

Port Edgar

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Development Brief

Port Edgar 發展大綱擬稿

পোর্ট এডার খসড়া উন্নয়ন সংক্ষেপ

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• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

1.0 Introduction

- 1.1 The Port Edgar site is covered by a housing/economic development proposal in the adopted Rural West Edinburgh Local Plan 2006. The proposal (referred to as HSG6/ECON 10 in the plan) is for a marina, related businesses and housing. Its objective is to deliver the refurbishment of the harbour and marina and sailing school facilities through cross funding from the development of new housing.
- 1.2 The purpose of the development brief is to provide a land use and design framework to guide proposals for the redevelopment of the site. It will become supplementary planning guidance and will be a material consideration in the determination of future planning applications for the site. The brief will also be used by the Council to help assess development proposals brought forward by potential development partners and inform the selection process.
- 1.3 The preparation of the Port Edgar Development Brief is covered by the requirements of the Environmental Assessment (Scotland) Act 2005. The Council, in consultation with Historic Scotland, Scottish Environmental Protection Agency (SEPA) and Scottish Natural Heritage, has determined that this brief is likely to have significant environmental effects and, therefore, a Strategic Environmental Assessment (SEA) is required. In accordance with the "Habitats Regulations" 1994, an appropriate assessment (AA) is also required to consider the impact of the proposals on the conservation objectives of the Firth of Forth SPA.
- 1.4 An environmental report incorporating both the SEA and AA has being prepared. The scope of the SEA covers potential impacts on the Firth of Forth, in particular on the birds and their foraging, roosting and breeding habitats, other protected species, the historic environment and the wider landscape. It assessed potential impacts in relation to the preferred development proposals identified in the brief and alternative options, and indicates the measures required to mitigate any adverse impacts. The outcomes of the SEA and AA have influenced the proposed site layout and design principles contained in the development brief.
- 1.5 Following the response from Scottish Natural Heritage on the interim environmental report, the scope of the development brief has been revised to omit the marine-based elements of the overall proposals. These were referred to in the draft brief mainly for information purposes. However, the level of detail and certainty on these elements that can be provided at the development brief stage is not sufficient to meet the requirements of the Habitat Regulations 1994. Further information is provided in paragraphs 5.11 and 5.12 of the brief.

2.0 Description of the Area

- 2.1 The site, which extends to approximately 18 acres, lies to the west of Queensferry, a small town with a population of around 9,000. Queensferry is located 10 miles to the north-west of Edinburgh city centre.
- 2.2 Port Edgar lies on the southern shore of the Forth Estuary, immediately to the west of the Forth Road Bridge (see Figure 1). The area to the south of the site is predominantly residential. It is enclosed on its southern boundary by a strip of open space which widens to the east. Much of this area is heavily wooded. This forms an embankment feature which is steepest towards the east of the site. Immediately to the west is the site of former naval barracks, which are currently owned by the Scottish Government.
- 2.3 Most of the area is currently occupied by the existing marina building/sailing school facilities. The buildings are predominantly sheds of industrial character and constructed from a range of materials, though mainly corrugated iron. The remaining land is vacant, much of it currently being used for the storage of boats. There are views from the site to the north, in particular towards Fife and east towards the Forth Bridge.
- 2.4 Port Edgar is easily accessible from a wide range of locations. It is close to junctions providing access to the motorway network for central Scotland, including the M90 and M9. Dalmeny Station which is on the main east coast line is approximately 1 mile to the east of Queensferry where a park and ride service operates. A regular bus service is in operation by First Bus which links Queensferry with Edinburgh city centre and Linlithgow/Bo'ness.

3.0 Policy Context

- 3.1 The Edinburgh and the Lothians Structure Plan 2015 (www.elsp.gov.uk) provides the strategic planning policy context for the site. Port Edgar is an existing local plan site, the development of which is supported by Policy HOU1. Policy ENV1 covers the main environmental designations which affect the site and instructs local plans to provide policies for their protection and enhancement. ENV1G says that local plans should include policies and, where appropriate proposals, to promote a high quality of design in all new development.
- 3.2 The site is covered by the 'Developed Coast' designation. In this area, development is supported where it demonstrates a need for a coastal location, or contributes to renewal and regeneration.

- 3.3 The site is covered by the Rural West Edinburgh Local Plan (RWELP) which was adopted in June 2006. The site is identified in the Proposals Map as HSG6/ECON10. The Port Edgar site was previously identified for housing in the 1999 finalised local plan and is, therefore, supported by Policy H1. Its development for marina uses and related businesses is supported by Policy ED1. The plan includes a number of policies of relevance to the development of this site, for example, in relation to affordable housing, the developed coast, open space, sites of importance for nature conservation, trees, nature conservation, listed buildings and design. (<http://www.edinburgh.gov.uk/rwelp>)
- 3.4 In addition to local plan policies, there is a range of relevant non-statutory guidance. This includes the Edinburgh Standards for Urban Design, Edinburgh Standards for Sustainable Building and development management guidelines on matters such as affordable housing, open space and developer contributions.

4.0 Environment and Infrastructure Considerations (See Figure 2)

Natural Heritage/Landscape

- 4.1 The Port Edgar Brief covers an area adjacent to the Firth of Forth Special Protection Area (SPA), Ramsar Site and a Site of Special Scientific Interest (SSSI). The Firth of Forth is of value in terms of supporting internationally and nationally important wintering waterbirds for example divers, grebes, cormorants, geese, ducks, waders, gulls and terns and for nationally important coastal habitats including saltmarsh, coastal lagoons, grassland and sand dune communities.
- 4.2 The Firth of Forth regularly supports in excess of 85,000 migratory and wintering waterbirds. The conservation objectives for the Firth of Forth SPA aim to avoid deterioration of the habitats of these birds and significant disturbance to them. Ensuring compliance with these objectives is one of the main environmental constraints to the redevelopment of Port Edgar and is addressed through the brief and the accompanying SEA and AA. It will also require further detailed consideration as development proposals progress through the planning application, construction and operation stages. Proposals may also have an impact on the Forth Islands SPA.
- 4.3 To the south of the site is an area of open space, most of which is also in the Hopetoun Road Park 'Site of Importance for Nature Conservation' (SINC), a feature of local importance for wild flora and fauna. The site is of interest for its deciduous woodland, neutral grassland, calcareous grassland, scrub and marsh and rich floral diversity. The impact of development proposals on the integrity of the site needs to be taken into account.

- 4.4 Consideration will also be given to the implications of redevelopment proposals in terms of other ecological interests within the surrounding area, including the impacts on European Protected Species (eg bats, otters) and the wider visual and landscape impact on this area of “developed coast”.

Architectural and Archaeological Interest

- 4.5 In 2007, the Council commissioned a consultant to undertake a Port Edgar Character Appraisal (see Appendix 3) which provides detailed information on the site’s historical context. This work has informed the preparation of the draft brief and should be referred to by prospective developers.

