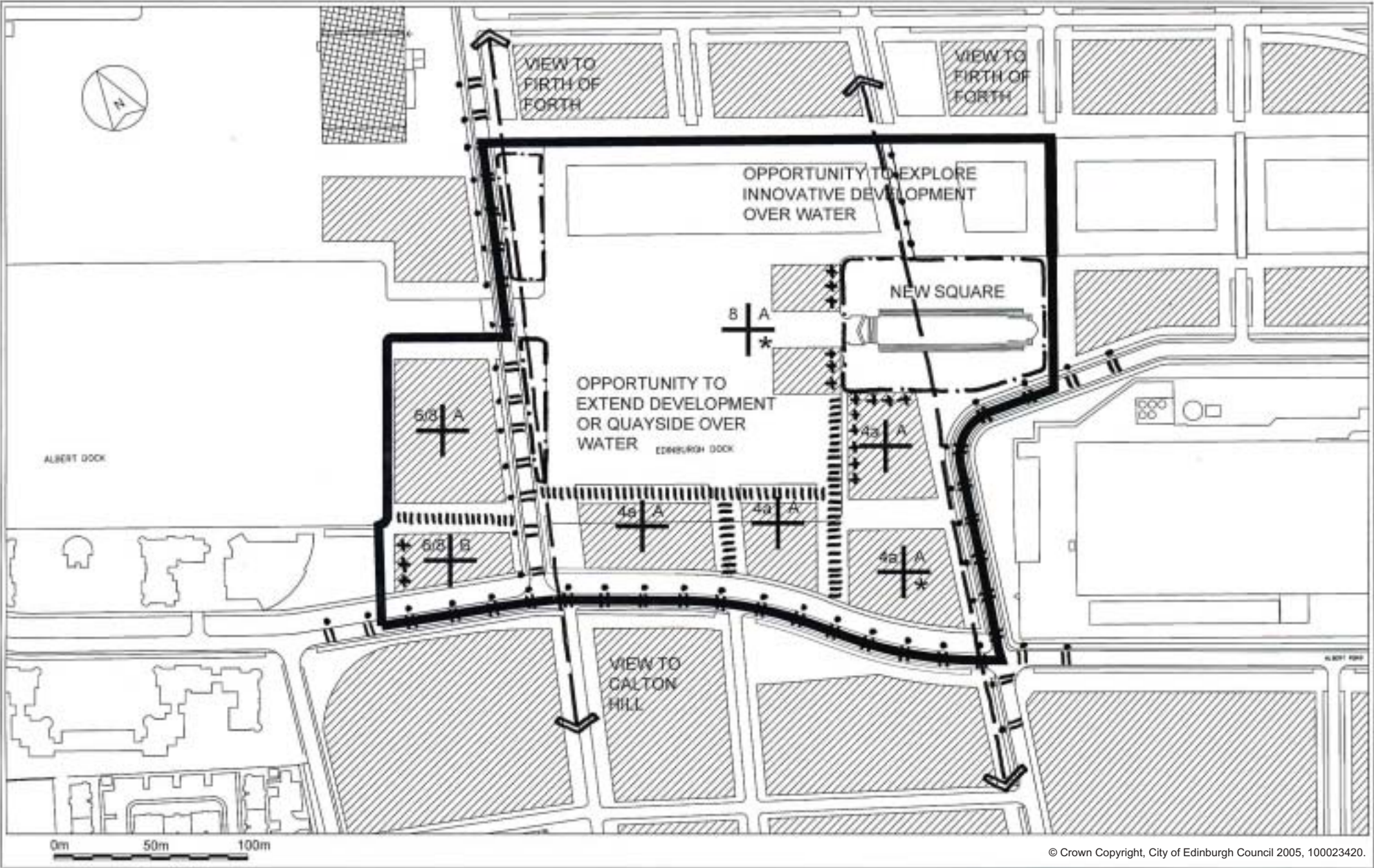
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Site 2.3 Edinburgh Dock

10.19 Proposals for this site should incorporate the items listed below and described in Fig. 2.16

- Provision of a high quality public realm, through streetscape and public open space in the form of quayside activity, pocket parks and coastal park, to form a hierarchy of routes and spaces and encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- Provision of local services should be made at the quayside of Edinburgh Dock and alongside the new square. A cultural facility should be placed in association with the new square, forming the focus of the 'Maritime Centre'.
- An appropriate mix of uses in accordance with Section 6 of this document.
- Massing and layout should be organised around a network of routes. Massing should generally reflect that of the existing context, with the possibility to develop an accent building of greater height to the north of the new square.
- Edinburgh Dock should be retained in its current shape. There may be potential for innovative development on the water in the northern part of the dock, subject to compliance with townscape and listed building objectives.
- The heights, form and massing of buildings on the land between Edinburgh and Albert Docks should allow east-west through-views from the opposite, eastern side of Edinburgh Dock, to reflect the role of this site as part of the connection space between the existing area of Leith and the areas to the north.
- A new bridge should be included in the development, located in alignment with the new north-south access road. There is a presumption in favour of retention of the existing listed swing bridge, however this will be considered at the appropriate stage.

Figure 2.16



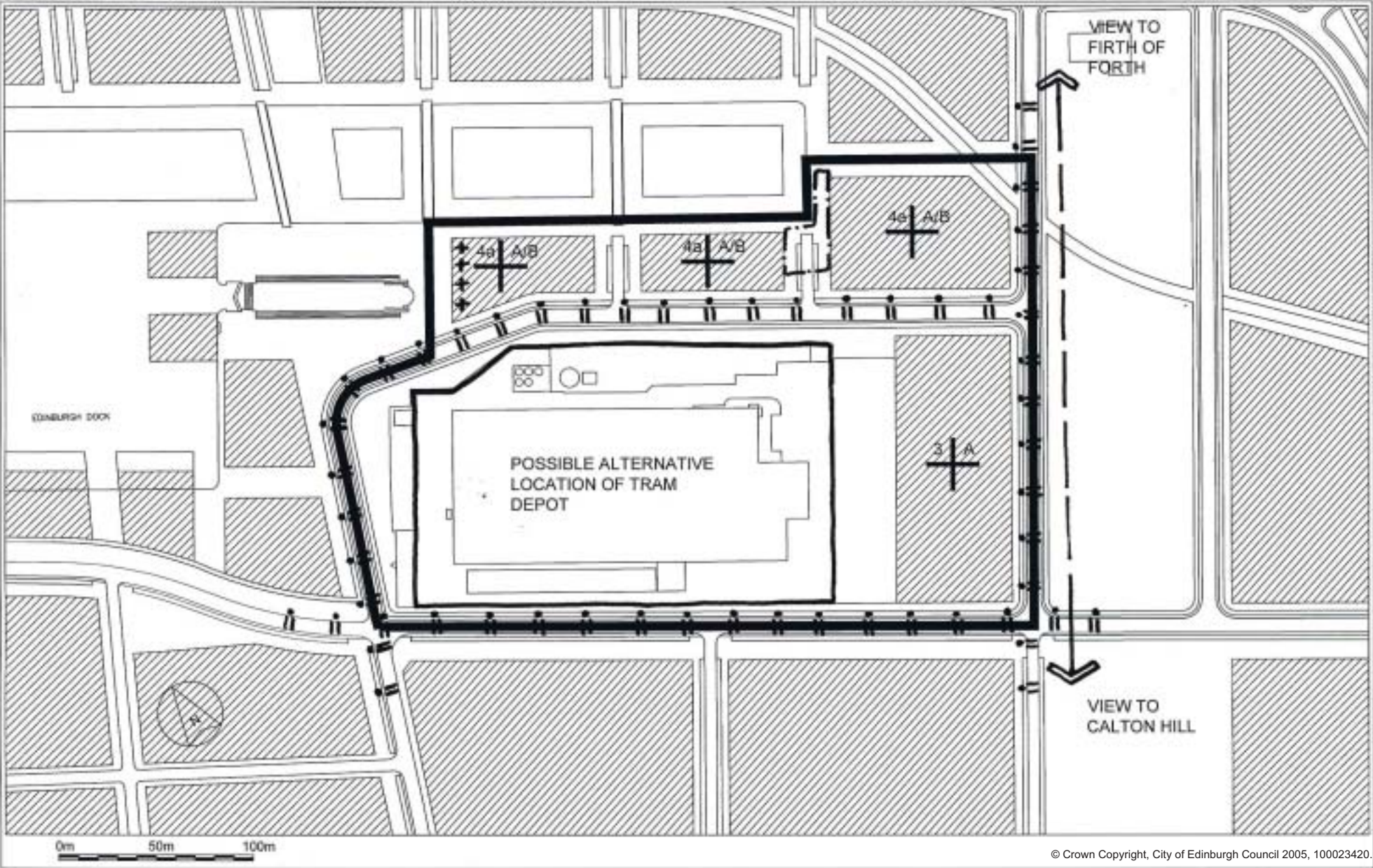
Site 2.4

VA Tech

10.20 Proposals for this site should incorporate the items listed below and described in Fig. 2.17

- Provision of a high quality public realm streetscape should form a hierarchy of routes and spaces to encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- The VA Tech building is expected to cease operations at some point in the near-future. If this occurs, the building may have potential as a ready-built location for a new industrial occupier. Alternatively, new development on this site should create new north-south pedestrian routes and incorporate an appropriate mix of commercial uses and community facilities.
- An appropriate mix of uses in accordance with Section 6 of this document. Proposed uses will be influenced by any existing noise-generating uses nearby.
- Massing and layout should be organised around a network of routes. Massing should generally reflect that of the existing context.

