



GRANTON WATERFRONT

Development Framework
February 2020



Illustrative view of new sustainable neighbourhood looking towards the waterfront



Foreword



Councillor
Adam McVey
(Council Leader)

“Granton has a long and productive heritage, from the towering gas holder that stands firmly on our city’s skyline to Madelvic car factory that sparked innovation as far back as 1898.

Those days are long gone but Granton’s prominence on Edinburgh’s coastline is undiminished and now provides an unmissable opportunity to learn from cities across Europe that celebrate their coastline.



Councillor
Cammy Day
(Deputy Council
Leader)

‘Granton Waterfront’ sets out the ambition for a new waterfront quarter that champions low carbon transport, active travel and sustainable development; a quarter that supports the rich natural environment of Edinburgh’s coastline and, crucially, a place that stands the test of time.

It will herald a new approach to urban development and regeneration, providing a blueprint for the future. Cultural hubs, innovation start up space, new jobs for local people and high quality homes are brought together to create a diverse and exciting place rooted in community, fairness and sustainability.

The people of North Edinburgh have long known the amazing asset that is their coastline; something this framework acknowledges and take its inspiration from, setting the principles for Edinburgh to redefine itself as a waterfront city. This renewed approach to the coastline provides an opportunity for growth within Scotland’s vibrant capital city.”

- Councillor Adam McVey and Councillor Cammy Day.



Illustrative view of coastal park looking towards the waterfront



Executive Summary

Granton Waterfront Development Framework offers a bold and fresh approach to creating a new vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront.

This report outlines the vision, high level strategies and design principles to guide the development of Granton Waterfront. The Development Framework acts as non-statutory planning guidance and as such, will inform future planning applications within the area.

Granton is at the heart of Edinburgh's Waterfront and its successful transformation holds the potential to reconnect the city to the Firth of Forth and to build on wider ongoing regeneration projects to transform Scotland's capital into a unique waterfront city. The Development Framework sets out a climate resilient, place-based and inclusive approach to regeneration. It offers Edinburgh and the wider region the opportunity to make a step-change in how it develops in a sustainable, resilient and responsible way.

The Development Framework aims to protect and extend the existing green space within its boundary and to transform the former industrial land at Granton Waterfront into a place where people want to live, work and visit. It aims to guide the development of a place which links to and contributes to the regeneration of surrounding neighbourhoods and which becomes a vibrant and welcoming coastal community, attractive and accessible to all.

The Development Framework was commissioned by the City of Edinburgh Council (CEC) in October 2018 and completed in December 2019. It has been developed through a collaborative, design-led approach involving local communities, stakeholders, public sector partners (including The National Galleries of Scotland (NGS), National Museums Scotland (NMS) and Edinburgh College), Architecture and Design Scotland, Scottish Futures Trust and Scottish Government partners. This process has ensured that placemaking and creating an area that reflects the needs of local communities and the wider city are at the heart of the framework.

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Fig. 1.0: Aerial Photograph of part of Development Framework area looking north west towards the Firth of Forth

1. SITE + CONTEXT

This chapter establishes the physical and strategic context for the development framework.

- 1.1 The Site
- 1.2 Policy and Planning Context
- 1.3 Constraints and Opportunities





Fig. 1.1: Aerial Map showing Development Framework area (consisting of mainly green space and former industrial land) in relation to Edinburgh's city centre and surrounding neighbourhoods

The Site

Development Framework Area

Granton Waterfront is situated around 3 miles north of Edinburgh city centre on the shores of the Firth of Forth. It sits in a 'necklace' of coastal communities and stretches from Cramond in the west along the waterfront to Granton Harbour in the east, (Fig. 1.2). It also connects to the surrounding communities of Pennywell, Muirhouse, Pilton, Trinity and Newhaven. The site comprises around 200 hectares of open green space and parkland (to the west) and around 50 hectares of potentially developable former industrial land that is not currently subject to other planning conditions (to the centre and east). The location and extent of the Development Framework is shown below and opposite via the pink line boundary, (Fig. 1.1).

The Development Framework sets out a vision and principles for the entire framework area and provides an urban design framework and design guidelines for the potentially developable land in the centre and east of the site.

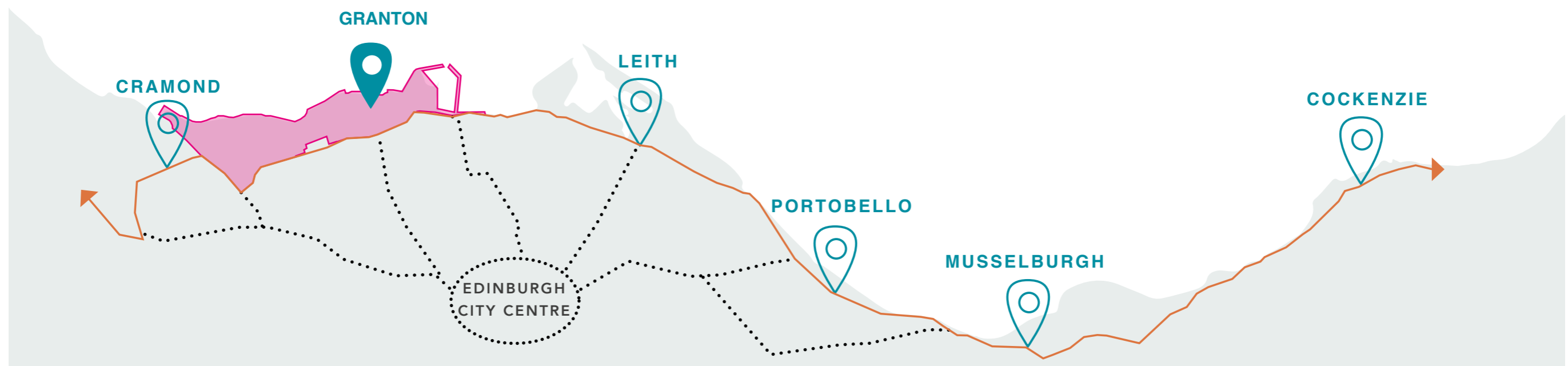


Fig. 1.2: Granton as part of a 'necklace' of coastal communities, and in relation to Edinburgh city centre



1752

Fig. 1.3: Pre-industrial Granton was home to very few people, instead the land was mainly open green fields used for farming or grazing animals. Unlike other coastal towns on the waterfront there was no historic settlements other than some large country houses such as Caroline Park.



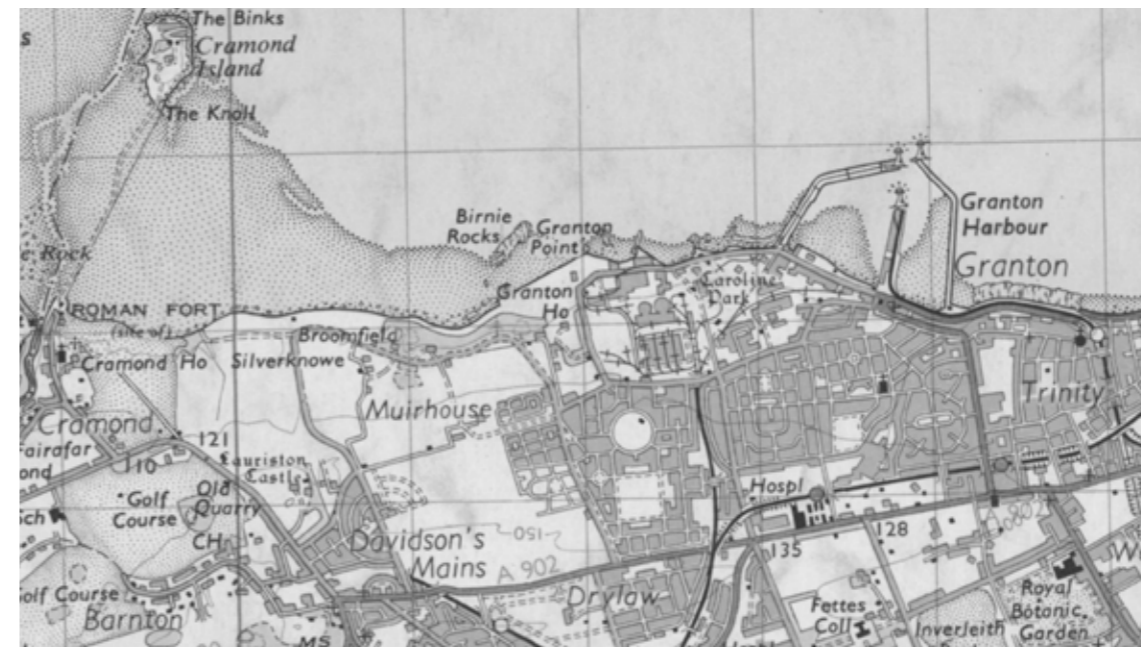
1885

Fig. 1.4: The structure of industrial Granton was now emerging; the harbour had been constructed in 1838; the railway had arrived; housing for workers along Lower Granton Road had been constructed; and Granton Square and Granton Road were constructed.



1920

Fig. 1.5: At the beginning of the 20th century much of Granton was still used to grow food to supply Edinburgh and Leith. Alongside this, the gas works opened in 1903. After WWI the boundaries of Edinburgh were expanded to take in the whole of Granton.



1955

Fig. 1.6: The amalgamation of Granton with Edinburgh coincided with new legislation which made the construction of local authority housing easier. By the post-war period Granton had developed to include dense housing, industry, shopping and transport links.

The Site



2018

Fig. 1.7: Moving into the 21st Century sees much of this industry closed and most of the harbour having been in-filled. However, the waterfront and various heritage and cultural assets remain as evidence of the areas rich history.

History

Much of the former industrial land was used for the production and storage of gas and other industrial processes. Many remnants of this important industrial heritage remain, including one of the three gas holders and the associated railway station building. Important historic assets also remain, including Caroline Park House, the Lighthouse and the UK's first electric car factory, the Madelvic.

In the late 20th Century, the gasworks site and adjoining industrial sites were made available for redevelopment. The area was subsequently subject to numerous masterplan design proposals. Some of these have been implemented in part, however, none were ever fully delivered. Regeneration projects in the early 2000's cleared large areas of former industrial land and established the main pedestrian and vehicle routes through the site. Some major developments were built including the British Gas HQ, Edinburgh College, Forthquarter Park and approx 1400 residential units. However, development stalled around 2007 and as a result, large undeveloped areas of former industrial land with poor connectivity remain. Public access to key areas of the waterfront itself remains blocked by industrial units. The maps opposite (Fig. 1.3-1.7) illustrate how Granton Waterfront has evolved from the 1750's up 2018.

The Site



Fig. 1.8: Aerial Map showing Development Framework area, previous development and areas of potentially developable land

The Site



1 Granton Harbour

Fig. 1.9: a separate masterplan is in place for Granton Harbour which sets to transform the former industrial land into a mixed-use waterside development centred around a new marina.



2 National Museums Collection Centre

Fig. 1.10: The NMS Collections Centre has been based in Granton since 1993. It provides storage space for Scotland's National Collection and facilities for international research and conservation. It has ambitions to further invest in the site to encourage opportunities for community connectivity and access.



3 Edinburgh College

Fig. 1.11: Edinburgh College has been a central part of Granton for many years. The college has ambitions to open out the campus, both physically and socially, into the wider area. There is also ambition to provide a new Construction Skills Centre - which champions modern construction skills and provides enterprise and community facilities in the area.



4 'The Art Works' - NGS

Fig. 1.12: The National Galleries of Scotland have been developing proposals for a new facility based in Granton called: 'The Art Works.' This community based facility will be open to everyone and designed to hold and care for the nation's treasures. (Note, this facility was previously known as the National Collection Facility)

Developable Land

The Council now own around 50 hectares of land within the Granton Waterfront site, identified in red on Fig. 1.8, opposite. The regeneration of this area will provide for new homes of varying tenure, a new primary school, healthcare centre, small scale leisure and retail opportunities, links with new and existing cultural facilities, business/enterprise 'start-ups' and creative space, tied together with a high-quality public realm and diverse green spaces. Together these will reconnect new and existing neighbourhoods to the wider city and the waterfront, creating a vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront.

Existing and Planned Development

Within the framework boundary there are a number of existing communities and sites which have been developed or have exciting new development planned on them. (For ownership see Appendix A2.1 - Ownership and other development projects). In light of this, the Framework has been developed in dialogue with a series of key public sector partners, stakeholders and existing communities. A Record of Engagement has been prepared to accompany this report. (See Appendix A2.2 for a summary). Reference should be made to this to ensure that future applications respond appropriately to the broad range of needs identified through the engagement process.

Project Partners

The following key public sector partners have sites or plans in the area and have been involved in the Framework since inception:

- The National Museums Scotland (NMS),
- National Galleries of Scotland (NGS) and
- Edinburgh College.

These national cultural and educational institutions are a key part of the Development Framework and should play a central role in the future holistic regeneration of Granton Waterfront, (See also p.80 and Appendix A2.7 for further detail).

Other Stakeholders

Alongside these public sector partners there are a number of other parties working or established in the area, including the owners of Granton Harbour, housing already under construction and a number of existing residential, commercial, social enterprise and community uses. A safeguarded tram route also runs through the site. Fig. 1.8, illustrates the location of some of the site's assets and Fig.1.9-1.12 (left) summarises some of the current development ambitions.

Relevant Policy and Guidance

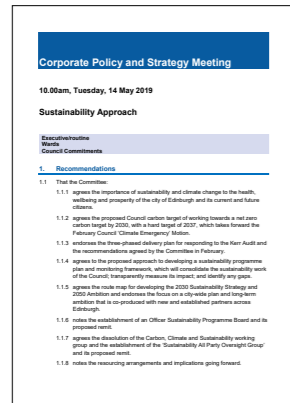
Edinburgh's Economic Strategy



Granton Waterfront DF response

- The regeneration of Granton Waterfront as per the vision and principles outlined in the Development Framework aligns with the eight steps described in Edinburgh's economic strategy - Enabling good growth.
- The collaborative approach to developing the framework with local communities and project partners supports the strategy vision to be inclusive and prioritise collaboration.

Sustainability Approach



- The principles and approach described within the Development Framework support the City of Edinburgh Council's commitment to work towards a net zero carbon target by 2030.
- Energy, transport, landscape and water management specialists contributed to the development of the framework to ensure a holistic and innovative approach to sustainability was taken throughout.

City Mobility Plan and citywide Low Emission Zones



- The transport strategy for Granton Waterfront reflects the ambitions identified in the developing City Mobility Plan. The strategy supports modal shifts away from the car in favour of sustainable modes to lessen harmful emissions and bring benefits both environmentally and to health and wellbeing.
- This approach also supports Scottish government and CEC targets for the development of Low Emission Zones across the city of Edinburgh.
- Granton Waterfront's ambition is to go beyond current policy and guidance by surpassing targets through the provision of multi modal travel choices with a preference towards low carbon travel options.

Relevant Policy and Guidance

Place Standard



Granton Waterfront DF response

- The Place Standard Tool was used to structure the extensive engagement programme with local community members, stakeholders and Scottish government undertaken as part of the Development Framework process.
- The Vision, Principles and Development Framework outlined in this document establish guidelines to ensure that future development follows a placemaking approach.

Edinburgh Promenade Design Code



- The Framework allows for the continuation of the Edinburgh Promenade project through the Granton Waterfront area.
- The proposals for a new coastal park and routes along the waterfront align with the key design principles and character areas outlined in the design code.

Edinburgh Design Guidance



- All detailed proposals within the Development Framework area should also take account of the guidance within the Edinburgh Design Guidance document.
- The high-level strategies, character areas and design guidance for key public streets and spaces set out in chapters 3-6 of the Development Framework accord with this.

Policy and Planning Context



Fig. 1.13: Extract from 2016 Edinburgh Local Development Plan (LDP) which identifies Granton and Edinburgh's Waterfront as a Strategic Development Area and new development zone

The Development Framework accords with aspirations set out in current national and local policy, including:

- The emerging themes of the City Vision 2050,
- Edinburgh's Economic Strategy,
- Edinburgh Local Development plan,
- City of Edinburgh Council's (CEC) commitment to be zero carbon by 2030,
- The Place Standard,
- A series of key coastline and sustainability initiatives, most notably the Edinburgh Shoreline Project and Edinburgh Promenade project,
- Edinburgh Design Guidance,
- Edinburgh's Open Space Strategy (2016),
- City Mobility plan and low emission zones (under development) and
- The Edinburgh Local Development Plan (2016), which identifies Granton and Edinburgh's Waterfront as a Strategic Development area with major new development, (Fig.1.13).

The page opposite outlines some of these key policy documents and how the Development Framework responds to these.

City Vision



- The Development Framework, Vision and Granton Principles within this report offers Edinburgh and the wider region the opportunity to mark a step-change in how it develops in a sustainable, resilient and responsible way. This is in keeping with the emerging themes of the City Vision: becoming carbon neutral, eradicating poverty, re-imagining public space and making Edinburgh more caring.

Policy and Planning Context



Forth Quarter

Description: Housing-led mixed use development on land primarily owned by National Grid.

Development Principles:

- Complete the approved street layout and perimeter block urban form
- Provide housing-led development on sites formerly identified for major business-led development
- Provide a housing mix that is appropriate to the site in terms of place-making and would maximise completions within this urban regeneration proposal within the plan period
- Deliver school provision as specified in the Action Programme
- Provide a strategic flood risk assessment



Central Development Area

Description: Housing-led mixed use development on land assembled by a joint-venture regeneration company.

Development Principles:

- Complete the approved street layout and perimeter block urban form
- Provide housing-led development on sites formerly identified for major business-led development provide a housing mix that is appropriate to the site in terms of place-making and would maximise completions within this urban regeneration proposal within the
- Plan period
- Deliver school provision as specified in the Action Programme
- Expressly encourage the enhancement of employment and a 'destination' through existing and new commercial, cultural, tourist and retail opportunities
- Provide a strategic flood risk assessment



North Shore

Description: Area identified for housing-led mixed use development in an approved masterplan.

Development Principles:

- Be compatible with future residential development in Forth Quarter and the Central Development Area
- Complete the relevant section of the waterside Edinburgh Promenade
- Avoid prejudicing future housing-led redevelopment on their sites or on adjacent land
- Provide a strategic flood risk assessment.



Granton Harbour

Description: Housing-led mixed use development on land owned by Forth Ports Limited and others.

Development Principles:

- Complete the approved street layout and perimeter block urban form
- Provide a housing mix that is appropriate to the site in terms of place-making and would maximise completions within this urban regeneration proposal within the plan period
- Meet the convenience shopping needs of new and future residents by implementing the proposed Local Centre (Proposed S2)
- Complete the relevant section of the waterside Edinburgh Promenade
- Provide for retained and improved mooring facilities and boat storage and retain Middle Pier as a 'working pier'
- Include tourism and waterfront-related leisure and entertainment uses
- Provide a strategic flood risk assessment.

KEY

- Housing-led mixed use development
- Commercial-led mixed use
- Business and Industry use
- New green space
- Cultural use or housing led regeneration
- Cycle / footpath safeguarded route
- New major streets
- Tram line safeguard
- S School safeguard

Fig. 1.14: Edinburgh Local Development Plan (LDP) 2016 - Extracts and principles relating directly to Granton Development Framework

Policy and Planning Context

LDP Development Principle	Granton Waterfront Development Framework response
1 Complete the approved street layout and perimeter urban block form	<ul style="list-style-type: none"> The Development Framework block structure aligns with the LDP, providing clear routes to the water, connecting old & new neighbourhoods. The street layout takes Edinburgh Design Guidance (2017) into consideration.
2 Provide housing-led development on sites formerly identified for major business-led development	<ul style="list-style-type: none"> Forthquarter, Central Development Area and North Shore now identified to provide over 3000 new homes, a new school, medical centre and other small scale business, leisure and creative space.
3 Provide a housing mix that is appropriate to the site in terms of placemaking	<ul style="list-style-type: none"> Mixed flats and colonies with 20% family homes proposed with high quality place making. Takes account of Council planning policy and Edinburgh Design Guidance.
4 Deliver school provision	<ul style="list-style-type: none"> School site allocated within the development framework. School will be delivered in accordance with requirements established by CEC Communities and Families.
5 Provide a strategic flood assessment	<ul style="list-style-type: none"> Climate resilient response to coastal flooding incorporated into development framework through the creation of coastal park with inbuilt green flood infrastructure to protect development behind. Future planning applications to include flood risk assessment.
6 Expressly encourage the enhancement of employment and destination through existing and new commercial, cultural, tourist and retail opportunities	<ul style="list-style-type: none"> The development of unique character areas will make space for and incubate differing scales of commercial, cultural and leisure opportunity.
7 Complete the relevant section of the Edinburgh Waterfront Promenade	<ul style="list-style-type: none"> Promenade will become key feature of Coastal Granton and will be integrated into coastal park.

The Edinburgh Local Development Plan (LDP) was formally adopted in November 2016. The LDP strategy directs future growth to four strategic development areas of which Edinburgh Waterfront is one. Granton Waterfront is a key site within the Edinburgh Waterfront.

The map (below) outlines the extent of proposed development and growth along Edinburgh’s Waterfront from Granton to Leith within the Local Development Plan. The LDP sets out design principles for each Area of the Waterfront. The relevant areas for the LDP for the Granton Development Framework are Forth Quarter, Central Development Area, North Shore and Granton Harbour. The key development principles for each are outlined within the extracts opposite.

This development framework builds on the principles established in the LDP to bring them in line with the contemporary policy discussed on the previous pages. This response to the LDP is outlined in the adjacent table.

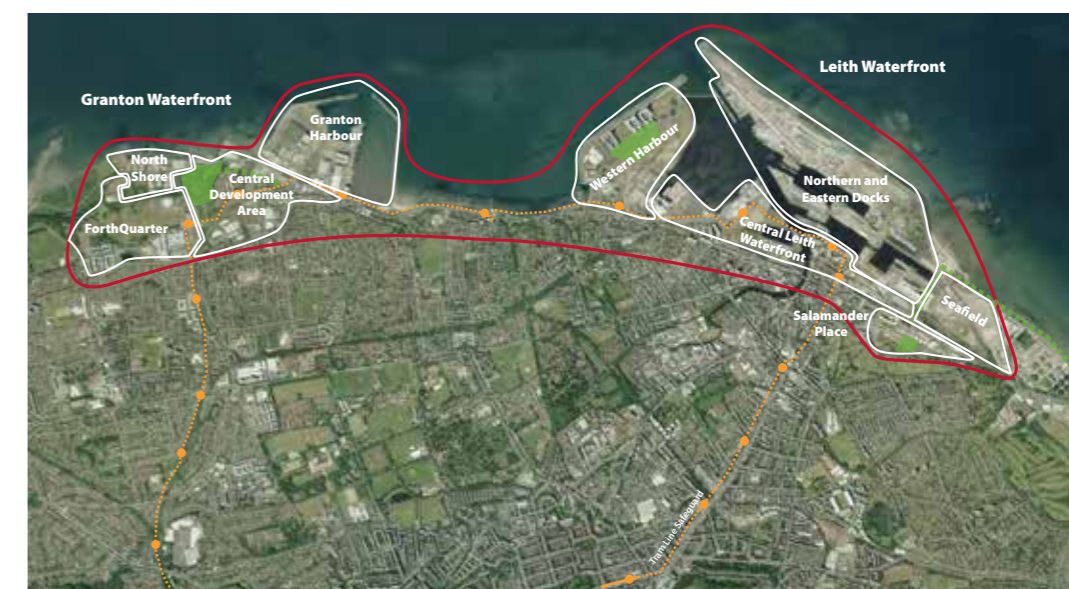


Fig. 1.15: Extract from 2016 Edinburgh Local Development Plan (LDP) which identifies the extent of potential mixed use regeneration to Edinburgh’s Waterfront

1.3

Constraints and Opportunities

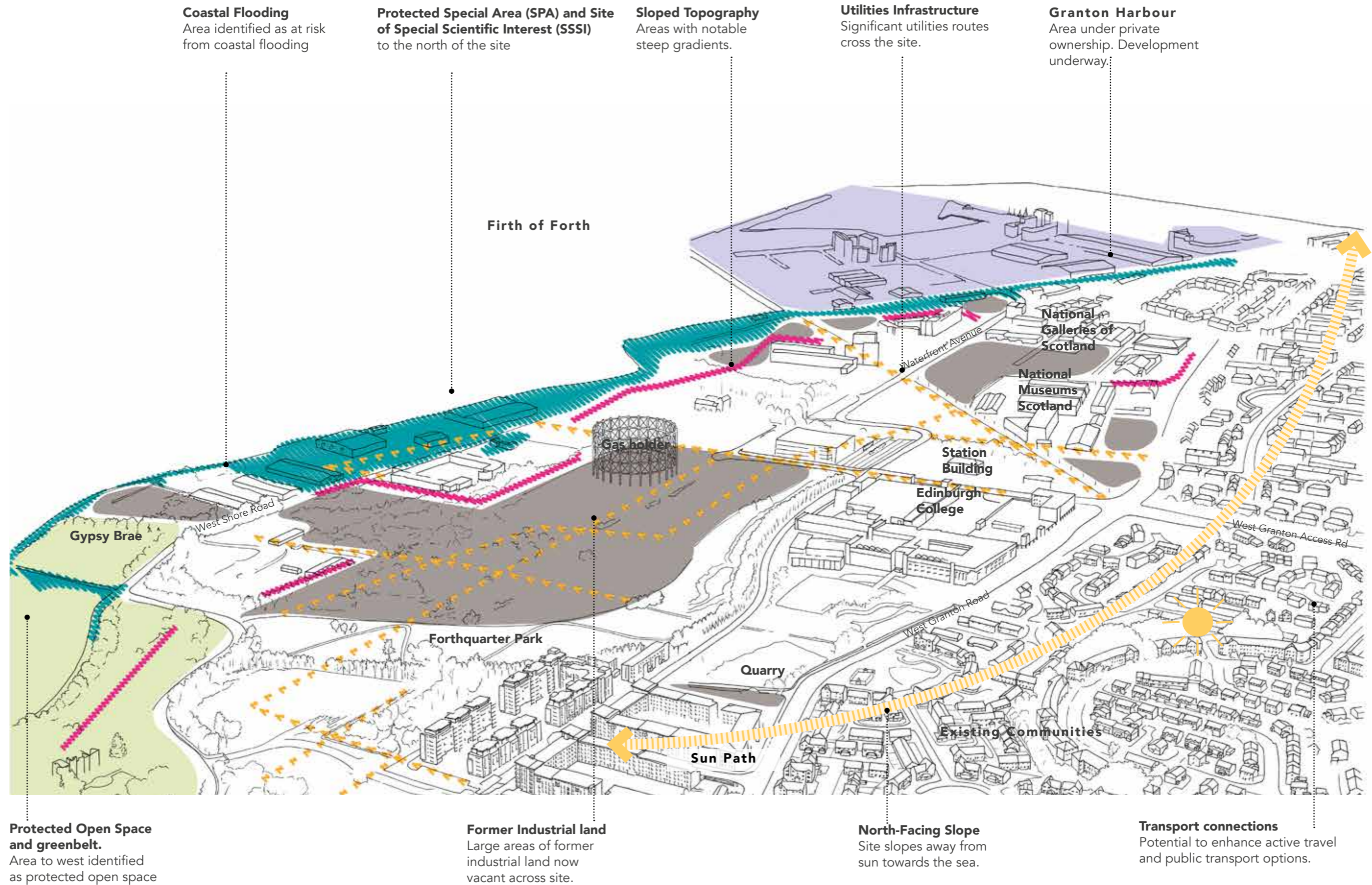


Fig. 1.16: Aerial sketch of Development Framework area highlighting key aspects of site (looking north east towards the Firth of Forth)

Constraints and Opportunities



Green Network

Fig. 1.17: Opportunities to extend and integrate green spaces to create usable and biodiverse areas across site.



Coastline

Fig. 1.18: Opportunities to improve connections to the coastline, upgrade the ecological quality and activate the shoreline at a community and civic scale.



Existing Heritage Assets

Fig. 1.19: Respecting and celebrating the site's heritage assets and encouraging access.



Existing and New Communities

Fig. 1.20: Opportunities to improve connections to and between residential areas and to improve and provide benefits to surrounding neighbourhoods such as Pilton, Pennywell, Muirhouse and Trinity.

Granton Waterfront Development Framework area offers a range of potential opportunities with some clear physical constraints. The area has many truly incredible assets that should be enhanced and better celebrated. Key opportunities identified are:

- **Coastline:** Granton's coastline is dramatic and biodiverse. It could be greatly enhanced at both local and city level, whilst addressing the Special Protected Area (SPA) to the north and climate change.
- **Existing heritage assets:** Granton is home to a number of important heritage features which could be better celebrated and enhanced.
- **Existing and new communities:** There is the potential to develop sites and connections in a way that integrates new and existing communities.
- **Partnership working:** Granton offers the potential for partnerships between key national, city and local organisations including Edinburgh College, NMS, NGS, Friends of Granton Castle Walled Garden, North Edinburgh Arts and Granton Hub.
- **Culture and Learning:** The learning opportunities within Granton are extensive with links between school, training, culture and work.
- **Future tram:** The City of Edinburgh Council has committed to extending the existing tram network to nearby Newhaven. Further extension to Granton Waterfront is a key opportunity for residents, visitors and workers.
- **Open space:** The area has some high quality green-spaces such as Forthquarter Park, Gypsy Brae and the quarry that could be better connected and activated.

The Development Framework seeks to understand the constraints, turn these into opportunities where appropriate and ensure any risks are identified and mitigated from the outset. Key constraints identified are:

- **Coastal flooding:** Risk of long term flooding along coastline.
- **Sloped topography:** Steeply sloping site falling almost 30m from West Granton Road down to the water.
- **Contaminated land:** Residual contamination from post-industrial use
- **Utility infrastructure:** Significant utility routes and connections run through the site.
- **Transport connections:** Existing transport connections will require improvements to meet demands of future development and to encourage low carbon and active travel choices.

See: Appendix A2.3 for more detailed site observations with quotes recorded during the engagement process.

Photographs from Development Framework Area identifying some of the key opportunities



Fig. 2.0: Aerial image of Granton Waterfront, 2018, from Edinburgh Shoreline project video

2. VISION + PRINCIPLES

Setting out a Vision for Granton at a local and global level.

- 2.1 Vision for Granton
- 2.2 Regional Scale
- 2.3 City Scale
- 2.4 Granton Principles



2.1 Vision for Granton

LOCAL

A coastal community at the heart of the region.

A vibrant, healthy and sustainable coastline.

A place where people want to work, live, learn and visit.

Connects people to the coastline and forms an integral part of the city.

Linked to, and contributes towards, the regeneration of surrounding communities.

Safe and pleasant streets which prioritise walking and cycling.

A place which invites entrepreneurship, makes space for nature and prioritises innovation and sustainable living.

GLOBAL

Offers a bold and fresh approach to city living.

Gives the coastline back to the city and its people.

Creates one of Europe's largest natural coastal parks stretching from Lauriston Castle to Wardie Bay.

Positively faces the need for climate resilience.

Takes a low carbon approach in line with UN sustainable goals.

Embraces unique blue-green opportunities.

Sets an aspirational approach to how Edinburgh will evolve in the future.

Vision for Granton

Granton Waterfront is imagined as a vibrant and welcoming coastal community, attractive and accessible to all.

The vision for Granton is summarised on the page opposite. It is a vision that works locally and city wide addressing grass roots challenges and global issues.

Granton will set high ambitions to be transformational in a way that benefits residents, surrounding communities and visitors to the area.

Granton will be a distinctive coastal community that is well connected by a green network, active travel routes and provides a diversity of experience.

Granton will be a driver for new activities, business and innovation. It will enhance the local economy, provide anchor destinations and create cultural and learning opportunities.

Granton will offer a new urban approach that provides a diversity of uses centred around its rich ecological landscape.