- 4.6 There are four listed buildings in the Port Edgar site:

- Capstan C(S) Group B
- part of West Breakwater C(S) Group B
- Power Station C(S) Group B
- West Pier C(S) Group B

In addition, there are other listed buildings in the vicinity of the site, most notably the Forth Road Bridge (Category A Listed), the former Port Edgar Barracks (Category B Listed) and the East Breakwater (C(S) Group B).

- 4.7 The boundary of Queensferry Conservation Area lies immediately to the east of the site. There are three Designed Landscapes in the surrounding area - Hopetoun House, Dalmeny and Dundas Castle.

- 4.8 There are a number of non-listed buildings on the site which are included in the Sites and Monument Record for Edinburgh. Port Edgar as a whole is of archaeological/historic interest because it is a rare surviving example of a First World War naval base. The brief must achieve an appropriate balance between retaining as much of the historic character as possible whilst achieving the objectives of delivering refurbished marina facilities and the necessary housing development. There will be instances where the demolition of existing buildings is justified either because they cannot be repaired or cannot be reused as part of the overall development proposals. Where this is the case, it is recommended that an archaeological assessment and professional recording of buildings take place before building work takes place.

- 4.9 Ground-breaking works undertaken as part of the redevelopment of the port may reveal important information, charting its development from its origins in the 18th century and, in particular, its use as a military base during the 20th century. Accordingly, agreed mitigation strategies will be

required to be submitted for approval by the Council's Archaeologist which seek to excavate, record and analyse any significant archaeological remains where preservation in situ cannot be achieved.

- 4.10 There are no Scheduled Ancient Monuments or features of maritime or underwater archaeology affected by the development brief.
- 4.11 A memorial, the Algerine Cairn (named after a category of minesweeper) is currently located in the bay area near the Power Station and forms an important part of the naval history of Port Edgar. The Council intends retaining this either in its present location or relocating it elsewhere on the site. Any decision to relocate the memorial should be made in consultation with the Algerine Association and the other naval organisations with an interest in Port Edgar i.e. the Royal Naval Sailing Association and the Queensferry Sea Cadets.

Education

- 4.12 The site lies within the non-denominational catchment areas of Queensferry Primary School and Queensferry High School and the denominational catchment areas of St Margaret's RC Primary and St Augustine's RC High School. There are currently no capacity constraints affecting these schools. The site is close to Echline Primary School where there is considerable spare capacity at present. This may attract placing requests from occupiers of the development.
- 4.13 At present, at least 250 new houses could be accommodated without the need for additional school places. It is, therefore, unlikely that developer contributions for educational purposes will be required.

Flood Risk/SUDS

- 4.14 The Indicative River and Coastal Flood Map (Scotland) which provides an indication of the 1:200 year (0.5% annual probability), shows that the landward area at Port Edgar is at high risk from coastal flooding. The development should, therefore, be designed with a suitable freeboard above the extreme water level, including tidal surge. A Flood Risk Assessment should be prepared for the site in consultation with SEPA to ensure that the development is not at an unacceptable risk of flooding from any source. This should take into account the predicted sea level rise over 100 years. Developers should also be aware of the impact that flood defences may have on local wildlife and other communities in the vicinity.
- 4.15 A wave study is also required to ensure that any existing or proposed sea defences are adequate for their purpose i.e. to prevent erosion and to protect property and people from wave action. This should include the marina and any exposed waterfront edges adjacent to the development.

- 4.16 The future maintenance responsibility for the harbour breakwaters and any other sea defences will need to be agreed as part of the disposal or joint venture arrangements for the development of the site.
- 4.17 Surface water drainage which discharges directly to the sea will not require attenuation for flood prevention purposes; it will however be required to conform to SEPA's requirements for sustainable urban drainage systems (SUDS). For best practice when designing SUDS, the developer should make reference to CIRIA's 'Sustainable Drainage Systems- Design Manual for Scotland and Northern Ireland' (C697). The potential for land contamination to present due to former industrial activities on the site should be taken into account in the design of proposed SUDS systems as certain forms of infiltration may need to be avoided. The developer should address the need for temporary SUDS measures such as the provision of silt traps or a silt lagoon to deal with surface water run-off during construction and prior to the operation of the final SUDS.
- 4.18 There is a small watercourse, which emerges near Society Road, to the east of Inchgarvie Lodge and regularly blocks. While this is not considered to be a major constraint, developers will need to take account of it in the layout for this part of the site.

Contamination/ Pollution

- 4.19 The site has been previously occupied by industrial uses and part of the eastern harbour has been infilled for the purpose of land reclamation. These activities constitute potential sources of land contamination. Former uses of the harbour may also have resulted in significant accumulations of chemical contaminants within the marine soft sediments.
- 4.20 Prior to development taking place, an intrusive site investigation and assessment of risks will require to be undertaken for the area covered by the brief to assess the possible implications for surface and groundwater and the requirements for of the waste water regulations. This should be undertaken in accordance with guidance contained in Planning Advice Note (PAN) 33: Development of Contaminated Land, BS 10175:2001: Investigation of Potentially Contaminated Sites and other best practice guidance. In addition, where necessary, an adequate remediation strategy should be developed in order to ensure that the land is rendered suitable for the proposed use prior to development. These should be prepared in consultation with the Council's Environmental Health function, to the satisfaction of the Head of Planning, and SEPA. The developer may be required to produce supplementary information to support the proposals.

- 4.21 Noise from marina activities e.g. boat repairs could have an adverse impact on the amenity of neighbouring housing. It is likely that a noise impact assessment will be required to accompany any submission for detailed planning consent.
- 4.22 The routine maintenance of the Forth Road Bridge, including the replacement of bearings on concrete piers, the repainting of the viaduct steelwork below deck and the replacement of the expansion joint on Pier S3, will give rise to noise, dust, paint and other hazards. Locating the housing away from the bridge will help to minimise any adverse impact on residential amenity. However, further guidance regarding set back distances of development in this part of the site should be sought from the Council's Environmental Health function in consultation with SEPA.
- 4.23 Construction works associated with the development have the potential to cause significant pollution of the water environment. Any proposed works within the water (e.g. construction/repair/dismantling works on harbour infrastructure within the water, dredging of marine sediments) has the potential to result in direct pollution of intertidal and subtidal benthic (i.e. at the seabed) habitats and a reduction in water quality. All such works will require careful consideration and consent in compliance with the relevant environmental legislation and consultation with the appropriate environmental agencies such as SEPA and the Fisheries Research Service. In particular, SEPA requests that works are carried out in accordance with SEPA's pollution prevention guidelines (in particular PPG's 1,5, 6 and 14) which are available free of charge on the SEPA website at www.sepa.org/guidance/ppg/ or from any SEPA office.