Figure 2.17

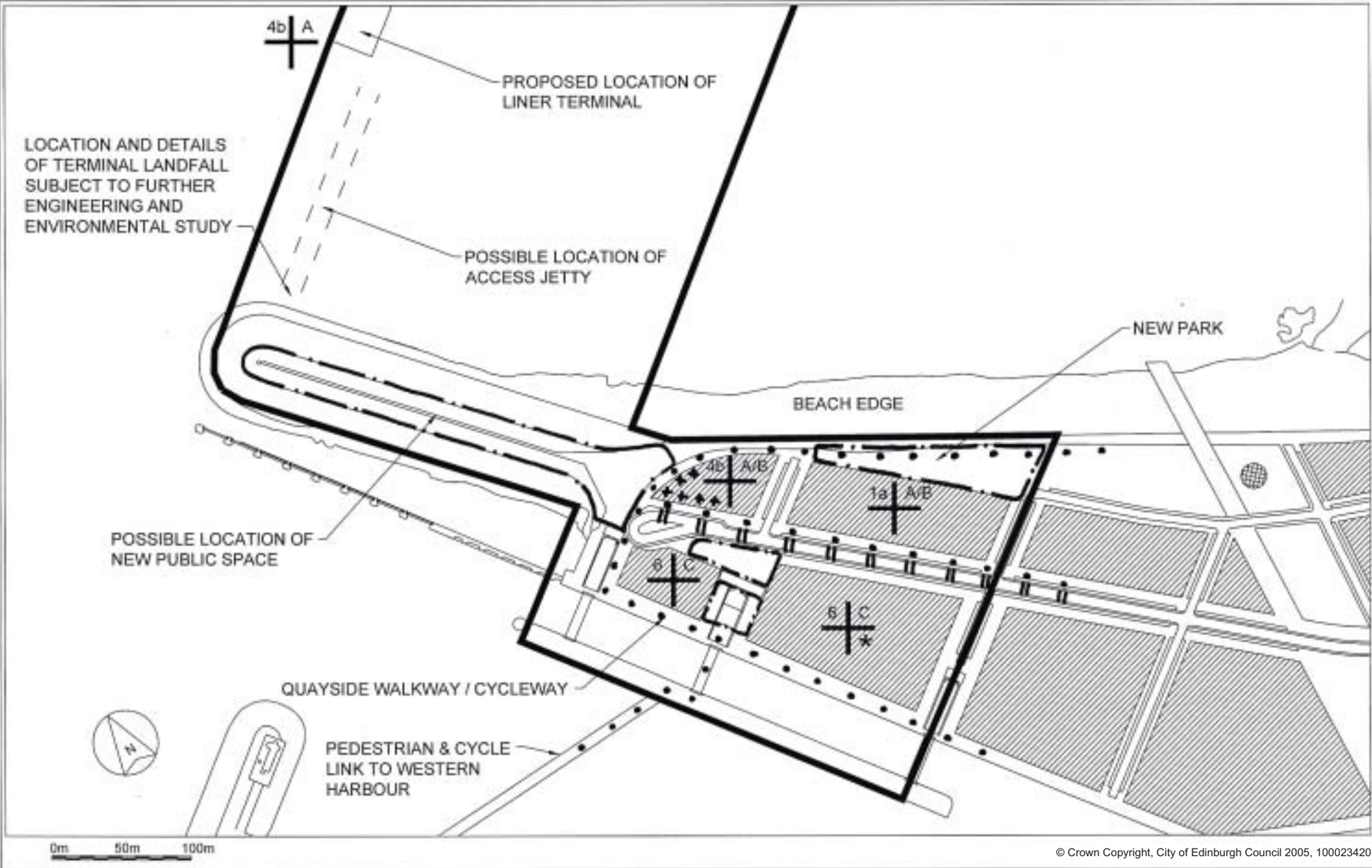


Site 3.1 Peninsula

10.21 Proposals for this site should incorporate the items listed below and described in Fig. 2.18

- Provision of a high quality public realm streetscape should form a hierarchy of routes and spaces to encourage a high degree of permeability through the site and the wider LDDF area. It may be possible to create public small spaces around or over the lock gate housings. Vistas should be maintained that run through the site area.
- A new linear park should be formed along the northern edge of the site, and be designed to avoid adverse impact on the Firth of Forth SSSI and SPA designations which protect the significant numbers of birds which roost on the natural beach in this location. This may require the design to discourage public access to the natural beach and careful consideration of the route of the coastal walkway relative to the sea wall in this location.
- Massing and layout should be organised around a network of routes. Massing should generally reflect lower scale development toward the northern shore and larger scale development toward the southern part of the site, justified in part by the opportunity to utilise wind resources as a source of renewable energy in building design.
- An appropriate mix of uses in accordance with Section 6 of this document.
- A public space at the furthest end of the peninsula will afford views of the proposed cruise liner terminal's operation and uninterrupted views west along the Firth of Forth. The precise siting and design for such a space will be subject to appropriate assessment of its impact on the Firth of Forth SPA, and if necessary an alternative site which provides the above qualities will be sought in this general location.
- The landfall location for the ocean liner terminal must be subject to detailed and appropriate assessment of its potential impact on the Firth of Forth SPA, and the final position and design determined in agreement with Scottish Natural Heritage.
- Provision of new pedestrian and cycle bridge links across the sealing dam and caisson structures should form a continuation of the circular 'Western Harbour' link around the Western Harbour basin.
- Provision of local services should be made at the new pocket park at the centre of the site area.

Figure 2.18



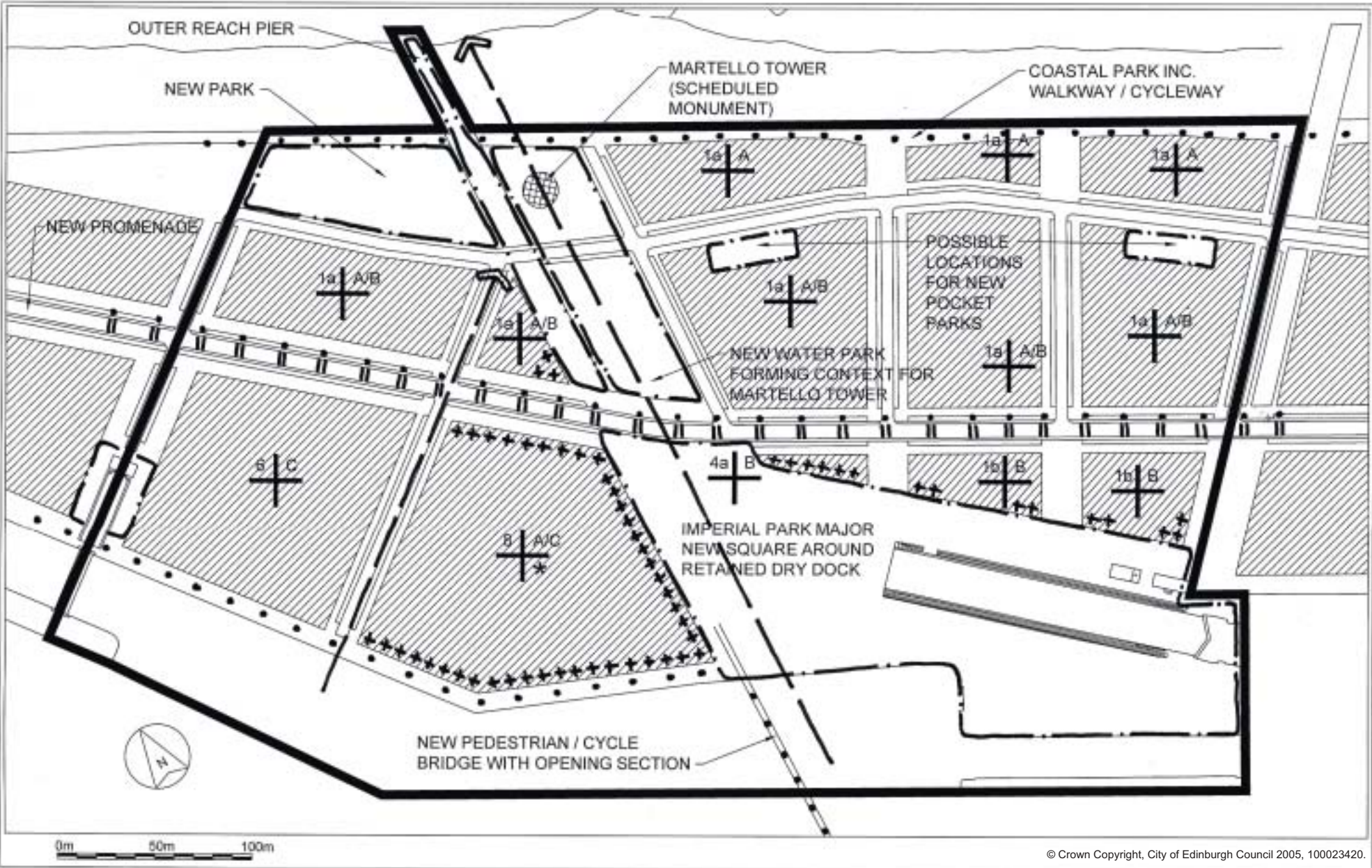
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Site 3.2 Martello Tower