Fig. 2.1: Illustrative 3D sketch of Granton Waterfront Development Framework

2.2 Regional Scale

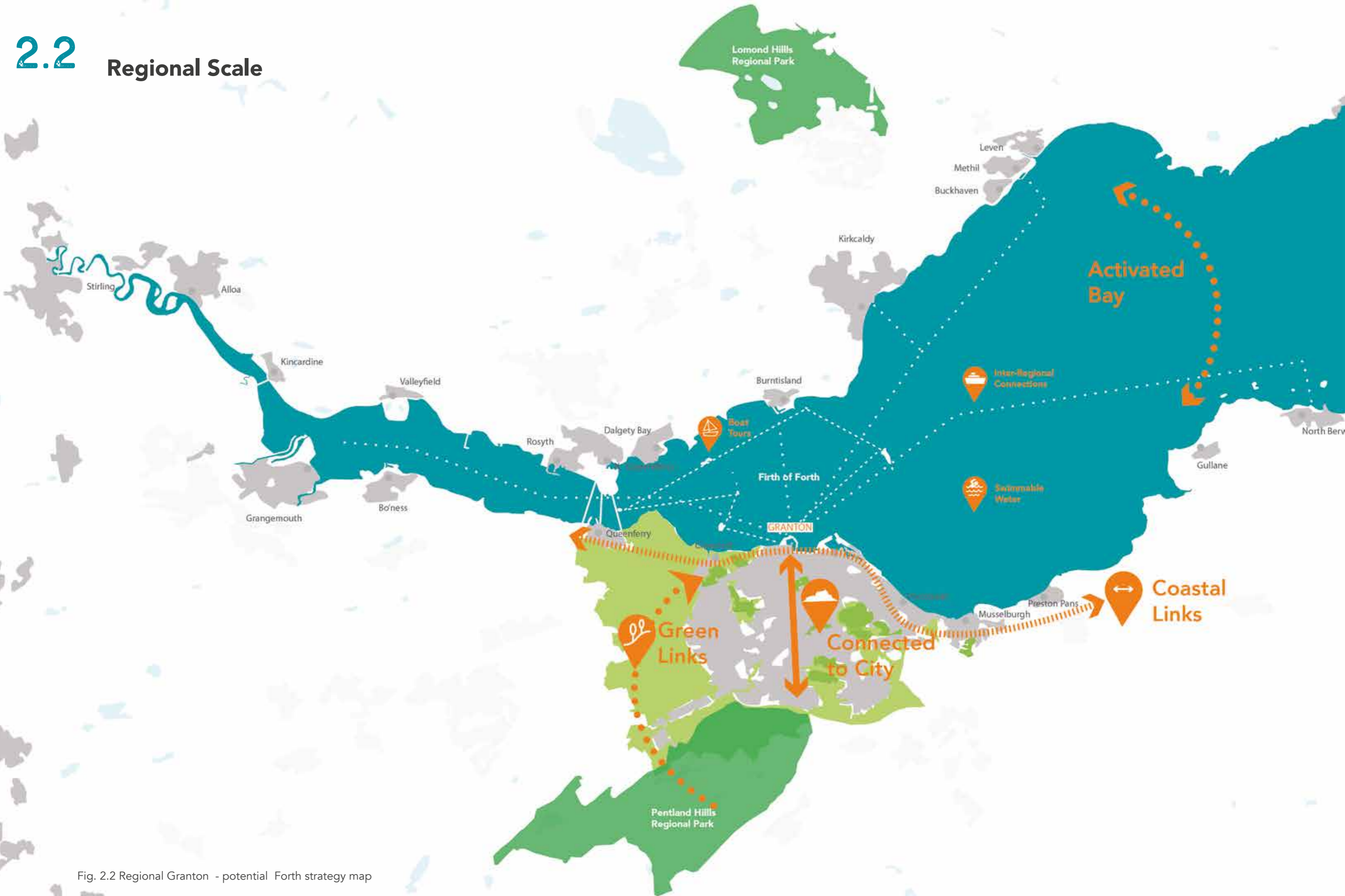


Fig. 2.2 Regional Granton - potential Forth strategy map

Regional Scale

A Coastal Community at the Heart of the Region

The vision for Granton Waterfront involves repositioning Granton as a coastal community at the heart of the region. This provides a key shift in perspective from it being a neighbourhood on the periphery of Edinburgh to it being a neighbourhood central to the Firth of Forth region. With applied 21st Century thinking around urban design, innovation, climate resilience and ecology the area can become a central part of the region once more.

Delivering this vision requires measures that will go beyond the boundaries of the proposed Development Framework to address city-wide issues. In doing so, this vision will not only benefit Granton but also provide opportunities for all neighbourhoods to the north of Edinburgh - and the city of Edinburgh as a whole. The diagrams opposite detail some of these potential measures at a regional scale. Some of these potential measures are illustrated in the diagrams opposite, (Fig. 2.2-2.6).



Coastal Links
Perceive Granton as part of the 'necklace' of communities that surround the Firth. Unlock Granton Waterfront's regional potential by seeing the area as key part of this collection. (Fig. 2.3)



Activate Water
Development of Granton can help in transition to view the Firth of Forth as a Regional Bay shared amongst coastal communities. Key to success of this is activating and accessing the water. (Fig. 2.4)



Green Network
Regionally Granton sits at the heart of two regional parks. The existing green network can be enhanced, connected into the site and forming part of Granton Waterfront's unique identity. (Fig. 2.5)



Connect City and the Forth
Re-connect local neighbourhoods and the city to each other and the water by improving routes to the City Centre, connecting the tram or another form of mass rapid transport to Granton and addressing the east-west routes. (Fig. 2.6)

2.3

City Scale



Fig. 2.7: Granton Waterfront as the next evolution of the city



Fig. 2.8

COASTAL
21stC + beyond



Fig. 2.9

NEW
18thC - 19thC



Fig. 2.10

OLD
Medieval

City Scale

Granton Waterfront as the next evolution of the city of Edinburgh

Edinburgh city centre has a world-renowned urban landscape and heritage. Over the centuries it has evolved from the dense medieval pattern of the Old Town, with the sweeping volcanic crags of Holyrood Park, towards the elegant grid of the New Town and Princes Street Gardens. The Development Framework for Granton Waterfront presents the next evolution of the city.

Patterns such as: the New Town grid, which establishes views to the water; the Old Town, which works with the topography to incorporate lanes and car-free routes and the pattern of urban expansion being complemented with world class open space, provide relevant precedents for Granton Waterfront. The Development Framework builds on these unique and proven design approaches and translates them into the 21st century.

As the city continues to grow and evolve, the need for inclusive and sustainable development becomes ever more acute. Development at Granton Waterfront should take a world leading, sustainable approach to urban design, informed by the Scottish Government's National Performance Framework and the United Nation Sustainable Development Goals.

Granton Waterfront - via this Development Framework - presents a once in a lifetime opportunity for Edinburgh to further evolve into a fair, resilient and thriving contemporary city and the potential to truly be, as the poet Ian McMillan describes it, a city *'built on history and ready for tomorrow'*.

"Built on history and ready for tomorrow."

Edinburgh by Ian McMillan



Fig. 2.11: Coastal - Granton Waterfront and coastal park as the next 21st Century evolution of the city of Edinburgh



Fig. 2.12: New Town - the grid of the new town sets up views to the Waterfront and to Princes Street Gardens



Fig. 2.13: Old Town - working with the natural topography and incorporating lanes and car-free routes

2.4 Granton Principles

1 Coastal

Celebrating the Firth of Forth's unique shoreline to be inclusive, climate resilient and biodiverse. Enhancing and expanding spaces to provide open access to natural and urban coastal activities for the neighbourhood, community and city.



Fig. 2.15

3 Urban

A vibrant urban environment, with space for living in a 21st Century urban condition, providing an intelligent mix of housing, working, education and dynamic civic and cultural destinations.



Fig. 2.17

2 Re-connected

Linking new and existing neighbourhoods not only with each other but with surrounding areas, Granton Harbour and the city - both physically and socially. Ensure regeneration benefits surrounding neighbourhoods and prioritise low carbon travel.



Fig. 2.14



Fig. 2.16

4 Living

Inhabiting pleasant streets and open spaces which incorporate nature to improve well-being for all in the community and enhance biodiversity.

5 Robust + Flexible
 Creating a robust framework, with space for future flexibility to create fresh and diverse opportunities for health, energy, production, work, and learning that stand the test of time.

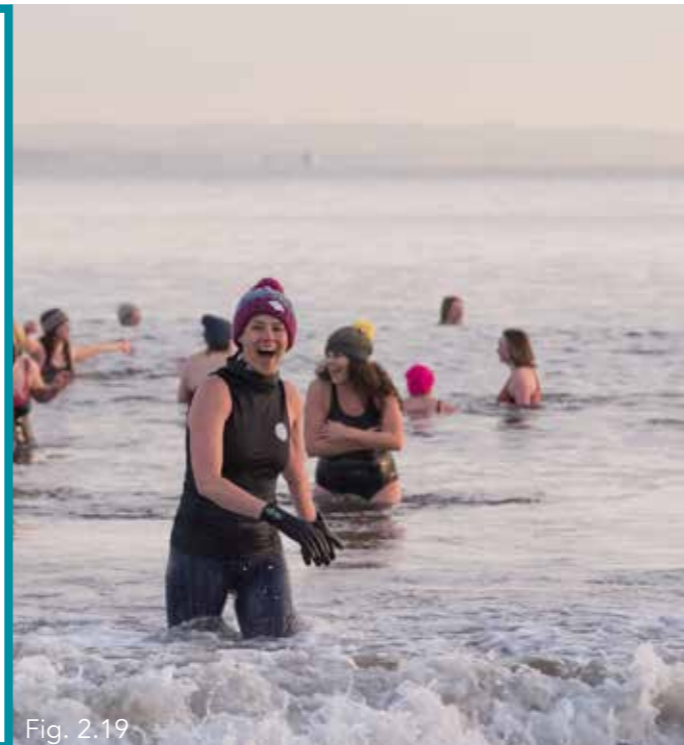


Fig. 2.19

7 Responsible
 Developing a self-sustaining neighbourhood within the wider city of Edinburgh with a circular economy addressing the climate emergency, work, enterprise, learning, health, energy and social mobility.

A series of guiding 'Granton Principles' are defined opposite. These should guide the future development of Granton Waterfront to ensure it becomes a unique coastal community.

These principles have been developed to be flexible enough to allow for future uncertainty but be robust enough to maintain an overall vision for the area.

The vision and principles describe the kind of place Granton Waterfront is to be. The Development Framework describes how this will be achieved.



Fig. 2.18

6 Rooted
 Reinvigorating existing heritage assets and working in partnership with local community organisations and residents to further strengthen Granton's identity, physical environment and character.



Fig. 2.20

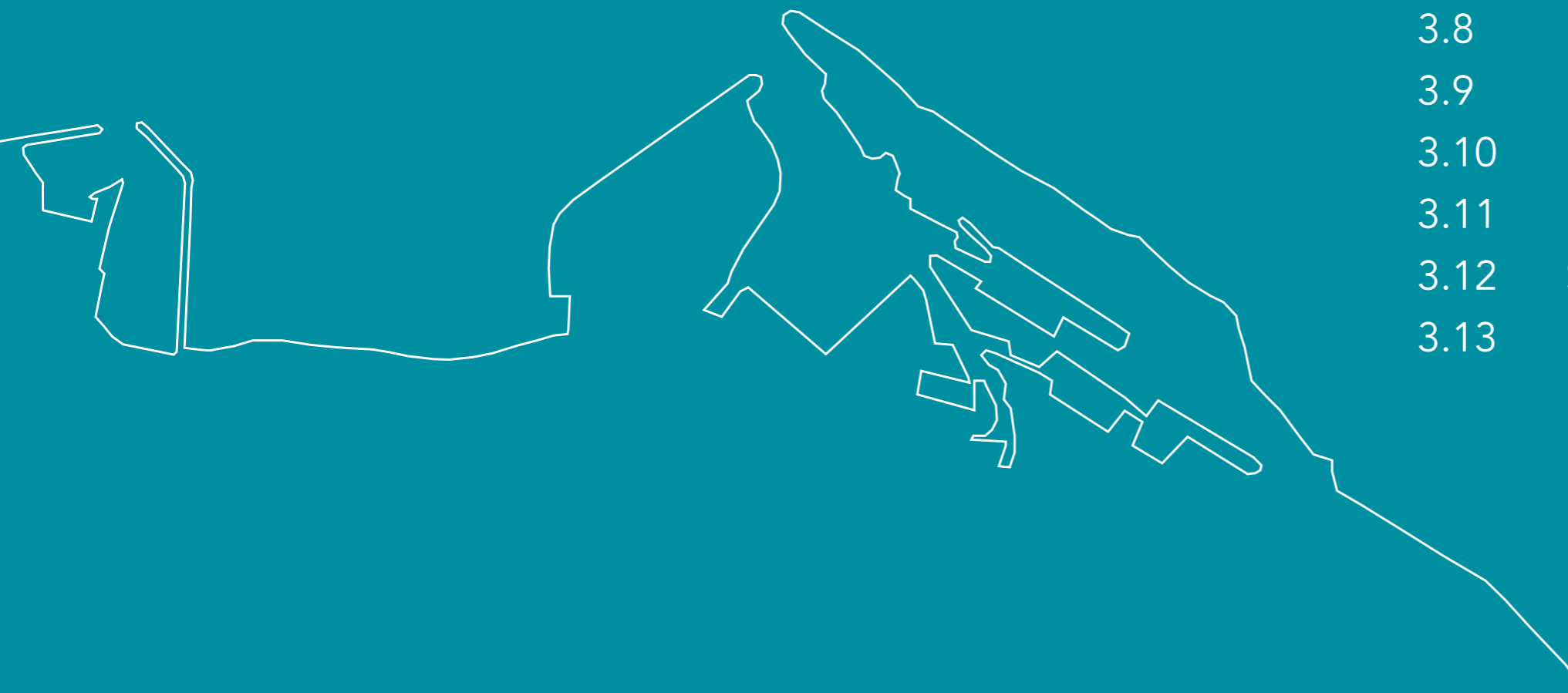


Fig. 3.0: Wardie Bay Swimmers, images courtesy of Anna Deacon Photography

3. DEVELOPMENT FRAMEWORK - HIGH LEVEL STRATEGIES

This Chapter outlines the various high level strategies that make up the Development Framework.

- 3.1 Development Framework
- 3.2 Landscape and Public Spaces
- 3.3 Blue-Green Infrastructure
- 3.4 Historic Assets
- 3.5 Connections, Access and Views
- 3.6 Integrating Public Transport and Active Travel
- 3.7 Vehicular Movement and Parking
- 3.8 Block Structure and Street Frontages
- 3.9 Housing Typologies and Tenure Mix
- 3.10 Heights and Massing
- 3.11 Proposed New Uses
- 3.12 Sustainability and Energy Strategy
- 3.13 Refuse Strategy



3.1 Development Framework



1. Setting back development from shore line to create coastal park, (Fig. 3.1)



3. Establishing internal green spaces and green network, (Fig. 3.3)



2. Strengthening key streets / anchor uses, (Fig. 3.2)



4. Working with heritage assets, views and existing routes, (Fig. 3.4)

Development Framework

This Chapter outlines the various elements that make up the Development Framework.

A series of key elements are incorporated within the Development Framework. These reflect the vision and principles outlined within Chapter 2.

The diagrams opposite (Fig. 3.1-3.6) identify these as follows:

1. Setting development back from the shoreline to create a flood resilient coastal park.
2. Strengthening key arteries to and from the site and building on existing anchor uses.
3. Establishing landscape and public spaces and integrating with the wider green network.
4. Working with heritage assets, views and existing routes.
5. Integrating public transport and active travel.
6. Establishing an urban block structure and promoting connectivity.

These set the parameters and priorities for Granton Waterfront and establish a clearly identifiable and developable block structure that is robust and flexible. This allows the neighbourhood to evolve in a holistic and phased way within a clear and coordinated structure.



5. Integrating public transport routes, (Fig. 3.5)



6. Establishing an urban block structure and promoting connectivity, (Fig. 3.6)

3.1 Development Framework



Fig. 3.7: The key elements of the Development Framework are illustrated above in an indicative building block footprint plan. This diagram is indicative of the approach that could be taken. However, building footprints will be the subject of detailed applications.

Development Framework



KEY

- Urban block structure (within CEC ownership and/or identified for development)
- Urban block structure (outwith CEC ownership or with existing buildings to be retained and/or subject to other planning conditions)
- New coastal park and east - west route.
- Green space network.
- Key arteries connecting Development Framework area to city centre.
- Urban anchors: focal areas for non-residential development along W. Granton Road, W. Harbour Road and Waterfront Broadway. Retaining and re-connecting key historic buildings within these areas where possible.

Fig. 3.8: Diagram illustrating the key elements to structure future development

The diagram, left (Fig. 3.8) illustrates how the elements highlighted on the previous spread combine to provide the structure for future development.

1. The coastal park (shown in pink) should be extended along the waterfront from the east to form a new resilient and dynamic coastline. This connects into the existing open space to the west of the Framework, which should be retained and enhanced.

2a. Key arteries (shown in orange) linking from south of the city centre into Waterfront Broadway and from Leith/city centre to the east should be reinforced with road improvements to better connect new and existing communities to one another and the wider city.

2b. Urban anchors (shown in yellow) should be formed at two key locations along these routes. Waterfront Broadway/gas holder down to the waterfront and along West Harbour Road. These should be focal areas for non-residential uses positioned at ground floor.

3. Landscape and public spaces
A range of green spaces should be established and development should connect to and enhance the existing green network where possible.

4. Heritage assets, views and new / existing routes
Development should take advantage of views to the sea, city, park, gas holder and other heritage assets, which should be retained where possible. The street layout should enhance views and connect to existing routes.

5. Public transport and active travel should be integrated along key arteries and key streets.

6. The urban block structure sets out build zones and a street layout which future development should adhere to.

The following pages expand upon the key principles to establish high level strategies for the Development Framework area. Future proposals should generally accord with the guidance in the subsequent sections.

3.2 Landscape and Public Spaces

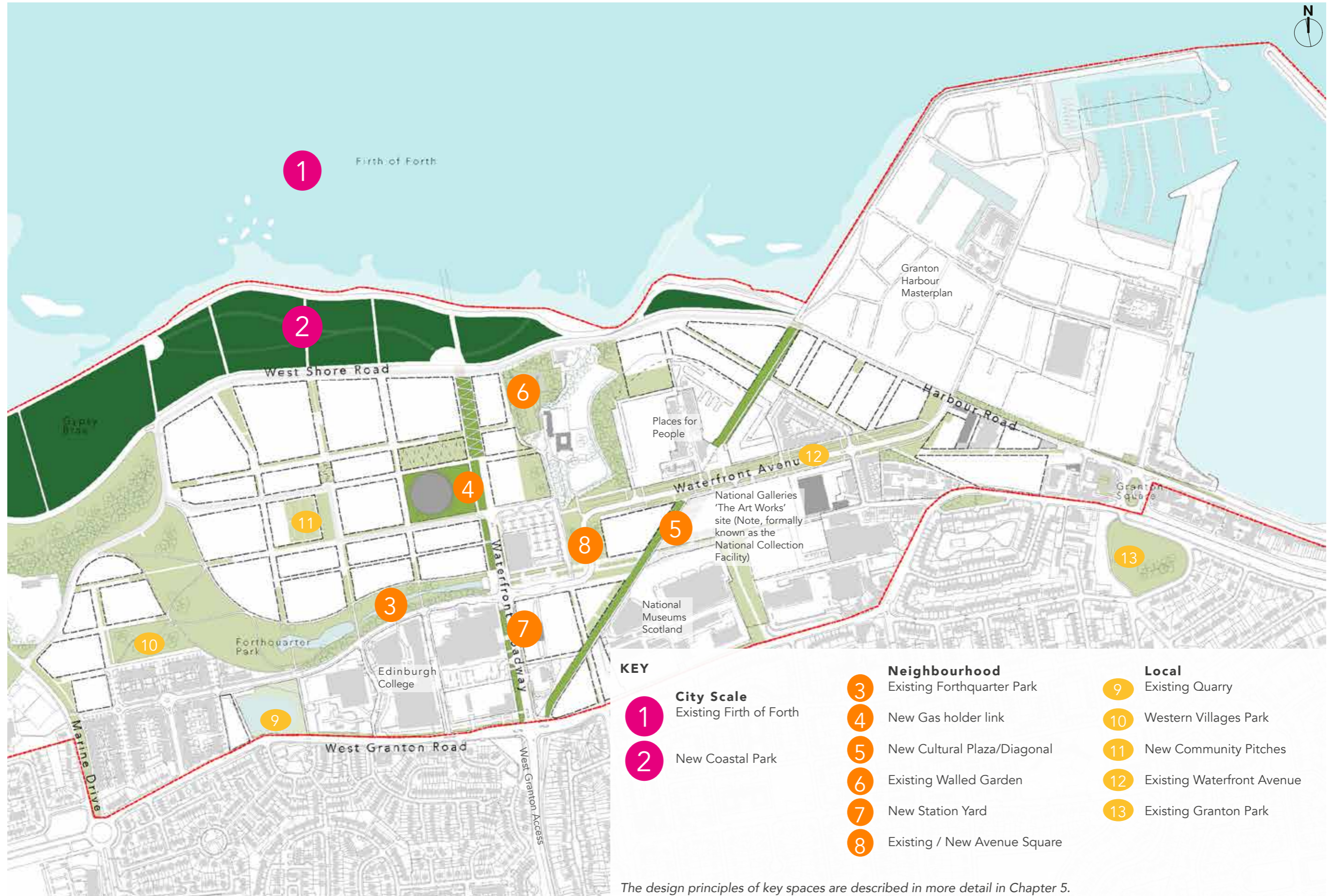


Fig. 3.9: Diagram indicating location and distribution of public spaces and landscapes

The design principles of key spaces are described in more detail in Chapter 5.

A range of public spaces are to be established with differing characters which integrate with the green network.

The aim of the landscape strategy is to create a hierarchy of linked public spaces and routes. These are broken down into: city, neighbourhood, local and street scale spaces. The diagram opposite (Fig. 3.9) illustrates where new city and neighbourhood public spaces should be created and where existing spaces should be retained and enhanced. It also provides an indication of the distribution and location of local and street spaces.

City Scale: spaces should offer leisure, recreational opportunities and amenity for all of the community and visitors. They should be connected to the wider city through public transport and active travel routes. Biodiversity should be protected and enhanced and ecological corridors connecting to wider green networks established. The new coastal park should provide areas of high-quality landscaped amenity space alongside more natural spaces. Flood defences should be integrated into the landscape design.

Neighbourhood Scale: spaces should connect into the city scale spaces and provide green and active travel links to surrounding areas. Key civic uses such as the school, health centre and cultural facilities should front onto and be connected by neighbourhood spaces. Active ground floor uses should be focused around these spaces to promote use, activity and opportunities for resource sharing between institutions.

Local Scale: At a local scale, a network of publicly accessible routes and 'pocket parks' are to be positioned throughout the site. These should connect new developments into the surrounding neighbourhoods and the waterfront. They should provide additional green space, variety and local amenity spaces for both new and existing residents. These should be overlooked by surrounding development and provide opportunities for recreation, relaxation, outdoor play and learning.

Street: the design of streets and gardens should also promote and enhance the overall green infrastructure of the development and provide shared or private garden spaces for all residents.

Note: A Habitats Regulation Appraisal (HRA) and Strategic Environmental Assessment (SEA) will be required to further inform impact, scope and relevant mitigation of proposals within this Development Framework.

City Scale



Existing Firth of Forth is a varied and biodiverse waterfront (with various protected areas) linking coastal communities on a regional scale, (Fig. 3.10)



New Coastal Park to be created to provide recreation and amenity for Edinburgh's residents and visitors and to provide integrated flood defences, (Fig. 3.11)

Neighbourhood Scale



Existing Forthquarter Park is an already established neighbourhood scale landscape, (Fig. 3.12)



New Cultural Plaza to be formed along the existing Diagonal path/cycleway at key junction between proposed new NGS and NMS facilities, (Fig. 3.13)

Local Scale



Existing Quarry pond is currently inaccessible. It should be retained and activated, (Fig. 3.14)



New Community pitches associated with school to be provided. Final site to be determined but it should be in proximity to new school and be accessible to community outwith school use / hours, (Fig. 3.15)

3.3 Blue-Green Infrastructure

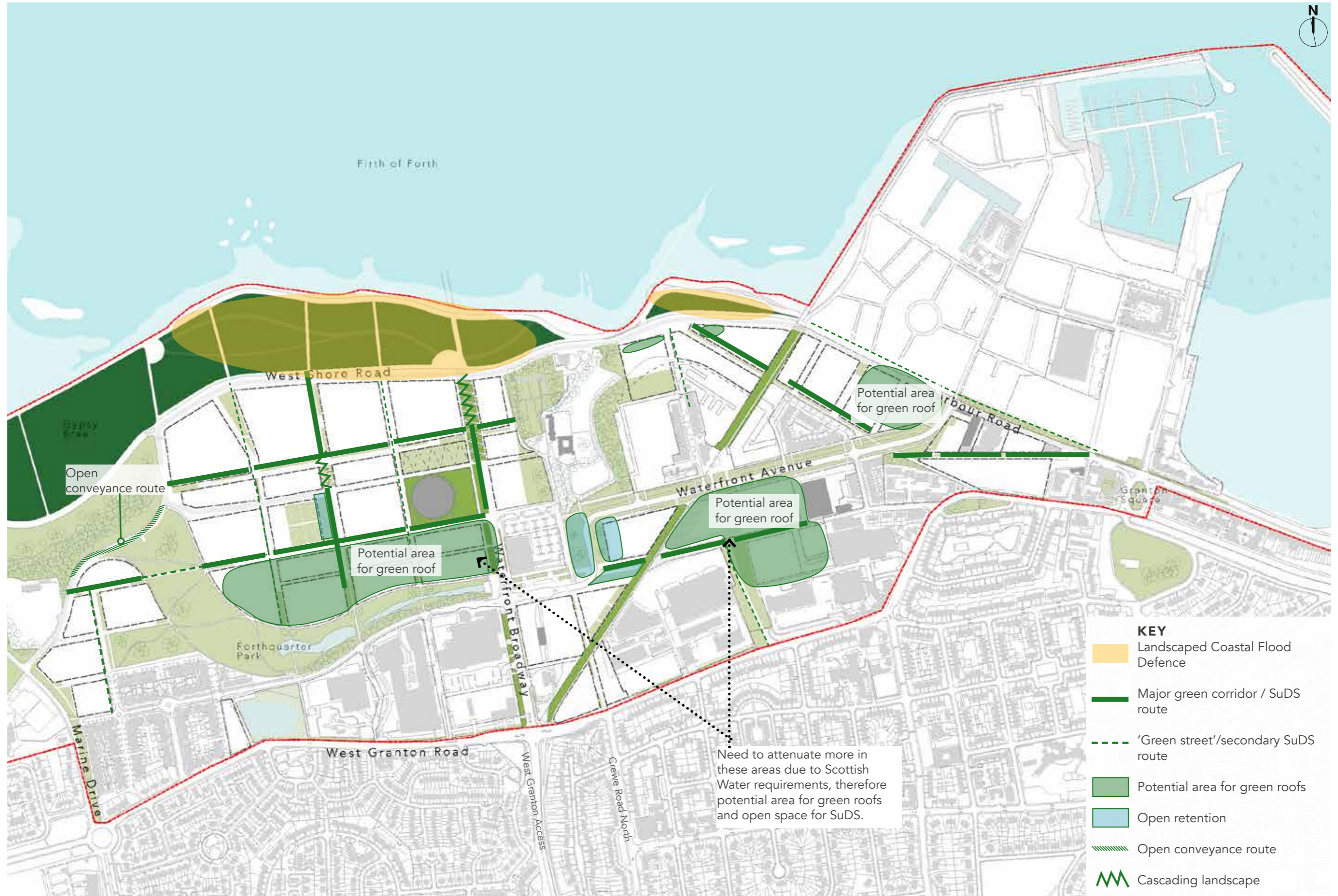


Fig. 3.16: Diagram indicating blue-green infrastructural priority areas and locations

Blue-Green Infrastructure

An integrated landscape and drainage strategy is to be put in place that provides climate resilience, place-making, space for ecology and well-being.

Blue-Green Infrastructure (BGI) integrates hydrological functions with nature, landscape and planning. It makes use of blue (water) and green (nature, plazas and parks) to future proof drainage infrastructure capacity, protecting against flooding and the effects of climate change. BGI principles should be applied throughout the framework area.

As part of this, development should be set back from the shoreline to create a flood resilient coastal park which manages coastal flood risk through landscape features.

Surface water across the Framework area should be managed and drained via SuDS (Sustainable urban Drainage Systems) to receiving water-bodies or sewers. The SuDS strategy should first focus on maximising prevention and source control measures followed by site control through landscape features. Large engineered regional controls should be avoided where possible. Where these are needed to meet attenuation and treatment requirements they should be used as a placemaking opportunity. SuDS features should be integrated into streets, open-spaces and within building plots and should contribute to a distinctive sense of place and habitat connectivity within the framework area. BGI should work with the existing topography, proposed street and block structure and provide a holistic approach to landscape and drainage. SuDS source control on a plot and site wide basis may include: swales, rain gardens, permeable paving, rainwater harvesting and green roofs in key areas. The diagram opposite, (Fig. 3.16) indicates where key surface water conveyance routes and source control areas should be located relative to an integrated approach to BGI across the site.

A skeleton drainage network and associated sub-catchment areas are shown in the diagram left, (Fig. 3.17). Potential discharge points and acceptable run-off rates have been assessed based on high level topographical information and existing desk top studies. Development within each sub-catchment area should accord with these, with agreement sought from CEC and Scottish Water early in the design stage. Maintenance and adoption regimes and responsibility should also be agreed as early as possible.

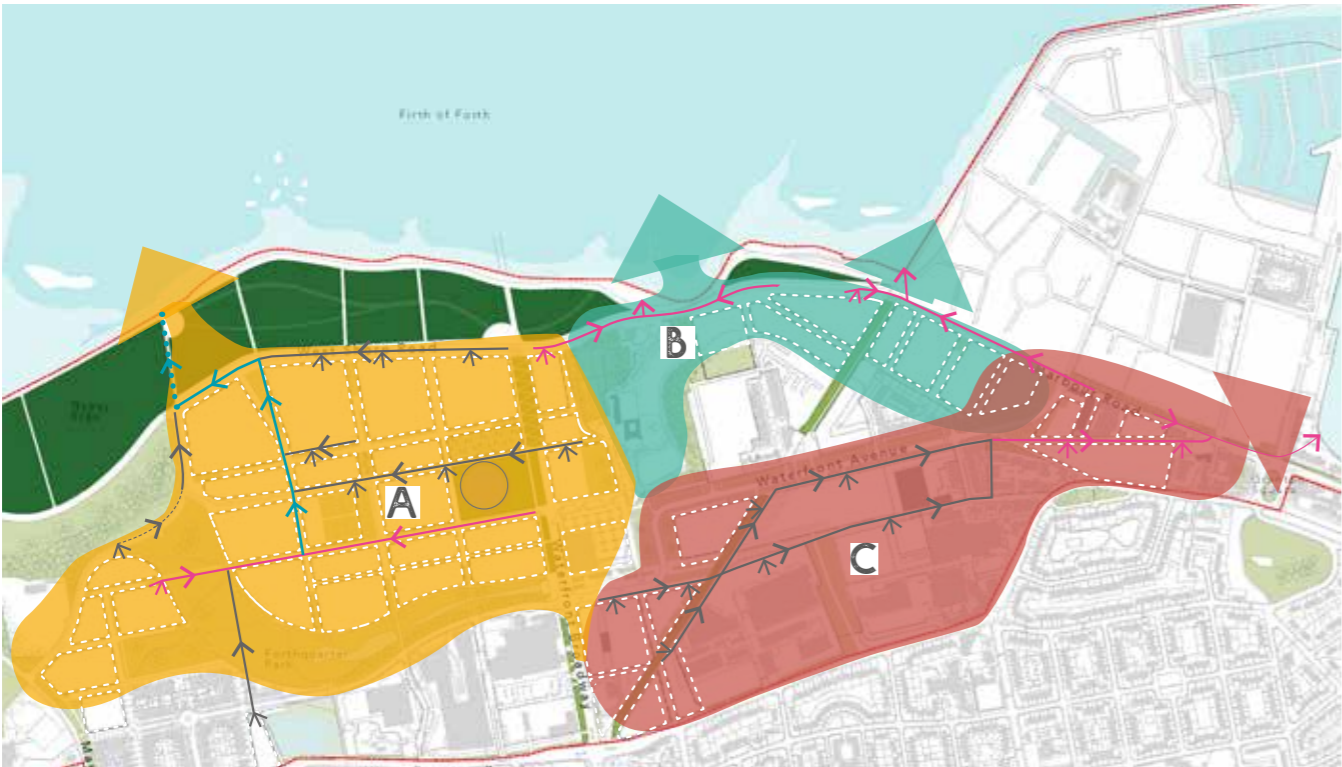


Fig. 3.17: Catchment areas, outfalls and conveyance routes

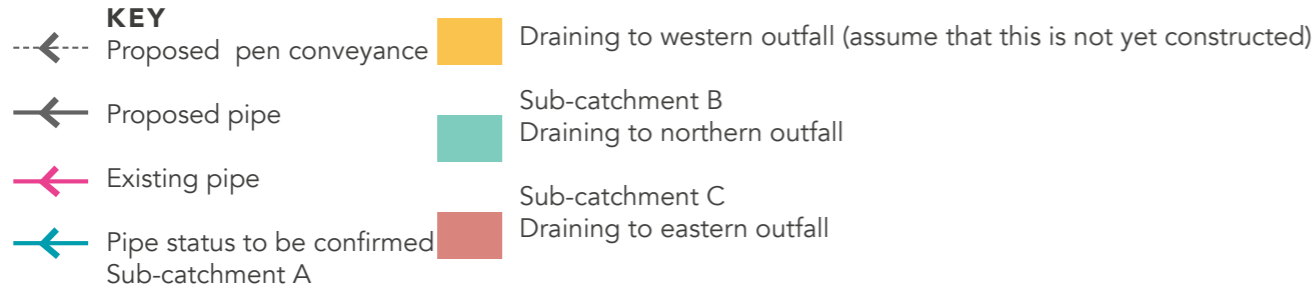


Fig. 3.18: Examples of blue-green infrastructure swales



Fig. 3.19: Examples of blue-green infrastructure green walls

3.4 Historic Assets

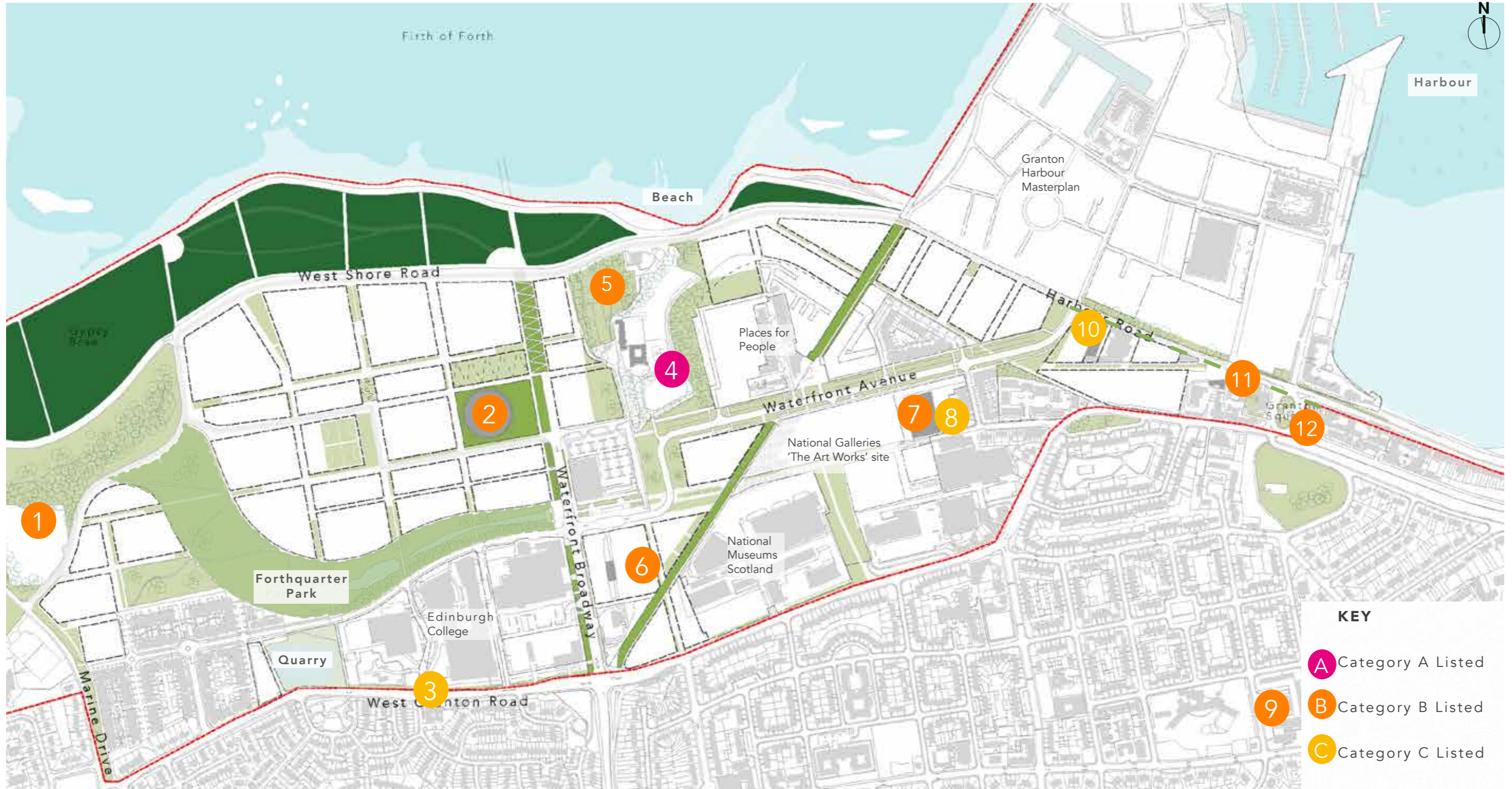


Fig. 3.20: Diagram indicating locations of identified heritage assets



Fig. 3.21: Craigroyston House

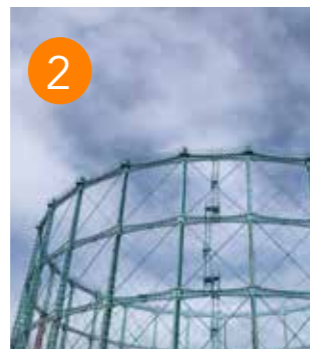


Fig. 3.22: Granton Gas Holder

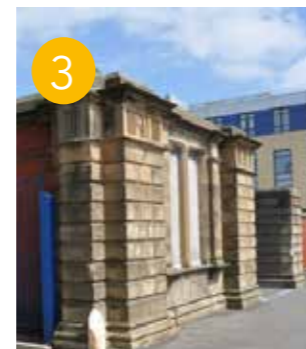


Fig. 3.23: Gasworks Gatehouse



Fig. 3.24: Caroline Park House



Fig. 3.25: Walled Garden



Fig. 3.26: Station Building



Fig. 3.27: Madelvic Car Factory

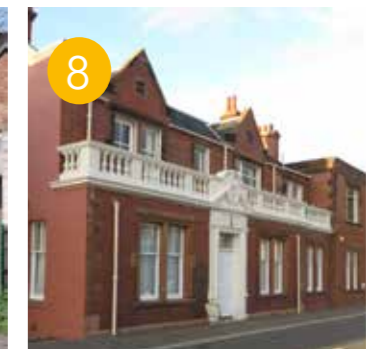


Fig. 3.28: Madelvic House

Historic Assets

Granton is home to a number of valuable heritage assets and historic buildings. These should be preserved and enhanced by new development.