Forth Replacement Crossing

- 4.24 In December 2007, Scottish Ministers announced their decision to build a Forth Replacement Crossing in the form of a cable stayed bridge. This will be located upstream of the existing bridge, immediately to the west of the Port Edgar site (see Figure 2). The development programme for the new bridge suggests construction will commence in 2011. It is envisaged that the Port Edgar development will proceed before this date. However, if construction works for the two proposals occur at the same time, there may be implications in terms of cumulative impacts on the conservation objectives of the Firth of Forth SPA. If the two construction periods overlap, the Council will work with Transport Scotland to mitigate any possible cumulative impacts on the Firth of Forth SPA and adjacent SINC's.

Telecommunications

- 4.25 Developers should consult with the main telecommunications operators prior to developing the site to discuss a co-ordinated approach to the need for, and location of, new equipment. Ways of minimising environmental impact through measures such as mast sharing should be encouraged. The Council's DM Guideline 'Radio Telecommunications' should be referred to for advice on the siting and design of masts.

Transport

- 4.26 Both the housing and marina components of the development will be accessed along Shore Road. From the junction of Shore Road and Hopetoun Road, most vehicles are expected to travel to and from the east (via High Street or The Loan). From the west, vehicles will use Hopetoun Road/Bo'ness Road. The Council and partners will explore additional accesses to the site which will then be considered as part of individual planning applications.
- 4.27 A transport assessment (TA) was carried out to establish the likely impact of the development on the local road network. This was based on a maximum capacity of 300 marina berths and 300 housing units. It included an assessment of the following key junctions:
- Hopetoun Road/Shore Road
 - High Street/The Loan
 - Hopetoun Road/Stewart Terrace
 - Kirkclison Road/A8000 Roundabout
 - A904 Builyeon Road/Bo'Ness Road
- 4.28 The TA concludes that the local road network can accommodate the additional road traffic generated by the development based on the number of marina berths and housing units referred to above. The transport assessment work undertaken to date will inform future discussions between the Council and prospective developers on the road network improvements (including the above junctions) required to accommodate additional road traffic generated by the development. Pedestrian/cycle and public transport links will also have to be assessed with a view to improving links to the development site.
- 4.29 The marina facilities will need to be accessed by vehicles with trailers. Consideration is being given to the identification of a recommended access route which would be signposted for marina traffic. The transport assessment will consider the merits of this approach and, if appropriate, identify a preferred route.

- 4.30 In terms of marina parking, the developer is encouraged to provide 1 space/2.5 berths + staff parking. Demand for parking is likely to be greatest on 'race nights' which currently take place on Wednesdays and Saturdays. The car parking area should be designed to allow trailer drawn vehicles to move freely. Parking bays of varying dimensions should be provided to accommodate different types of boats and vehicles. Cycle parking should be secure and undercover and provision made for 1 space per 10 berths.
- 4.31 In relation to the proposed housing, the following private allocated parking should be provided:
- for general housing - communal 100% and visitor 25%
 - for affordable housing - 25%
- 4.32 The prospective developer should encourage alternative sustainable modes of transport such as public transport and walking and cycling in order to reduce reliance on the private car and resulting emissions.
- 4.33 In terms of public transport, an existing service operated by First Bus links Queensferry with Edinburgh city centre and Linlithgow/Bo'ness. There are currently bus stops on Hopetoun Road and Queensferry High Street. There may be an opportunity for some enhancements to the existing service, particularly during the summer months. For example, the route of this service could be extended to include the marina/housing site.
- 4.34 Access to Dalmeny Station should also be taken into account which should include the identification of a safe and attractive route for pedestrians and cyclists with appropriate signage and the provision of secure cycle parking provided at the station.
- 4.35 The development should include provision for an off-road multi-use path which should link Shore Road, near the current marina entrance, with Society Road on the western boundary of the site without the use of restrictive barriers. To enable this to happen, the Society Road exit (currently closed off) will need to be reopened. This will become an important coastal path, forming part of the 'Round the Forth' route and Edinburgh's 'core path' network.
- 4.36 There is now the possibility that the Edinburgh Waterfront Promenade concept may be extended further west than originally envisaged. Assuming a pedestrian/cycle bridge is installed at Cramond, and the Dalmeny Estate opened up for public access, this could be extended to Queensferry and Port Edgar in particular. The off-road path referred to in para 4.32 could form part of this continuous link which would run along the shore, parallel to Shore Road from Queensferry town centre. The

developer should make provision for this feature in any development layout.

- 4.37 Developers should install measures aimed at managing movement in the more sensitive parts of the foreshore where access rights under Part 1 of the Land Reform (Scotland) Act 2003 apply. They should contact Scottish Natural Heritage (SNH) in the first instance to discuss the most appropriate means of achieving this.

Water and Drainage

- 4.38 At present, there is insufficient capacity at Queensferry Waste Water Treatment Works to serve this development. However, Scottish Water has indicated that there is an allocation in its current investment programme (2006 – 2010) to increase capacity, subject to certain criteria. The developer will be responsible for meeting all other costs in relation to necessary improvements to water and waste water infrastructure associated with the proposed development. Prospective developers are advised to contact Scottish Water at an early opportunity to ensure that the necessary improvements can be achieved within the timescales of the development. Sufficient public sewage capacity should be in place before the development proceeds. For further information on foul drainage developers should refer to SEPA Policy no WAT.-ps-06-08 'Policy and Supporting Guidance on Provision of Waste Water Drainage in Settlements'. The policy is available for download at www.sepa.or.uk/pdf/wfd/guidance/general/ps06-08.pdf

Waste and Energy

- 4.39 Proposals should make adequate provision for facilities for the separation and recycling of waste. Developers are encouraged to accommodate the following measures:
- i) provision within the premises for facilities to separate and store different types of waste at source,
 - ii) kerbside collection, or
 - iii) centralised facilities for the public to deposit waste for recycling and recovery
- 4.40 The general requirements relating to waste management, which affect importation of and removal of material (such as soil) as part of the landscaping process, applies to all development areas, Controlled waste should only be deposited at, or removed from, the site by a registered

carrier. There is a requirement to furnish and keep duty of care waste transfer notes.

- 4.41 Opportunities to incorporate technology relating to energy efficiency and renewable energy in the design of buildings should be taken up, wherever possible. Measures such as the inclusion of grey water recycling schemes and the use of micro-renewables should be considered within the design and operation of the development.