10.22 Proposals for this site should incorporate the items listed below and described in Fig. 2.19

- Provision of a high quality public realm streetscape should form a hierarchy of routes and spaces to encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- A new linear park should be formed along the northern edge of the site, and be designed to avoid adverse impact on the Firth of Forth SSSI and SPA designations which protect the significant numbers of birds which roost on the natural beach in this location. This may require the design to discourage public access to the natural beach and careful consideration of the route of the coastal walkway relative to the sea wall in this location.
- A new major civic space should be formed around the Imperial Dry Dock, identified as 'Imperial Park' on Figure 2.19. Provision should be made for a variety of functions and activities to occur within this space. This should include its use as an exhibition / event space, and an allowance for the Dry Dock to be operational.
- The site includes a plot which provides a long-term opportunity to accommodate a major cultural centre or institution. It should have an international standing and act as an iconic landmark for the city as a whole. The design quality should be based on the highest achievable, an international design competition should seek to achieve this. Active edges to the building should operate on the quayside and to the major civic space.
- Provision of new pedestrian and cycle bridge links should form a continuation of The Shore and form part of the 'Marine Trail' to the Martello Tower.
- Provision for and enhancement of pedestrian and cycle access to quayside should form a constituent part of the 'Western Harbour' link.
- A new water park should provide the Martello Tower with a water-based context.
- A new north – south 'outer reach' linear park should be formed with a pier structure extending beyond the shoreline.
- Massing and layout should be organised around a network of routes. Massing should generally reflect lower scale development toward the northern shore and larger scale development toward the southern part of the site.
- An appropriate mix of uses in accordance with Section 6 of this document.

Figure 2.19



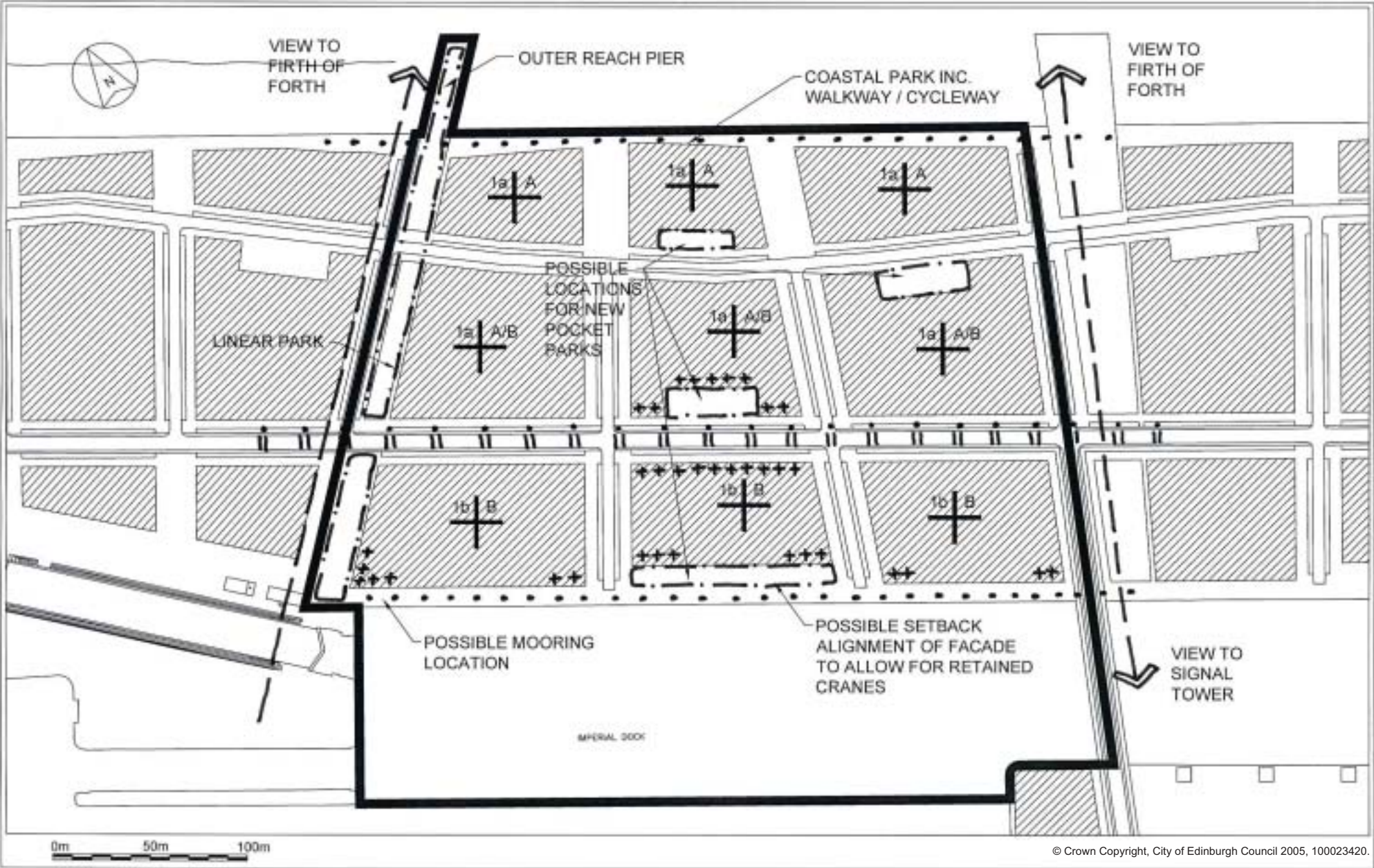
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Site 3.3 Imperial Dock

10.23 Proposals for this site should incorporate the items listed below and described in Fig. 2.20

- Provision of a high quality public realm streetscape should form a hierarchy of routes and spaces to encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- A new linear beach park should be formed along the northern edge of the site, and provide access to the natural beach edge.
- Massing and layout should be organised around a network of routes. Massing should generally reflect lower scale development toward the northern shore and larger scale development toward the southern part of the site.
- Provision for and enhancement of pedestrian and cycle access to quayside should form a constituent part of a route along the northern edge of Imperial Dock.
- Plot lines on the southern edge of the site should be varied to provide additional public space / pocket parks.
- Provision of local services should be made at new pocket parks.
- A new north – south ‘outer reach’ linear park should be formed with a pier structure extending beyond the shore line.
- The reuse of existing crane structures should occur at quayside pocket park locations.
- An appropriate mix of uses in accordance with Section 6 of this document.