Heritage assets, including those identified in the opposite diagram and pictures (Figs. 3.20 - 3.33) should, where possible, provide key anchor points for new routes and development. New development should ensure that existing heritage features are linked and integrated into the wider network of open spaces and new routes. The streetscape should establish views to and protect the setting of existing assets. Notably, the historic setting of Caroline Park House as a private home of historic significance should be maintained.

Many of the existing vacant buildings such as The Granton Gas Holder, Station Building and Madelvic Car Factory should be subject to creative and adaptive re-use. Opportunities to develop and enhance Granton Castle Walled Garden as a community based garden should also be explored. Proposals for these important buildings and landscapes should consider short, medium and long term potential and opportunities - including creative meanwhile uses whilst development opportunities evolve.

The policies developed for the heritage assets within Granton should be based primarily on the approach and processes set out in BS 7913: The Conservation of Historic Buildings. This approach uses significance as a framework for managing, revealing and enhancing the historic environment. It is also a practical strategy that takes into account drivers for change, whether they be economic, social, environmental or building condition.



Fig. 3.29: Granton Castle, no longer in existence, around since 1479, photo: pre-demolition in 1928

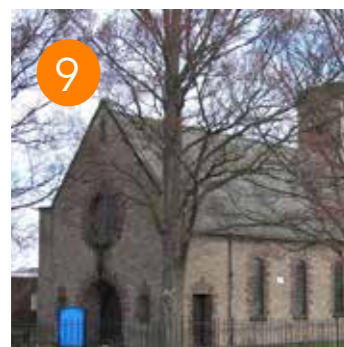


Fig. 3.30: Granton Parish Church

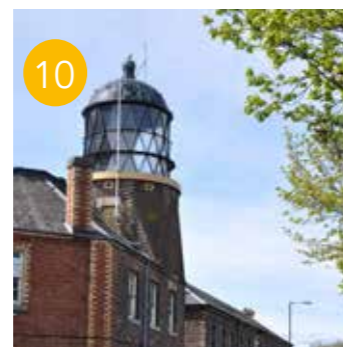


Fig. 3.31: Granton Lighthouse



Fig. 3.32: Former Custom House



Fig. 3.33: Granton Square

3.5 Connections, Access and Views

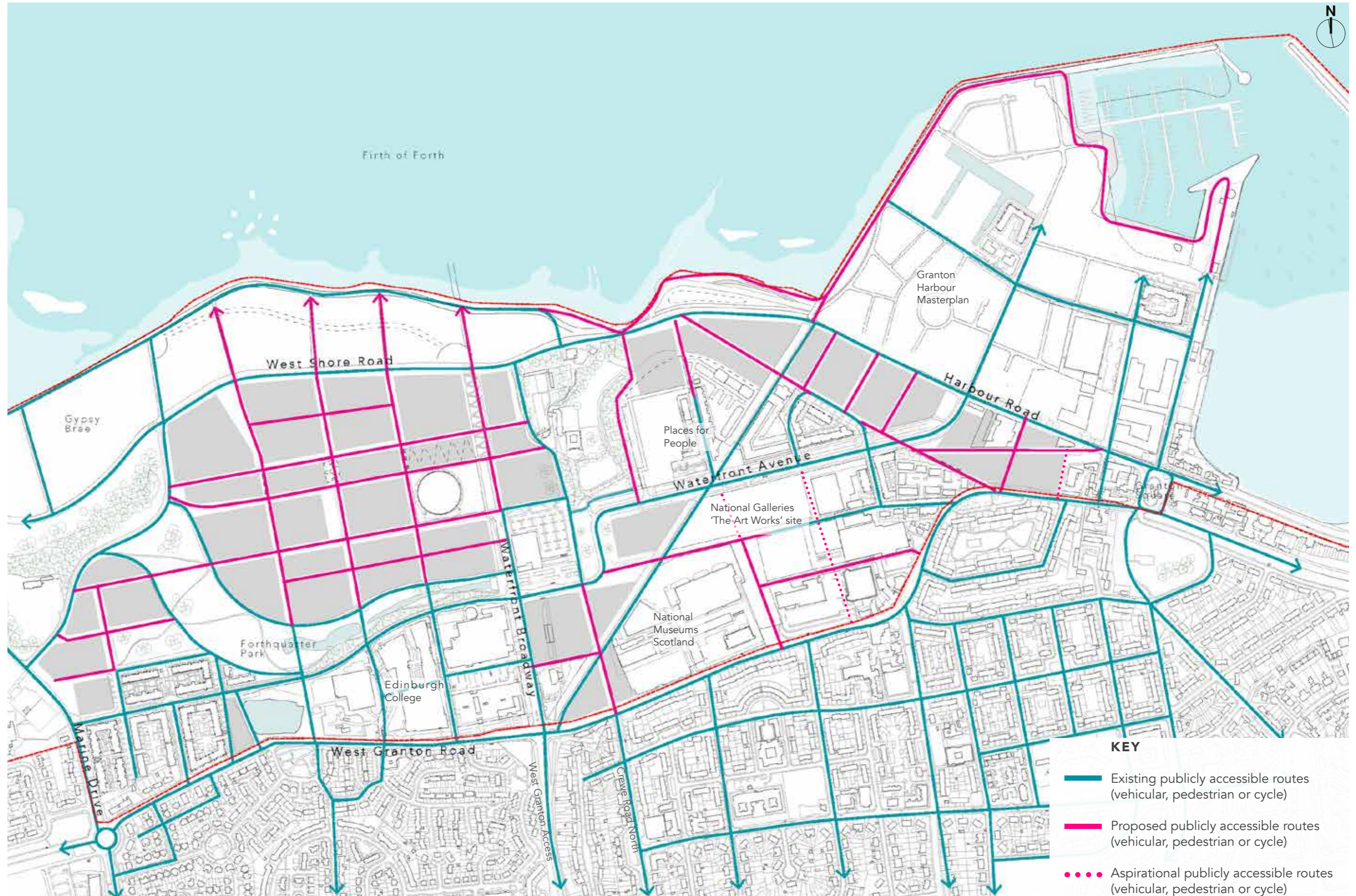


Fig. 3.34: Diagram indicating existing (blue) and proposed (Pink) routes through and around site

Connections, Access and Views

A network of safe and well-connected routes should provide access and views for all to the waterfront, parks and key buildings. These should connect new development with existing routes.

The existing site currently lacks permeability and safe routes or access to the waterfront. The diagram to the left (Fig. 3.35) indicates the extent of the challenge with no access through some large swathes of land for up to 500-700m in some areas.

The Development Framework creates a path and street network which provides a series of routes re-connecting new and existing areas. The proposed new routes and connections to existing routes are illustrated in the diagram opposite (Fig. 3.34). Aspirational routes are indicative of areas where increased permeability would be desirable.

The street layout should enhance views to the sea, city and historic assets and should connect to existing routes. These routes should work with the existing topography, street pattern and views and be pedestrian and cyclist friendly. Routes should be publicly accessible, overlooked by development and promote active travel. Street design should align with Edinburgh Design Guidance.

Further detail on the character and guidelines for key routes is provided within Chapter 5 and Chapter 6.



Fig. 3.35: Existing site diagram highlighting the extent impermeable areas (indicated in orange)



Fig. 3.36: Existing coastline and views to the Firth of Forth



Fig. 3.37: Provide views to coastline and park along shared green routes

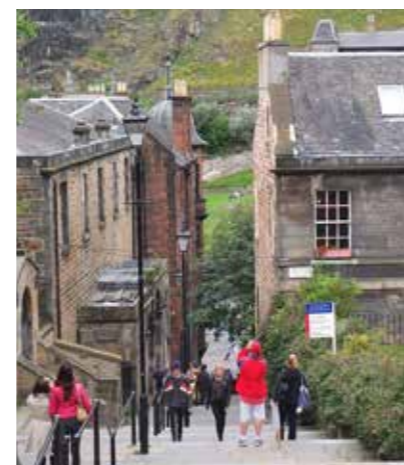


Fig. 3.38: Streets and sloped topography in Edinburgh city centre

3.6 Integrating Public Transport

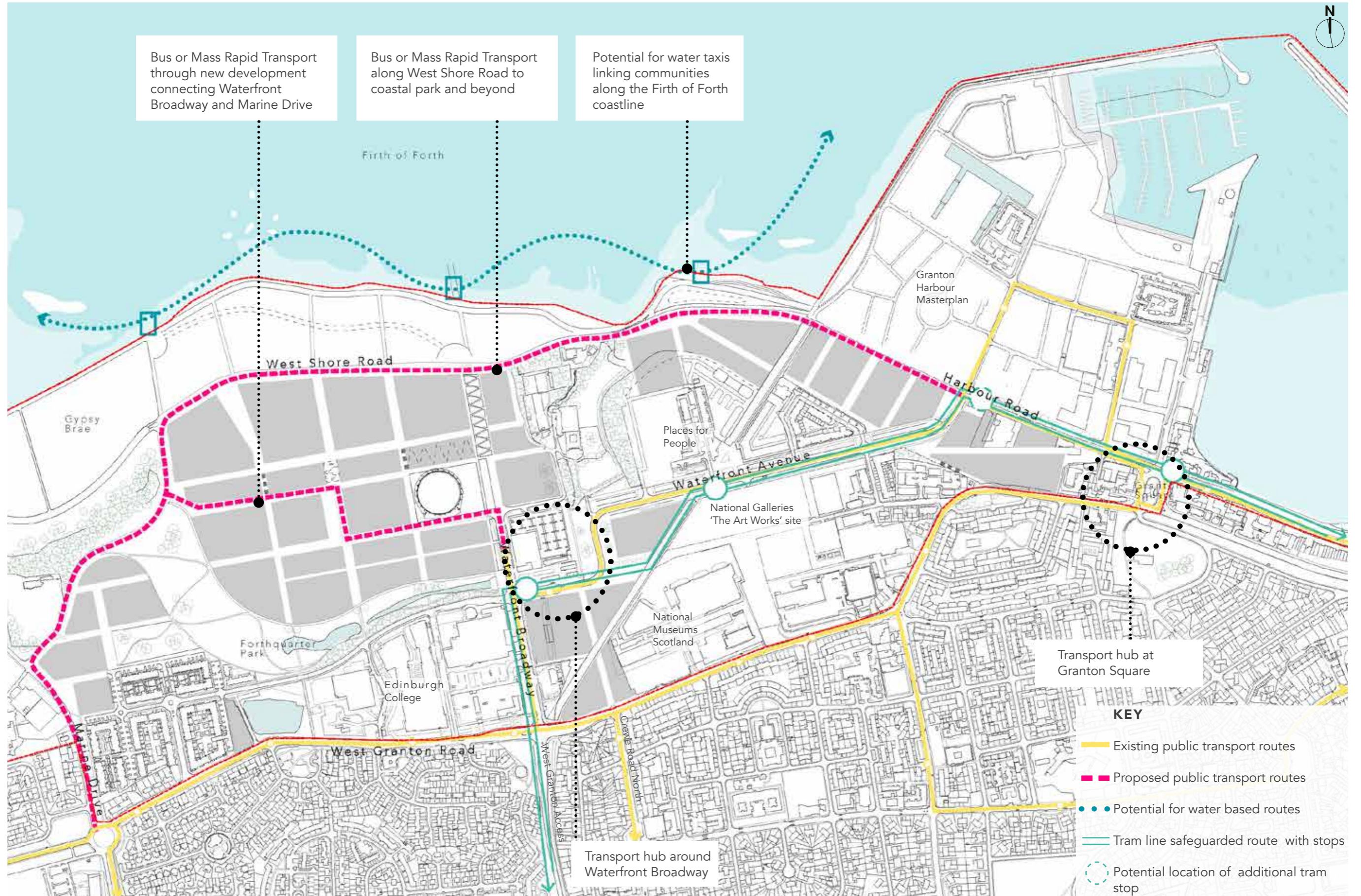


Fig. 3.39: Diagram indicating public and Mass Rapid Transport (MRT) routes, bus routes and transport hubs

Integrating Public Transport and Active Travel

Granton Waterfront should lead the way in Scotland with a low carbon approach to transport that ensures the area is sustainable and well connected.

Current key policy and guidance rhetoric in Scotland is rapidly moving towards 'low-carbon placemaking' policies which provide for a broader, sustainable, low carbon travel ethos. A transport strategy for Granton Waterfront has been developed. This proposes a series of modal shifts in transport behaviour to ensure a move away from individual car ownership towards active travel, high speed public transport, electric car and car-club opportunities with cycle routes and two new transport hubs. Transport proposals for Granton should support current policy and strategy and also demonstrate flexibility and foresight to be able to adapt and evolve with the fast pace of innovative social and technological change. Future development proposals in Granton Waterfront should illustrate how they support this approach.

Further considerations include:

- Proposed transport routes, identified in diagram opposite (Fig 3.39), should provide the potential to extend the local bus network.
- Bus and mass rapid transport (MRT) stops to be located within distances stipulated in PAN 75 (extract provided to left) from new development.
- The tram line safeguarded route should be maintained to ensure that future MRT options remain possible.
- Provision for electrical car charging infrastructure should be integrated across the framework area, in line with the requirements set out in the Edinburgh Design Guidance.
- Car clubs should be provided at key locations across the site.
- Potential for transport hubs to be located at 2 key locations in the framework area to include: public transport interchange facilities; electric vehicle charge points; interactive way finding; car club spaces; bike rental; delivery collection points and cycle parking (see Fig. 3.39).
- The coastline should provide potential for water based transportation stops.



Fig. 3.40: Water taxi, Rotterdam



Fig. 3.41: Transport hub and interchange, Copenhagen



Fig. 3.42: Car clubs and electric car charging points



Fig. 3.43: Cycle hire scheme

Planning Advice Note 75 (PAN 75) provides good practice guidance for planning authorities and developers. One of its main intentions is to ensure that new developments are more user focused and provide genuine travel choices in order that each mode of transport achieves its full potential and interchange between modes is also simplified.

In terms of accessibility one of the key aspects of PAN 75 is to stipulate recommended walking and cycling distances for access to key services and facilities. It recommends that new development should be located so as to allow access to bus services within a maximum distance of 400m (5 minute walk) and up to 800m (10 minute walk) for rail. Local services such as shops, post offices and GP offices should also be available within a 1,600m walk (20 minutes).

3.6 Integrating Active Travel

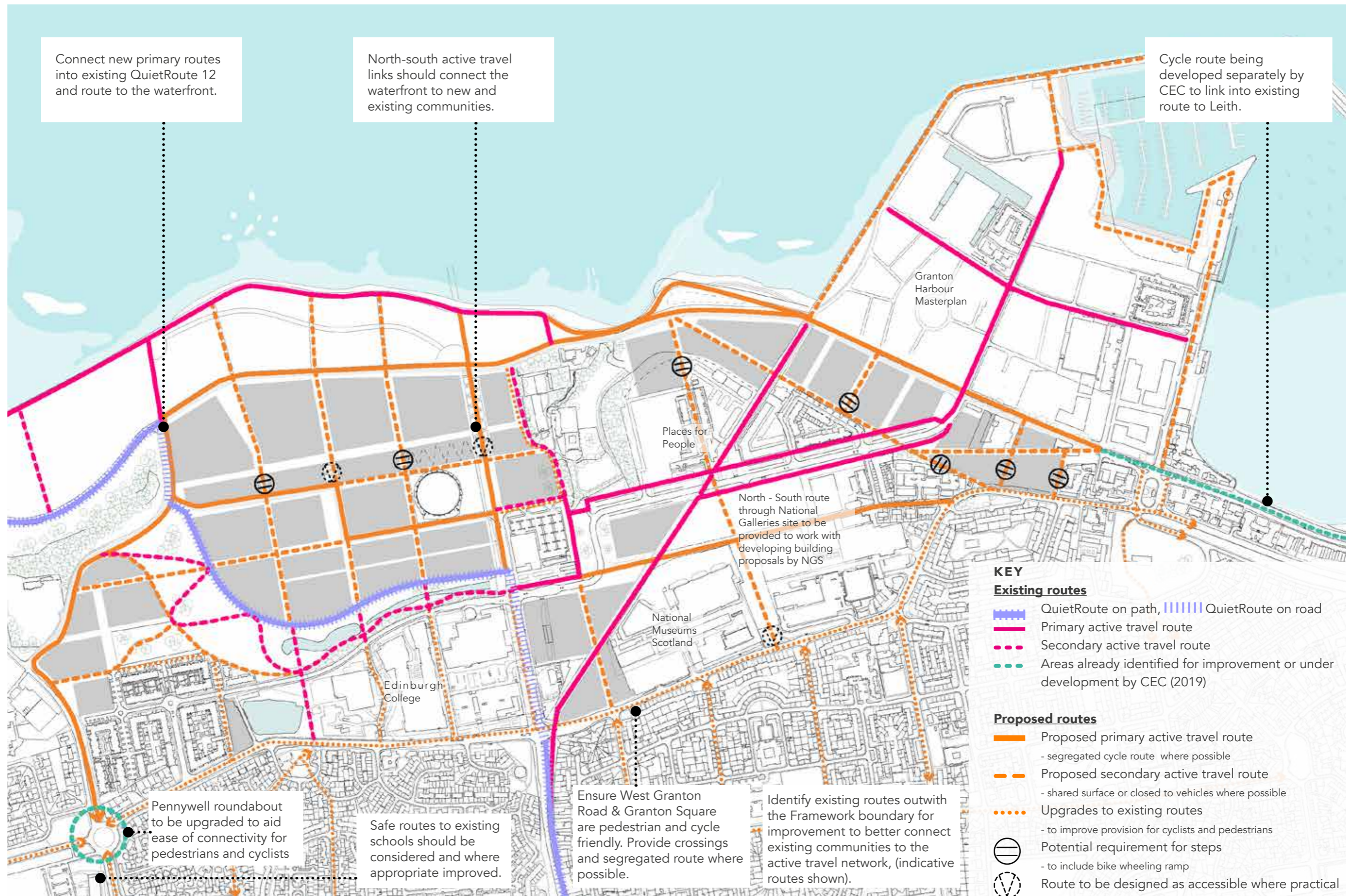


Fig. 3.44: Diagram indicating existing and proposed active travel routes

Integrating Public Transport and Active Travel



Fig. 3.45: Segregated active travel routes along key arteries



Fig. 3.46: Car free streets with sufficient daylighting which incorporate space for play and socialising

Active travel modes should be prioritised and where possible measures to encourage their use should be implemented.

Walking and cycling are the most cost effective and environmentally friendly modes of travel and development should support the uptake of these modes. A distinct network of footpaths and cycleways should be provided all of which should be well lit and overlooked by development. Maximising and enhancing active travel connections out-with the Development Framework area to and from key destinations should also be considered.

Further considerations include:

- Residential streets should be designed to be pedestrian and cyclist priority.
- West Granton Road and Granton Square should be upgraded to be pedestrian and cycle friends and provide segregated cycle routes where possible.
- Local amenities should be provided across the site to minimise the need for outward travel.
- New walking and cycling routes should be provided to infill gaps in the current provision, (as indicated in Fig.3.44). Primary routes should be wider and connect into key routes to link the development framework site to the wider city. Segregated cycle routes should be provided along key vehicular arteries where possible.
- Streets design should incorporate on street cycle parking, especially in proximity to key public spaces and non-residential uses.
- Transport for Edinburgh's Bike Hire Scheme rental stations should be provided at transport hubs in Granton Waterfront. Other potential locations for the expansion of this network should be considered.
- Cycle and pedestrian routes should be designed in line with CEC guidance.
- Development should minimise the impacts of gradient changes within the site and provide accessible routes, where possible.
- New pedestrian and cycle crossing points should be incorporated at key points on north-south routes to West Shore Road, West Granton Road and Lower Granton Road.

See Chapter 5: Section 5.3, page.90-99 for indicative sections of key routes.

3.7 Vehicular Movement

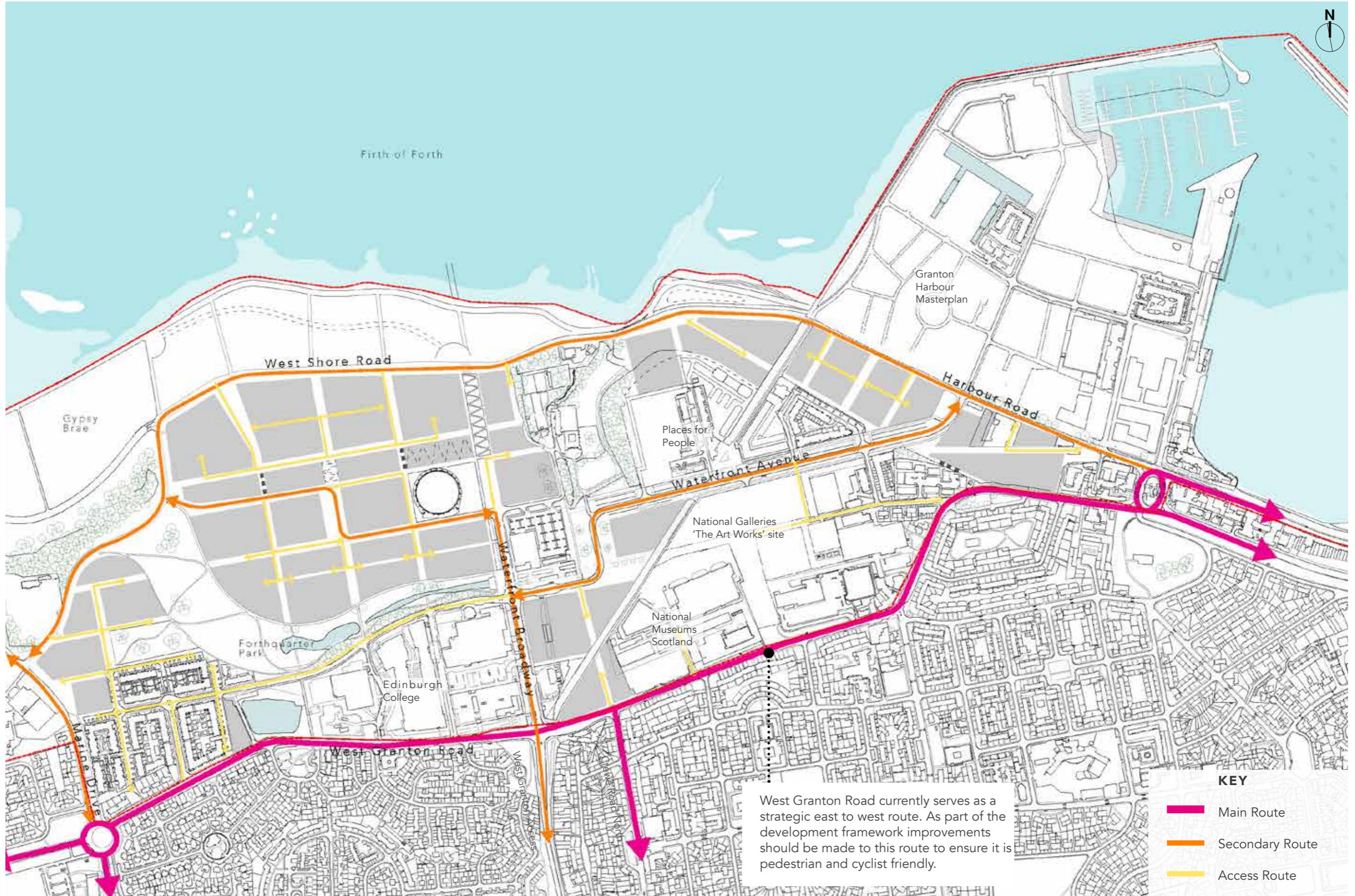


Fig. 3.47: Diagram indicating vehicular routes and road hierarchy

Vehicular Movement and Parking



Fig. 3.48: Parking to back courts, Edinburgh



Fig. 3.49: Parking integrated into streets, Rotterdam

Residential areas are to have safe, pedestrian-centred streets.

The diagram opposite (Fig. 3.47) demonstrates the vehicular hierarchy across the site. This indicates primary, secondary and tertiary access routes.

Main routes should provide the main vehicular circulation routes to link Granton to the city centre and beyond. Upgrades to key junctions and roundabouts should be considered. These streets should be pedestrian and cycle friendly and provide crossing points at key locations.

Secondary routes should provide circulation and access for local traffic with segregated cycle lanes. Public transport and active travel should be prioritised with the potential to extend the local bus network along these streets.

Access routes should be shared space routes for local vehicle and service access only. Consideration should be given to some of these routes being designated pedestrian / cycle only. Other routes within the framework not highlighted here should be pedestrian / cycle only, with controlled service access.

Parking

Private car parking provision should be kept as low as possible across the site, with a maximum of 25% parking across the site. This should be supported by the promotion of the modal shifts in transportation methods and improved public transport links as outlined earlier.

The majority of resident parking is to be provided in-curtilage or to back courts. Only visitor, accessible, electric charging and car club parking spaces should be provided on the street. Where this is provided, it should be designed to be integrated with the streetscape and landscape features. A consistent approach to parking is preferred across the site. However, individual blocks may propose alternative parking solutions so long as they can be justified to provide similar benefits to access or amenity.

Secure cycle stores should be provided within blocks at key locations with direct and dedicated access to streets.



Fig. 3.50: Illustrative view of new residential street looking towards the Firth of Forth



3.8 Block Structure and Street Frontages

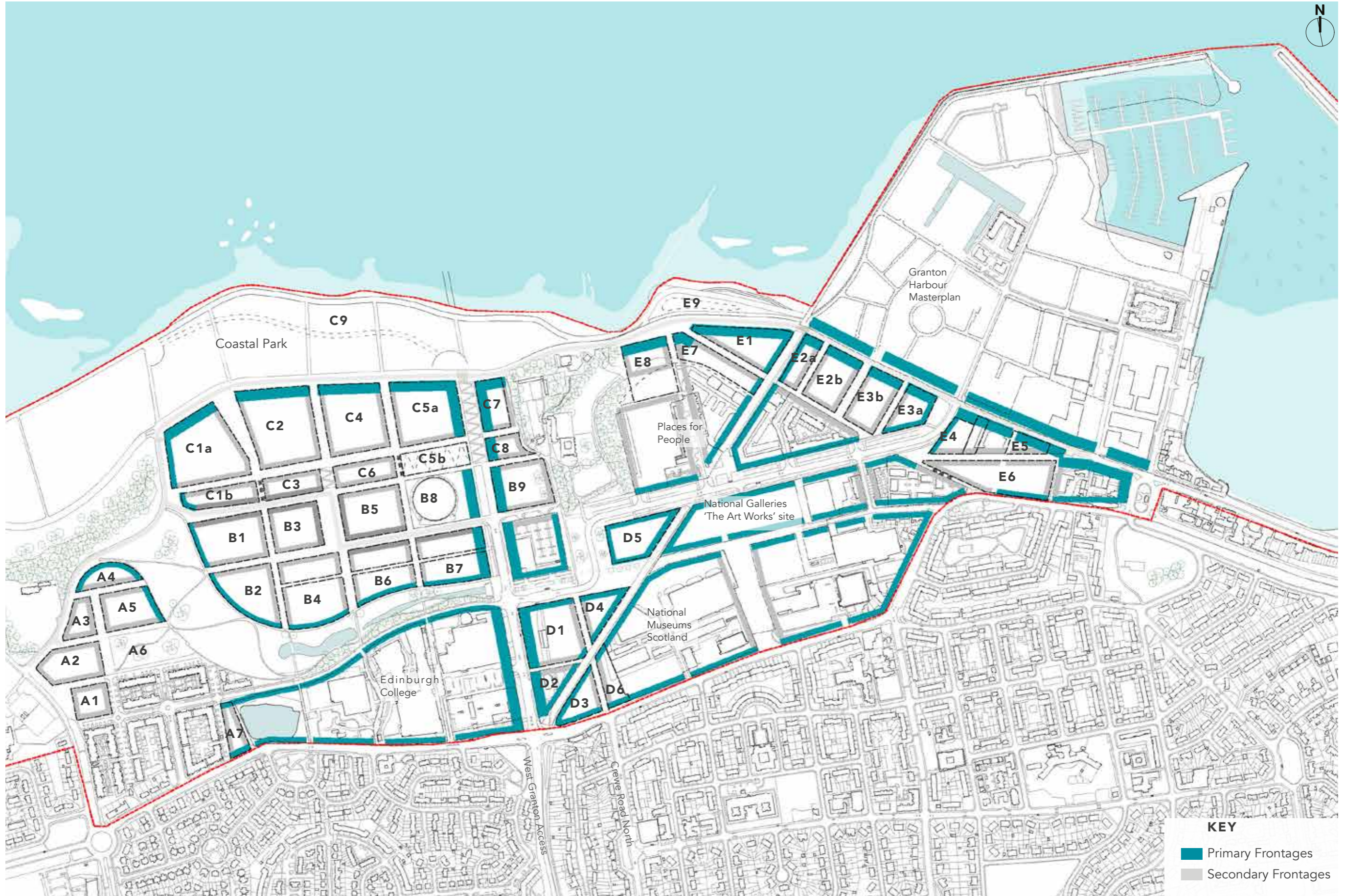


Fig. 3.51: Diagram indicating proposed block structure and primary and secondary frontages

Block Structure and Street Frontages



Fig. 3.52: Primary frontage example



Fig. 3.53: Secondary frontage example

A clearly defined block structure is to set out street frontages which have clear urban delineation between public and private areas.

The Development Framework should set up an urban block structure based on the layout set out opposite (Fig.3.51). This block structure should be developed to avoid significant diversions to existing utility infrastructure - see Appendix A2.4. Indicative block numbers are provided here, which are referred to in subsequent pages of the report.

All development should aim to build to the block perimeter to define an urban character and to provide a hierarchy of frontages within the blocks with distinct approaches taken to primary and secondary frontages. Examples of primary and secondary frontages are illustrated opposite, (Fig. 3.52-53).