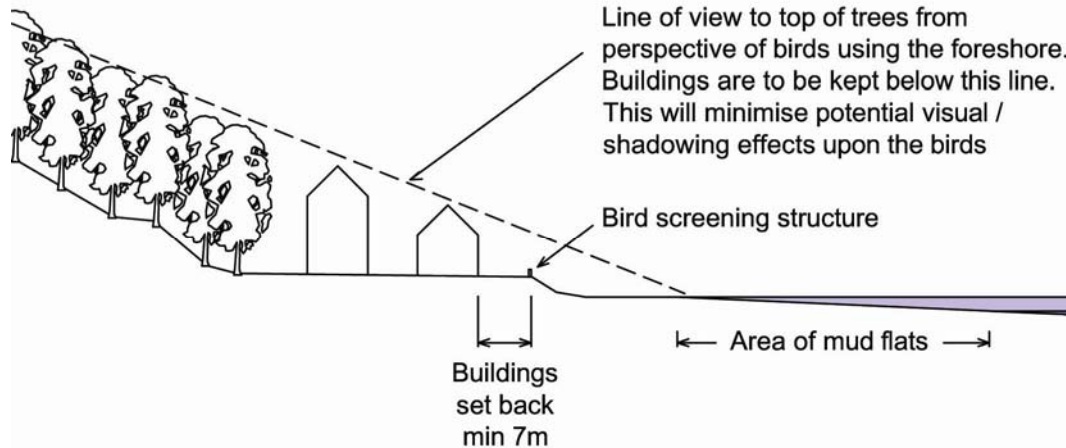
5.0 Potential Uses

- 5.1 The redevelopment of Port Edgar will comprise a mix of uses, combining new housing with the redevelopment and enhancement of the existing marina facilities.

Housing and Open Space

- 5.2 Two main areas of housing are proposed (references 1 and 2 on Figure 3 and 4). In both areas, a mix of residential units of varying types and sizes should be provided. Potential impacts on the SPA (e.g. disturbance to foraging or roosting SPA species) will need to be considered in detail when housing proposals are being drawn up. In order to minimise the impact of development on the SPA, housing should be designed in accordance with the principles illustrated in Figure A below. To meet the open space requirements of the new housing development, to minimise impact of development on the Firth of Forth SPA and retain the open character around the bay, an area of open space is proposed between the two main housing areas (reference 3 on Figure 3 and 4).

Figure A: Section showing indicative set-back distances and location of screening in areas adjacent to the SPA



- 5.3 At least 15% of the housing units provided should be affordable, a minimum of 70% of which should be social rented housing. The type of affordable housing provided should be in accordance with the Council's New Build Target Standards, i.e. 10% wheelchair accessible standard and 10% for older people. The same proportion of the affordable housing should be suitable for families (at least 3 bedrooms and access to private outdoor space) as the proportion of family housing in the wider site. Additional information is provided in the Council's DM Guideline 'Affordable Housing' June 2006 and 'Affordable Housing (appendix) Practice Note.
- 5.4 **Housing Area 1** : This area lies at the western end of the site and close to the western edge of Queensferry. This area is more visually exposed than other parts of the site and consideration must be given to the impact of development on the setting of the adjacent listed buildings and designed landscape. Building heights will generally be limited to two or three storeys.
- 5.5 **Housing Area 2** : This area forms part of the eastern harbour, adjacent to the marina facilities. The boundary between the housing and marina uses shown on Figure 3 is indicative only. This housing area includes the existing car park to the south. It lies beyond the boundary of the local plan proposal but is also considered suitable for housing development. Higher density, but still relatively low rise development, is envisaged in this location. A range of building heights similar to those along Queensferry High Street, i.e. predominantly 2/3 storeys, but some 4/5 storeys may be

acceptable. The construction of new housing development in Area 2 will inevitably involve the demolition of some existing buildings. This is justified to achieve an appropriate development mix on the site and to meet the overall objectives of the brief. Consideration should be given to the protection of listed buildings and their settings and retaining other features of historic/archaeological interest, where possible.

Land Based Marina Facilities

- 5.6 In April 2005, consultants appointed by the Council produced a Port Edgar Marina Feasibility Study in relation to the future refurbishment of the marina facilities. The study assessed various options taking into consideration the operational requirements of the marina/sailing school and the key environmental constraints. It looked at additional/replacement pontoons and related berths, dredging, measures to prevent future siltation and breakwater extensions.
- 5.7 It is not the role of the brief to provide detailed guidance on the mix of uses in the marina area. This will be determined in due course, taking account of the operational requirements of marina users, and may evolve over time. Acceptable uses include light industrial space suitable for marine related businesses, parking for boats and cars, storage and offices for the marina and sailing school and related visitor facilities.
- 5.8 Proposals should take account of :
- the relationship between the marina uses and neighbouring housing;
 - the need to achieve an appropriate balance between retaining as much of the historic character as possible whilst achieving the objectives of delivering refurbished marina facilities;
 - the visual impact of new development on the setting of the Category A Listed Forth Road Bridge, the Queensferry Conservation Area and the Hopetoun House Designed Landscape;
 - the outcome of the transport assessment, in relation to the number of marina berths that can be accommodated on the site.
- 5.9 In general, the retention of existing marina buildings is encouraged in recognition of their historic/archaeological interest. However, it will not be possible to meet the wider objectives of the brief if all existing buildings are retained. The draft brief suggests the retention of two existing storage buildings (reference 9 on Figures 3 and 4) but others may be suitable in addition or as alternatives to these. The opportunity to provide a visitor centre and/or on site interpretation should be explored to ensure that its historical interest and significance is understood by future generations.

- 5.10 Redevelopment of the site must include proposals for the retention and appropriate reuse of the Powerhouse building (reference 6 on Figure 3 and 4) and the restoration of the Western Pier (reference 8 on Figures 3 and 4). These are both listed buildings.

Marine Elements

- 5.11 The overall proposals to improve marina facilities at Port Edgar will incorporate some marine-based elements. These may include:
- the restoration and extension of the eastern and western breakwaters
 - capital dredging (both above and below the mean low water mark)
 - provision of additional pontoons
 - restoration of the east pier
 - land reclamation
- 5.12 For the reasons set out in paragraph 1.5, these are not covered by the development brief. However, there will be opportunities for the potential impact of these elements on the Firth of Forth and Forth Islands SPA to be properly assessed when detailed proposals are considered by the relevant authority. For example where such works require planning permission, applicants must provide sufficient detailed information to enable the Council to undertake an appropriate assessment of the proposals in accordance with the Habitat Regulations 1994.

6.0 Development Principles

- 6.1 The brief aims to ensure a high quality, sustainable development, which in terms of its building form and scale, layout and design, is well integrated with the character of the site and the built and natural heritage interests within and adjacent to it. The brief identifies measures aimed at mitigating any potentially adverse environmental effects of the development on the site and its surrounding area.
- 6.2 All development proposals must be sensitive to the conservation objectives of the Firth of Forth SPA, Ramsar site and SSSI and impact on historic features, including listed buildings and their settings, the Queensferry Conservation Area and the wider landscape setting including designed landscapes in the surrounding area.
- 6.3 The development brief identifies six planning and design principles which are taken from the Scottish Government's Policy statement '*Designing Places*'. Future development proposals should be based upon these principles.
- 6.4 Future planning applications for the redevelopment of the site must be accompanied by a design statement. Its format should be based on the six

key design principles and should identify where proposals comply with the guidance. Where proposals deviate from the principles identified in the brief, the statement should contain a clear justification for doing so.