Figure 2.20



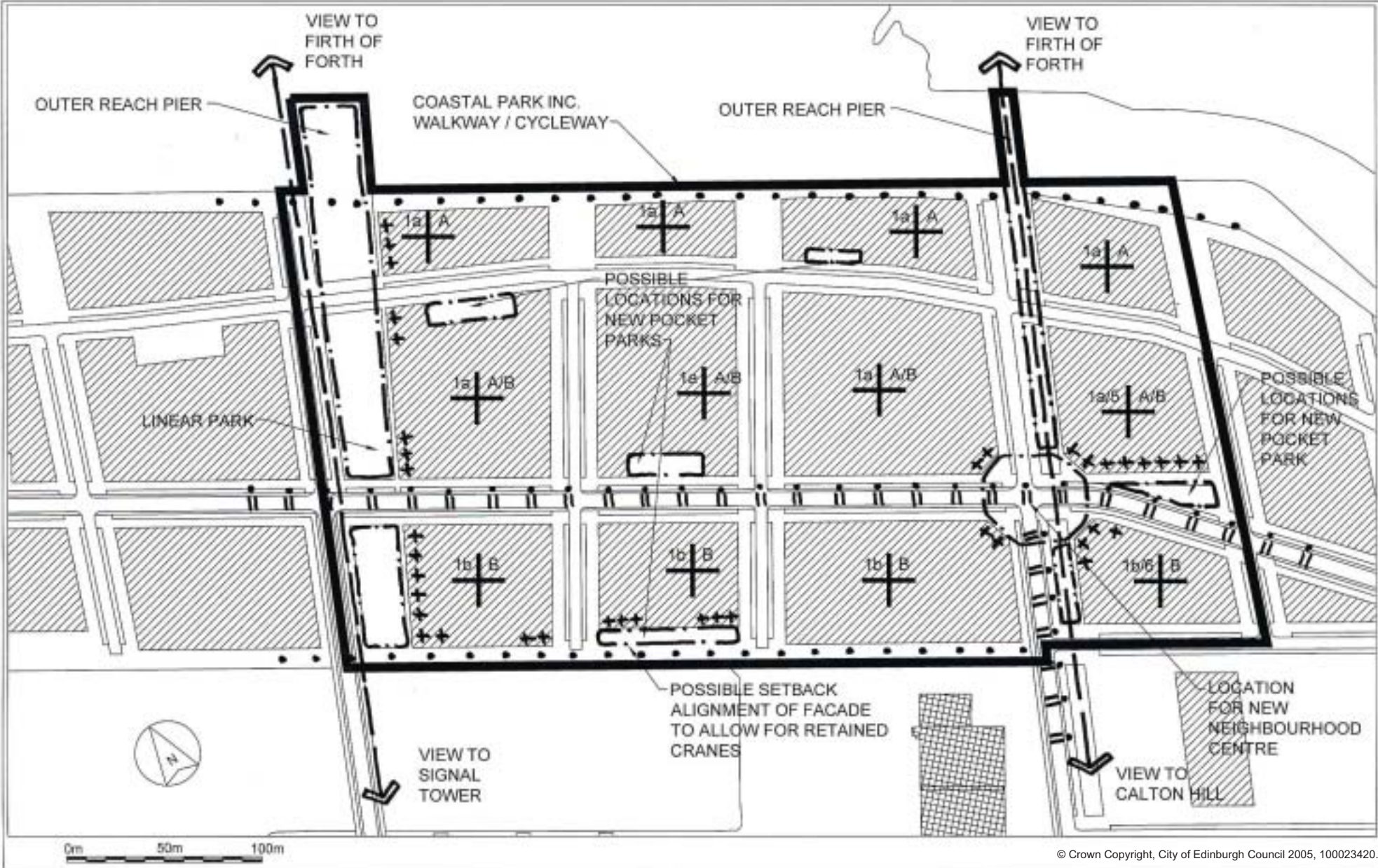
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Site 3.4 Middle Craigs

10.24 Proposals for this site should incorporate the items listed below and described in Fig. 2.21

- Provision of a high quality public realm streetscape should form a hierarchy of routes and spaces to encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- The Leith Docks Neighbourhood Centre should be located at the junction of the proposed new bus network, in the east end of this site. Key elements to be located at this centre are described in Section 6 and include a small supermarket, a new secondary school and other community facilities. The centre should be based around the primary street junction and a pocket park. This centre should be provided in the section phase of development in order to serve the areas to the east and south.
- Massing and layout should be organised around a network of routes. Massing should generally reflect lower scale development toward the northern shore and larger scale development toward the southern part of the site.
- Plot lines on the southern edge of the site should be varied to provide additional public space / pocket parks.
- The reuse of existing crane structures should occur at quayside pocket park locations.
- A new north – south ‘outer reach’ linear park should be formed with a pier structure extending beyond the shore line.
- An appropriate mix of uses in accordance with Section 6 of this document.

Figure 2.21



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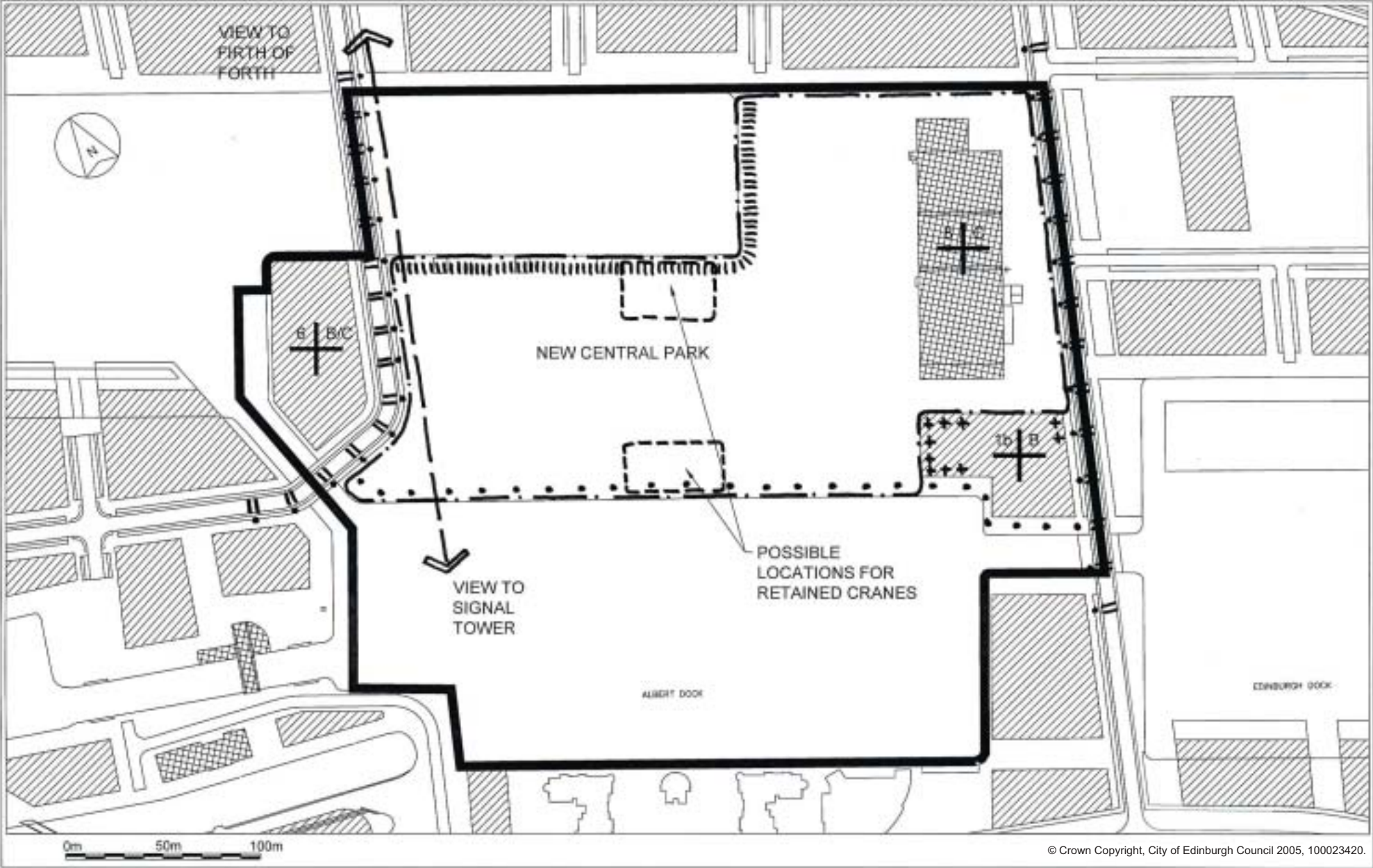
Site 3.5

Central Park

10.25 Proposals for this site should incorporate the items listed below and described in Fig. 2.22

- Provision of a high quality public realm streetscape should form a hierarchy of routes and spaces to encourage a high degree of permeability through the site and the wider LDDF area. Vistas should be maintained that run through the site area.
- Massing and layout should be organised around a network of routes. Massing should generally reflect lower scale development toward the western side and larger scale development toward the eastern side of the site.
- A major new community park should be developed, providing amenity for a variety of leisure pastime activities. The park should have a mix of uses associated with it and a variety of smaller scale environments within its structure. Buildings should be positioned to overlook the park. Key to the character of the park will be the absence of public roads through it, allowing an uninterrupted landscape between the two docks, and the incorporation of existing dock features such as the cranes, rail lines and cobbling into the landscape design.
- If the Imperial Grain Silo ceases operation at some point in the future, enhancement and adaptive rehabilitation of the building to form new cultural and community facilities would be sought.
- An appropriate mix of uses in accordance with Section 6 of this document.