Primary frontages should respond to key urban anchors such as the coastal park, West Granton Road, Waterfront Broadway and Harbour Road. They should respond to their adjacent character area and address the primary streets appropriately. Active and non-residential uses should be concentrated along these primary frontages. Small privacy buffers or areas where activity can spill out on to street should be considered at ground floor.

Secondary frontages should address the local streets and be distinct from the primary frontages. They can incorporate a privacy buffer such as a small residents garden or planting. They should remain active through positioning of entrances and key living spaces facing onto these frontages.

All street frontages must provide clear delineation between public and private areas using a variety of low walls, fences and landscaping. Active ground floor uses and principle living areas should be clearly articulated on building façades so that they generate activity to the street, capture views and provide variety to elevation treatments.

Each block sits within a specific character area (outlined in detail in chapter 4) which further define the uses, typologies and identity of particular areas within the Framework. More detailed examples of street sections for key frontages are provided in chapter 5.

3.9 Housing Typologies and Tenure Mix



Fig. 3.54: Diagram showing indicative block footprint layout and mixture of typologies

Housing Typologies and Tenure Mix



Fig. 3.55: Self-Build Development, Portobello



Fig. 3.56: Marmalade Lane CoHousing, Cambridge



Fig. 3.57: Tenure Blind development in nearby Pennywell



Fig. 3.58: Safe Streets, with defined public and private spaces, Cambridge

Proposals should aim to deliver mixed size, typology and tenure blind development serving a wide range of households with homes for both sale and rent.

A variety of house types and approaches should be provided across the site which enable people to live in homes and streets that are fit for individual and changing needs. Housing should be a mixture of sizes and tenure blind where possible. The potential for alternative housing models such as CoHousing and self-build should be considered.

Typologies should avoid single-aspect homes and long-internal circulation lobbies. Instead they should maximise opportunities for natural ventilation, light and social interaction between neighbours. All housing should provide residents with private or shared amenity space and clearly defined boundaries between public and private spaces.

The diagram and examples opposite (Fig. 3.54-3.58) are indicative of the location and typology of blocks that could be taken. These relate to traditional Edinburgh typologies and include: perimeter blocks; mews housing; colonies; point blocks and 'Gusset' corner buildings. These typologies have been selected to align with the Development Framework principles and to provide family accommodation in accordance with Edinburgh Design Guidance.

Alternative footprints and typologies may be proposed but they should demonstrate how they respond to the site's unique topography, Character Areas, Principles and Vision. They must also demonstrate how they align with the requirements established by the Development Framework.

More detailed layouts of typologies are provided for reference in Appendix A2.5.

3.10 Heights and massing

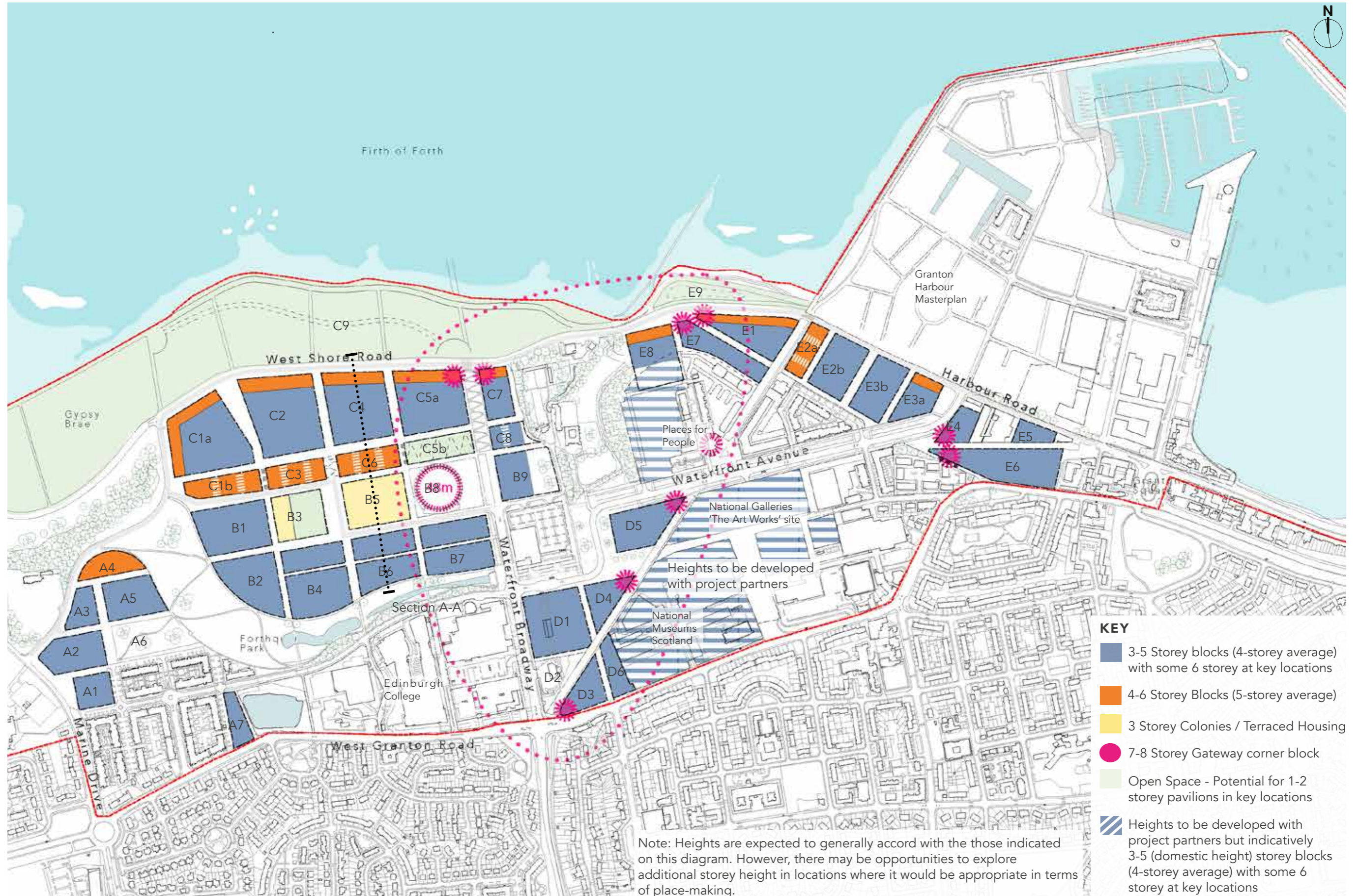


Fig. 3.59: Diagram indicating heights

Heights and massing

Development should respond to the site's sloped topography and provide a mix of building heights and forms.

The majority of development within Granton should be medium-rise. The proposed building heights should vary across each block to respond to particularly sloped situations, character areas/uses and key views and gateways. The development of the entire block to an entirely consistent height should be avoided. Heights should vary along individual frontages - within each block - to create a varied roofscape that optimises views and daylight, with an emphasis on higher buildings at key gateways and strategic routes. Equally, the site should consider opportunities for lanes and mews development, particularly within larger and stepped blocks. The proposed heights for each block (Fig. 3.59) and illustrative design approaches to buildings (Fig. 3.60-3.63) set out by the Development Framework are illustrated opposite. Heights are expected to generally accord with the those indicated on Fig. 3.59. However, there may be opportunities to explore additional storey height in locations where it would be appropriate in terms of place-making.

Regardless of height, all development should provide animated street frontages and respond directly to existing site assets and topography, as illustrated in the indicative section A-A below, (Fig. 3.64). All proposed heights will be required to demonstrate sufficient daylighting to habitable rooms and sunlight to amenity space in accordance with the Edinburgh Design Guidance. The proposed density and massing of development should also ensure Granton has an urban feel, pleasant streets, well lit back courts and people-centred spaces.



Fig. 3.60: Point blocks at key corners mark entrance gateways.



Fig. 3.61: Medium rise, human-scale blocks to majority of site



Fig. 3.62: Low rise colonies and town houses in key locations and potentially within perimeter blocks



Fig. 3.63: Small pavilion buildings for refreshments and low impact coastal activities. e.g. Sauna in Helsinki

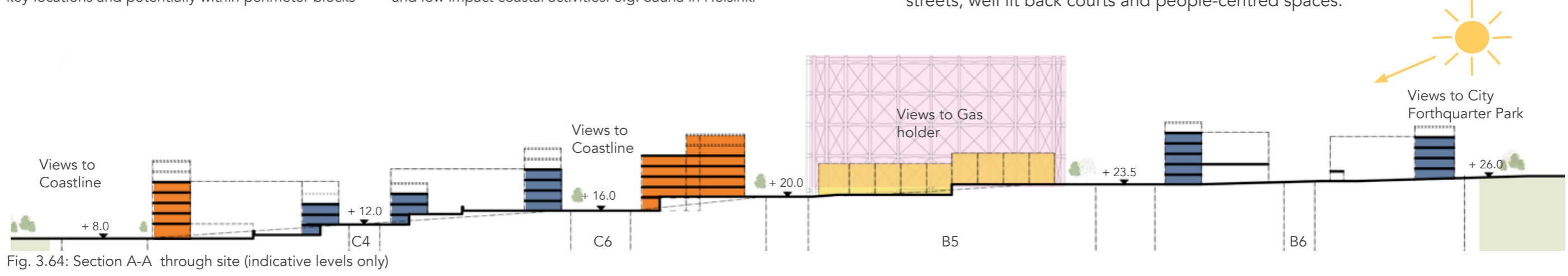
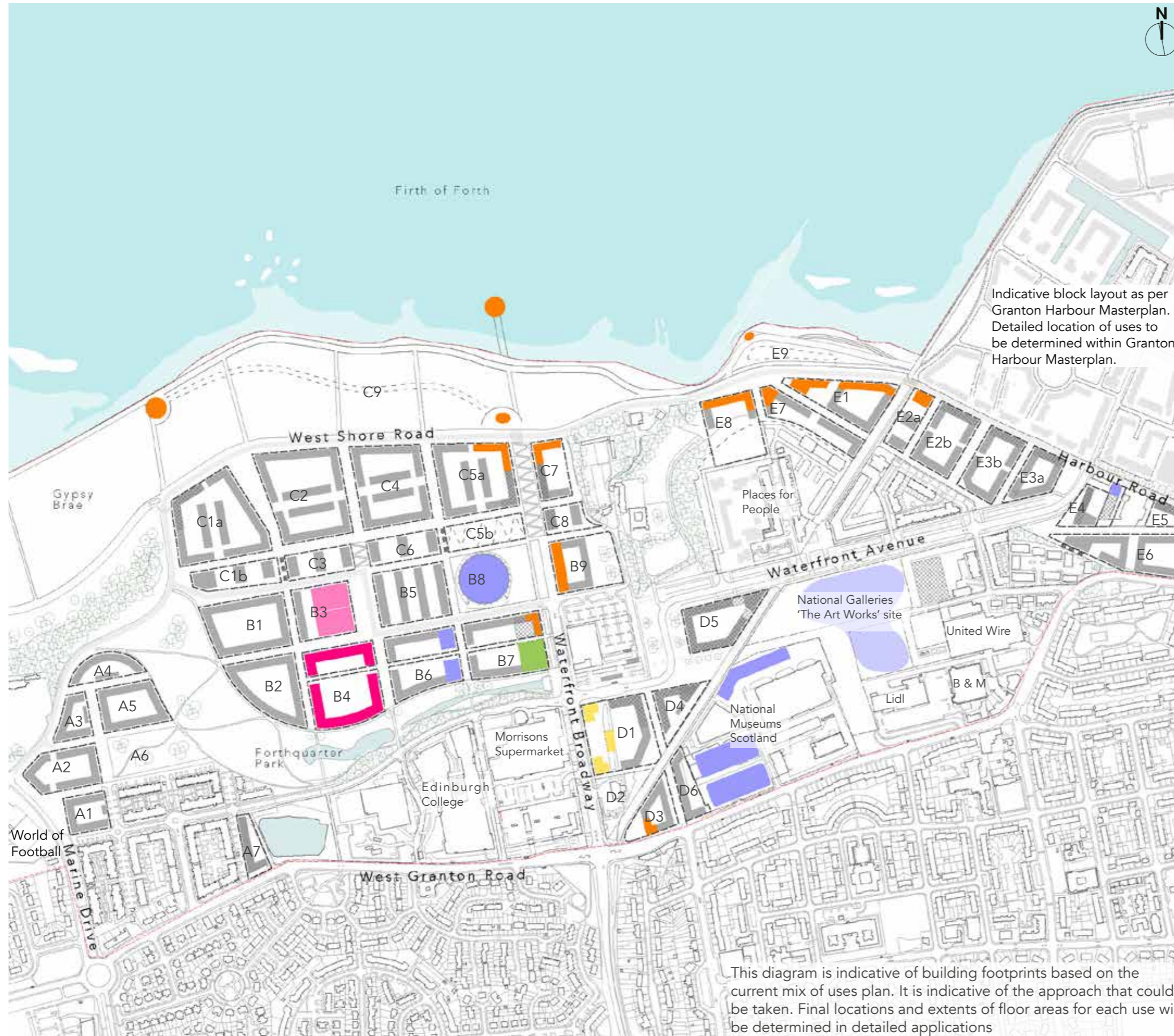


Fig. 3.64: Section A-A through site (indicative levels only)

3.11 Proposed New Uses



This diagram is indicative of building footprints based on the current mix of uses plan. It is indicative of the approach that could be taken. Final locations and extents of floor areas for each use will be determined in detailed applications

Fig. 3.65: Diagram showing indicative uses and locations

- Residential**
 The Development Framework should consist mainly of perimeter residential blocks with mixed use ground floor spaces at key locations.
 - Class 1, 2, 3, 4** (1 = shops, 2 = financial, professional and other service, 3 = food and drink and class 4 = business)
 Community spaces, shops and cafés should be provided at ground floor throughout the development Framework focused around key public spaces and routes. Housing should be provided to upper floors.
 - Additional Class 1, 2, 3, 4**
 Areas should be designed to allow for potential inclusion of non-residential ground floor uses if demand is there.
 - Healthcare**
 Provision has been made for a potential 1400 sqm health centre subject to NHS Lothian confirming their requirements. It is proposed that this be located to the prominent corner at Waterfront Broadway and Forthquarter Park as part of the key pedestrian link between a new transport hub and the pedestrian link to the Waterfront. There are opportunities to link this with elderly supported housing.
 - Education and Learning**
 Proposals for the integration of a new urban primary school are being developed by CEC. There is an opportunity for complementary facilities, such as a nursery, library and community pitches located overlooking Forthquarter Park (B4). These are to be considered within the context of the urban character of the area. Site for proposed new Edinburgh College Construction Skills Centre to be around Waterfront Broadway and to provide links to other learning and education facilities.
 - Arts and Culture (mixed use)**
 Proposals for a new National Galleries 'The Art Works' building, new use for gas holder, library and extensions/adaptations to the existing National Museums site.
 - Enterprise and Innovation**
 Area to be considered for start-up and new business, learning and community spaces. These should incorporate publicly accessible facilities.
- Fig 3.62B
Proctor & Matthews Architects and photographer Tim Crocker

Proposed New Uses

Arts and Culture

Granton is home to The National Museums Collection Centre on West Granton Road and the proposed 'The Art Works' facility for National Galleries of Scotland (to Waterfront Avenue). Proposals should build on these key centres and nurture existing learning and cultural organisations such as the Walled Garden, North Edinburgh Arts and Granton Hub to support the community in Granton.



Existing groups/businesses

A wide range of businesses and local groups operate in and around Granton. Consideration should be given as to how to support, develop or relocate existing businesses and groups, where required, in line with the Granton Principles. Existing groups should be supported and new businesses nurtured and encouraged. Existing businesses to West Granton Road should link to Harbour Road and Waterfront Broadway.



Leisure, Retail and Commercial

The Waterfront and proposed Harbour Road link Edinburgh's Coastline with Cramond and Newhaven/Leith. This area should foster both new and existing leisure opportunities and provide intense areas of small scale commercial activity to Harbour Road and key junctions. New uses to this area should reinforce the waterfront potential and encourage ready access for all.



Learning, Health and Education

The area around Forthquarter Park and Waterfront Broadway provides a focus for learning and health opportunities. This area should consider place-based learning and increased access to open space and skills development (in the widest sense). Any new school, health centre and new learning or skills development facilities should consider between new and existing facilities in the area.

Enterprise and Destination

Waterfront Broadway and the gas holder offer the potential to build on the existing businesses and uses within the area. The reuse of the Station Building has potential to become a thriving commercial/creative hub bringing vibrancy and jobs to Granton. 'Meanwhile uses' should also be considered to key buildings and sites.



Granton Waterfront should be a mixed-use area which prioritises innovation, promotes sustainable urban living, invites entrepreneurship and makes space for nature.

The Development Framework should provide over 3000 new homes combined with other mixed uses clustered around key urban anchors.

The mixture of uses should provide the necessary amenity and functional space required to support a large new community whilst bringing a range of employment opportunities onto the site. New uses should complement existing retail and leisure facilities available locally and provide space to accommodate a range of convenience retailing, food and beverage outlets, support services and small scale offices.

The position of any non-residential ground floor space should focus on high footfall areas between the park and transport nodes. This should help to define 'urban anchors' within the development. Any uses should be considered in a three dimensional way with opportunities for mixed uses to be 'stacked' vertically to be explored.

Key clusters of complementary uses should be established, as described alongside the adjacent precedent images. The diagram opposite (Fig. 3.65) provides an indicative approach to locations of uses that should be proposed. Final locations and extents of floor areas for each specific use will be the subject of detailed applications.

Fig. 3.66: Description of indicative clusters of uses and locations within the site



Fig. 3.67: Illustrative view of Station Building looking towards the city centre



3.12 Sustainability and Energy Strategy

Ecosystems and Biodiversity



Energy and Materials



Economy, Society, Health and Well-being



Water



Mobility and Connectivity



The City of Edinburgh Council has developed a series of Sustainable Design Principles in association with Kraft.

These set out detailed guidance under a series of key themes outlined in the above images. Any new developments should refer to this document and adhere to these Principles.

Fig. 3.68: Images from energy and sustainability report, prepared by Kraft for CEC

Granton Waterfront should positively face the need for climate resilience by taking a holistic, low carbon approach to design, development, energy and behaviour.

The Development Framework sets out clear principles for a low carbon and climate resilient approach to all aspects of design. A concept energy strategy has been developed to support the Development Framework, summarised in the diagram opposite (Fig.3.69). This requires future development to take a 'joined up' and integrated approach towards ecology, energy, health and mobility. Proposals should illustrate how they support this energy strategy as outlined below:

A Fabric First approach to building design: All development must apply a 'fabric first' approach, where the new buildings are designed and constructed to be energy efficient. Development should target passive house standards or exceed the building regulations to reduce energy demand of new buildings.

De-carbonised Energy Systems: All development should support the transition to a de-carbonised energy system to heat and power new buildings, reflecting the national energy strategy.

Renewable Energy: Where possible opportunities to maximise inherent site opportunities for renewable energy generation – from water, solar, ground, sewage, air and wind should be considered.

Deliverable: sustainable solutions should be developed that are practical and deliverable, in line with the phased delivery of the site.

A transition to low carbon transport: Development should support low carbon transport with integrated cycle use, 'charge at home' electric opportunities, 'fast charging points and car share being prioritised.

Flexibility: in the face of evolving and emerging technologies flexibility should be considered and where possible built into new buildings.

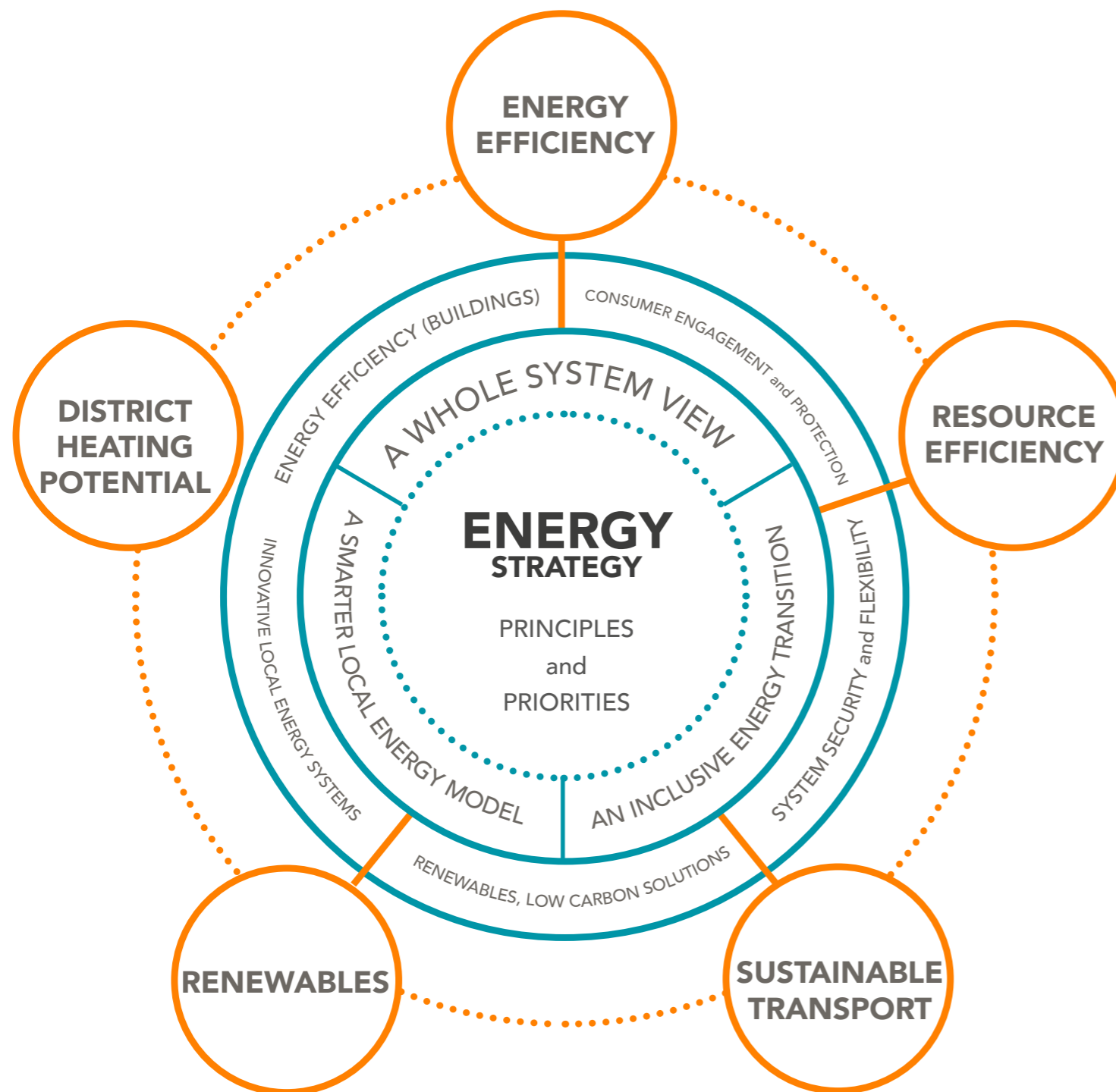


Fig. 3.69: Concept energy strategy, principles and priorities, diagram by Arup



Fig. 3.70: The key elements of the Development Framework are illustrated here in an indicative 3D sketch of the area. This diagram is indicative of the approach that could be taken. However, building footprints will be the subject of detailed applications.

Refuse Strategy



Fig. 3.71: Underground system in Barcelona

Underground systems are now widely used across mainland Europe and parts of the UK. Edinburgh already has a number of underground systems within the City Centre. They free valuable above-ground space, reduce any potential disturbances/noise impact for residents and reduce odour as the waste is enclosed underground. Their use and integration requires a site/street-based strategy. The cost of any subterranean system is paid for by the developer and the ongoing maintenance by the Property Management Company / factor.



Fig. 3.72: Integral communal refuse stores in London

Integral communal refuse stores can be located at the base of each stairwell or within back courts. The stores should be sized to accommodate sufficient facilities to meet the Edinburgh Design Guidance and will contain a range of bins for waste and recycling. Stores should be accessed directly from within the ground floor of the core for ease of use. Similarly, provision for direct access to the street from the store allows straightforward collection from the existing and proposed adopted roads.



Fig. 3.73: Landscape integrated storage in Glasgow

Landscape Integrated storage areas can be designed as part of a wider street and landscape strategy. Well-positioned stores provide communal storage for street collection by the City of Edinburgh Council. The design and location of the storage areas are critical and should be agreed and developed in association with the City of Edinburgh Council Planning Department and Waste and Cleansing Teams. Between collections these areas are managed by the Property Management Company/factor.

The refuse storage and collection strategy for Granton Waterfront should meet the requirements of the Edinburgh Design Guidance and be developed in consultation with the City of Edinburgh Council Waste and Cleansing Service.

The need to reduce waste and manage recycling has never been more acute. Addressing this requires urgent behavioural change (in line with Granton Principles) and a site-wide strategy for waste management that responds to its location and topography.

A range of options should be reviewed with City of Edinburgh Council's Waste and Cleansing team. There is a preference for below ground storage via an 'Infrastructure First' approach considered with other key issues such as active travel routes, energy and sustainable urban drainage systems.

The approaches illustrated opposite (Fig. 3.71-73) demonstrate the following options for residential waste:

- Underground system
- Integrated into block and back court
- Integrated into street and landscape

All options should consider management and maintenance issues within the design and development strategy.

Commercial waste should be stored within each unit, with location subject to design. Suitable collection will be the responsibility of the commercial tenants.

Alternative strategies may be proposed that, for example, increase storage or collection efficiency. The City of Edinburgh Council Waste and Cleansing teams should be engaged at the early stages of development.



Fig. 4.0: Photograph of model of character areas used in community consultation events

4. CHARACTER AREAS

The Development Framework comprises eight character areas.

This section expands upon the strategies set out in chapter 3 to establish guidance for the design approach, uses and atmosphere for each character area. Future proposals within each character area should generally accord with the guidance laid out in this section.

4.1	Character Areas Overview
4.2	Coastal Granton
4.3	Forthquarter Park
4.4	Harbour Road
4.5	Waterfront Broadway
4.6	Upper Granton
4.7	West Shore
4.8	Existing Neighbourhoods
4.9	The Link



4.1 Character Areas Overview

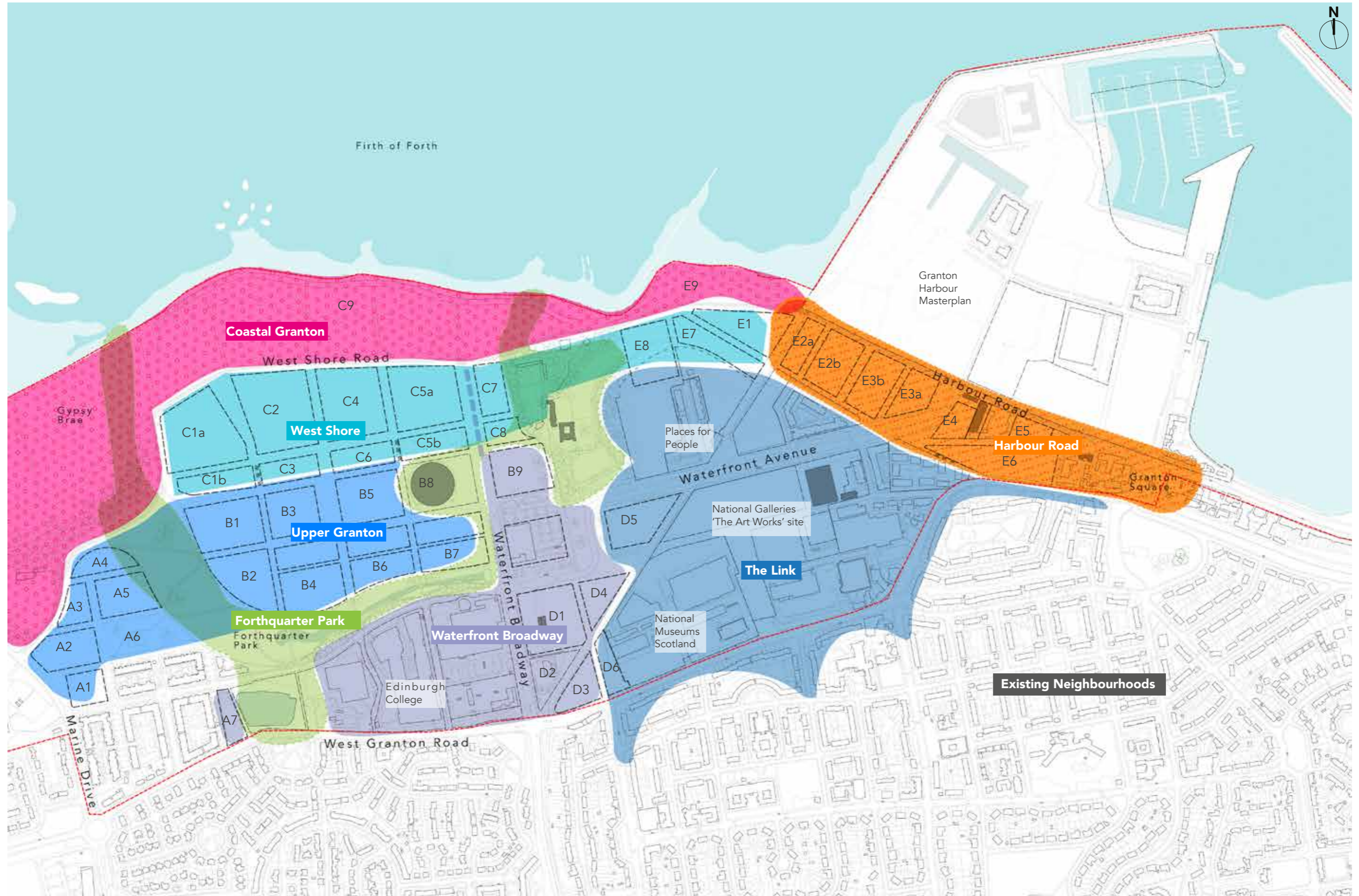


Fig. 4.1: Overview of character areas within Development Framework

Character Areas Overview

Granton Waterfront should be made up of diverse, yet complementary, character areas that work together to form a vibrant urban neighbourhood.

The Development Framework splits the area into eight character areas, (Fig. 4.1). The Granton Principles and High Level Strategies outlined in chapter 2 and 3 apply throughout and each character area should respond to, or incorporate, dense new and existing housing and provide various opportunities for different cultural, commercial, education, work and outdoor spaces.

However, in responding to their unique immediate context (Harbour Road, Forthquarter Park, coastal park, existing housing etc), each area should develop a distinct character. It is expected that new buildings within a character zone will share a common design language to provide coherence.

This section expands upon the high-level strategies set out in chapter 2 to establish guidance for the design approach, uses and atmosphere that each character area would be expected to promote. Illustrative images are provided for each character area to show how the Development Framework and character area principles could be interpreted. Future applications may propose alternative approaches but should demonstrate how they meet the requirements of their associated character area and the wider Development Framework principles and strategies.

Coastal Granton

A dynamic and inclusive coastline.

Enhancing natural assets, promoting open access to a variety of coastal activities and spaces within a functional flood protection landscape.

Forthquarter Park

An active, green landscape for living, working and learning.

Extending Forthquarter Park to incorporate other assets and features - including the gas holder the quarry, the walled garden and the waterfront.

Harbour Road

A connected mixed use quarter.

Developing a new, dense 'high street' with a mix of homes and small scale businesses linking Wardie Bay and the natural coastline with Granton harbour and existing neighbourhoods.

Existing Neighbourhoods

Tangible improvements and opportunities in existing neighbourhoods

Enhancements linked to a committed socio-economic strategy, culture strategy and learning strategy developed at both local and city level. On the ground improvements to improve connections and frontages to key routes such as West Granton Road

The Link

Cultural landscape and making space reconnecting neighbourhoods.

Linking existing routes and sites to maximise connections and views to the city and waterfront. Infilling gap sites, highlighting existing assets and creating new active street frontages.

Waterfront Broadway

A Gateway linking new and existing to form a vibrant, commercial learning hub

Infilling gap sites to better integrate new and existing development. Activating and reinforcing routes between the city and waterfront, physically and visually. Establishing a gateway into the site.

Upper Granton

Residential and neighbourhood centre that links home, work and learning.

Forming active 'living' streets (linking home, work and learning) which open up views and access to the Park, the City and the Waterfront.
(Pedestrian focused public realm - reducing dominance of the car).

West Shore

Hillside development connecting the Waterfront to Upper Granton.

Maximising the existing terraced topography to integrate new build development which capitalises on views, forms clear pedestrian routes and opens up to the waterfront.

4.2

Urban Waterfront Edge

Set back from coastline and with material and volumetric variety.

Resilient Landscape

Functional landscaped flood protection and attractive parkland.

Focal Building

Potential to incorporate focal building e.g. restaurant, gallery, leisure or cultural centre.

Biodiverse coastline

Habitat creation and positively addressing the SPA to the north.



Kiosks and Leisure

Supporting affordable leisure based business and activity within the Coastal Park

Waterfront Promenade

Continuing and improving the existing promenade

Free and Public Access

To the coastline for water-based leisure activity

Fig. 4.2: Illustrative collage of Coastal Granton and connection to West Shore



Fig. 4.3: Small pavilion buildings for refreshments and low impact coastal activities.



Fig. 4.4: Walking/cycling along the coast, engaging in healthy outdoor activities.



Fig. 4.5: Textured, low maintenance coastal planting



Fig. 4.6: Jetty and access points to waterfront

A dynamic and inclusive coastline

Coastal Granton should enhance natural assets and waterfront activity. It should promote open access to a variety of coastal activities and spaces within a functioning flood resilient landscape.

Developments should promote:

- Small-scale leisure based businesses and coastal parkland which, where possible, promote the use of the outdoors to visitors and locals alike.
- Landscape flood defence system to protect West Shore and Harbour Road from coastal flooding and wave carry over.
- Leisure based activity along the waterfront that enhances active travel opportunities and healthy lifestyle opportunities.
- Potential for water-based transport.
- Ecology, the protection of sensitive ecological areas and the creation of diverse habitats.