Distinct Identity

6.5 The Port Edgar site has a distinct identity which is characterised by its function as an operational marina, position within the historic town of Queensferry and coastal and woodland setting. Proposals should exploit these characteristics. The development should:

- use Queensferry as a context for the proposed development, while still encouraging modern, innovative architectural styles. This could enable Port Edgar to become a third distinctive area within the existing waterfront, the Hawes and Queensferry High Street being the other two. The layout could reflect the character of the existing urban structure in Queensferry Conservation Area, incorporating closes, pends, courtyards and other similar features to add interest.
- introduce a variety of building heights. Queensferry High Street demonstrates that a mix of 2 and 3 storey buildings of different sizes can provide visual interest (see Photo 1).



Photo 1: Varying building heights within Queensferry High Street.

- take advantage of the change in levels of the part of the site located to the south of the existing marina which has potential for housing.
- select high quality materials in the design of buildings and streetscape in the urban environment, making sensitive use of colour. The use of natural stone with rendering should be encouraged. Colours should match those used elsewhere in Queensferry which are predominantly black and white (see photos 2 & 3).



Photo 2 (above): Ways in which stone can be used to provide visually attractive surface materials



Photo 3 (left): How different roof and wall materials can combine to create a visually attractive environment

- incorporate the more successful elements of existing marina buildings into the design of the replacement buildings e.g. simple, repeated pitched roof forms and barn style doors.

Safe and Pleasant

6.6 A safe, attractive environment should be created which everyone can enjoy at all times. The development should:

- provide private and communal garden spaces within the proposed housing areas. Where there are level differences, these should be exploited to provide attractive, interesting spaces (see Photo 4).



Photo 4: How attractive garden spaces can be created within confined sites.

- encourage integration between the proposed housing and marina, where possible, while allowing a degree of physical separation to ensure residential amenity is not adversely affected. Consideration should be given as to how the effects of noise from marina uses and the Forth Road Bridge can be mitigated through the layout and design.
- provide an area of open space to the south of the bay (reference 3 on Figures 3 and 4). Consideration should be given to the possibility of providing access to this open space from existing residential areas to the south.
- provide small-scale, enclosed areas of public space between the buildings. The spaces could take a variety of shapes, sizes and forms and include both hard and soft landscaping.
- retain existing areas of mature trees, in particular those at the entrance to the site near the Forth Bridge, and provide additional landscaping at key points. New tree planting should be provided, particularly where trees have been removed, in order to accommodate new development.

Easy to move around

- 6.7 The environment should be fully accessible to all potential users of the site. The development should:
- create streets, spaces and routes which are safe and attractive for all users, including the elderly, disabled, children and cyclists. Routes shared by vehicles and pedestrians may be appropriate in some locations.
 - enable the marina traffic to flow freely but slowly.

- include an east-west pedestrian and cycle route(s) which take(s) advantage of the views and spaces within the site.
- ensure that car parking is carefully integrated into the development and does not become a dominant element which detracts from the character of the site. Where possible, this should be provided ‘underground’, maximising the difference in site levels, and as smaller car parks located throughout the site.

Sense of Welcome

6.8 A welcoming environment should be provided for all visitors, users and residents. The development should:

- encourage active frontages (with front doors and windows) onto routes and spaces. Elevations which face the SPA should be no more than 50% glazed to minimise the degree of reflection
- incorporate spaces of a human scale between buildings in order to provide a high quality public realm for residents and visitors. The varied spaces within Queensferry High Street are considered an appropriate model for the Port Edgar development (See photos 5 & 6).



Photo 5: Some of the buildings in Queensferry High Street are located close to one another, creating a protected, intimate space



Photo 6: The space widens out to provide a small square within which car parking is integrated when not used for other functions.

- maximise views towards the site e.g. from the Forth Road Bridge, where roofscapes are clearly visible and out of the site e.g. towards features such as the Forth Road Bridge, the Forth and Fife. These views could be open or framed by buildings. Queensferry High Street demonstrates how interesting views can be created (See Photo 7).
- contain on-site interpretation, detailing the key features of its natural and built heritage.
- include lighting designed to illuminate spaces between buildings and routes only and which will have a minimal impact on the SPA.



Photo 7: Shows how views to the Forth Bridge are framed by buildings.

Adaptable

6.9 The design of any proposals should be adaptable to the changing needs of the housing and marina uses. The development should:

- incorporate a mix of residential units, including houses and flats of varying sizes.
- include marina buildings which are adaptable to future uses.
- provide space for boat parking which can accommodate vessels of varying sizes within a landscape structure that mitigates the potentially adverse visual effects of hard surface materials.
- reuse, where possible, existing buildings of historical/archaeological interest. For example, it may be possible, with some modifications, to reuse some of the existing sheds for boat storage. Some of the smaller, low rise brick buildings near the western breakwater could be converted to housing. Other buildings may be suitable for small-scale visitor facilities. Prospective developers are encouraged to contact Historic Scotland and the Council's Archaeologist to discuss ideas regarding the retention of existing buildings.
- assess the development potential of the C(S) listed power station for leisure/recreational use. If redeveloped, the integrity of the building, including key features such as the moving crane, should be retained. The main interior space should be left intact rather than subdivided, though it may be possible to introduce some carefully integrated windows and roof/ridge lights.
- restore the western pier. While this could provide moorings for larger vessels, the construction of buildings on the pier itself is not acceptable.
- retain the grade C(S) listed capstan and its associated underground machinery, and provide an attractive setting for it to reflect its importance within the site.

Sustainable

6.10 In order to ensure that it meets sustainable development objectives, the development should:

- not have an adverse impact on the Firth of Forth Site of Special Scientific Interest (SSSI)/ Special Protection Area (SPA)/ Ramsar site or the Forth

Islands SPA in relation to protected species and their foraging, roosting and breeding habitats.

- comply with the requirements of the 'Edinburgh Standards for Sustainable Building.'
- have a layout which mitigates the effects of the prevailing winds and maximise the potential for daylight and sunlight. For example, buildings could be arranged in courtyards with private gardens and small public open spaces.
- minimise waste, including the provision of facilities for separation and recycling.
- reuse building materials from sustainable sources.
- incorporate Sustainable Urban Drainage Systems (SUDS) as an integral feature.
- be designed to avoid the 1 in 200 year (0.5% annual probability) flood risk and the design will be informed by the findings of the Flood Risk Assessment.