Figure 2.22



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11 Implementation

- 11.1** The LDDF, once approved as supplementary planning guidance (SPG), will be used to inform and assess a subsequent principal outline planning application for the bulk of development proposed here, with parallel smaller outline applications for special elements such as the cruise liner terminal, future masterplans and subsequent detailed planning applications. It is intended to incorporate the SPG as policy for the LDDF area in the new Edinburgh City Local Plan.
- 11.2** Satisfactory masterplans will be required by the Council for the groupings of sites identified in Figure 1.16. These should implement the principles set out in this framework. They should each demonstrate how a distinctive character area will be created. They should be designed and drawn in three dimensions and provide the basis for all types of development (buildings, open spaces, streets and public transport) that will be delivered over the lifetime of the masterplan. They should include the following elements;

- a statement setting out a vision for the masterplan area which the Council can share with the developer;
- a character description;
- 3-dimensional representation of proposals;
- a movement network;
- landscape design;
- a hierarchy of streets with active ground floor frontages;
- key open spaces;
- a sustainability statement addressing the LDDF Sustainability Targets (Annex A);
- a microclimate study addressing wind, daylight and sunlight issues;
- a statement of the public consultation process and its outcomes.

11.3 The masterplan preparation process needs to be informed by consultation with the public and relevant organisations and groups. Annex B lists those groups who have already signalled an interest in being involved in that process, however this list is not exhaustive and opportunities to be involved should be publicised widely. The proposed Docklands Information Centre at Alexandra Dry Dock should provide a venue for this process from the first phase onwards.

11.4 Phasing should accord with the diagram and text in the LDDF relating to phasing, although there will be flexibility in implementation to reflect changing market conditions. The developer will largely be responsible for infrastructure, services and facilities necessary to accommodate the form and scale of development proposed. Details shall be determined as part of subsequent planning permissions, however the Council's position regarding some likely infrastructure requirements is established in this document.

11.5 It is anticipated that, for the purposes of clarity, and to agree Section 75 contributions, an outline planning application will be submitted by Forth Ports PLC for the bulk of the currently undeveloped LDDF site, which will provide further detail on proposed development parcels, land uses, densities, phasing and delivery of infrastructure, services and facilities. This principal application will be accompanied by an Environmental Statement and Transport Assessment to take full account of the likely environmental impacts associated with the overall proposals.

11.6 A number of key infrastructure proposals identified in this document will require the co-operation of landowners other than Forth Ports to deliver. Forth Ports will be expected to undertake an active role in working with the Council to secure that co-operation and thereby implement the strategy set out in the framework.

Annex A

LDDF Sustainability Targets

Prepared by Arup Scotland for Forth Ports plc January 2005

- A.1.** INTRODUCTION
- A.2.** SUSTAINABLE DEVELOPMENT
- A.3.** OBJECTIVES FOR DELIVERING SUSTAINABLE DEVELOPMENT
 - A.3.1** Environmental
 - A.3.2** Natural Resources
 - A.3.3** Societal
 - A.3.4** Economic
- A.4.** MECHANISM FOR DELIVERY AND TARGETS
 - A.4.1** Access for All
 - A.4.2** Sustainable Drainage
 - A.4.3** Water Supply and Conservation
 - A.4.4** Sustainable Construction Materials
 - A.4.5** Sustainable waste Management
 - A.4.6** Energy Use
 - A.4.7** Noise
 - A.4.8** Transport
 - A.4.9** Air Quality
- A.5.** SUMMARY

Introduction

A.1 This report is developed from the SPeAR assessment undertaken by Arup on behalf of Forth Ports plc into the Leith Docks Development Framework. It draws from best practice in the UK and seeks to identify those areas where targets are appropriate, and sets outline targets appropriate at this early stage. Following the approval of this Supplementary Planning Guidance (SPG) it is anticipated that a series of applications for planning consent can be brought forward. Once this is granted, a series of applications for planning consent can be brought forward. At that time, the outline targets set out in this document will be developed further taking into account the specific proposals for those sites.

This is a critical point, since the programme for the SPG envisages implementation over a fifteen to twenty year period, and the technology and advances in sustainable development is expected to improve. Therefore it is not appropriate to be restrictive at this stage, rather to set out the target areas and the thrust of target levels that are currently appropriate.

Sustainable Development

A.2 It is now universally accepted that the natural environment, the world's resources and environmental stability are under threat from our demands upon them. Unless significant reduction in the depletion of natural resources and the pollution of our environment is effectively introduced, the quality of life enjoyed by many today will not be available for future generations.

Sustainable development has been defined by the Brundtland Commission (1987) as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The concept of living within the capacity of supporting ecosystems has also been suggested as a basis for sustainable development. In the urban context, sustainable development has also been defined as "development which is non-damaging to the environment and which contributes to the city's ability to sustain its social and economic structure".

The Government strategic framework "A Better Quality of Life – a Strategy for Sustainable Development in the United Kingdom" identifies the main aims of sustainable development at the national level which, in turn, informs the various frameworks for delivering sustainable development, including:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

There are a great number of possible issues which could arise in connection with the LDDF and which, in turn, give rise to a wide range of very different issues that the principles of sustainable development cover. Therefore these targets seek only to outline critical areas and apply outline targets to these. A number of the issues identified in respect of sustainable development are considered in the Environmental Impact Assessment (EIA) which is in course of preparation. This document, in effect, seeks to set out proactive measures to promote the overall sustainability benefits of the proposal. In earlier work these sustainability targets have been grouped according to the following areas:

- Environmental
- Societal
- Natural resources
- Socio-economic

Objectives for Delivering Sustainable Development

A.3 To achieve a robust implementation strategy for sustainable development, considerable detail of the individual applications must be known. At this stage, the different sites may have very different approaches taken in their development: our aim is to ensure that the underlying principles of Sustainable Development are carried forward into the detailed design of individual sites.

Set out below are the grouped areas noted as a series of objectives, based upon experience elsewhere in the UK. Following that we set out a commentary on the mechanisms that could be used to ensure the delivery of those targets: these are very much focused on current technology, with the clear understanding that future technology may improve this. The targets, and their means of implementation, will be kept under review by Forth Ports when developing individual sites. This review will account for best practice at that time, and would be fully discussed and agreed with the City of Edinburgh Council's Sustainable Development Unit.

Environmental

- A.3.1**
- The development of “brownfield” land will use land more efficiently and reduce the need for the development of “greenfield” sites in the Edinburgh area
 - The need to travel and subsequent transport impacts will be minimised, through the discouragement of car use and the provision of facilities to encourage walking, cycling and the use of public transport
 - The design quality of the development will be high and the landscape character strengthened
 - Impacts on ecological resources will be fully assessed and minimised. Opportunities for the enhancement of existing ecological resources will be included in the framework
 - The industrial heritage of the port will be enhanced and, where appropriate, preserved for future generations. An Environmental Management System (EMS) will be implemented to minimise construction impacts
 - Industrial air quality, noise and water discharges will be reduced, including processes that will be on-going during the course of the development and retained
 - Nuisances such as odour, litter and dust will be reduced

Natural Resources

- A.3.2**
- Avoid, Reduce, Reuse and Recycle will be the governing philosophy. Resource consumption will be minimised throughout the project, from the specification of raw materials to design for deconstruction
 - A waste minimisation plan will be adopted to address key waste issues during both the construction and operation of the development
 - Local and recycled materials, and materials from sustainably managed renewable sources will be used wherever possible
 - Sustainable urban drainage systems (SUDS) will be incorporated to protect important local water resources
 - Water consumption will be minimised, with rainwater collected for use on site and waste water recycling employed
 - Energy consumption will be minimised through the use of ambient energy for light and heat, maximised daylighting, appropriate levels of insulation and the installation of energy efficient appliances
 - The potential for on-site and off-site renewable energy sources and combined heat and power will be maximised, in particular, opportunities available for wind and solar power
 - The option to create a new waste transfer facility in the east end of the site offers the potential for generating renewable energy, while reducing waste to landfill
 - A healthy living environment will be ensured throughout the life of the building, through the use of materials that minimise the risk to health in construction and use
 - The lifespan and flexibility of infrastructure and buildings will be maximised

Societal

- A.3.3**
- The development will promote comprehensive regeneration of the area. Overall, the quality of the local environment in Leith will be improved, resulting in social and health benefits for the local community
 - The development will be designed to provide a high quality of life for residents and increase the equity and social inclusion of the Leith community
 - The development will include the provision of affordable housing that will be accessible to all
- The development will be designed to reduce the opportunity for crime, creating an environment that is safe for its occupants
 - Services, facilities and environments will be affordable and accessible to all sectors of the community, including the wider Leith and City inhabitants
 - Recreation and community facilities will be incorporated into the Framework, alongside the provision of high quality green and open space

Economic

- A.3.4**
- The development will contribute to the ability of the wider community to generate and retain wealth
 - Forth Ports is committed to maintaining and growing sustainable local sources of employment. Where possible, the site's current employers will be relocated within the local area, retaining employment for members of the local community
 - The creation of high quality buildings and local environment will attract new employers to the area
 - Facilities will be made available to encourage small businesses to start up or relocate to the area
 - Increased opportunities for skills development will be created through the provision of education and training
 - Priority will be given to local businesses to provide goods and services during the design, construction and operation of the development

Mechanism For Delivery and targets

Access for All

A.4.1 All people need to be able to get around a Framework area. People with restricted mobility can be socially excluded from facilities such as jobs and services and even the enjoyment of visiting friends and family. Under the Disability Discrimination Act (1995) all service providers are now required to ensure that buildings are designed to provide access to everyone.