Typologies/Uses:

- Landscaped park, flood prevention and path network.
- Small pavilion buildings and structures positioned in the proposed landscaped area to provide places to meet, eat and enjoy activities.
- Potential for larger focal building e.g. restaurant, gallery, leisure or cultural centre. This building should consider the opportunity to create a destination, along with economic return for the area.
- 'Water compatible uses' which fall with Scottish Environmental Protection Agency (SEPA) guidance for 'least vulnerable uses'.



Fig. 4.7: Diagram showing Coastal Granton relative to the extent of character areas

Outdoor activities

Green space and parkland used for low impact outdoor activity

Strong boundaries and edges

Perimeter blocks and planting providing strong boundaries to open space and active ground floor uses



Active Travel opportunities

Cycle paths and green network connecting neighbourhoods and amenities

Outdoor learning

Parks and open spaces providing opportunity for outdoor learning

Fig. 4.8: Illustrative collage of Fortquarter Park looking to Upper Granton

Fortquarter Park

An active, green landscape for living, working and learning

Fortquarter Park should provide an extension of the existing park to incorporate other local landscapes and features including the gas holder, the quarry, Granton Castle Walled Garden and the waterfront. It should provide a neighbourhood blue-green landscape connecting residential, cultural and educational uses which promote health and well-being.

Development should promote:

- Health and well-being.
- Culture and learning opportunities.
- Sharing of community resources.
- Outdoor leisure and active travel activities
- Re-use of heritage assets and landscapes

Typologies/Uses:

- Cultural and community uses within gas holder.
- Cultural and community uses within Walled Garden.
- Leisure opportunities within quarry.
- Outdoor nursery and educational learning within green space - particularly Fortquarter Park.
- Small scale kiosks for retail/refreshments within parks and public realm.

Applicable to:

Blocks: B8 (Gas holder)
Block Edges: A1-A6, B1-B9, C7-8, E8
(see p.54)

See Also:

Chapter 5:
B. Gas Holder Link and 5. Fortquarter Park Edge

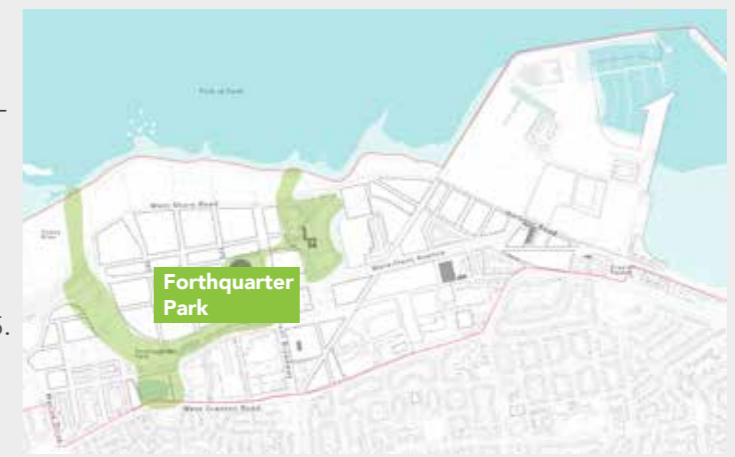


Fig. 4.9: Diagram showing Fortquarter Park relative to the extent of character areas

Harbour Road



Fig. 4.10: Illustrative collage of Harbour Road

A connected mixed use quarter

Harbour Road should be developed into a new, dense urban street with a mixture of homes and small scale businesses. It should provide the key link between Wardie Bay to the east and the natural coastline to the west. It should also connect Granton Harbour to the north with new developments and existing neighbourhoods to the south. The streetscape and travel opportunities through this area should ensure that visitors and residents can readily travel to and from the area, preferably using low-carbon transport methods.

Development should promote:

- Active frontages.
- New and existing enterprise.
- Variety and density.
- Low carbon strategies.
- Connections to Granton Square and ongoing improvements to Lower Granton Road

Typologies/Uses:

- Small-medium scale class 1, 2, 3 and 4 businesses
(class 1 = shops, class 2 = financial, professional and other service, class 3 = food and drink and class 4 = business).
- Residential flatted development with active ground floors.
- Creative and light industrial workshops / workspace.
- Particularly suited to innovative housing - mixed use development models.

Applicable to:
Blocks: E2 - E6, E 10
(Granton Lighthouse)
Block Edges: E1, E7
(see p.54)

See Also:
Chapter 5:
2. Harbour Road, 4.
Diagonal



Fig. 4.11: Diagram showing Harbour Road relative to the extent of character areas

Outdoor activities

Activation of outdoor public space for working, events and socialising linked to creative enterprise and innovation.

Infilling of gap sites

Existing gap sites to be in-filled and developed to create gateways, active fronts and boundaries that connect the existing street network.



Re-use of existing building

Opportunities for refurbishment and reuse of existing buildings. In particular, Station Building as Enterprise Centre and Creative Hub

Clearly defined boundaries

Streets and public spaces clearly defined and designed to be robust, attractive and pedestrian focused.

Fig. 4.12: Illustrative collage of Station Building

Waterfront Broadway

A Gateway linking new and existing to form a vibrant, commercial and learning hub

Waterfront Broadway should be developed into a gateway into Granton that activates and reinforces routes between the city centre and the waterfront - both visually, commercially and physically. New and existing development such as Edinburgh College, the proposed Construction Skills Centre, (see appendix A2.6 for outline brief) and the refurbished Station Building should be integrated to create an innovative commercial area where enterprise, skills and innovation can thrive. Existing gap sites should be in-filled and boundaries should be reinforced to better define the street network, the pedestrianised diagonal route and east-west routes linking Forthquarter Park and the new cultural Link character area.

Development should promote:

- Mixed use development sites.
- View and key connections.
- Innovation, learning and enterprise.
- The reuse of the Station Building and activation of area to front.
- Edinburgh College estate and proposed Construction Skills Centre.

Typologies/Uses:

- Creative and light industrial workshops / workspace
- Small-medium scale Class 1, 2, 3 and 4 businesses.
- Residential flatted development to upper storeys.
- Particularly suited to mixed use development sites.

Applicable to:

Blocks: A7, B9, D1-D4
Block Edges: D5-6
(see p.54)

See Also:

Chapter 5: C. Station Building, 3. Waterfront Broadway and 8. West Granton Road.
Outline Brief for Construction Skills Centre. Appendix A2.6.



Fig. 4.13: Diagram showing Waterfront Broadway relative to the extent of character areas

Strong urban forms

Clearly defined blocks with robust palette of materials and articulated façades that optimise views.

Gas holder

Existing Gas holder connected and integrated into development with clear landscape strategy and future uses .



Neighbourhood Centre

New local services including school, health centre and potential library with active ground floors and urban form/massing

Streets and views

Lively and active street network providing blue-green links and views to waterfront, park and key landmarks.

Fig. 4.14: Illustrative collage of new neighbourhood street in Upper Granton

Residential and neighbourhood centre that links home, work and learning

Upper Granton should be well-connected via a series of active and pedestrian-focused ‘living’ streets which open up views and access to Forthquarter Park, the city centre and the waterfront. Some key local services should be located here including a new school, health centre and a potential library. These services should over-look Forthquarter Park and connect with new community playing fields. Development should be urban in character and form with active ground floor uses and a strong block structure. There is the potential for housing above key services and an intergenerational approach to development.

Development should promote:

- Robust ‘living street’ network with pedestrian focus and activity.
- Clearly defined public transport route linking east and west.
- Dense, medium-low rise housing with clearly defined frontages.
- New neighbourhood centre along park with active ground floor uses.
- Strong green-blue links and view to gas holder, park and West Shore.

Typologies/Uses:

- Residential flatted development / perimeter blocks.
- Residential colonies or townhouses to key areas.
- New primary school and potential library.
- New health centre.
- Community playing fields linked to school/neighbourhood centre.
- This area is particularly suited to innovative housing - self-build, co-housing, intergenerational development models.

Applicable to:

Blocks: A1-6, B1-7
Block Edges: C1, C3, C5, C6
(see p.54)

See Also:

Chapter 5: 5. Forthquarter Park Edge, 6. Residential Street and 9. Typical Lane.



Fig. 4.15: Diagram showing Upper Granton relative to the extent of character areas

Views to key landmarks

Key views provided to and from the Coast to reinforce way-finding and local identity

Strong frontages

Perimeter blocks along coastline of medium height and varying storeys to maximise views and roof opportunities



Coastal Park

New coastal park with active travel routes, landscaped flood defences and leisure activities.

West Shore Road - new coastal boulevard

Existing road redeveloped to form tree-lined boulevard with public transport routes, cycle lanes, new active frontages and small scale commercial uses at key locations

Fig. 4.16: Illustrative collage of the proposed coastal park looking towards West Shore

West Shore

Hillside development connecting the waterfront to Upper Granton

West Shore spans from the green open space at Gypsy Brae in the west to Harbour Road in the east. It faces the coastal park to the north and Upper Granton/The Link to the south. This area should work with its steeply sloping terraced topography to integrate new build development, creating strong perimeter and points blocks that capitalise on views. Opportunities to integrate lanes and mews development should be considered. A series of strong north-south pedestrian-focused routes should open the site up to the waterfront, most notably a green link from the gas holder at Waterfront Broadway.

Development should promote:

- Strong and active waterfront edge.
- New boulevard with transport links and active travel routes.
- Streets and connections that maximise views to and from the waterfront.
- Stepped development that uses the existing slope.
- Views and roof-top potential.

Typologies/Uses:

- Residential flatted development with potential for 'mews' and lanes in key locations.
- Small-medium scale Class 1, 2, 3 and 4 businesses to West Shore Road (new boulevard) and key corners/routes.
- Option for medium rise blocks with clearly defined boundaries and undercroft parking where possible.

Applicable to:

Blocks: C1-C8, E1, E7, E8
Block Edges: C9, E9
(see p.54)

See Also:

Chapter 5: A. Coastal Park, B. Gas Holder Link, 1. Coastal Edge, 6. Residential Street and 9. Typical Lane.

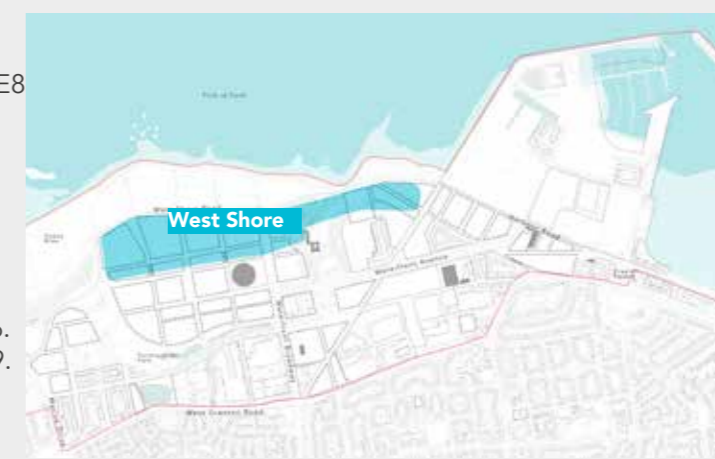


Fig. 4.17: Diagram showing West Shore relative to the extent of character areas

New development to gap sites
Building on existing gap sites to bring activity and definition along key routes such as West Granton Road

Existing buildings and spaces
Programme of refurbishment to existing buildings and spaces



Signposting within area
Fig. 4.19: Public realm works that provide 'signposting' to key activities and sites within the area along West Granton Road



Active travel and public transport
Fig. 4.20: New active travel routes along key routes such as West Granton Road and Lower Granton Road with enhance public transport links

Fig. 4.18: Illustrative collage of corner of West Granton Road and Waterfront Broadway

Tangible improvements and opportunities in existing neighbourhoods

The connection between new and existing neighbourhoods is key to the Development Framework. All work within the area should be for the benefit of existing residents and organisations as well as the new communities. There should be tangible opportunities and improvements 'on the ground' within existing residential areas that include enhanced streetscape/connections, active travel routes, better public transport links plus increased access to work, culture and learning opportunities. This should be linked to a committed socio-economic strategy, culture strategy and learning strategy developed at both local and city level.

Development should promote:

- Enhanced street network linking new and existing neighbourhoods.
- Increased activity along West Granton Road.
- New active travel routes and landscaping to key pedestrian links.
- 'Signposting' to activities and key landmarks.
- Stronger partnership working between organisations and groups.
- Learning opportunities and community benefits.
- Detailed study to consider further improvements to Lower Granton Road and West Granton Road.

Typologies/Uses:

- Active travel routes.
- Enhanced streetscape and signage.
- Programme of refurbishment to existing buildings and spaces.

Applicable to:

All Blocks
(see p.54)

See Also: Chapter 5:

8. West Granton Road



Fig. 4.21: Diagram showing existing neighbourhoods in relation to other character areas



Fig. 4.22: Indicative view along Waterfront Avenue with proposed National Galleries 'The Art Works' to the right (Image courtesy of National Galleries of Scotland)



Fig. 4.23: Indicative view from new Plaza towards proposed National Museums Scotland Visitor Centre (Image courtesy of National Museums Scotland)

The Link

Cultural landscape and making space reconnecting neighbourhoods

The Link should be a highly interconnected cultural and making area that bridges new and existing neighbourhoods. It should reinforce north to south and east to west views with green routes linking West Granton Road, Waterfront Broadway, the coast and Harbour Road. This quarter is home to a number of key cultural organisations and developing projects including the National Museums Scotland site, National Galleries of Scotland proposed 'The Art Works' facility (an 'Open House for Art'), existing Madelvic House and Madelvic Car Factory. It offers opportunities for creative and cultural workspace combined with residential flatted development. Gap sites should be in-filled to create density, active frontages and activity within this area. (See Appendix A2.7 for more detail on design principles developed by NMS/ NGS)

Development should promote:

- Culture and learning strategies.
- Partnership working.
- Green routes, views and connections.
- Opportunities for creative industry.

Typologies:

- Mixed use developments incorporating residential flatted development.
- Small-medium scale Class 1, 2, 3 and 4 businesses to key corners and streets.
- Creative and cultural workspace.

Applicable to:

Blocks: D5-D6
Block Edges: D1, D3, D4, E2-8, (see p.54)

See Also:

Chapter 5:
4. Diagonal, West Granton Road and design principles for sites developed by NMS/ NGS. Appendix A2.7



Fig. 4.24: Diagram showing The Link relative to the extent of character areas

Forthquarter Park



Existing Neighbourhoods



Coastal Granton



Harbour Road



Diverse, yet complementary, character areas that work together to form a vibrant, urban and human-scaled neighbourhood.

West Shore



Upper Granton



Waterfront Broadway



The Link





Fig. 5.0: Photograph of existing Granton Waterfront looking east

5. KEY SPACES AND INTERFACES

This chapter of the report expands further upon the high level strategies to provide principles and a design approach to key public spaces, streets and interfaces which connect the character areas.

- 5.1 Key Spaces and Interfaces Overview
- 5.2 Key Spaces
- 5.3 Key Streets and Interfaces



5.1 Key Spaces and Interfaces Overview



Fig.5.1: Location of key spaces, streets and location of illustrative sections

Key Spaces and Interfaces Overview

Key Spaces

- (A) Coastal park
- (B) Gas holder link
- (C) Station building

Key Interfaces

- 1 Coastal Edge
- 2 Harbour Road
- 3 Waterfront Broadway
- 4 Diagonal
- 5 Forthquarter Park Edge
- 6 Residential Street
- 7 Marine Drive
- 8 West Granton Road
- 9 Typical Lane (across site)

This section establishes design principles for key spaces and interfaces highlighted within the Development Framework.

Three key open spaces: the coastal park, gas holder link and station building are considered integral to the Development Framework. These are described in more detail in this chapter.

9 key interfaces or street are also identified. Some of these relate to new streets, others illustrate upgrades to the existing street profile. In all cases, these key streets and spaces pass through and connect the character areas. The location of the spaces and streets are identified opposite, (Fig. 5.1).

The following general principles apply to all open spaces and interfaces:

- Building frontages should actively address street / lanes and be urban in character.
- Block boundaries / private space should be clearly delineated with small buffer zones to residential units or spill out spaces to non-residential uses.
- Focus on active travel, safe and pleasant pedestrian and cyclist routes and public transport.
- Streets and spaces should accord with the Development Framework strategies and character areas set out in preceding chapters.

The plans, sectional drawings and precedent images in this section demonstrate possible approaches to the implementation of the Granton principles and high level strategies in each area. Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of Edinburgh Design Guidance.

5.2 Key Spaces

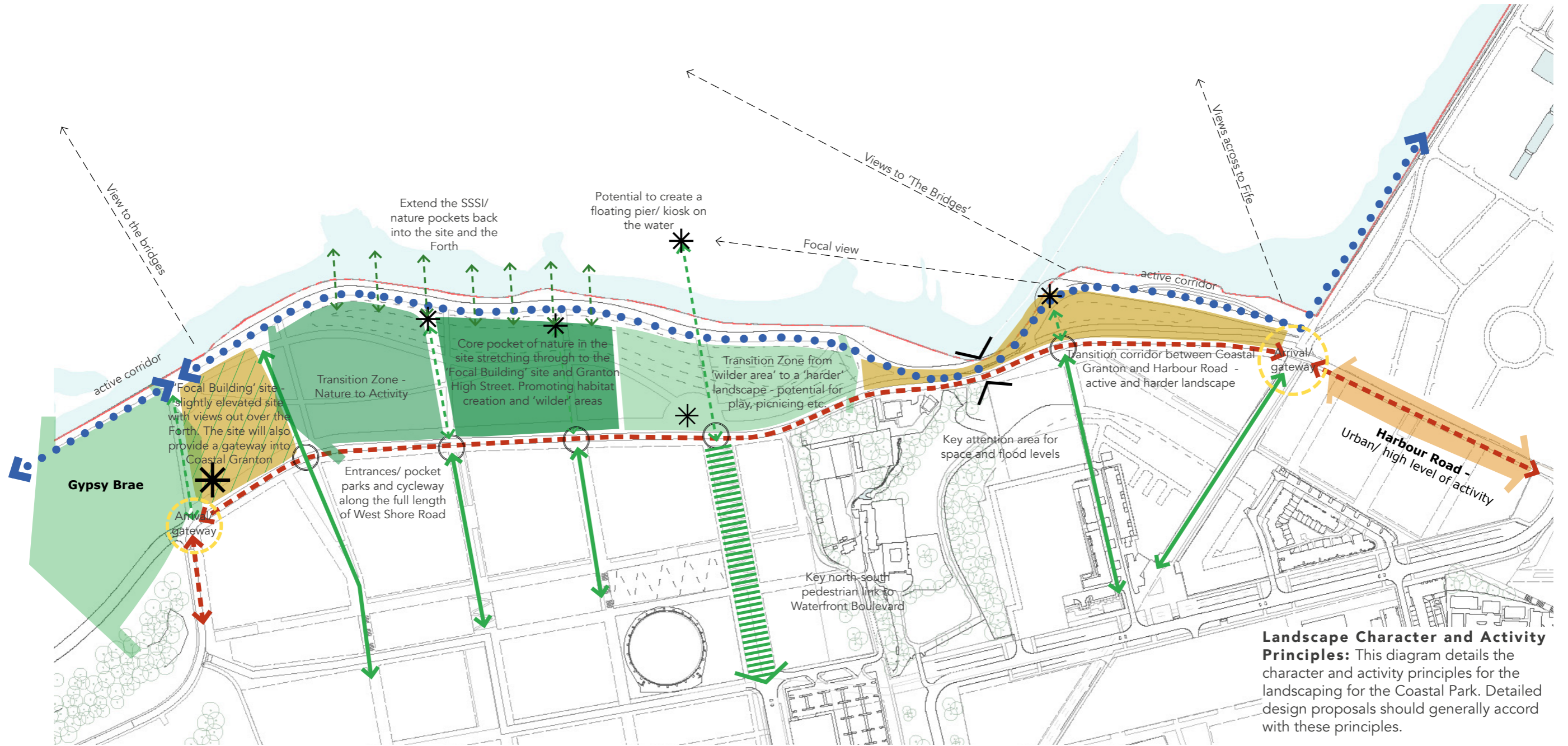


Fig. 5.2: Illustrative plan of coastal park landscape principles, diagram by LUC
Indicative proposal subject to consultation with HRA and SEA.

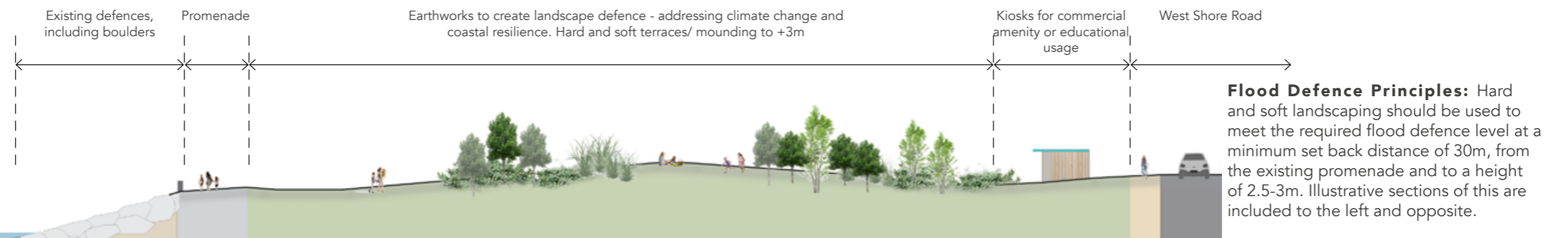


Fig. 5.3: Section A-A through flood defence landform, diagram by LUC
Indicative proposal subject to consultation with HRA and SEA.

Key Spaces

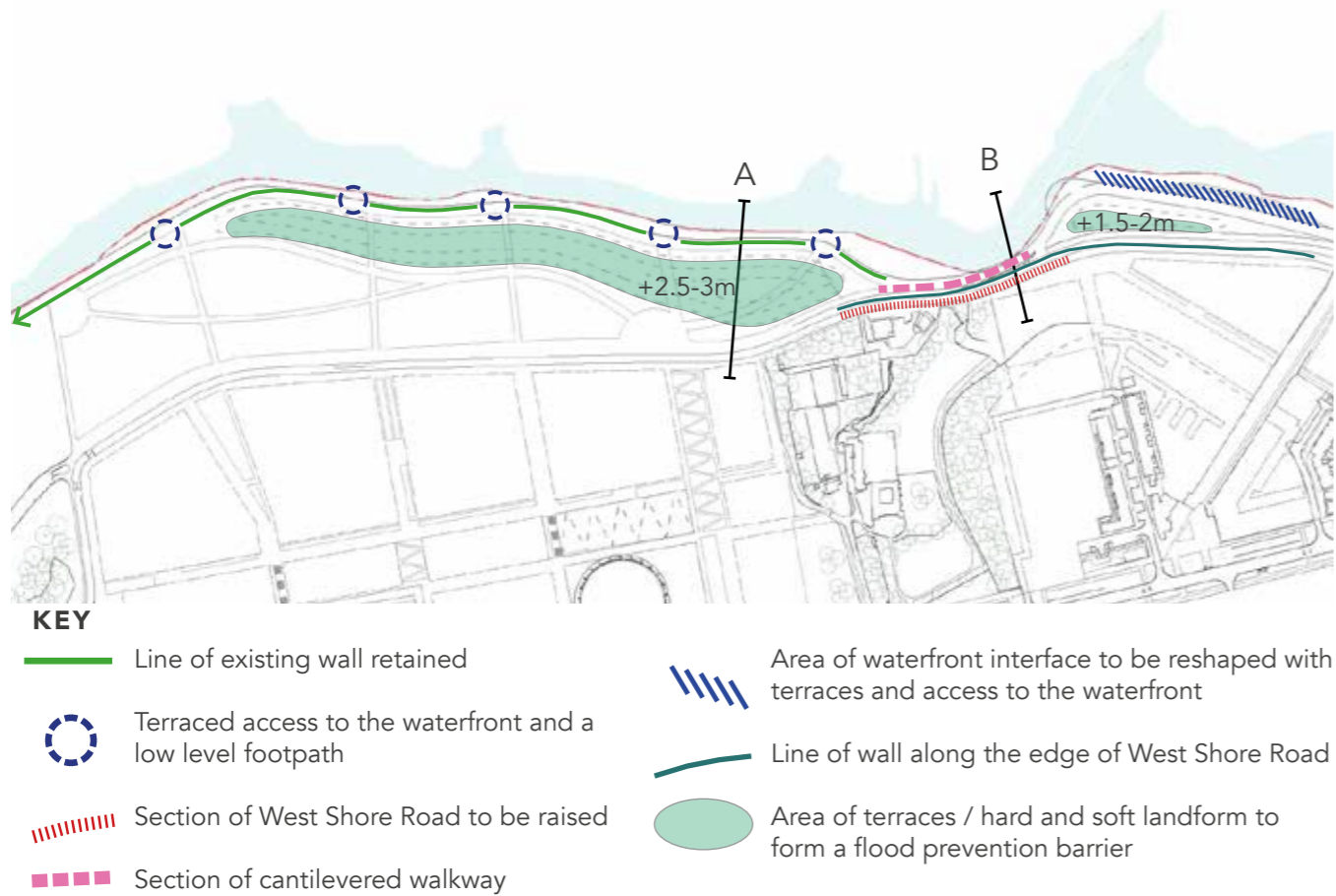


Fig. 5.4: Illustrative plan of flood defence principles, diagram by LUC.

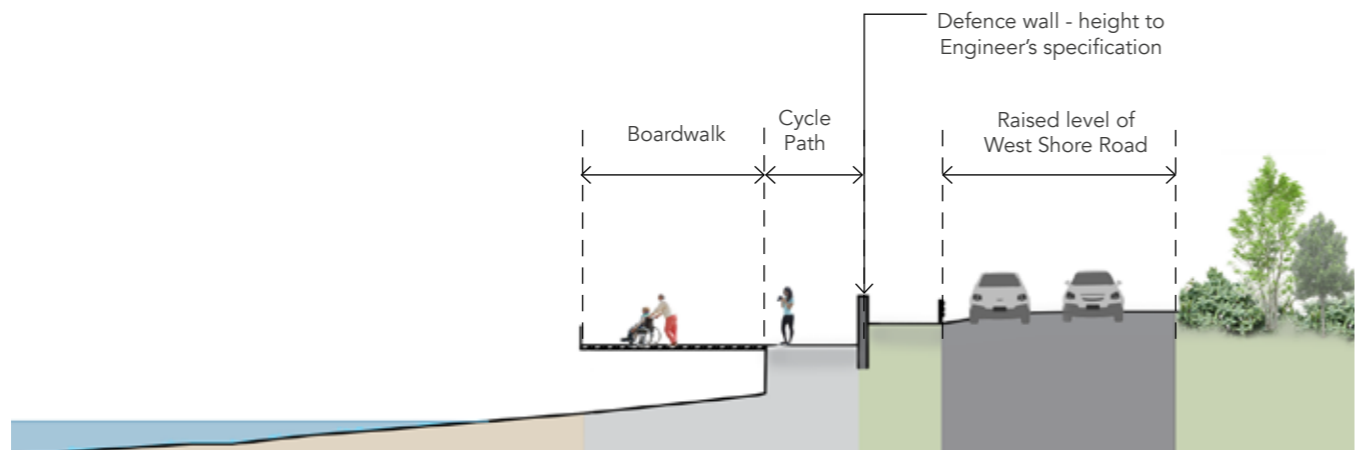


Fig. 5.5: Section B-B through cantilevered walkway, diagram by LUC. Indicative proposal subject to consultation with HRA and SEA.

Coastal Park

The waterfront is a key asset for the neighbourhood and the wider city and should be an integral part of the Development Framework. A series of design principles have been developed for the proposed coastal park, which should inform detailed design proposals. The principles are identified below and in the adjacent diagram, (Fig. 5.2-5.5).

- Design should take account of climate change. Hard and soft landscaping should be used to meet required flood defence level.
- The coastal park should provide sustainable, high quality facilities for residents and visitors and consider opportunities to create a city and local scale recreational destination.
- The park should provide an east-west connection - continuing the active corridor from Cramond to Portobello and north-south connections from the water to the city. The provision of water connections to the wider Firth of Forth should be considered.
- Views out across the Firth of Forth and beyond should be enhanced and framed using planting.
- The coastal park abuts a number of landscape and ecology designations and the relevant discussions with Scottish Natural Heritage and other parties should be undertaken prior to planning.
- Any redevelopment, according to SEPA guidance should be redevelopment for 'least vulnerable uses.'
- The coastal park has the opportunity to provide an educational asset, providing a platform for outdoor learning.
- The park should provide a multi-functional landscape to accommodate a range of spaces - from harder landscape through a central 'wilder' landscape to open activity space in the west.
- A Habitats Regulation Appraisal (HRA) and Strategic Environmental Assessment (SEA) will be required to further inform impact, scope and relevant mitigation of proposals



Fig. 5.6: Location of coastal park space

Key Spaces

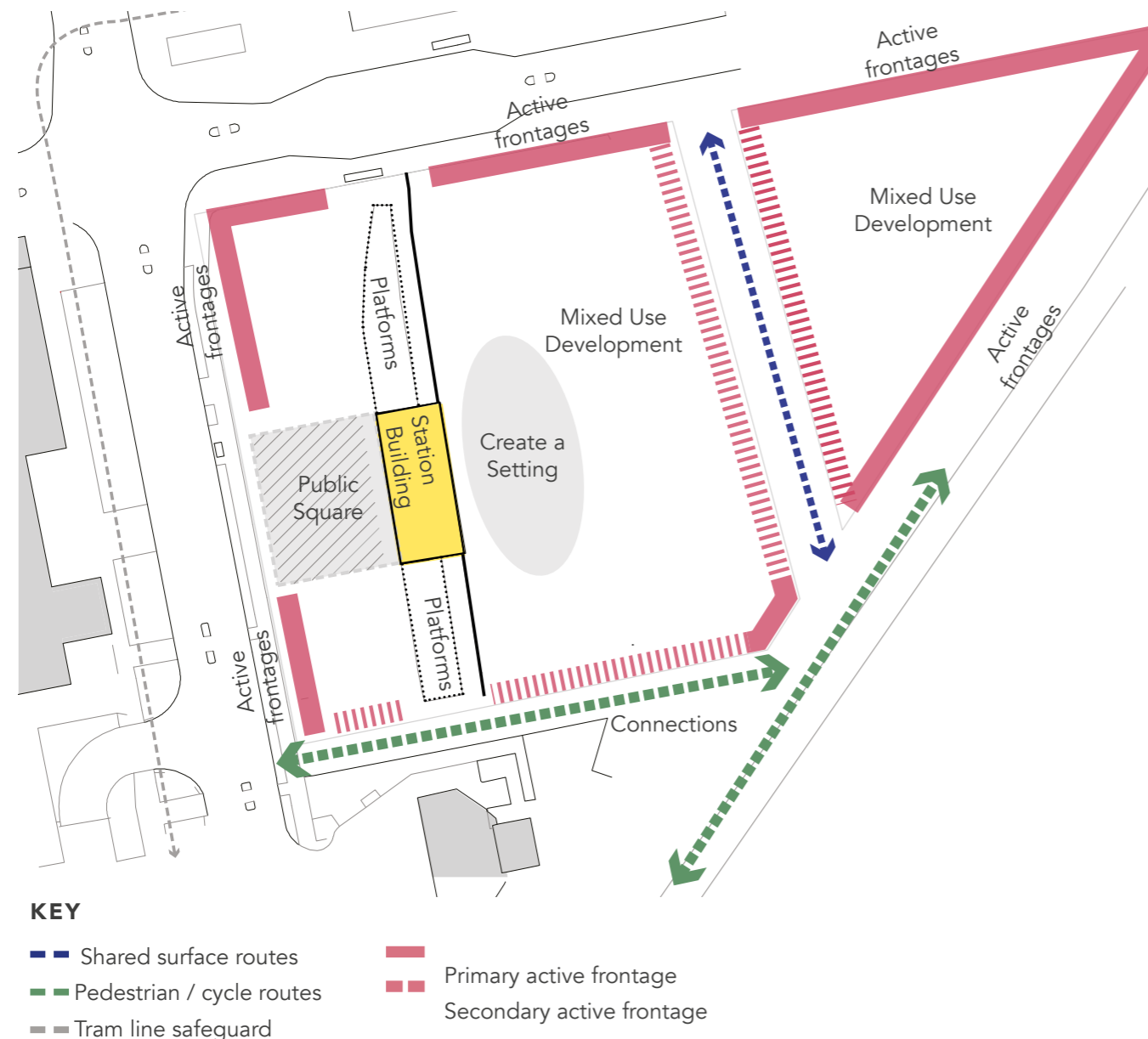


Fig. 5.7: Illustrative plan of key principles for station building.

Station Building

The former Granton Gasworks Station Building is a category 'B' listed building constructed between 1898-1904. The Station Building is a key heritage assets, which sits at a pivotal position between Waterfront Broadway and the diagonal. It has the potential to strengthen the Waterfront Broadway character area. Importantly, the space around the former station is also considered to be of value. For this reason, the 'setting' to the building and its boundaries should be carefully considered.

The key design principles that should be considered are detailed below and illustrated in the diagram to the left, (Fig. 5.7).

- The site should be developed to provide an adaptive re-use that takes into account the building's architectural and social value.
- Development should respond to the existing building in line with its Category B listed status.
- Proposals should retain the setting to Waterfront Broadway via the creation of a new public square which supports active uses such as markets, creative use, enterprise and learning.
- A 'no build zone' over and around the existing platforms should be retained.
- New buildings around the station building should provide active uses to primary and secondary frontages.
- The public pathway to the south of the site should be retained and routes should tie into the diagonal pedestrian / cycle route.
- Ideally the building should have a publicly accessible function. However, commercial or residential uses could be acceptable with sufficient consideration of quality intervention and setting. Blocks surrounding the station building should be mixed use and incorporate housing.