7.0 Implementation

- 7.1 The Port Edgar development brief, forms supplementary planning guidance which will be a material consideration in the determination of future planning applications on the site.
- 7.2 The brief has been informed by the Strategic Environmental Assessment and Appropriate Assessment undertaken as part of the preparation process. The land use and design principles in the brief incorporate mitigation measures to avoid/minimise potential adverse environmental effects. However, in relation to the SPAs, in particular, more detailed mitigation measures will need to be identified at the planning application stage. The ecological parameters attached as an addendum to this brief identify potential detailed mitigation measures. These are provided to assist developers when drawing up detailed proposals and further assessments.
- 7.3 Future planning applications for the redevelopment of the site will require an Environmental Impact Assessment to be undertaken in accordance with the Environmental Impact Assessment (Scotland) Regulations 1999. In addition, it will also be necessary for the developer to demonstrate that proposals (including any marine-based elements not covered by this development brief) will not impinge on the conservation objectives for the

Firth of Forth and Forth Islands SPA and Ramsar Site. Under the “Habitats Regulations” 1994, the Council as “competent authority” can only grant planning permission for proposals which will not adversely affect the integrity of the SPA and Ramsar Site. Where this cannot be achieved, the proposal may only proceed if there are imperative reasons of overriding public interest. Scottish Ministers must be informed of these.

- 7.4 The construction phases of the redevelopment proposals will raise a number of issues. Developers should be aware of the need for the marina to continue to operate on a commercial basis while the development progresses. Careful consideration must also be given to potential adverse impacts on inter-tidal habitats and other areas used by bird species associated with the Firth of Forth SPA and Ramsar Site during the construction phases.
- 7.5 Where planning consent is granted, any necessary transport improvements and affordable housing provision will be secured through appropriate conditions and legal agreements, as necessary.

Addendum

Mitigation Measures - Ecological Objectives

The purpose of the following objectives is to guide the interpretation of the Port Edgar Development Brief so that potential impacts on important ecological receptors (i.e. in particular species and habitats associated with the Firth of Forth SPA/Ramsar Site/SSSI and Forth Islands SPA/SSSI) are avoided and/or minimised. The overall aim is to ensure that future proposals do not result in an adverse effect on the integrity of these sites (i.e. in relation to any assessments required under the Habitats Regulations 1994). The measures, associated with each objective, are proposed in outline at this stage and should not be considered adequate for the assessment of a future planning application.

Design

1. Where possible, all existing areas of intertidal habitat (e.g. breakwater, mud, shingle, cobble and boulders) should be retained. The potential for any proposed structure, capital dredging or land reclaim to result in the direct or indirect loss or degradation of intertidal habitats will require careful consideration and assessment such that it can be demonstrated that any predicted impact would not materially affect SPA bird populations supported by these habitats, and that there would consequently be no effect on SPA integrity.
2. All buildings and other structures adjacent to the foreshore should be sited and designed in a manner that minimises the potential for significant visual disturbance to SPA qualifying species. An indicative cross-section drawing, showing how this can be achieved, is included for guidance within paragraph 5.2 of the Development Brief. This will include consideration of building height and set-back and may include some form of screening at the edge of the foreshore which reduces potential visual disturbance on coastal birds but does not detract from the overall quality of the built environment. Materials for building finishes, glazing and lighting should also be carefully considered in order to minimise the potential impact on coastal birds. Guidance on this is also provided within the Development Brief. The detailed design of all buildings and other structures adjacent to the foreshore should be developed in consultation and agreement with SNH.
3. Careful consideration should be given to protecting important areas for roosting/loafing birds and, where appropriate, providing suitable additional or replacement opportunities for roosting at all tide states (e.g. artificial floating platforms and/or screened and disturbance-free zones). A permanent, suitably designed and located nesting platform for the common tern colony should also be considered as part of the site design.

4. Soft landscaping should comprise appropriate native species and should be designed to reduce the potential for visual disturbance to coastal birds. The location, design and proposed species for any landscape planting should be developed in consultation with SNH.

Construction Works

5. Construction activities that have the potential to cause disturbance to SPA qualifying species should be planned to minimise disturbance (note the need to also consider the breeding common tern colony). Consideration should be given to existing sources of disturbance within the harbour in identifying construction activities that in type, duration and intensity have the potential to raise baseline disturbance levels experienced by birds using the harbour. Activities which are likely to disturb birds include piling and all works on or near to important roosting and foraging areas. Such activities should be programmed to occur outside of sensitive periods. For example, potentially disturbing works adjacent to the foreshore should be timed during the period April - September inclusive to reduce the potential for disturbing wintering waders roosting and foraging in this area. However, because of the use of the harbour by significant numbers of post-breeding (e.g. sandwich tern), wintering and breeding birds (e.g. common terns) there is, in effect, no period during the year when bird species sensitive to disturbance are entirely absent from the harbour. Consequently, all aspects of construction works need to be considered and planned in detail, with advice from a suitably experienced ecologist and in consultation and agreement with SNH, to ensure that the potential for significant disturbance to SPA qualifying species is avoided.
6. The potential for pollution of the marine environment during construction works (e.g. from chemical contamination, construction materials, mobilisation of fine sediments) will need to be carefully assessed. Measures will need to be adopted (in consultation with the relevant environmental agencies, i.e. SEPA and FRS) to ensure that the risk of pollution, and resulting adverse impacts (directly or indirectly) on SPA bird species and supporting habitats, is minimised.

Operation

7. Public access to the foreshore should not be encouraged where it would adversely affect SPA species. Where appropriate, some form of physical barrier should be constructed to discourage access and avoid significant disturbance birds using the foreshore. The exact location of the barriers and the detailed design of wider public access arrangements should be determined in consultation with SNH at the planning application stage.

8. A management plan should be developed and implemented in consultation with SNH in order to define appropriate constraints on access and activity types within various parts of the marina so that disturbance sources, at the very least, do not exceed current baseline conditions for any relevant SPA species.

Monitoring

9. A plan for monitoring / supervising the implementation of measures to minimise disturbance to SPA species during construction and operation (i.e. including management of public access from the land and from boats) should be agreed in consultation with SNH and in advance of planning consent.