Target 1:

An Access Statement will be prepared that encompasses these issues and will include:

- **A clear commitment to take the issue of inclusive design seriously at the earliest stages, including setting out the philosophy and approach to inclusive design as well as the key issues of the particular scheme**
- **Housing; including the number of dwellings, by tenure and size, built to Lifetime Homes standards and wheelchair user standards**
- **Public Open Space; including children's play areas, parks and plazas**
- **Street furniture; including seats, bollards, vegetation, lighting and display boards**
- **Roads; including parking for blue badge holders and accessible road crossings**
- **Internal building design**
- **Public transport infrastructure; including stations and bus stops**
- **Public facilities; including toilets, information systems and public art**

Sustainable Drainage

A.4.2 The whole development will be designed to incorporate Sustainable Urban Drainage Systems, drawing from SEPA guidance on the most appropriate mechanism for individual sites. Sustainable drainage is making use of measures to avoid wastage of water and avoid overloading the drainage systems. They are alternatives to conventional storage for the control of surface water run-off. These techniques not only cater for flood peak attenuation, but may also improve water quality and the environment.

In particular, all external surfaces should normally be permeable (allowing water to percolate into the ground rather than runoff) and include, where ground conditions permit, the use of infiltration systems such as soakaways, grassed swales, infiltration trenches, ponds, reedbeds and wetlands to mimic natural drainage.

Water Supply and Conservation

Target 2:

A statement describing how Sustainable Drainage Systems (SDS) have been integrated into the development will accompany any major application.

There are possible multi-functional potential roles of SDS areas, for instance, the creation of new nature conservation areas, particularly reedbeds, amenity open space or as part of a landscape framework for the proposal: these should be addressed as part of this process.

In the disposal of surface water, Scottish Water requires the separation of foul and surface water sewerage on new developments. It is the responsibility of the developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contribution to sewer flooding.

A.4.3 The transport, treatment and delivery of potable water involves the consumption of energy and resources. A water hierarchy will be implemented to:

- reduce demand for all water
- match non-potable supply to non-potable demand
- supply water from on-site sources.

Applicants for major development will be required to demonstrate within their design proposals that specific measures and water economy features have been included to enable potable water consumption to be reduced.

Target 3:

Overall water consumption reduction should be 30% and 20% below typical usage for residential and commercial/retail premises respectively.

A wide variety of measures can be included in a development to reduce water consumption. These include installation of a shower, reduced capacity for WC flush, use of 'grey water' for toilet flushing, use of flow restrictors to taps, use of low-water use appliances, the selection of drought tolerant plant species in planting schemes, the incorporation of rainwater collectors for roofs and impermeable surfaces and the installation of water metering.

Sustainable Construction Materials

A.4.4 A site-wide Materials Use and Purchasing Strategy that covers all construction and management activities will be prepared. This will include specification clauses and targets for all designers, contractors and suppliers. When demolition is planned, a reclamation audit and a plan for the reuse and recycling of materials, fixtures and fittings will be provided.

Target 4:

As part of a site-wide Environmental Management System, the environmental design management and review process will ensure that materials are a fundamental consideration in design and long-term use, using recognised environmental impact assessment methodologies, to aim to achieve:

- **reduction in volume of materials used;**
- **use of recycled materials – target 15% by volume in buildings and exterior landscape;**
- **minimisation of waste;**
- **effective segregation of construction waste;**
- **designing for durability and low maintenance;**
- **use of materials that grow;**
- **use of local materials;**
- **avoidance of materials harmful to environment and health.**

A target of using materials with no worse than a B-rating in the Building Research Establishment's 'Green Guide to Specification: An Environmental Profiling System for Building Materials and Components (1998)' unless it can be demonstrated that there is no viable alternative will be adopted within this system.

Target 5:
Prepare a Materials Use and Purchasing Strategy that will involve engaging contractors for design, construction, and management to aim to achieve:

- **sourcing between 40% and 60% recycled aggregates for hardcore and in appropriate circumstances, aiming to increase this to over 60%;**
- **maximising use of secondary aggregates, alternative counts and alternative constituents of concrete according to application;**
- **ensuring aggregates come from sources that adopt the highest environmental standards;**
- **recycling of waste concrete and brick present on the site into aggregates for hardcore via an on site facility, if sufficient quantities exist;**
- **minimising the movement of aggregates and other construction material by road by using alternatives such as rail and waterways;**
- **best practice for waste minimisation during construction to be adopted (including appropriate contractual agreements, storage, waste segregation, take-back of packaging, etc.);**
- **use of independently accredited timber;**
- **reuse and recycling of materials;**
- **on-site concrete production and batching plant;**
- **integration of waste production and disposal activities with a site ‘Sustainable Waste Strategy’ (see next page).**

Sustainable Waste Management

A.4.5 A Waste Management Strategy, will be developed together with the Council and its waste contractors. The strategy should accord with targets and principles contained within the Government's Waste Strategy 2000, developing a waste hierarchy, with priority being placed in waste reduction, then reuse, recycling and composting, disposal with energy recovery, and disposal to landfill.

Target 6:
To develop in conjunction with the Council a Waste Management Strategy including systems for:

- **the provision of suitable waste and recycling storage facilities in all new development;**
- **kerbside collection of separated household and trade wastes from all residences and businesses: metals, plastics, paper and non-recyclable materials; and hazardous waste, furniture, textiles, electrical waste and other non-household wastes where appropriate, in collaboration with the Council's waste collection service;**
- **delivery of organic wastes from households and gardens to designated Council collection points;**
- **development of local composting schemes where appropriate in consultation with the Council;**
- **diverting bulk waste transport off roads to utilise rail networks and the river;**
- **the disposal of hazardous waste.**

In addition to this target, and to support it, the following actions are understood to be consequential upon the Waste Management Strategy:

- the developers would commit to developing opportunities to minimise waste production by maintaining a role in the management of the supply chain during construction and formal estate management duties;
- the developers would commit to working with the City of Edinburgh Council to identify adequate space for the storage and segregation of wastes and recyclable materials generated during both construction and operational phases for incorporation into buildings or street blocks (for residential properties) on the site;
- access to collection and storage facilities must be provided for Edinburgh Council waste collection services;
- utilisation of best practice techniques, with a view to facilitating the levels of recycling. This should be explored in liaison with the Council's waste collection service;
- the provision of appropriate infrastructure and mechanisms for monitoring waste production should be considered;
- through the above design and management measures, the developer should facilitate the achievement of City of Edinburgh Council targets for recycling and recovery of municipal waste.

Energy Use

A.4.6 Developments would include a BREEAM (Building Research Establishment Environmental Assessment Method) assessment, which would be submitted along with the planning application. All buildings should achieve an energy use target expressed in terms of maximum (energy related) carbon dioxide emissions that are equivalent to, or exceed, contemporary best practice, using benchmark figures published through the Energy Efficiency Best Practice Programme or equivalent.

Target 7:
All residential buildings should be designed to achieve a BREEAM rating (or equivalent assessment method and ratings) of 'excellent'. A rating of 'very good' will be acceptable where justified by site specific constraints which prevent achievement of 'excellent'. All commercial buildings should be designed to achieve a BREEAM (or equivalent) rating of 'very good' whilst aiming for an 'excellent' rating.

Energy Strategy

A.4.6.1 The above requirements should form part of a wider energy strategy which should seek to:

- include measures to increase energy-efficiency of the development including possibilities for low carbon residential development
- identify areas of development that may be naturally ventilated due to the plot context in terms of air quality and noise. This is likely to lead to much lower energy demand in a building compared to an air conditioned counterpart.
- include a commitment to install energy efficient appliances within buildings, including 'Class A' rated white goods in domestic properties.

CCHP Plants – Promoting Efficiency of Supply Renewable Energy

A.4.6.2

Target 8:
Consider the feasibility of incorporating a Combined Heat and Power (CCHP) plant on site. These should be of ‘good quality’ as defined by the DETR’s CHPQA – a Quality Assured Programme for Combined Heat and Power (2000).