Connects:

Waterfront Broadway

Forthquarter Park

The Link



Fig. 5.8: Location of station building space

Key Spaces

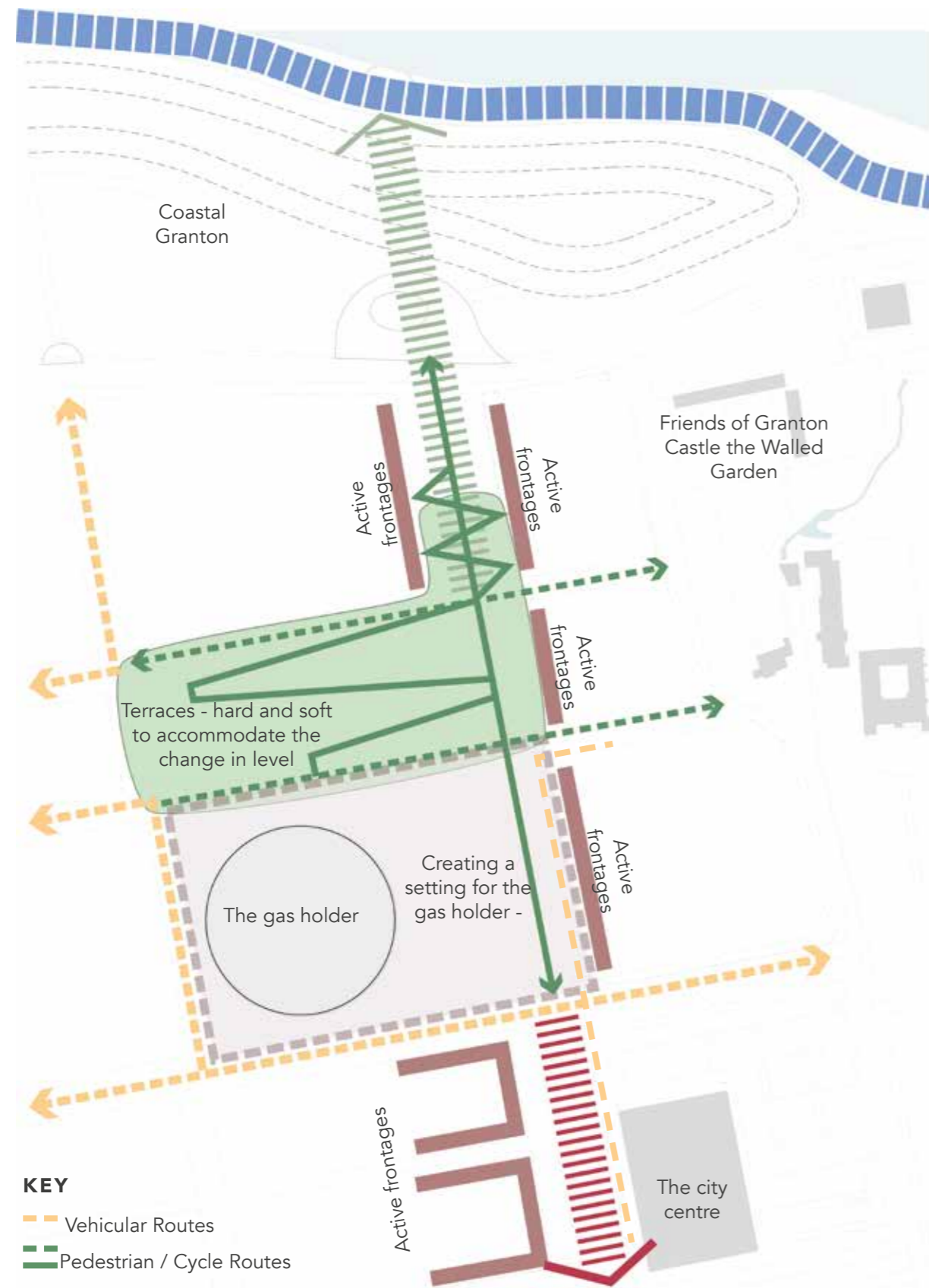


Fig. 5.9: Illustrative plan of key principles for station building, diagram by LUC

Granton Gas Holder Link

The gas holder link is an important route and green space connecting Waterfront Broadway and the coastal park. A series of design principles have been developed for this area. These set out key landscape principles and connections which should inform detailed design proposals. The principles are detailed below and illustrated in the diagram to the left, (Fig. 5.9).

- This area should provide an essential pedestrian and cycle route to the waterfront from Upper Granton at the heart of the Development Framework. This should be linked to a number of key east to west routes linking Upper Granton, Forthquarter Park and the Link/Avenue.
- It should address the very steep topography and drop in level between the gas holder's northern edge and West Shore Road (approx. 10-15m) with a cascading, ramped landscape.
- The gas holder link should create a sense of place and identity within the central commercial core of Granton Waterfront. It should create connections - both visually and physically - whilst enhancing green infrastructure and active travel.
- It should also form an important setting to the gas holder with links to existing assets such as the existing walled garden and the new coastal park.
- New buildings facing the link should provide active frontages and ground floor uses.



Fig. 5.10: Location of gas holder link space

Key Streets and Interfaces



Fig. 5.11: Illustrative section and plan for the coastal edge, West Shore Road and coastal park

1. Coastal Edge - West Shore Road

This new coastal boulevard defines the southern edge to the coastal park and West Shore character area. It is part of the key strategic route connecting the east and west of the delivery plan area linking the coastal promenade and West Harbour Road.

Key principles:

- Edinburgh Waterfront Promenade should be continued to approved design code.
- Segregated cycle route should be provided to north of West Shore road (in line with CEC guidance and to connect to existing cycle routes where possible).
- Limited on street parking should be provided to south of West Shore Road. Parking should be incorporated between street planting, cycle parking or other features.
- Road should be sized and designed to meet CEC requirements for Mass Rapid Transport (MRT) / bus routes.
- MRT/ bus stops should be incorporated into street at key locations.
- New development to south of interface should be 5 storey average with some minimum of 4 storey and maximum of 6 storey. Key gateway blocks at locations identified in Fig. 3.59, p.58.

Applies to Character Area(s) :

Coastal Granton

West Shore

Provides access to:

Blocks C1-7 and E1, E7 and E8. (see p.54)



Fig. 5.12: Location of street and illustrative section cuts

Key Streets and Interfaces

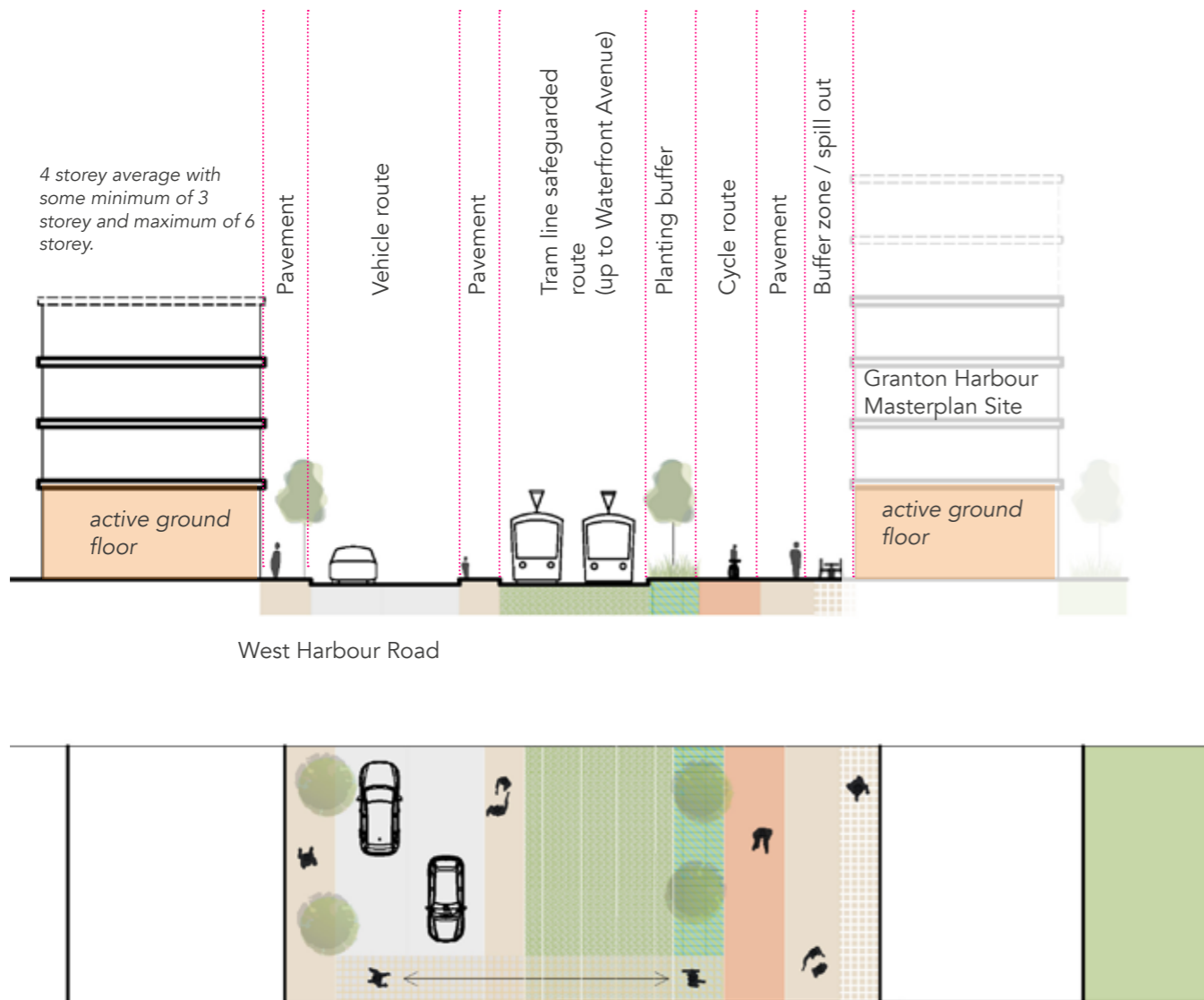


Fig. 5.13: Illustrative section and plan for West Harbour Road

2. West Harbour Road

This road acts as a key urban anchor and route to the wider masterplan area for those travelling from east to west. It is mixed used in character and optimises its south-facing edge for active travel and social activity.

Key principles:

- Segregated cycle route should be provided to north of Harbour Road (in line with CEC guidance) to complete the 'missing link' between current CEC work on cycle route on Lower Granton Road and commencement of the coastal edge.
- Tram line safeguarded route should be retained.
- Existing road and pavement surfacing should be upgraded.
- Road should be sized and designed to meet CEC requirements for bus/MRT routes.
- MRT / bus stops should be incorporated into street at key locations.
- Granton Square proposed as transport interchange hub.
- Interface should be developed in consultation with Granton Harbour masterplanning team.
- Active uses should be positioned at ground floor. Opportunities for activity to 'spill out' onto street along south-facing edge should be considered.



Fig. 5.14: Location of street and illustrative section cuts

Key Streets and Interfaces

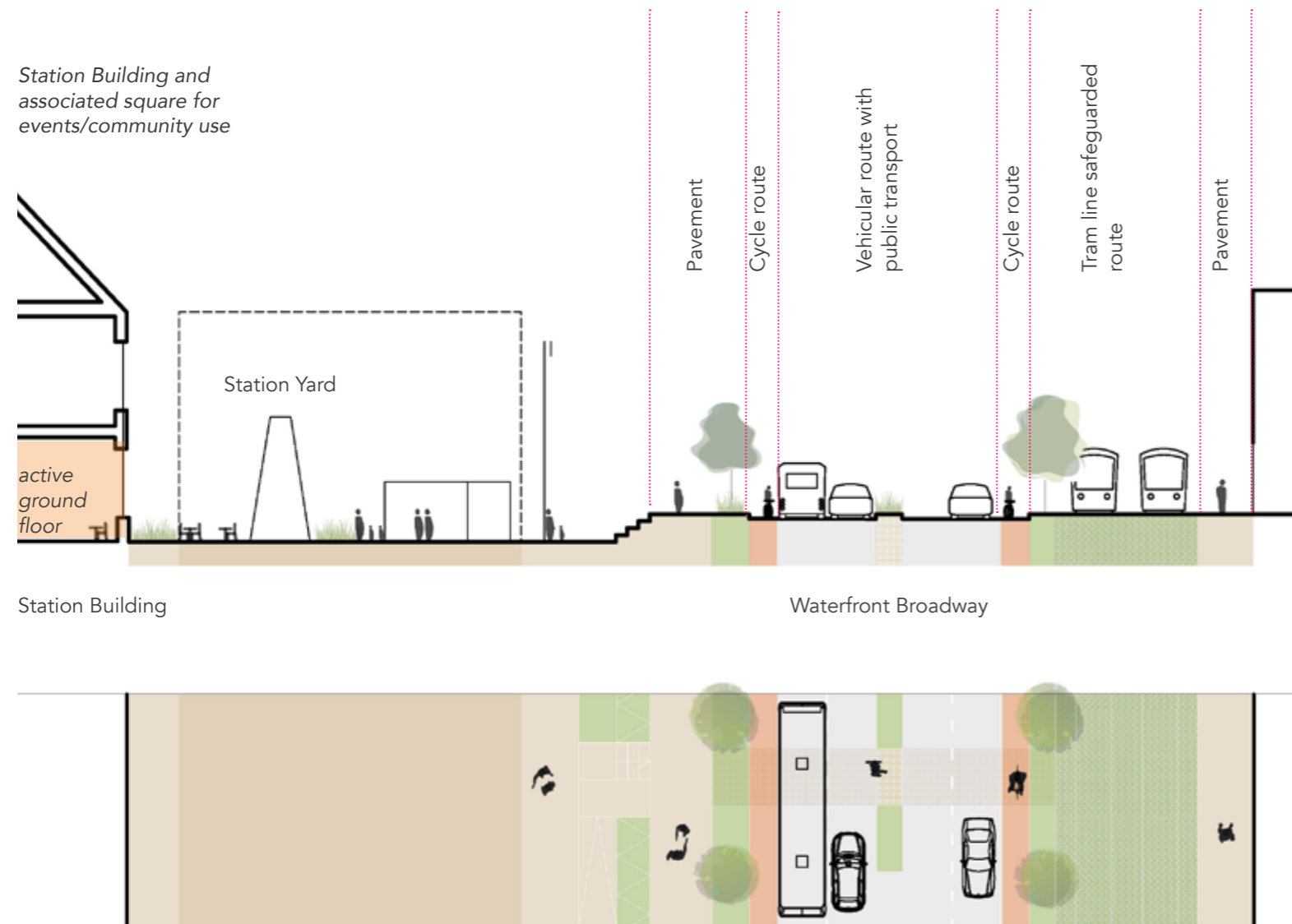


Fig. 5.15: Illustrative section and plan for Waterfront Broadway

3. Waterfront Broadway (upgrades around station building)

Waterfront Broadway is an existing road that forms part of the main north to south connection through Granton Waterfront. It connects through the proposed gas holder link down to the coastal park.

Key principles:

- Existing cycle routes should be re-painted or upgraded (in line with CEC Design Guidance) and should be connected into proposed new cycle routes in Upper Granton.
- New development around the Granton Station Building should deal sensitively with setting of station and platform in line with its listed status.
- The area in front (west) of Granton Station should be considered for a variety of outdoor / temporary uses which complement the Waterfront Broadway character area.
- The safeguarded Mass Rapid Transport (MRT) route Waterfront Broadway between West Granton Road and Waterfront Avenue should be retained.
- As Waterfront Broadway passes north of Waterfront Avenue the route should be extended via widening of the urban realm for walking and cycling as detailed in guidance for the gas holder link, p.89.
- A transport hub should be incorporated along or in the vicinity of this route.

Applies to Character Area(s) :

- Waterfront Broadway
- Forthquarter Park
- Upper Granton

Provides access to:

Blocks D1, D2, D3. (see p.54)



Fig. 5.16: Location of street and illustrative section cuts

Key Streets and Interfaces

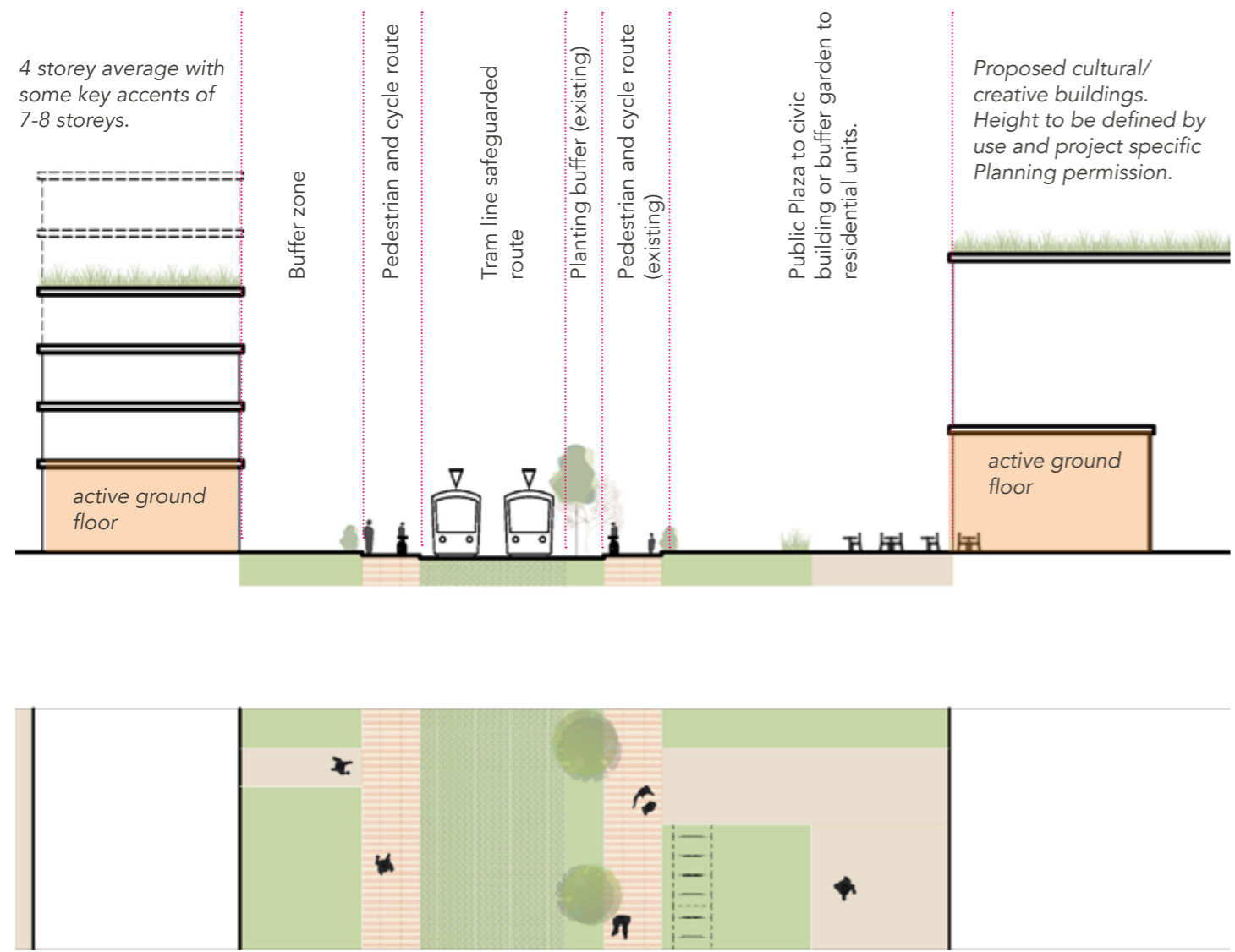


Fig. 5.17: Illustrative section and plan for the Diagonal Route

4. Diagonal

The Diagonal is an existing pedestrian green route. One section of this incorporates the tram line safeguarded route. It connects West Granton Road to the coastline and should be activated on both sides.

Key Principles:

- Building frontages should be active at ground floor and urban in character.
- Uses, boundaries and lighting should provide a secure and overlooked feel for pedestrians and cyclists.
- Consideration should be given to boundary treatments with an awareness to both security and place-making principles. Where possible, consider the use of 'buildings as fences' to National Museums Scotland site and position active uses facing key routes.
- Tram line safeguarded route should be maintained.
- Existing active travel route along the diagonal should be strengthened and enhanced with planting and bike parking incorporated at key locations, see (Fig. 5.31, p.99) example of active travel route.

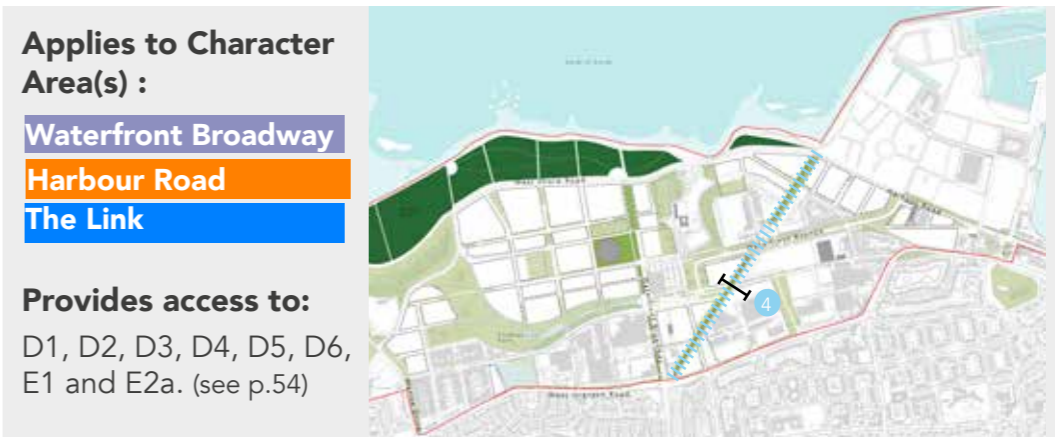


Fig. 5.18: Location of street and illustrative section cuts

Key Streets and Interfaces

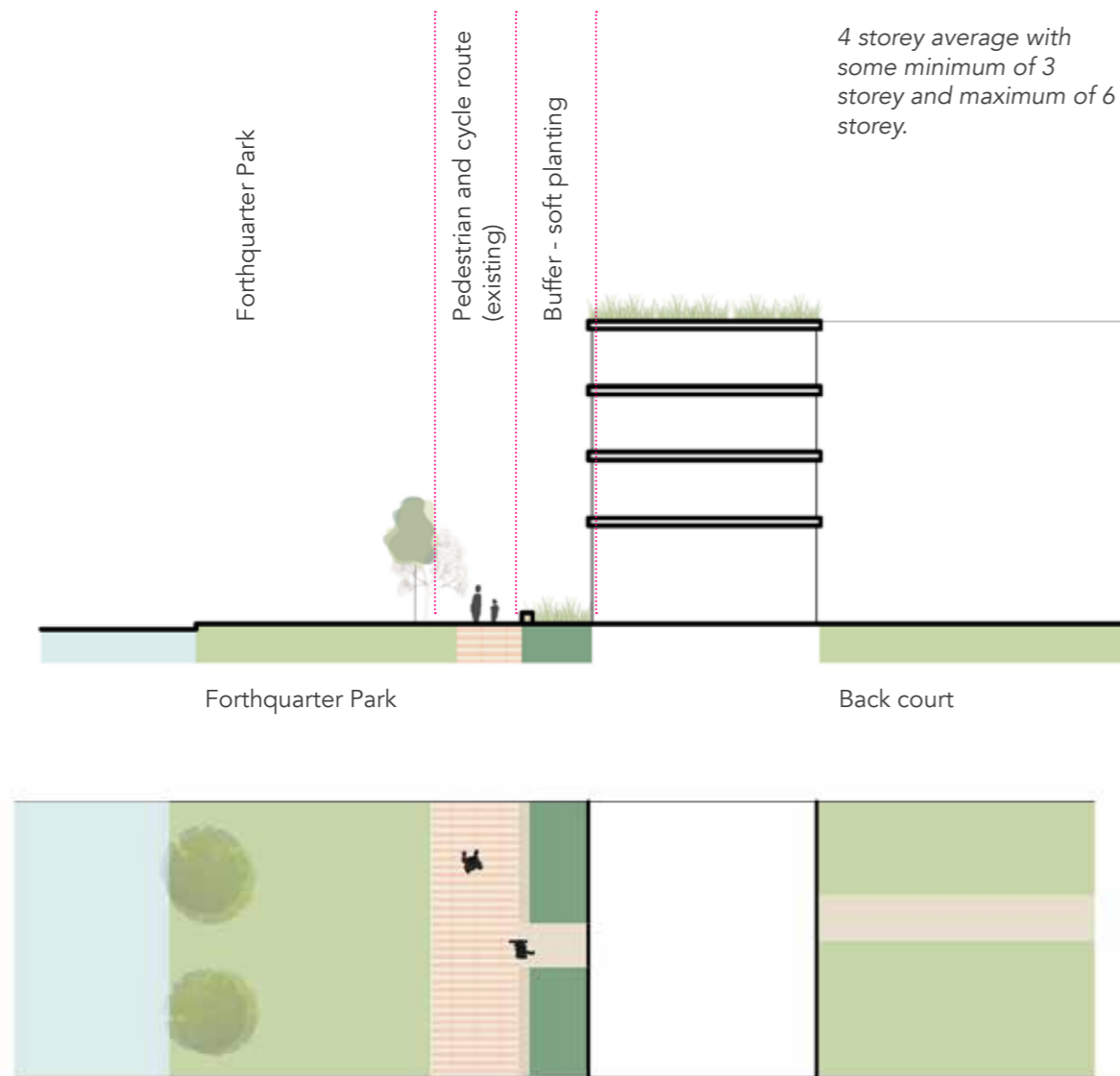


Fig. 5.17: Illustrative section and plan for Forthquarter Park edge

5. Forthquarter Park Edge

This boundary edge provides the interface between Forthquarter Park and proposed development in Upper Granton. It enhances the existing park and pathways to provide perimeter definition, overlooking, active frontages and safe access into Upper Granton and beyond.

Key principles:

- A soft privacy strip, between 3-5m, should be planted to provide a 'green edge' to the blocks connecting into the existing Forthquarter Park. Wild-flower planting is recommended, see (Fig. 5.32, p.99) for precedent image.
- Buildings along the existing park should incorporate green walls/roofs where possible (in line with blue-green infrastructure strategy, Fig. 3.16, p.40)
- Existing cycle/pedestrian routes within park should be maintained and connected to new routes.
- North-south routes leading to park should be designed to be pedestrian/cycle focused, limit vehicle speeds and provide local access only.
- Perimeter blocks should define private back courts with residents gardens and service lanes where appropriate.

Applies to Character Area(s) :

- Waterfront Broadway
- Forthquarter Park
- Upper Granton

Provides access to:

B1, B2, B4, B6, B7, A4, A5 and A6. (see p.54)



Fig. 5.20: Location of street and illustrative section cuts

Key Streets and Interfaces

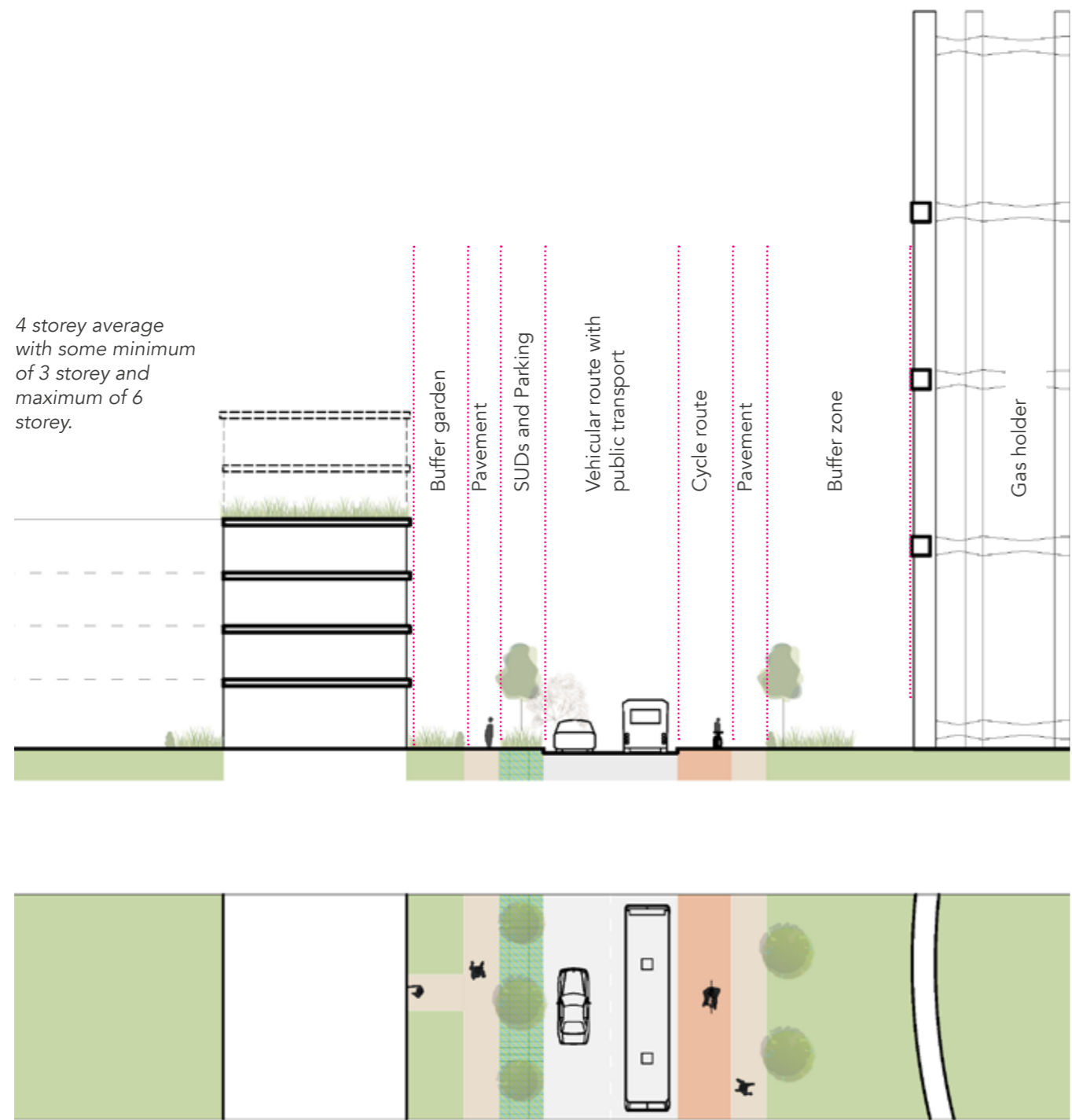


Fig. 5.21: Illustrative section and plan for residential street (shown here within Upper Granton)

6. Residential Street incorporating Public Transport Route

This section provides an indicative approach to the primary vehicle route through Upper Granton. It allows for an accessible route which connects the end of Waterfront Broadway to West Shore Road and the Coastline.

Key principles:

- Limited on street parking should be provided to south side of road. This should be incorporated between street planting, cycle parking or other features to serve limited visitor / disabled parking requirements.
- Road should be sized and designed to meet CEC requirements for MRT / bus routes. Bus stops should be incorporated into street at key locations.
- Street should incorporate SuDS in locations in line with the Development Framework's proposed blue-green infrastructure strategy, (Fig. 3.16, p.40).
- Segregated cycle route should be provided to north of road (in line with CEC guidance and to connect to existing cycle routes where possible).

Applies to Character Area(s) :

- Forthquarter Park
- Upper Granton

Provides access to:
B1, B3, B4, B5, B6, B7, B8, C1b and C6. (see p.54)

Fig. 5.22: Location of street and illustrative section cuts

Key Streets and Interfaces

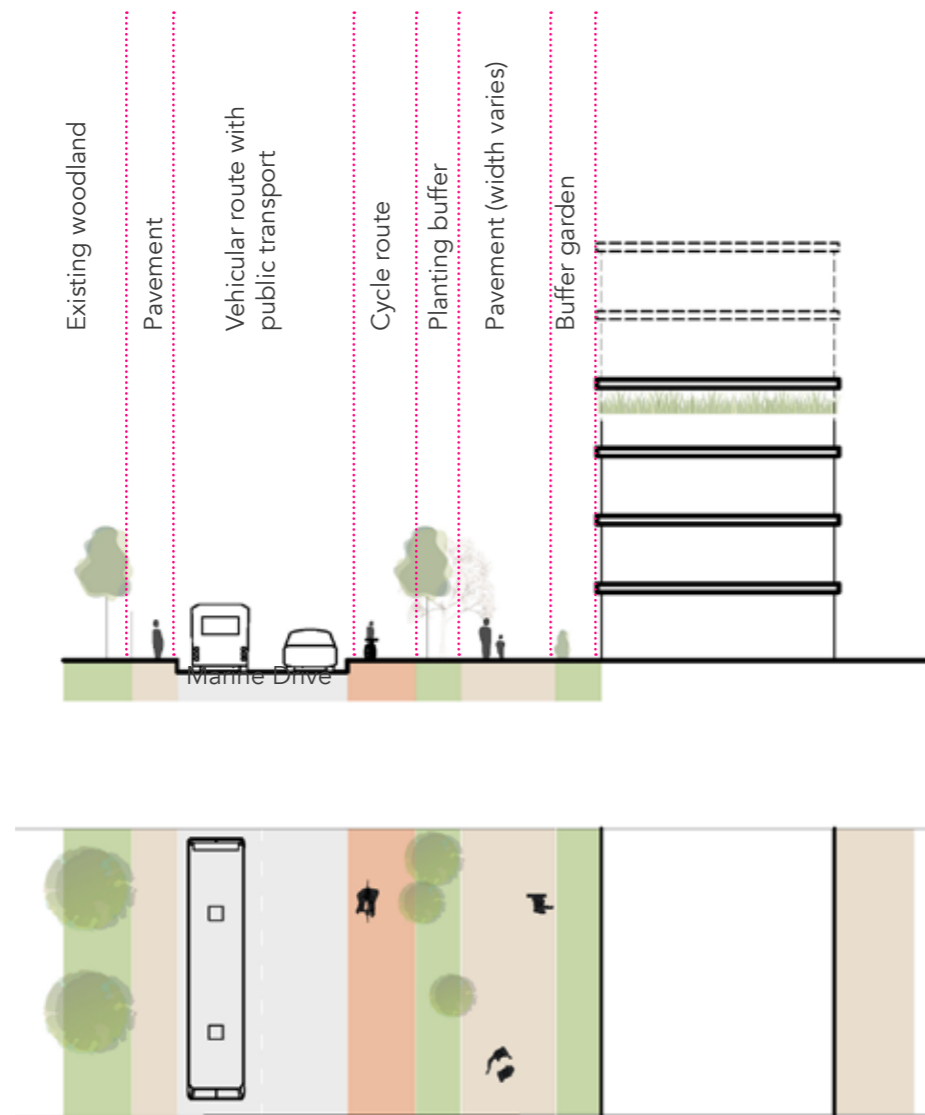


Fig. 5.23: Illustrative section and plan for Marine Drive / West Shore Road

7. Marine Drive / West Shore Road

Marine Drive connects the coastal edge and Harbour Road to existing communities around Pennywell roundabout.