Cumulative Impacts

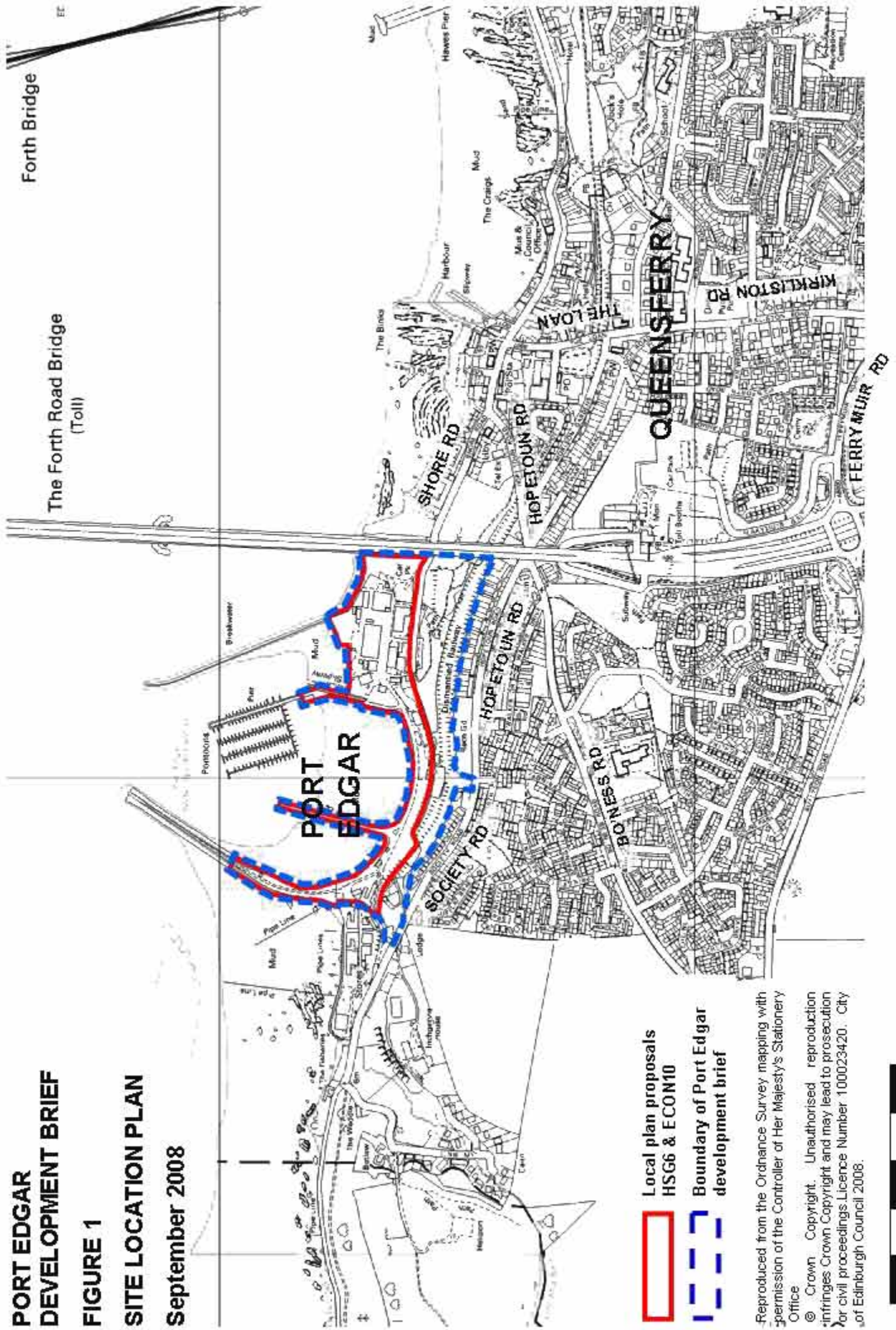
10. There is the potential for cumulative impacts to arise with other existing or proposed plans or projects during the construction or operation of the proposals for Port Edgar. As part of the assessment of a future planning application for the redevelopment of Port Edgar, careful consideration will need to be given to other plans or projects that have the potential to affect similar species as qualifying interests for the Firth of Forth SPA/Ramsar Site/SSSI or Forth Islands SPA/SSSI and/or their supporting habitats.

PORT EDGAR DEVELOPMENT BRIEF

FIGURE 1

SITE LOCATION PLAN

September 2008



Local plan proposals
HSG6 & ECON10

Boundary of Port Edgar
development brief

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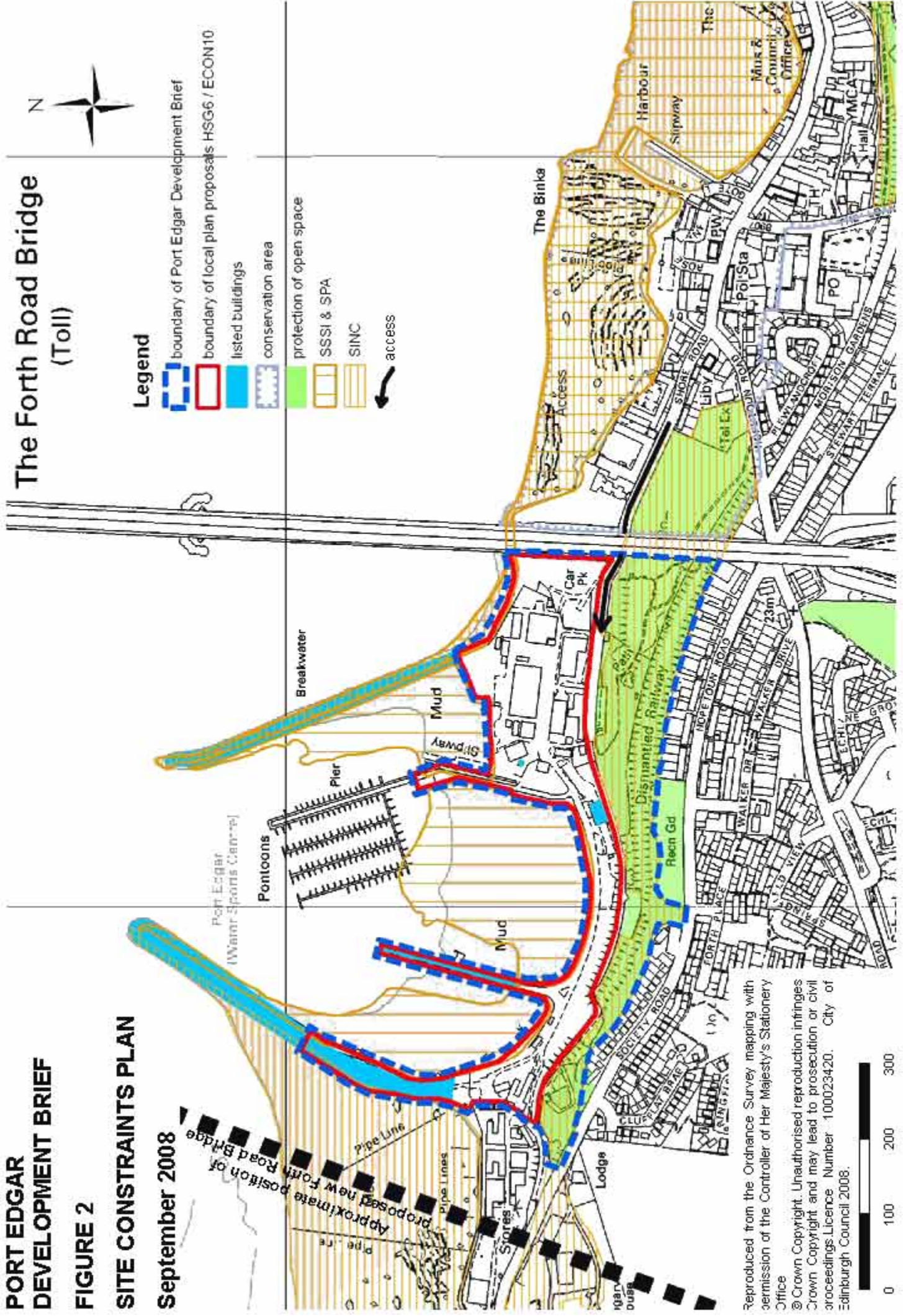