A.4.6.3

Target 9:
To fully investigate the feasibility of incorporating provision of on-site renewable energy generation of at least 10% of predicted energy generation from renewable sources.

Renewable sources to be considered include:

- smaller wind turbines within the proposed development (at around 100kh/each)
- photovoltaics (Pv)
- solar thermal/panels
- biomass for district heating or CHP

In order to maximise flexibility for the future installation of renewable energy generation within the scheme, the design strategy for the development will include a framework to protect solar access to buildings. This will include the identification of plots, during detailed masterplanning stage, which are appropriate and which have the potential for application of passive or active solar energy collection. The electrical infrastructure will be designed to be flexible and ducted in order that it may be replaced in future with low voltage cables to enable widespread distributed energy generation.

Noise

- A.4.7** Development provides the opportunity to use the best modern technology, design and operation, not just to minimise the generation and spreading of noise and protect users, but also to consider how a development can help improve noise environments around it. Developers will be required to consider the mutual benefits of noise control through the following possible measures:
- avoiding, containing or minimising noise generation at source
 - protecting noise-sensitive uses from noise
 - minimising noise transfer between activities within the development, particularly vital with more mixed use development
 - ensuring appropriate operational practices for noisy activities
 - contributing where possible to wider improvement by, for instance, appropriate land-use zoning, direct screening of noise sources, screening by non-noise sensitive structures and optimal orientation of noise sensitive buildings, e.g. designing roadside business units to improve road noise screening to housing beyond the development

Target 10:
In respect of noise, the impact of construction noise and vibration on noise sensitive developments has been assessed using British Standard 5228 Part 1: 1997 and Part 4: 1992. Control measures to minimise noise and vibration impacts using 'Best Practicable Means' should be adopted as described in those standards. The assessment should incorporate, if required, arrangements for the application for the consents procedure for construction noise under Control of Pollution Act 1974.

Daytime and night time noise levels at residential properties will be agreed with the Council. Potential noise impact of proposals in nearby noise sensitive properties will be assessed using British Standard 4142: 1997.

Transport

A.4.8 It is a fundamental of sustainable communities that they are accessible by a range of transport modes, and that:

- there is good access by public transport;
- on-street parking controls are in place or there are plans to introduce them, and, in the case of residential development;
- there is a broad range of local shops and services to encourage walking. The sustainability of the development must be promoted by proposals to maximise accessibility to the public transport network, and minimise car trips. This can be achieved by providing:
 - viable bus routes in through the development area
 - suitable locations for bus stops
 - safe direct pedestrian routes to bus stops or tram halts
 - displays of local transport information
 - secure, sheltered storage for bicycles and motorbikes

Green Travel Plans

A.4.8.1 Use of land which involves vehicles coming to and from a property will cumulatively have an effect on air-quality. If many cars and / or service vehicle generated trips are potentially involved, a Green Travel Plan may need to be submitted prior to the granting of planning permission. This usually involves a phased reduction in private car-use through a modal shift to more sustainable means of transport and a corresponding reduction in private parking provision.

Target 11:
To develop a Green Travel Plan that addresses issues such as:

- **minimising car use through reduced on-site car parking provision;**
- **restrictive parking permits;**
- **providing shared hire resources in car pools;**
- **provision of facilities for recharging electric cars / bikes, parking/storage for cyclists and motorbikes, car sharing / clubs, customer service delivery in commercial / office development.**

This list is not exhaustive since Green Travel Plans can only contribute towards mitigation if they form part of a range of other mitigation measures, such as improving public transport. The means of transporting freight and business goods will be taken into account in promoting warehouse, retail commercial development, with their associated white goods vans and lorries.

Air Quality

A.4.9 Use of land which involves vehicles coming to and from a property will cumulatively have an effect on air-quality. If many cars and / or service vehicle generated trips are potentially involved, a Green Travel Plan may need to be submitted prior to the granting of planning permission. This usually involves a phased reduction in private car-use through a modal shift to more sustainable means of transport and a corresponding reduction in private parking provision.

Target 12:
The design of the individual developments will consider measures to reduce emissions of air pollutants from the development and also measures to reduce the exposure of site occupants to external air pollution.

Key issues in considering the mechanism proposed for reducing emissions are set out below and will be used to inform Target 12.

Dust From Construction Activities

A.4.9.1 The emission of dust from demolition and construction activities can impact significantly upon local air quality and have an adverse effect on the health of residents living near the development. Dust emissions can also cause a nuisance, by soiling premises and property. The Environmental Management Strategy referred to previously will contain the measures to be adopted to ensure Best Practicable Means for the control of dust during demolition and construction.

Design and Location of Facilities

A.4.9.2 Careful consideration should be given to the site and area characteristics. There are areas that are more sensitive to air pollution than others. The following measures will be considered:

- location of sensitive uses such as housing and children's play areas away from primary roads to reduce exposure to air pollution;
- the design of buildings to mitigate the adverse effects of air pollution;
- restraints on car parking.

Promoting Alternative Modes of Transport

A.4.9.3 To maximise public transport use, reduce the need to travel and reduce other potential emissions e.g. from energy use, the following transport-related measures should be considered:

- provision of segregated cycling routes where possible, and within any design strategy, cycling facilities;
- use of traffic management e.g. traffic resisted zones a review of public transport systems;

- parking management to reduce the number of cars entering the site e.g. through reducing the number of spaces available, employing increased charges and limiting the maximum standing, subject to the parking requirements of disabled people (a new SPG on car-free development will be produced shortly);
- the adoption of areas such as 'home zones' or 'clear zones', where through traffic is minimised and traffic speeds controlled, can help to improve local air quality in such areas as well as produce other environmental and safety benefits.

Elimination of Pollutants at Source

A.4.9.4 A number of measures can be adopted to reduce local emissions and these help improve local air quality, such as:

- using energy efficient measures in buildings such as natural ventilation and passive solar heating (see above)
- using renewable energy and efficient supply of energy
- using low-emission building materials and paints and encouraging low emission furnishings and furniture to improve indoor air quality

Summary

A.5 The following targets are proposed for the LDDF, and are explained in detail. The mechanisms for their delivery will be set out in a series of documents to be developed as the LDDF progresses, and will be kept under review by Forth Ports.

Target 1

An Access Statement will be prepared that encompasses these issues and will include:

- **A clear commitment to take issue of inclusive design seriously at the earliest stages, including setting out the philosophy and approach to inclusive design as well as the key issues of the particular scheme**
- **Housing; including the number of dwellings, by tenure and size, built to Lifetime Homes standards and wheelchair user standards**
- **Public Open Space; including children's play areas, parks and plazas**

- **Street furniture; including seats, bollards, vegetation, lighting and display boards**
- **Roads; including parking for blue badge holders and accessible road crossings**
- **Internal building design**
- **Public transport infrastructure; including stations and bus stops**
- **Public facilities; including toilets, information systems and public art**

Target 2

A statement describing how Sustainable Drainage Systems (SDS) have been integrated into the development will accompany any major application

Target 3

Overall water consumption reduction should be 30% and 20% below typical usage for residential and commercial/retail premises respectively.

Target 4

As part of a site-wide Environmental Management System, the environmental design management and review process will ensure that materials are a fundamental consideration in design and long-term use, using recognised environmental impact assessment methodologies, to aim to achieve:

- **reduction in volume of materials used;**
- **use of recycled materials – target 15% by volume in buildings and exterior landscape;**
- **minimisation of waste;**
- **effective segregation of construction waste;**
- **designing for durability and low maintenance;**
- **use of materials that grow;**
- **use of local materials;**
- **avoidance of materials harmful to environment and health**

Target 5

Prepare a Materials Use and Purchasing Strategy that will involve engaging contractors for design, construction, and management to aim to achieve:

- **sourcing between 40% and 60% recycled aggregates for hardcore and in appropriate circumstances, aiming to increase this to over 60%;**
- **maximising use of secondary aggregates, alternative counts and alternative constituents of concrete according to application;**
- **ensuring aggregates come from sources that adopt the highest environmental standards;**
- **recycling of waste concrete and brick present on the site into aggregates for hardcore via an onsite facility, if sufficient quantities exist;**
- **minimising the movement of aggregates and other construction material, by road by using alternatives such as rail and waterways;**
- **best practice for waste minimisation during construction to be adopted (including appropriate contractual agreements, storage, waste segregation, take-back of packaging, etc.);**
- **use of independently accredited timber;**
- **reuse and recycling of materials;**
- **on-site concrete production and batching plant;**
- **integration of waste production and disposal activities with a site 'Sustainable Waste Strategy'**

Target 6

To develop in conjunction with the Council a Waste Management Strategy including systems for:

- the provision of suitable waste and recycling storage facilities in all new development;
- kerbside collection of separated household and trade wastes from all residences and businesses: metals, plastics, paper and non-recyclable materials; and hazardous waste, furniture, textiles, electrical waste and other non-household wastes where appropriate, in collaboration with the Council's waste collection service;

- delivery of organic wastes from households and gardens to designated Council collection points;
- development of local composting schemes where appropriate in consultation with the Council; diverting bulk waste transport off roads to utilise rail networks and the river;
- the disposal of hazardous waste

Target 7

All residential buildings should be designed to achieve a BREEAM rating (or equivalent assessment method and ratings) of 'excellent'. A rating of 'very good' will be acceptable where justified by site specific constraints which prevent achievement of 'excellent'. All commercial buildings should be designed to achieve a BREEAM (or equivalent) rating of 'very good' whilst aiming for an 'excellent' rating

Target 8

Consider the feasibility of incorporating a Combined Heat and Power (CCHP) plant on site. These should be of 'good quality' as defined by the DETR's CHPQA – a Quality Assured Programme for Combined Heat and Power (2000).