Key Principles

- Cycle route should be provided (in line with CEC guidance and connecting existing routes where possible).
- Road should be sized and designed to meet CEC requirements for bus / MRT routes. Bus stops should be incorporated into street at key locations.
- Preference to signalise Pennywell roundabout to allow for cyclists and pedestrian movement with parking controls (double yellow lines) along this section of Marine Drive.
- Existing trees should be retained.
- The junction with West Shore Road may require signalisation in order to accommodate additional development traffic accessing the west of the Development Framework area.

Applies to Character Area(s) :

Upper Granton

Forthquarter Park

West Shore

Provides access to:

A1, A2, A3, A4 and C1a. (see p.54)



Fig. 5.24: Location of street and illustrative section cuts

Key Streets and Interfaces

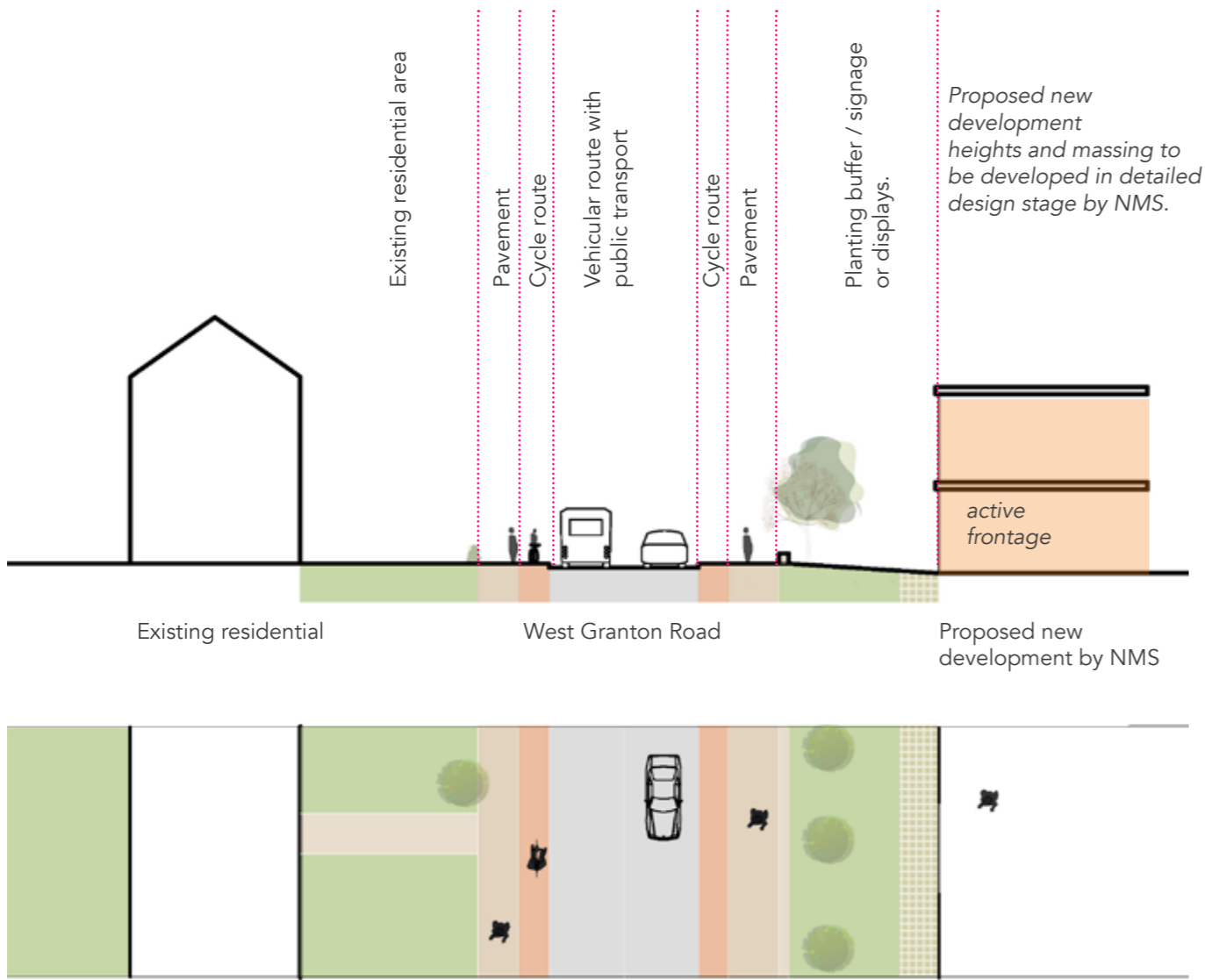


Fig. 5.25: Illustrative section and plan for West Granton Road

8. West Granton Road

West Granton Road currently serves as a strategic route from east to west along the southern boundary of the Development Framework area. It should continue to serve this purpose with some key improvements to better serve all.

Key Principles

- Boundary treatments should be improved along length of street in line with placemaking principles. New buildings should have active frontages and enhanced boundary treatment.
- Active frontages should be created along West Granton Road as illustrated in Fig. 3.51 (p. 54).
- A widened section of foot-way should be created along the length of street within the Development Framework and safe cycling routes connected to existing routes in the area should be provided where possible to ensure that the street supports active travel.
- General surface improvements should be made to the road and pavements.
- Parking controls should be considered.
- A new signalised junction should be considered at the West Granton Road / Crew Road North junction.
- The potential to incorporate signage linking new development and existing communities to provide markers to waterfront/key activities and improve way-finding along the road should be considered.

Applies to Character Area(s) :

- The Link
- Waterfront Broadway
- Existing Neighbourhoods

Provides access to:
A7, D3, D6. Also, NMS site and existing shops

Fig. 5.26: Location of street and illustrative section cuts

Key Streets and Interfaces

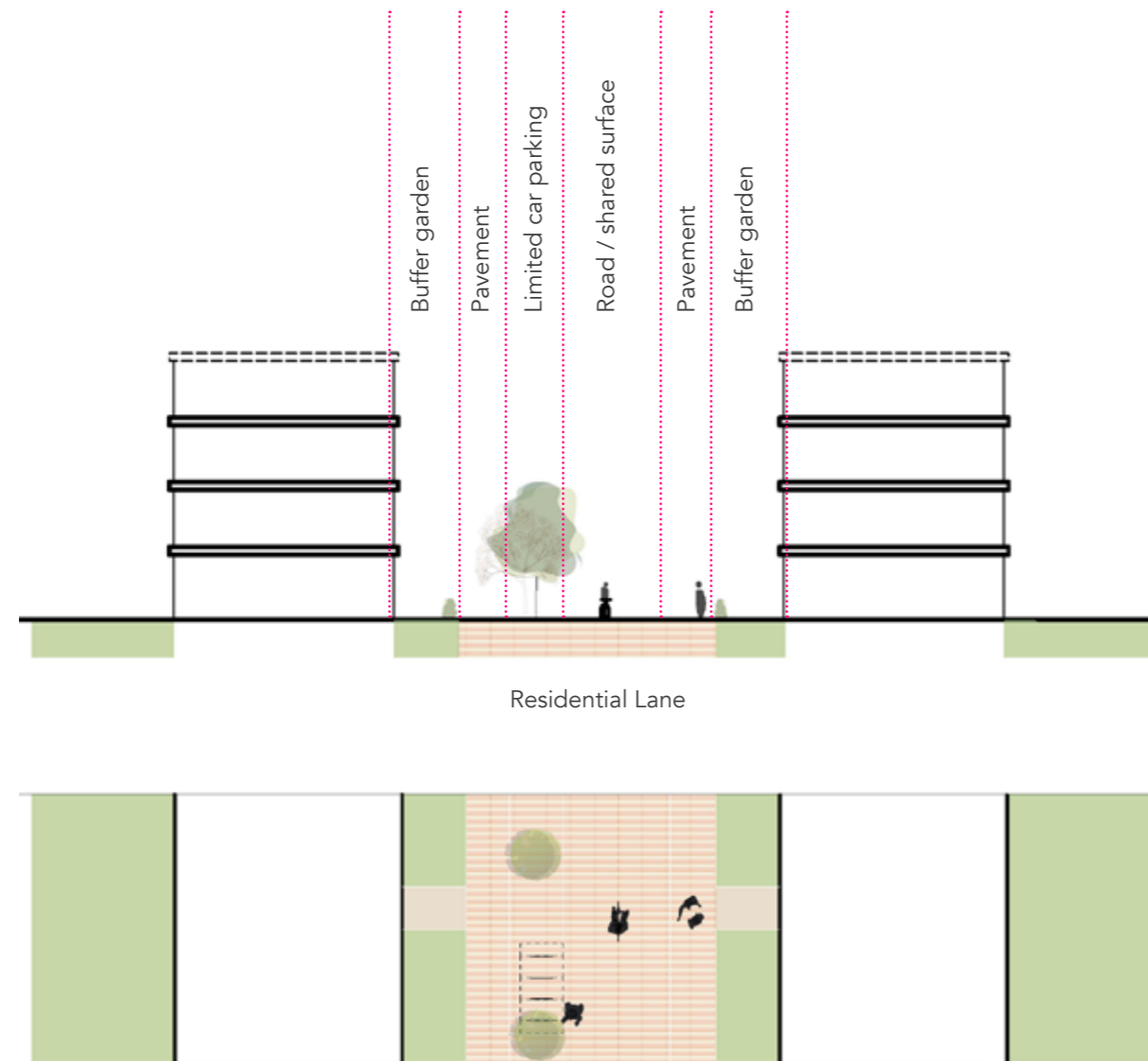


Fig. 5.27 Illustrative section and plan for internal lane

9. Residential Secondary Streets and Lanes

Residential secondary streets and lanes connect to the primary streets, park and waterfront. They should be cyclist and pedestrian focused with limited vehicular movement and used to provide local access to blocks.

Key Principles

- Build line should be set back to allow for buffer gardens to ground floor flats.
- Access to back court parking should be located as near to the primary streets as possible.
- Lanes should incorporate Sustainable Urban Drainage as per blue - green infrastructure strategy, (Fig. 3.17, p.40) , see (Fig. 5.29, p.99) for example of integrated SuDS.
- Some on street parking can be provided in controlled areas and should be incorporated into street planting or other features. Where appropriate this should be incorporated on the south or shaded side of the lane. Cycle parking should be provided in key locations, see (Fig. 5.30, p.99) example of integrated cycle parking.
- Lane width should be designed to be proportionate to building height adjacent to it.
- Where vehicular access is not required lanes should be designed as pedestrian and cycle only routes.

Applies to Character Area(s) :

- West Shore
- Upper Granton
- Harbour Road

Provides access to:
Various blocks (depending on layout) within zones B, C and E. (see p.54)



Fig. 5.28: Location of street and illustrative section cuts



Fig. 5.29: Examples of integrated SuDS



Fig. 5.30: Example of integrated cycle parking



Fig. 5.31: Example of active travel route



Fig. 5.32: Examples of wild flower privacy strip

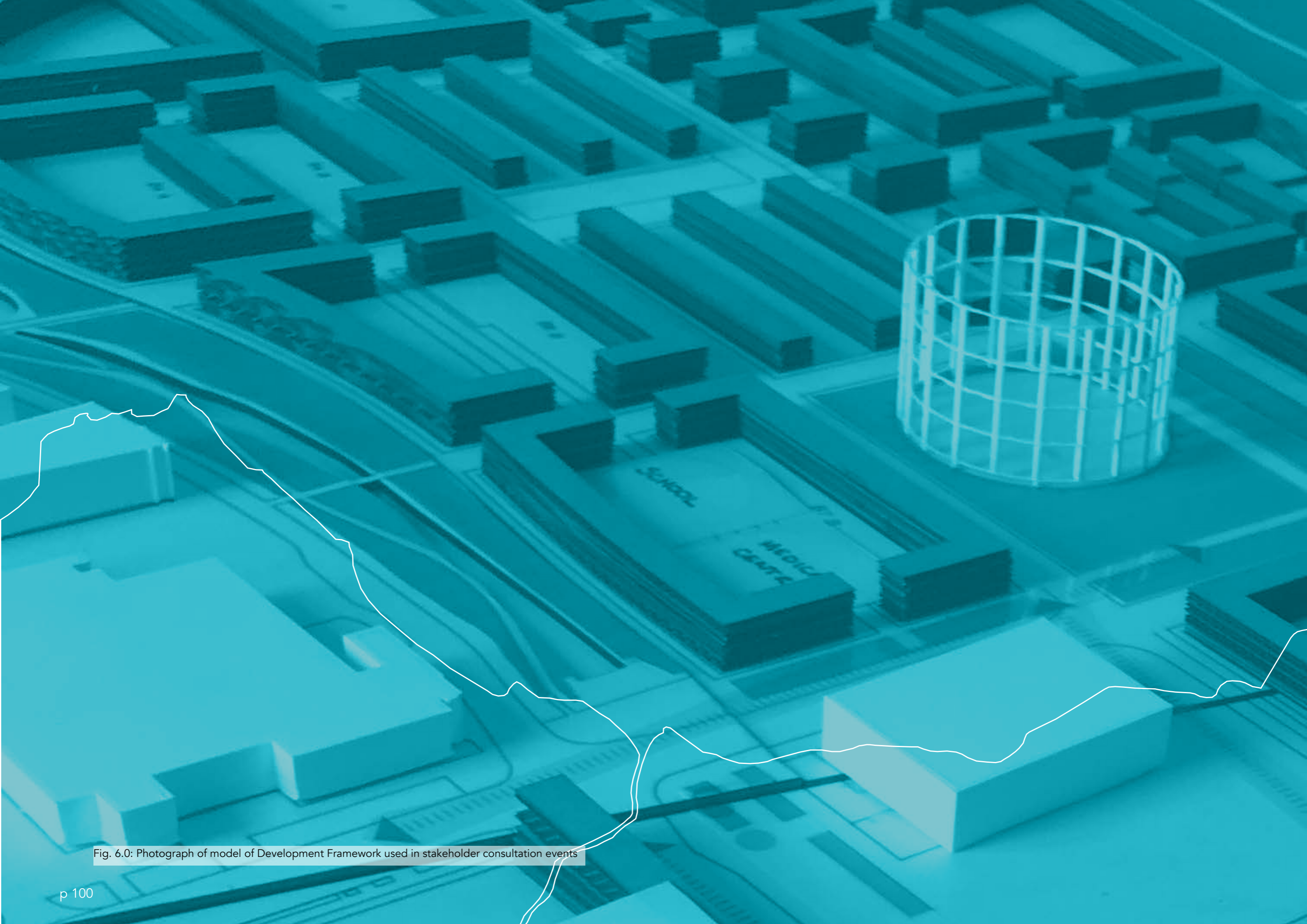
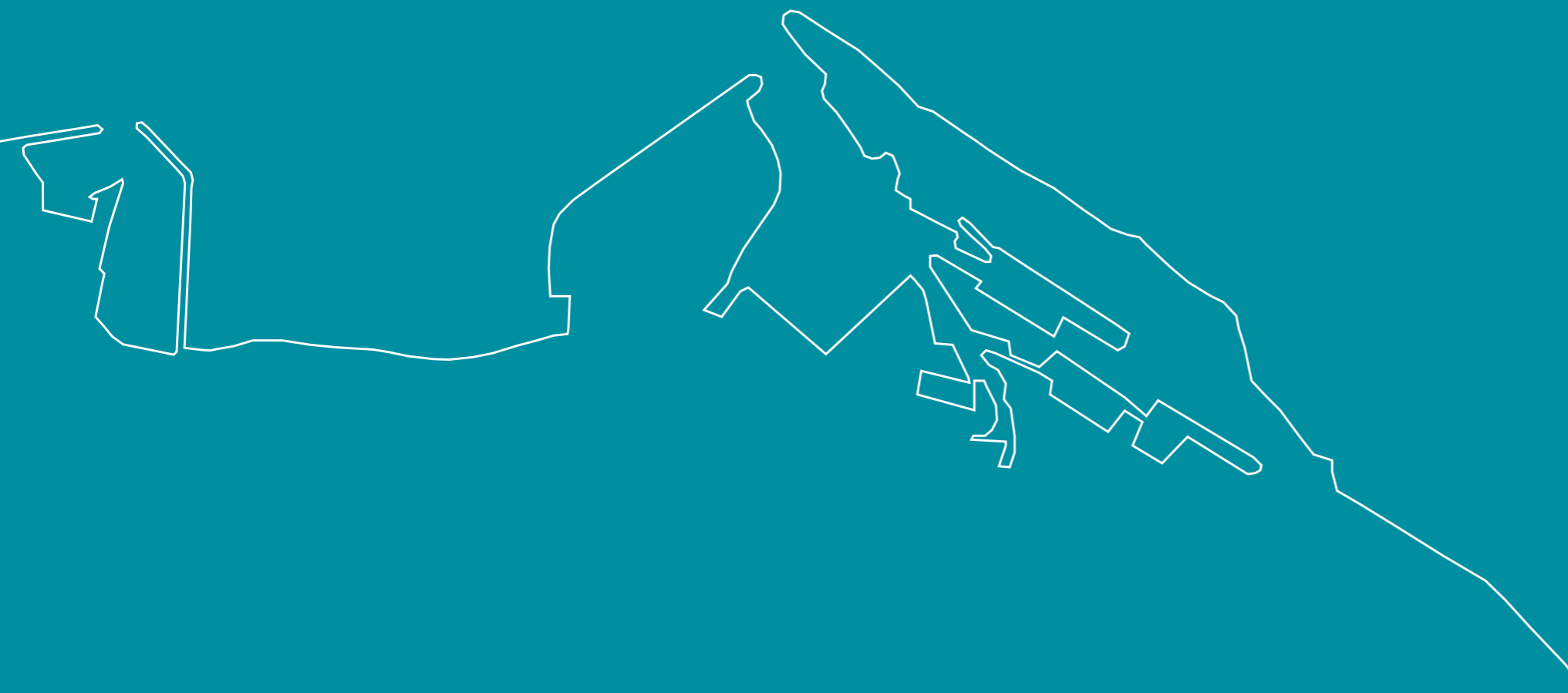


Fig. 6.0: Photograph of model of Development Framework used in stakeholder consultation events

6. DESIGN GUIDELINES

The design guidelines in this chapter set out the design approach, quality and materials which are recommended for all scales of future development in Granton Waterfront.

- 6.1 Architectural Guidelines
- 6.2 Material Guidelines
- 6.3 Street and Amenity Space Guidelines
- 6.4 Landscape Guidelines



6.1 Architectural Guidelines

A series of guidelines for architectural approach, materials, streets and amenity space and landscape design have been developed. These apply across the framework and should provide a coherency across the varied character areas.

These design guidelines set the standard of design and quality for all scales of future development. In general, future proposals should accord with the guidance laid out in this section. However, final layouts and materials will be fully defined as part of the detailed design stages.



Full Blocks

Building frontages should follow block boundaries (building 'full blocks') to create urban character as set out in the Vision and Principles.



Differentiation

Differentiation should be provided by subdividing blocks into 'houses', with a suggested length of max. 35m. Each expressed independently with a front door at street level.



Height

Residential buildings to be typically no less than 3 storeys and no more than 6 storeys. Height should vary with minimum 1 storey height difference to neighbouring house. (See heights marked on Fig. 3.59, p.58).

Gateways

Building 'accents' over 6 storeys can be provided at key gateways and junctions (see heights marked on Fig. 3.59, p.58).

Setbacks

Setbacks to upper floors should only be included from 3 storeys upwards.

Natural Light

Buildings should be designed to optimise natural light, capture solar gain and minimise overshadowing to external spaces.

6.1 Architectural Guidelines



Entrances

Entrances should be design to be recognizable, qualitative elements.



Living areas

Main living areas should be articulated so that they capture views and provide variety to elevations (e.g. winter gardens, bay-windows, balconies) and to maximise the relationship to the outdoors.



Façades

Vertical emphasis should be provided to windows, doorways and façades. 'Profiling and depth' should also be provided in façades.



Flexibility in Usage

Structure, heights and layout should provide flexibility in activities and usage, especially for ground floor level to allow for adaptability to societal changes over time.



Fig. 6.11

Roofs

Buildings should optimise the potential for roof activity and shared views. Green roofs to be provided wherever possible.



Fig. 6.12

Fabric First

Buildings should be designed with a fabric first approach to minimise energy demand.



Fig. 6.13

Services

Utilities and services should be integrated in buildings or integrated into public space design.



Fig. 6.14

Mixed Use

Development should encourage a mixture of uses distributed across the site (see Fig. 3.65, p.60)

6.2 Material Guidelines

A palette of robust, natural materials, which are appropriate for the waterfront conditions, should be developed. The material palette should provide coherency across character areas but allow for variety to be incorporated in terms of colour, tone, texture and mixed materials.

Material specification should also be suitable and durable enough for the marine climate of the area. Particular attention should be given to how the material weathers and is maintained within this climate. Sustainability and environmental performance should also be a high priority when specifying materials.

The examples opposite illustrate the range of materials that could be considered appropriate and illustrate how variety can be introduced within the palette.



Fig. 6.15



Fig. 6.16



Fig. 6.17

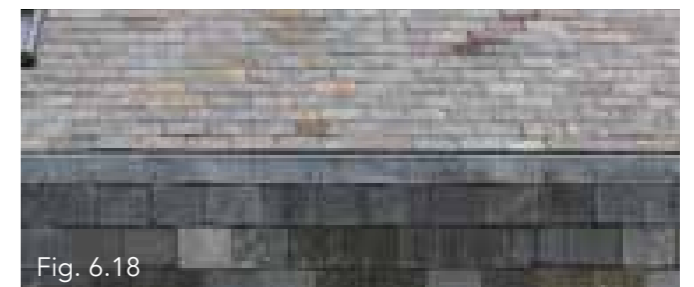


Fig. 6.18



Fig. 6.19



Fig. 6.20

Robust and natural materials

Materials should be durable and suitable for the marine climate, e.g. brick, stone, metal panels.



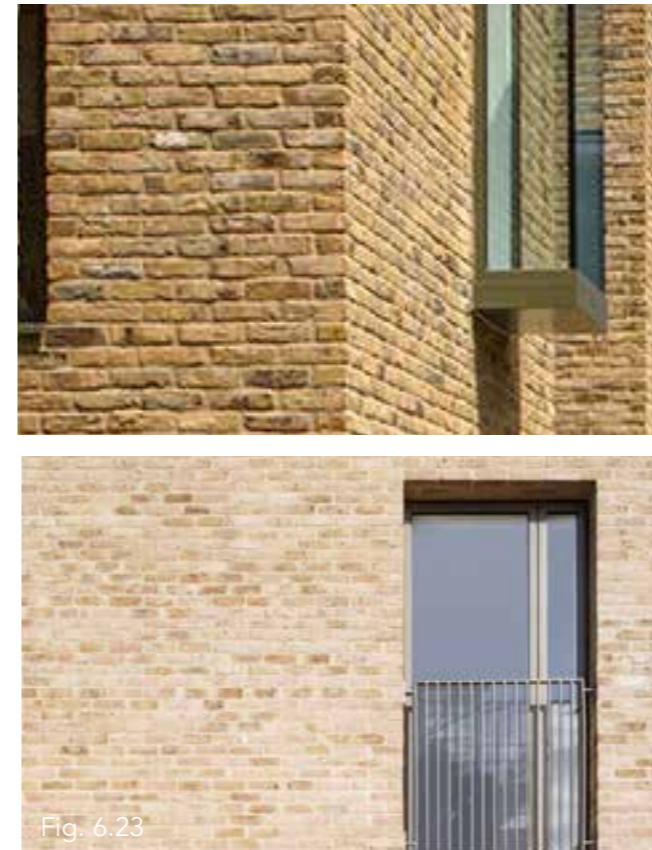
Sustainability

The embodied energy, sustainability and environmental performance of materials selected should be considered.



Variety of Textures

Texture can be introduced into façades in a number of ways, including brick pattern, metal profiles, perforations to materials and engraving.



Variety of Tones

Complementary tones can be selected in the same or differing materials to provide subtle variety to façades.



Mixed Materials

The use of different materials across a building to highlight key aspects and spaces should be considered.



Fig. 6.25

Views

All public streets should provide connections and views to water, green space or local landmarks.



Fig. 6.26

Shared Streets

Streets should be pedestrian and cyclist priority and shared surface - other than to key transport arteries identified within the framework and should comply with Edinburgh Design Guidance.



Fig. 6.27

Shared activity

Streets and backcourts should encourage communal and shared activity.



Fig. 6.28

Delineation

Street frontages should have clear delineation between public and private areas using walls, fences and landscaping and to provide a qualitative intermediary space.



Public Spaces

Public outdoor spaces should be integrated into design and provide differentiation across the framework area.



Amenity Space

All apartments should have access to shared outdoor amenity space. Which should be designed as qualitative spaces and to include soft landscaping and trees.



Private Parking

Private parking should be located within building form such as under-crofts and garages or sensitively incorporated into back courts.



On-Street

On-street parking should (only) be used for shared car clubs, electric charging points, bikes, visitors and to provide disabled access to blocks.

6.4 Landscape Guidelines

Four Landscape components: Hard Landscaping, soft landscaping, street furniture and lighting have been identified. Landscaping should provide a hierarchy of elements, define a hierarchy of routes, spaces and nodes and ensure the area has both a coherent but varied identity.

The principles connected to these 4 elements are illustrated in more detail in Appendix A2.8.



Fig. 6.33: Selection of planting identified as being suitable for marine climate, diagram by LUC



Hard Landscaping

Hard landscape design should reinforce the character areas set up in Granton Waterfront, whilst being durable, sustainable and resilient.



Soft Landscaping

Soft Landscaping should provide a range of planting, appropriate to the marine climate, which will enhance the green infrastructure of the area - promoting biodiversity and habitat creation.



Street Furniture

A coordinated approach to street furniture, using simple, bold elements should be taken. Street furniture should be designed to enhance the user's experience of a street and space.



Lighting

Lighting should help to define the character of the streets and spaces within the development and enhance safety and security, providing orientation and safe movement through the area.

IMAGE CREDITS

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Sunset Over The Firth
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Fig. 2.13
Holyrood Park, Edinburgh
Historic Environment Scotland
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Fig. 2.15 / 3.45
Sava Promenada in Belgrade
Architect: SWA Group
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Marmalade Lane
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Fig. 3.13
Unilevel Campus Proposals
Studio for New Realities

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Fig. 3.15
Marlborough Primary School
Client: Royal Borough of Kensington and Chelsea
Architect: Dixon Jones
Landscape Architect: Macgregor Smith
Photographer: Paul Riddle



Fig. 3.18 A
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Fig. 3.19 B
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Fig. 3.19 C
Image provided by LUC
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<http://jasonarnoldmsu.blogspot.com/2010/11/green-walls.html>



Fig. 3.19 D
Image provided by LUC
2018 © Cavalli Estate
<https://cavalliestate.com/essential-grid/cavalli-5>



Fig. 3.19 E
Image provided by LUC
© 2019 Greenroofs.com
<https://www.greenroofs.com/projects/institute-of-technical-education-hqcollege-central-singapore>



Fig. 3.19 F
Image provided by LUC
© Copyright 2019 – Engineering Basic
<https://engineeringbasic.com/amazing-green-facade-design-forresidential-commercial-buildings>



Fig. 3.19 G
Image provided by LUC
© 2019 Permagard Products Ltd.
<https://www.permagard.co.uk/advice/green-roof-construction>



Fig. 3.25
Reproduced with the permission of The Friends of Granton Castle Walled Garden



Fig. 3.29
Granton Castle
Canmore SC 581331



Fig. 3.36
Existing coastline
Reproduced with the permission of local resident Douglas McEachan



Fig. 3.37
Strandengen
Architect: Vandkunsten Architects
Photographer: Mads Frederik
Client: Arkitektgruppen



Fig. 3.40: Water taxi, Rotterdam
Photographer: S.J. de Waard
Wikimedia Commons



Fig. 3.41
Norreport Station
Architects: Gottlieb-Paludan Architects + COBE
Photograph: Gottlieb-Paludan Architects



Fig. 3.42
Electric Car Charger
Photographer: Albert Lugosi
Wikimedia Commons



Fig. 3.43
Cycle hire scheme
Image provided by AECOM

Image Credits



Fig. 3.48
Mews Parking, Edinburgh
<https://q-cf.bstatic.com/images/hotel/max1024x768/153/153690862.jpg>



Fig. 3.49 / 6.14
Rotterdam Street Cafe
Photograph: Walk 21.com



Fig. 3.52 / 3.61 B
Berkshire Road
Architect: Mikhail Riches
Visualiser: Arquí



Fig. 3.52
Brentford Lock West
Architect: Mikhail Riches
Photographer: Mark Hadden & Tim Crocker



Fig. 3.55
26BS, Portobello
John Kinsley Architects
Photographer: John Reiach



Fig. 3.56
Marmalade Lane
Architects: Mole Architects
Photographer: David Butler



Fig. 3.57
Pennywell regeneration
Developer: Urban Union Ltd
Architect: Barton Willmore
Photography: © Paul Zanre



Fig. 3.58
Abode at Great Kneighton
Architect: Proctor & Matthews Architects
Photographer: Tim Crocker



Fig. 3.60 a / 6.4
Havneholmen, Copenhagen
Architects: Lundgaard & Tranberg Arkitekter
Photographer: Hugo Hebrard



Fig. 3.60
Accorida Brass Building
Architect: Alison Brooks Architects
Photographs: Alison Brooks Architects



Fig. 3.61a / 6.3
Ely Court
Architects: Alison Brooks Architects
Photographs: Alison Brooks Architects



Fig. 3.62 A
Newhall Be, Harlow
Architect: Alison Brooks Architects
Photographs: Alison Brooks Architects



Fig. 3.62B / 6.31
Abode at Great Kneighton
Architect: Proctor & Matthews Architects
Photographer: Tim Crocker



Fig. 3.63 A / 4.3
Löyly sauna complex, Helsinki
Architect: Avanto Architects
Photographer: Kuvio Photography



Fig. 3.63 B
Amager Strand
Photographer: Astrid Maria Rasmussen Photography



Fig. 3.66 A
Red Bull Music Academy
Architect: Langarita Navarro Arquitectos
Photographer: Miguel de Guzmán



Fig. 3.66 D
Reproduced with the permission of The Friends of Granton Castle Walled Garden



Fig. 3.66 F
Brew Box Company, Glasgow
Photograph: © forever yours betty



Fig. 3.66 G
Circuit Training o Parc St Hubert
Photograph: Liberty Gym Juvignac



Fig. 3.66 H
Allermuir Health Centre
Architects: Hoskins Architects



Fig. 3.66 I
Stockholm Gasworks
Architects: Herzog de Meuron
Landscape: Piet Oudolf + LOLA
Visualiser: Img+

Image Credits



Fig. 3.66 J
Reffen, Copenhagen
Photograph: copenhagenfood.dk/



Fig 3.72
Colville Estate, London
Architect: Karusavic Carson,
Photographer: carrconstructionphoto.com



Fig. 4.4
'Jack & Jean Leslie Riverwalk™'
Image courtesy of Calgary
Municipal Land Corporation



Fig. 4.5
<https://oudolf.com/garden/westerkade-2>
Piet Oudolf



Fig. 4.6
South Bank Parklands
Landscape Architect: cardno
s.p.l.a.t
Photographer: © John Gollings



Fig. 4.19
Movement Café pop-up
Studio Myerscough,
Photographer: Gareth Gardner



Fig. 4.20
Duth Cycling Culture
© Modacity



Fig 5.29 A
Bo01, Malmo
Image provided by AECOM
Image: Robert Bray Associates



Fig 5.29 B
Permeable paving and trench
planter, London
Image provided by AECOM



Fig 5.30
Typical Trench planter, London
Image provided by AECOM
Image: TfL



Fig. 5.31 A
Image provided by LUC
© IN SITU
<https://divisare.com/projects/250396-in-situ-les-berges-du-rhone>



Fig. 5.32 A
Image provided by LUC
© 2018 LUC



Fig. 5.32 B
Image provided by LUC
© James Hitchmough, 2012
<http://www.landscape.dept.shef.ac.uk/james-hitchmough>



Fig. 6.1
Timberyard, Dublin
Architect: O'Donnell Tuomey,
Photographer: © Dennis Gilbert/
VIEW.