PORT EDGAR DEVELOPMENT BRIEF

FIGURE 2







SITE CONSTRAINTS PLAN

September 2008



The Forth Road Bridge (Toll)

Legend

-  boundary of Port Edgar Development Brief
-  boundary of local plan proposals HSG6 / ECON10
-  listed buildings
-  conservation area
-  protection of open space
-  SSSI & SPA
-  SINC
-  access

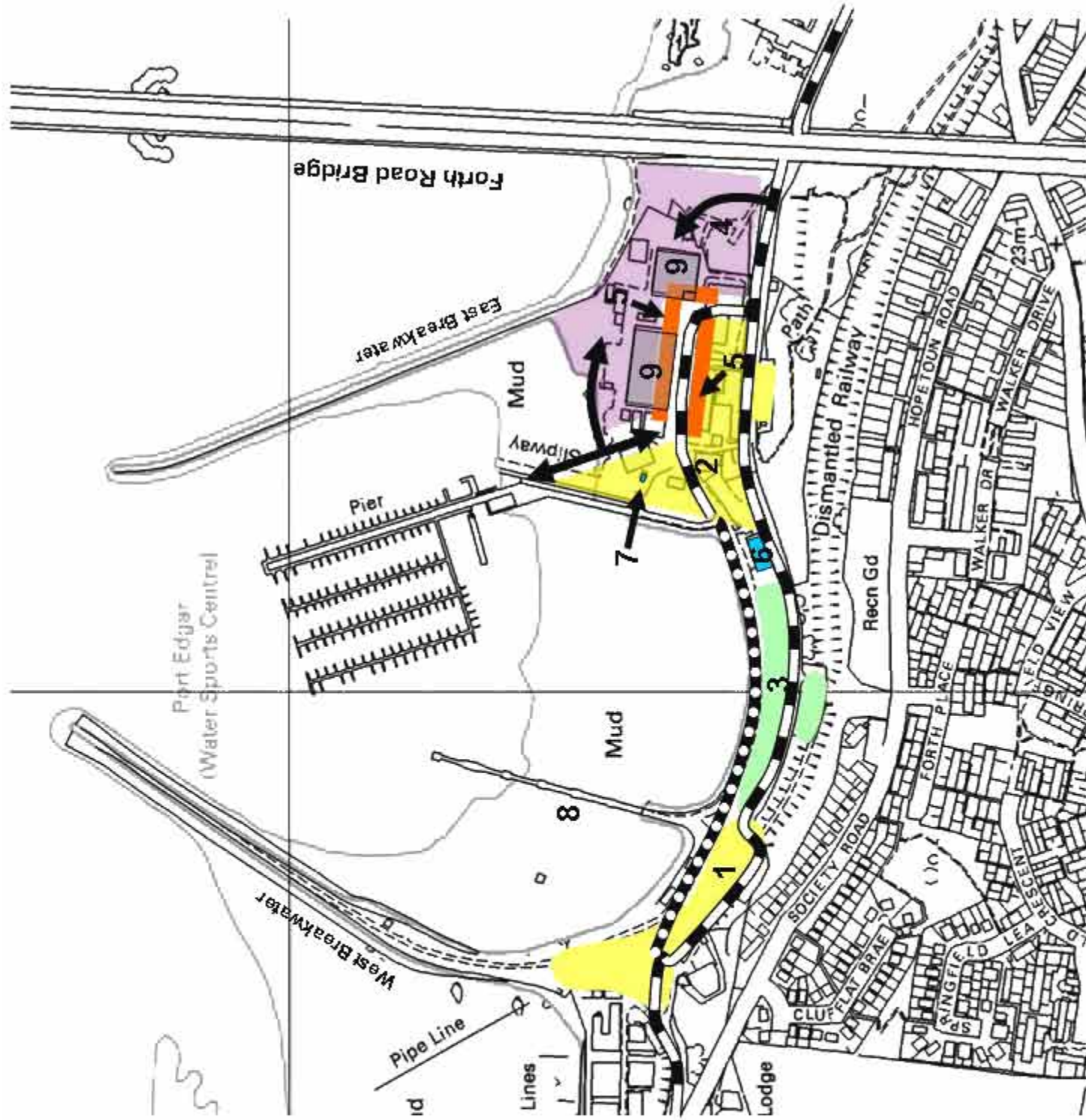
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PORT EDGAR DEVELOPMENT BRIEF

FIGURE 3
INDICATIVE LAYOUT PLAN
September 2008

- KEY**
- 1, 2 Areas for housing
 - 3 Open space
 - 4 Marina area
 - 5 Mixed use marina / public buildings
 - 6 Power Station – reused
 - 7 Capstan – restored
 - 8 West Pier – restored
 - 9 Existing buildings – retained where possible
 - Pedestrian / cycle priority route
 - Mixed route for vehicles or pedestrians
 - Marina access



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**PORT EDGAR
DEVELOPMENT BRIEF**

**FIGURE 4
INDICATIVE LAYOUT ON
AERIAL PHOTOGRAPH**

September 2008

KEY

- 1, 2 Areas for housing
- 3 Open space
- 4 Marina area
- 5 Mixed use marina / public buildings
- 6 Power Station – reused
- 7 Capstan – restored
- 8 West Pier – restored
- 9 Existing buildings – retained where possible
- Pedestrian / cycle priority route
- Mixed route for vehicles or pedestrians
- Marina access



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This development brief sets out land use and design principles for its area.

You can get this document, in Braille, large print and various computerformats if you ask us.

Please contact ITS on 0131 242 8181 and quote reference 08206
ITS can also give information on community language translations.

You can get more copies of this document by calling 0131 529 3991

You can view this brief online at www.edinburgh.gov.uk/devbriefs

本發展簡述列明有關地區的土地利用和設計原則。欲查詢把本單張翻譯成中文，請致電 **0131 242 8181** 與傳譯及翻譯服務部聯絡，並說出參考編號 **08206**。

ডেভেলপমেন্ট-এর সংক্ষিপ্ত বিবরণে এই এলাকার ভূমি ব্যবহার করা এবং নক্সা তৈরি করার মূল নীতিগুলি বর্ণনা করা আছে। বাংলা ভাষায় এই ডকুমেন্ট অনুবাদ করার ব্যাপারে তথ্য পাওয়ার জন্য ইন্টারপ্রেটেশান এ্যান্ড ট্রান্সলেশান সার্ভিস-(আই.টি.এস.)-এর সাথে **0131 242 8181** নম্বরে ফোন করে রেফারেন্স নম্বর **08206** উল্লেখ করবেন।

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Produced by the City Development Department, Planning and Strategy, September 2008

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