Target 9

To fully investigate the feasibility of incorporating provision of on-site renewable energy generation of at least 10% of predicted energy generation from renewable sources

Target 10

In respect of noise, the impact of construction noise and vibration on noise sensitive developments has been assessed using British Standard 5228 Part 1: 1997 and Part 4: 1992. Control measures to minimise noise and vibration impacts using 'Best Practicable Means' should be adopted as described in those standards. The assessment should incorporate, if required, arrangements for the application for the consents procedure for construction noise under Control of Pollution Act 1974

Target 11

To develop a Green Travel Plan that addresses issues such as:

- minimising car use through reduced on-site car parking provision,
- restrictive parking permits,
- providing shared hire resources in car pools

provision of facilities for recharging electric cars / bikes parking/storage for cyclists and motorbikes- car sharing / clubs / customer service delivery in commercial / office development

Target 12

The design of the individual developments will consider measures to reduce emissions of air pollutants from the development and also measures to reduce the exposure of site occupants to external air pollution.

Annex B

Masterplan Consultation Groups

Note: this list is not comprehensive and the opportunity to be involved in the preparation of more detailed proposals should be widely available to any interested parties. Council departments, relevant councillors, and landowners in the LDDF area are not listed here. National consultees such as Historic Scotland are not listed here, with the exception of BAA. The future masterplan preparation process needs to be informed by consultation with the public and relevant organisations and groups. This list is of groups who have already signalled an interest in being involved in that process.

BAA plc	Lesley Duggan, BAA Safeguarding Team, First Point, Buckingham Gate Gatwick Airport, West Sussex, RH6 0NT
Citadel Youth Centre	Melissa Byrne, 175 Commercial St, EH6 6JE T: 0131 554 0510
City Centre & Leith Community Education	Mike Fraser, Senior Community Education Worker, South Bridge Resource Centre, Infirmary Street T:0131 558 3545
Craigtinny Community Council	Caroline Moffat, Craigtinny Castle, Loaning Rd. EH7 6UP
DOSTI Muslim Groups	Sarah Gingell, 172 Leith Walk, EH6 5EA T: 0131 553 2189
Edinburgh Community Safety Partnership	Richard Whetton, Community Safety Manager, CEC Corporate Services T: 0131 469 3827
Edinburgh Sustainable Development Partnership	12 St. Giles St, EH1 1PT T: 0131 469 3804

Edinburgh World Heritage Trust	Debbie Robertson, 5 Charlotte Square, EH2 4DR	Leith - Bonnington Community Council	John Langton, 195 (3F1) Gt. Junction St., EH6 5LQ	Lorne Community Council	Roland Reid, 8 (1F2) Smith's Place, EH6 8NT
Edinburgh Young Scot/ Dialogue Youth	Margo Morris, New Parliament House, Room 5, 5-7 Regent Road, EH7 5BL T: 0131 550 6810	Leith – Harbour Community Council	Mr A Gordon, 3/8 East Cromwell St, EH6 6HF	Newhaven Community Council	Alyson Cameron, Chairman, 3 Dudley Terrace, EH6 4QQ
Edinburgh Youth Council	Rab Byfield, Senior Youth & Children's Worker, Community Education, Level 1, Wellington Court, Waterloo Place T: 0131 469 3361	Leith Links Community Council	Mrs MP Moffett, 12 Clarebank Crescent, EH6 7NJ	NHS Lothian Primary and Community Division	Libby Tait, Head of Service Development and Capital Planning, St Roque, Astley Ainsley Hospital, 133 Grange Loan, EH9 2HL T: 0131 537 9509
Edinburgh Youth Social Inclusion Partnership (EYSIP)	Sandra Martin, Manager, 54 Timberbush, Leith, EH6 6QH T: 0131 555 5111	Leith Links Residents' Association	Rob Kirkwood, 7 Prospect Bank Road, EH6 7NR	North West Community Education	Paul James, Senior Community Education Worker, Broughton High School, Carrington Road, Edinburgh T: 0131 332 6316
Fort Community Centre	Callum MacLeod, Community Education Worker, Fort Primary School, North Fort Street, EH6 4HF T: 0131 553 1074	Lothian and Borders Fire Brigade	Gavin Dunlop, Divisional Officer, Operations Planning, Brigade Headquarters, Lauriston Place, EH3 9DE T: 0131 228 2401	Sikh Sanjog	Pamela Couper, 172 Leith Walk, EH6 5EA T: 0131 553 4737
Leith Action Group	Alan Beatson, Secretary, 92 Restalrig Road, EH6 8BH	Lothian and Borders Police	Glenn Milne, Architectural Liaison Officer, Police Headquarters, Fettes Avenue, EH4 1RB T: 0131 311 3131 also: Elizabeth Reynolds, Leith Sector Inspector	Trinity Community Council	John Dewar, 194 Trinity Road, EH5 3LA
Leith Ahead (Leith Ahead provides access to a wide range of stakeholders in Leith)	Susan Tannock CEC Corporate Services T: 0131 469 3879 Catriona Reece-Heal CEC City Development T: 0131 469 3770	Lothian Buses	W.W. Campbell, Operations Director, Annandale St, EH7 4AZ T: 0131 554 4494	Youth Services Advisory Committee	Ruth Halley, Youth Services Manager Atholl House, 2 Canning Street, Edinburgh EH3 8EG T: 0131 222 4820

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City of Edinburgh Council contacts:

General enquires – Ben Wilson:
ben.wilson@edinburgh.gov.uk
0131 469 3411

Major planning application enquiries – Linda Nicol:
linda.nicol@edinburgh.gov.uk
0131 529 3146

This document sets out a long-term vision and framework for the phased redevelopment of Leith docks in Edinburgh. This document is available on request in Braille, tape, large print, various computer formats and community languages. Please contact ITS on 0131 242 8181 and quote ref. 05194. For further information or additional English copies please phone 0131 469 3411

本文件列明愛丁堡 Leith 船塢區分期重建的長遠前瞻及框架。欲查詢把文件內容翻譯成中文，請致電 0131 242 8181 傳譯及翻譯服務部並說明參考編號 05194。

یہ دستاویز ایڈنبرگ لیٹھ ڈاکس کی تھمیر نو کے مراحل کی دور رس نگاہ اور تعمیر کے اڈا لچے کو بیان کرتا ہے۔ اپنی کیونٹی میں بولی جانے والی زبان میں اس دستاویز کے ترجمے کے متعلق معلومات کیلئے برائے سربراہی افسر پر ایچ ایم اینڈ ٹرانسلیشن سروس ITS کو 0131 242 8181 پر ٹیلیفون کریں اور ریفرنس نمبر 05194 کا حوالہ دیں۔

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এই দলিলপত্রে এডিনবরার লিথ ডক্স -এর পুনর্বার বিকাশ করবার আংশিক কাজ এবং দীর্ঘ মেয়াদী লক্ষ্য সম্বন্ধে বর্ণনা করা আছে। আপনার সম্প্রদায়ের ভাষায় এই দলিলপত্রের অনুবাদের ব্যাপারে তথ্য পেতে হলে ইন্টারঅপ্লেটেশন এ্যান্ড ট্রান্সলেশন সার্ভিস -এর সাথে 0131 242 8181 নম্বরে ফোন করে রেফারেন্স নম্বর 05194 উল্লেখ করুন।

يعرض هذا المستند تصوراً طويلاً الأمد وهيكلاً عاماً لمراحل إعادة تطوير أحواض السفن في إدنبورغ. إذا كنتم ترغبون في معلومات عن ترجمة هذا المستند إلى لغة جاليتكم، الرجاء الاتصال هاتفياً بمكتب الترجمة (ITS) على الرقم 0131 242 8181 ونذكر رقم الإشارة 05194



FORTH PORTS PLC

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