Fig. 6.2 / 6.10
The Boetzelaer, Amsterdam,
Architects: M3H
Photographer: Allard van der Hoek



Fig. 6.5
Colville Estate, London
Architect: Karusavic Carson,
Photographer: © Peter Landers



Fig 6.6
St Andrews, Bromley-by-Bow
Landscape Architect: Townshend
Landscape Architects
Photograph: © Townshend
Landscape Architects Ltd



6.7
St Andrew's Riverside
Architect: Mikhail Riches
Image: Mikhail Riches



Fig 6.8
Courtesy of: Solarlux
Photo: Bettina Meckel



Fig 6.9
Gillaerts - De Coninck home
Architect design: VBM architecten
Architect execution: Lava architects
Photograph: © Studio Claeihout



Fig. 6.11
Colville Estate, London
Architect: Karusavic Carson
Photographer: © Peter Landers

Image Credits



Fig. 6.12
Goldsmith Street
Architect: Mikhail Riches
Photo: ©Tim Crocker 2019

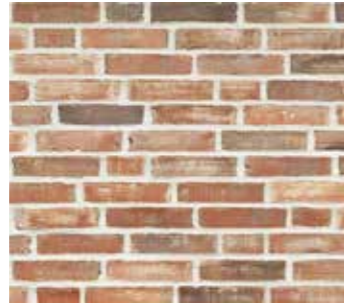


Fig. 6.15
D46
© Petersen Tegl



Fig. 6.16
ELZINC RAINBOW®
© elZinc



Fig. 6.17
D71
© Petersen Tegl



Fig. 6.18
Ty Pren
Architect: Feilden Fowles
Photographer: © David Grandorge



Fig. 6.19
D81
© Petersen Tegl



Fig. 6.20
House in Smilovci
Architect: Modelart Arhitekti
Photographer: © Stefan Ivkovic



Fig. 6.22
House S
Architect: UAU collectiv
© 2020 UAU Collective
Photographs: Philippe Van Gelooven



Fig. 6.23 a
Moray Mews House
Architect: Peter Barber
Photograph: © Morley von Sternberg



Fig. 6.23 b / 6.28
Brentford Lock West
Architect: Mikhail Riches
Photography: Mark Hadden & Tim Crocker



Fig. 6.24
Berkshire Road
Architects: Mikhail Riches
Visuliser: Arqui9



Fig. 6.29
Brotorget, Bollnäs, Sweden
Landscape Architect: Karavan
Landskapsarkitekter, Sweden
Photographer: Alex Giacomini



Fig. 6.30.
Sluseholmen Courtyard
©2013-2020 Estatetool ApS



Fig. 6.32
Amsterdam Street
Photograph: Amsterdam.info



Fig. 6.34
Image provided by LUC



Fig. 6.35
Image provided by LUC
Photograph: seedjet



Fig. 6.36
Image provided by LUC
© 2018 Streetlife



Fig. 6.37
Image provided by LUC
© TORCH By Olev

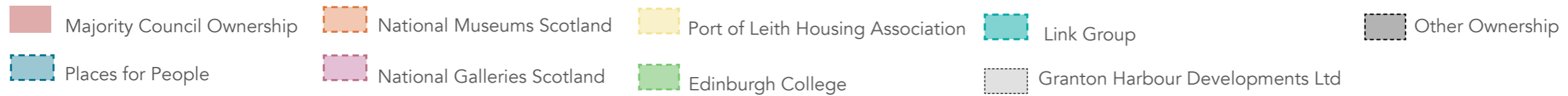
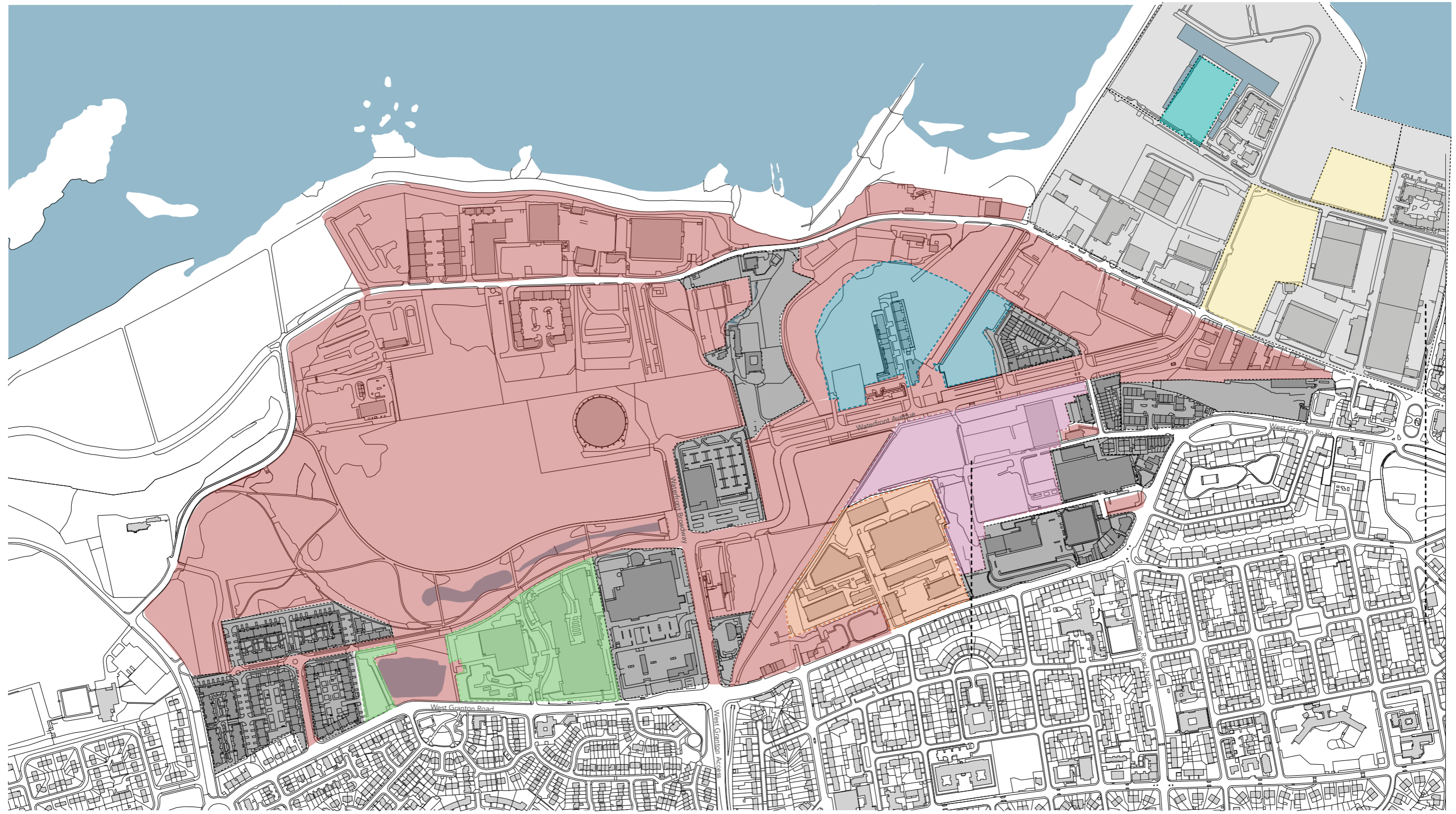
APPENDIX A2 - SUPPORTING INFORMATION



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Ownership and other development projects



Indicative Ownership / Areas currently undergoing development

Summary of Engagement

The engagement process formed and shaped the approach, response and design of Future Granton.

The project team carried out an intensive consultation process with local residents, stakeholders, elected members and partners. A series of open, public consultations and invited stakeholder events took place between October 2018 and May 2019 to ensure the Granton Waterfront framework was developed in association with and informed by the ideas, insight and experiences of stakeholders, local interest groups and the local community. A summary is illustrated on the adjacent diagram.

The engagement process also included a series of regular meetings and presentations with elected members and project partners via the following forums:

- All Party Oversight Group (APOG)
- Granton Waterfront Partners Group
- North West Waterfront Working Group (consisting of surrounding community councils)

The process of consultation utilised a range of methods and techniques in order to engage the affected communities and any stakeholders as effectively and fully as possible, and ensure their input at each significant stage of the programme as a means of guiding the development process. The information presented at the events was available for the community to view online and at various 'info stations' across the area before and after each event.

The team has prepared a Record of Engagement report, which fully documents the stakeholder and consultation process undertaken during the development of the framework. It records the range and breadth of discussion that took place. The consultation process and feedback from residents and stakeholders informed and shaped the approach, response and design of the Development Framework.

Key Public Consultations

1. Stakeholder Surgeries Part 1, October 2018

'Surgery' style drop in where stakeholders were invited to discuss with design team members aspects of the project, focused around themes to identify key constraints and opportunities for the site and brief.

2. 'Tell us more about Granton', Public consultation, Nov. 2018

Community consultation event focused around a site model, maps and photographs to garner local ideas and explore opportunities surrounding the existing site, building on previous engagement responses.

3. Community Stakeholders drop-in, December 2018

A more in-depth discussion with community groups and local stakeholders.

4. Stakeholder Surgeries Part 2, January 2019

Second 'surgery' style drop-in event led by design team with key invited stakeholders. Focus on initial site options and visions, which are to be put forward as 'what ifs' and possible concepts.

5. 'Granton Could Be', Mobile 'Roadshow' consultation, Jan. 2018

One day 'road show' using model and trailer bike to present a limited number of vision options and overall ideas to the local community and stakeholders. Comments and views to be collected via notes/flags on model/drawings

6. 'Granton Should Be' Consultation, May 2019

One day consultation event at Edinburgh College to present the Vision and Framework with associated images and models. The consultant team also presented the proposals to the surrounding community council representatives, answered questions and gathered opinions which fed back into the vision and framework.

Summary of Engagement

LET'S TALK ABOUT...
MOVING AROUND.

LET'S TALK ABOUT...
BEING OUTDOORS.

LET'S TALK ABOUT...
BEING SUSTAINABLE.

LET'S TALK ABOUT...
LEARNING, WORK + LOCAL ECONOMY.

LET'S TALK ABOUT...
PLACE & IDENTITY.

NEXT STEPS

We will be holding another community consultation event for "Stage 2: Granton Could Be..." in mid-January 2019 - we will be releasing more details on this event soon.

GRANTON/WATERFRONT NEWSLETTER 01
DEC 2018

Thank you to everyone who made it along to our community consultation event 'Tell us More About Granton' on Thursday 8th November. Over 175 people attended and we had some great conversations with residents, business owners and members of local community groups.

This newsletter will provide a summary of the feedback we have received so far, from questionnaires submitted at the event and our information stations, model annotations and additional comments added to maps and sheets at the event. We will use this going forward to shape our ideas and approach.

Our next community event will be held in **January 2019** - details of this event will be released soon. We hope to see you there!



TELL US MORE ABOUT...
GRANTON/WATERFRONT CONSIDER THE OPPORTUNITIES | SHAPE YOUR WATERFRONT

MEET US HERE on Thursday 8th November 2-7pm

- Stadium
- Edinburgh College
- Albion Community Centre
- Edinburgh City Centre
- Playfield All
- Edinburgh City Centre
- Multiflex Centre
- West Wharf
- Neighbourhood Centre
- North West
- South West

Information Station Locations

IF YOU CAN'T MAKE IT...

If you can't make our event, you can participate either online via the consultation hub (<http://pdp.co.uk/multihub-edinburgh.gov.uk>) as well as at one of the information stations situated around your local area - these stations will contain comment boxes for your ideas and suggestions as well as information on the progression of the project. Please see the map above for exact locations.

Thursday 8th November 2018, 2-7pm
@ Madevic House, 33 Granton Park Avenue, Edinburgh, EH5 1HS

Collective Architecture are working closely with City of Edinburgh Council and their team to develop a plan for Granton Waterfront that will guide future development in the area. Come along for a hot drink and a board, meet the team and share your experience and ideas with us. This is an opportunity for you to help shape the future of Granton. All are welcome!

The first in our programme of community consultations, the next of which will be in January 2019. Contact housingregeneration@edinburgh.gov.uk for more information.

EDINBURGH COLLECTIVE ARCHITECTURE



Models, posters and feedback methods used during Consultations + Workshops

Existing Site Observations

A 'snapshot' of the existing site and its character.

These existing site images provide a 'snapshot' of the existing site and its character. They are interspersed with quotes gathered during intensive consultation with residents, stakeholders and working groups during the course of the study - and continue overleaf.

'What other city in the world hides away its waterfront, even from its residents?'

Community Member, November 2018



'Transport is an increased and increasing problem....'

Community Member, November 2018



'Don't Create them and us or rich and poor housing'

Granton Resident, January 2019



Existing Site Observations

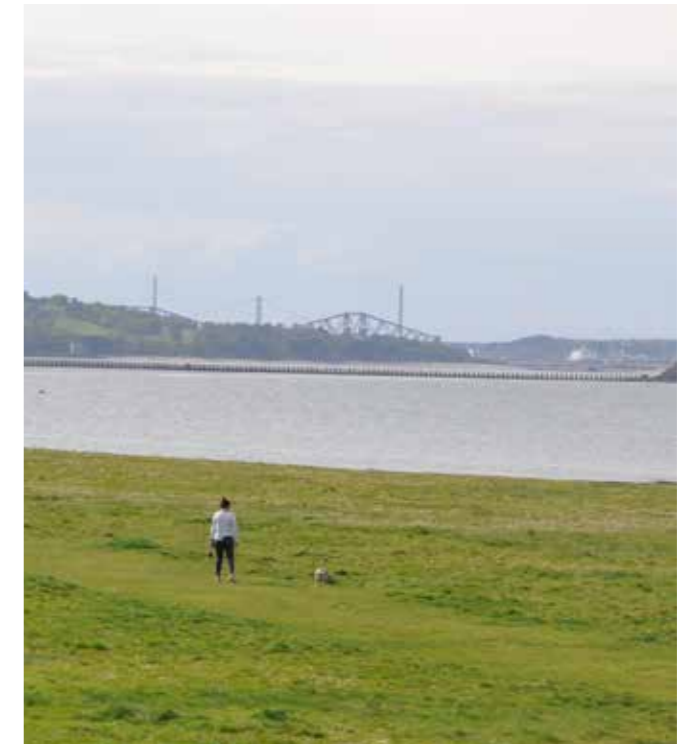


'Lacking in identity. Neglected.'

Community Member, November 2018

'Not enough investment in existing community.'

Community Member, November 2018



'Not a lot of places to work locally...'

Community Member, November 2018

Existing Site Observations



... a Granton that can change with the challenges of the future."

Current Granton resident, November 2018



'All development should benefit all'

Granton Resident, January 2019



Throughout its history, Edinburgh has been a city of innovation and change."

- Edinburgh 2050 Vision



...can't stress enough how important cycle lanes and pedestrian priority are, as well as proper public transport links."

Current Granton resident , November 2018



Existing Site Observations



'This is the most important urban design project in Scotland - BE AMBITIOUS'

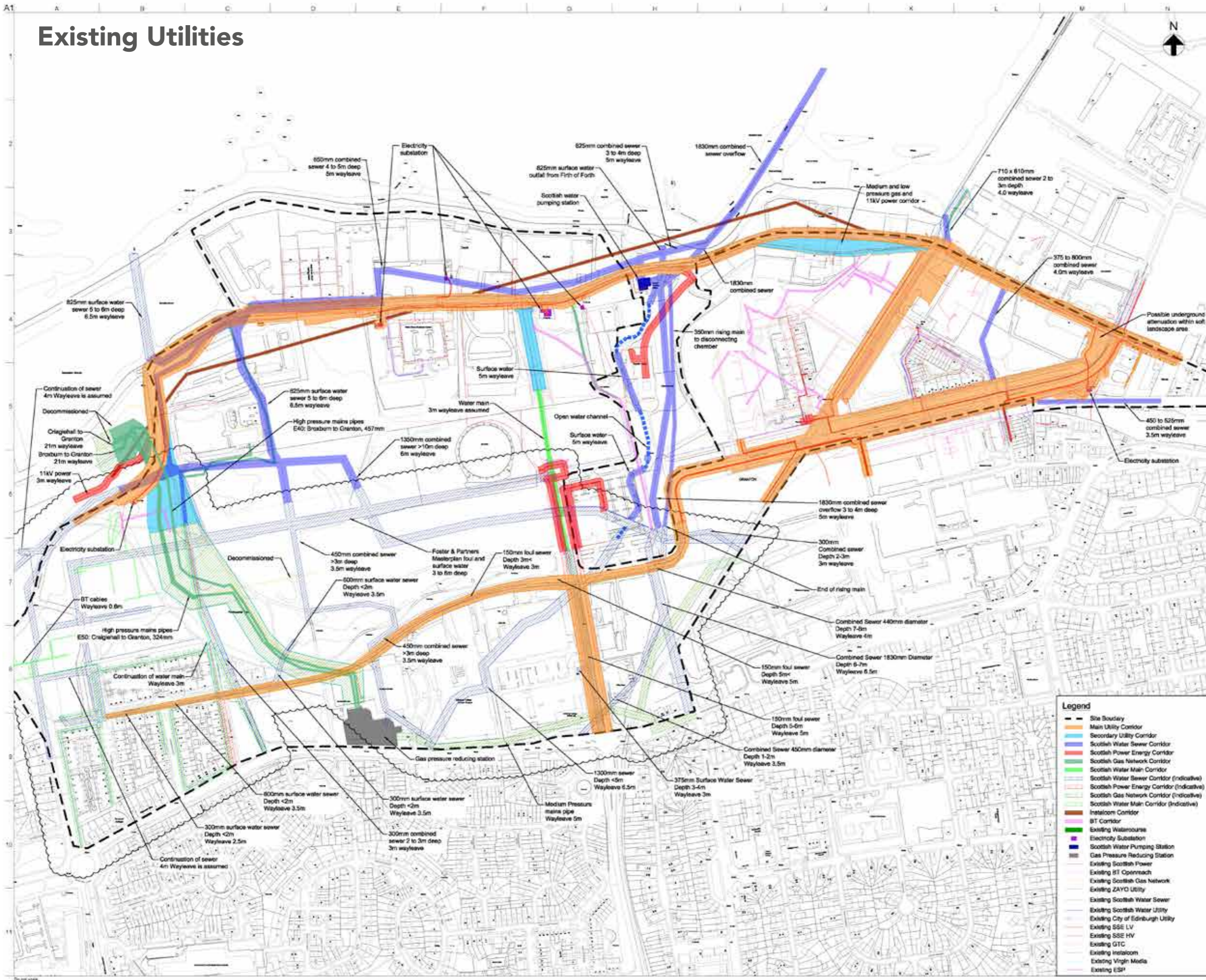
Granton Resident, January 2019

...take a bold approach to enhancing and protecting our natural assets."

National Outcomes



Existing Utilities



- Notes**
- Sources of information:
 - 2010 Envocheck Report
 - 2011 Gas Holder services from CEG
 - Assumptions/sources of Wayleave requirements:
 - Water/Sewers:
 - Wayleaves for sewer pipes taken from Table 1 in Sewers for Scotland 2nd Edition
 - Assumed 3m wayleaves for Water Mains
 - Electricity:
 - Assumed 5m wayleaves for electricity cables
 - Telecoms:
 - 1m wayleave for Virgin Media
 - 0.6m wayleave for BT cables
 - 0.5m wayleave for Zayo communications
 - 1m wayleave for Instalcom
 - Gas:
 - High pressure pipes E40: Braeburn to Granton wayleave of 21m
 - High pressure pipes E50: Craighall to Granton wayleave of 16m
 - 1m wayleave for low pressure mains
 - 5m wayleave for medium pressure mains
 - All wayleaves are subject to further development with utility providers once the masterplan has been developed further
 - This drawing is provided for illustrative purposes only, do not scale from this drawing
 - Indicative corridors have been reproduced from the pdf utility record drawings
 - All Utilities shown on this plan are subject to confirmation and require on-site surveys to confirm exact location and extent of existing apparatus. Utilities have been shown for information only and should not be relied upon for any construction

S2	29/11/15	RA	RL	DE
Existing Utility and Constraints Updated				
J1	30/10/15	RA	RL	DE
Issued for Information				
Rev	Date	By	CHK	Appd

ARUP

Southside House, South Queensferry
 West Lothian, EH30 8SE
 Tel: +44 (0)131 551 9989 Fax: +44 (0)131 551 3179
 www.arup.com

Client:
 City of Edinburgh Council

Project Title:
 Granton Development Strategic Framework

Drawing Title:
 Constraints Map

Scale of A1: 1:2500
 Date: 01/12/15
 Issue: 02 - For Information

Project No:
 265013-00

Sheet No:
 12

File Name:
 GDF-ARP-XX-XX-DR-CU-0701

- Legend**
- Site Boundary
 - Main Utility Corridor
 - Secondary Utility Corridor
 - Scottish Water Sewer Corridor
 - Scottish Power Energy Corridor
 - Scottish Gas Network Corridor
 - Scottish Water Main Corridor
 - Scottish Water Sewer Corridor (Indicative)
 - Scottish Power Energy Corridor (Indicative)
 - Scottish Gas Network Corridor (Indicative)
 - Scottish Water Main Corridor (Indicative)
 - Instalcom Corridor
 - BT Corridor
 - Existing Watercourse
 - Electricity Substation
 - Scottish Water Pumping Station
 - Gas Pressure Reducing Station
 - Existing Scottish Power
 - Existing BT Openreach
 - Existing Scottish Gas Network
 - Existing ZAYO Utility
 - Existing Scottish Water Sewer
 - Existing Scottish Water Utility
 - Existing City of Edinburgh Utility
 - Existing SSE LV
 - Existing SSE HV
 - Existing GTC
 - Existing Instalcom
 - Existing Virgin Media
 - Existing ESP

Drawing identifying key utilities infrastructure, prepared by ARUP.

Sample Typology Layouts - Colonies

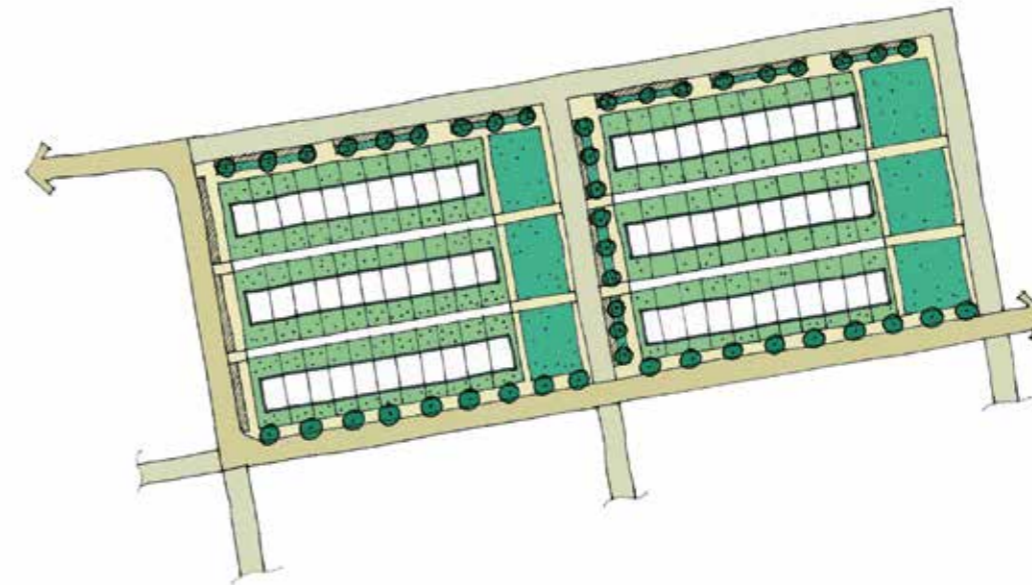
Overall Principles

- Ensure north-south/ east-west links are maintained.
- 3-5m privacy strip/ boundary treatment around block to be provided - where block interfaces open space, this strip should be wild-flower planting.
- Lanes - shared surfaces as per indicative street section (Fig. 5.27) in main report.
- Parking within blocks - should be permeable paving and provide cycle parking, disabled spaces and electric charge points.
- Communal gardens (for block residents) - could include swales, rain gardens, wild-flower areas, amenity lawns - spaces to relax and play.
- Private gardens - for internal mews properties - low fence delineating gardens.
- Street trees - within bio-retention/ trench planter/ tree pits, where space permits.
- On-street parking where space permits for visitors, disabled spaces, car club and for electric charge points.

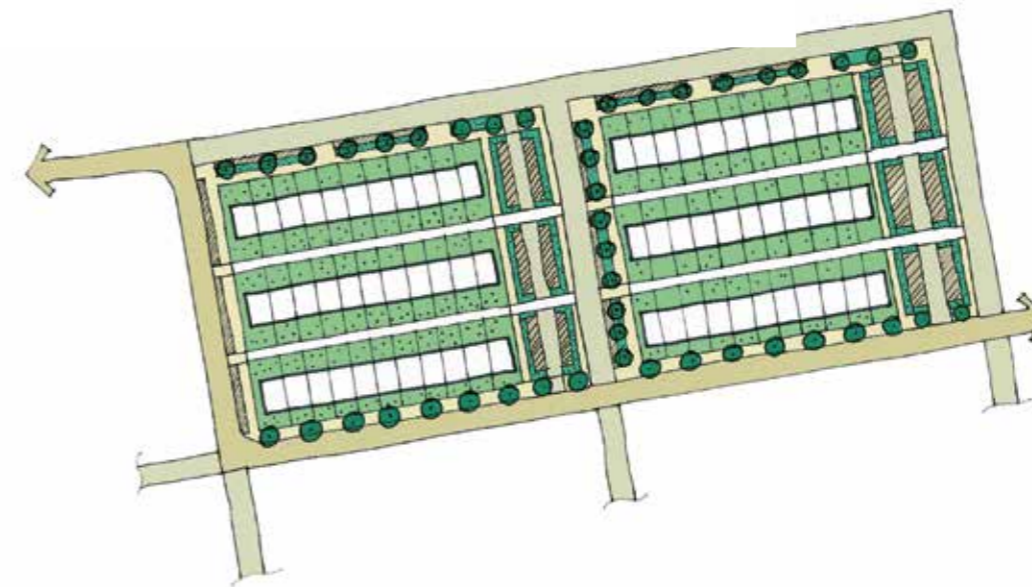


Colonies precedent images, prepared by LUC.

Example 1: Open Space/ SUDs at the end of housing rows



Example 2: Parking/ SUDs at the end of housing rows

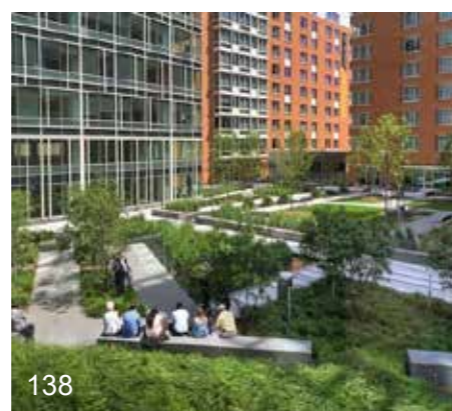


Colonies principles diagram, prepared by LUC.

Sample Typology Layouts - Point Blocks

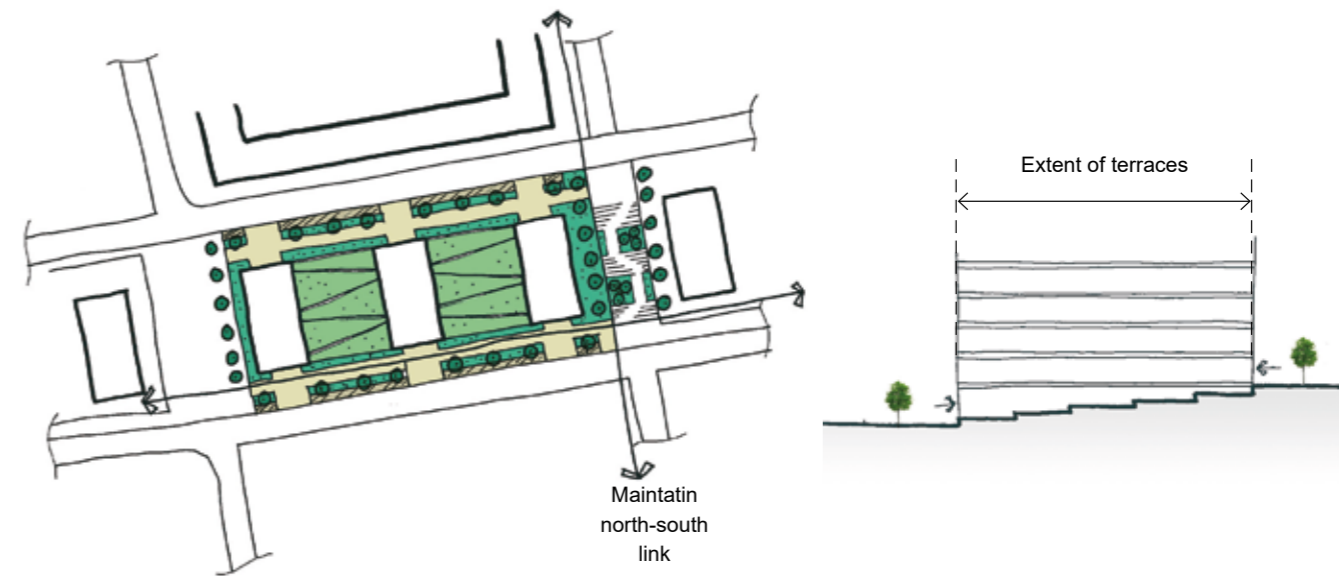
Overall Principles

- Ensure north-south/ east-west links are maintained.
- 3-5m privacy strip/ boundary treatment around block to be provided - where block interfaces open space, this strip should be wild-flower planting.
- Parking within blocks - could be undercroft where slope allows. To be designed to ensure active frontages to street.
- Communal gardens (for block residents) should be provided between blocks - could include swales, rain gardens, wild-flower areas, amenity lawns - spaces to relax and play.
- Block boundary and communal gardens to have clearly defined boundaries.
- On-street parking where space permits for visitors, disabled spaces, car club and for electric charge points.

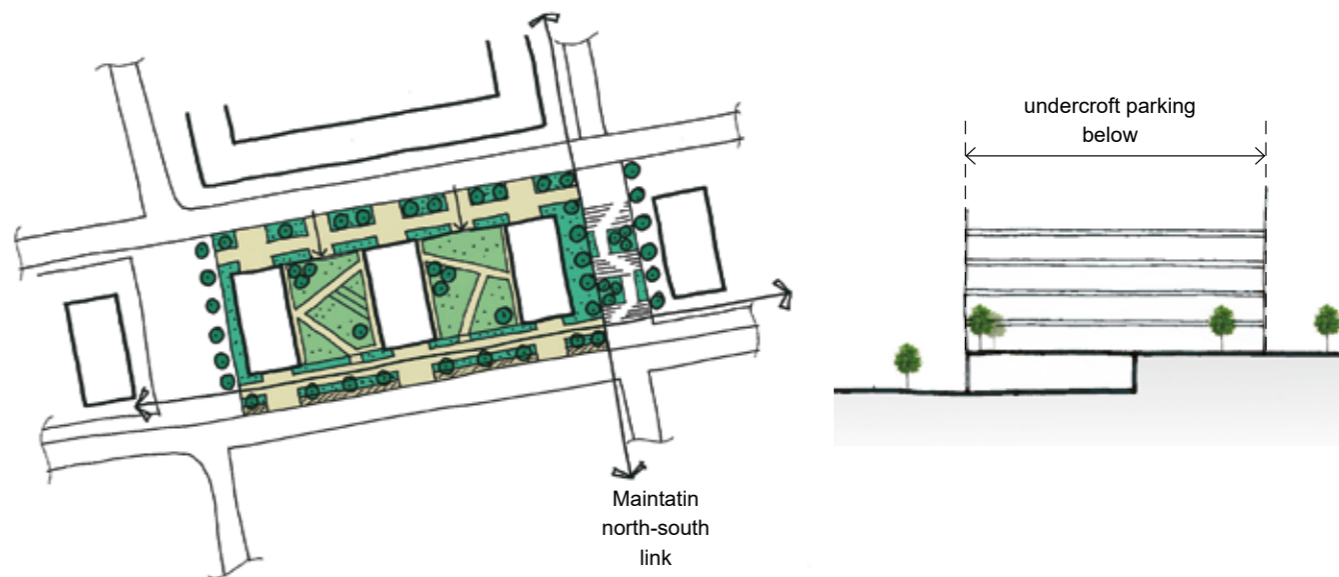


Point block communal garden precedent images, prepared by LUC.

Example 1: Terraced communal gardens to accommodate level change



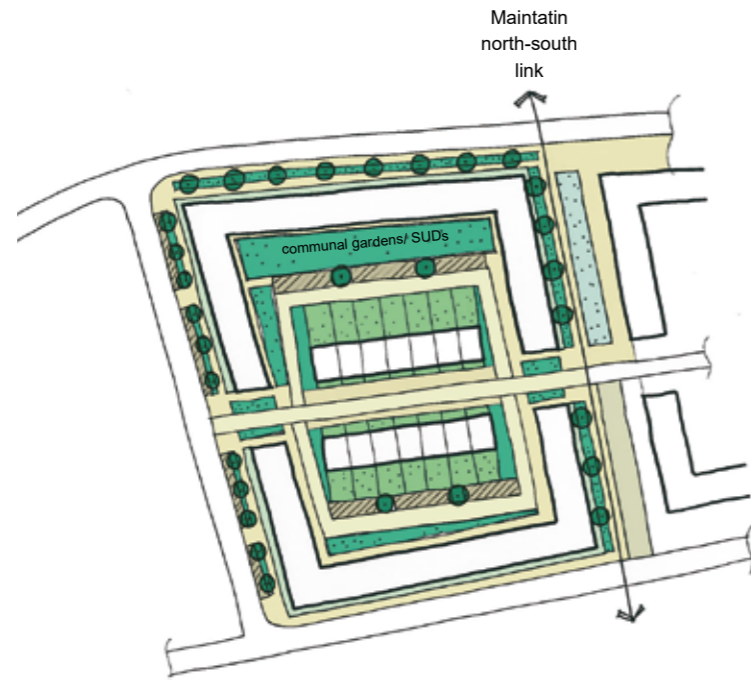
Example 2: Deck to accommodate undercroft parking



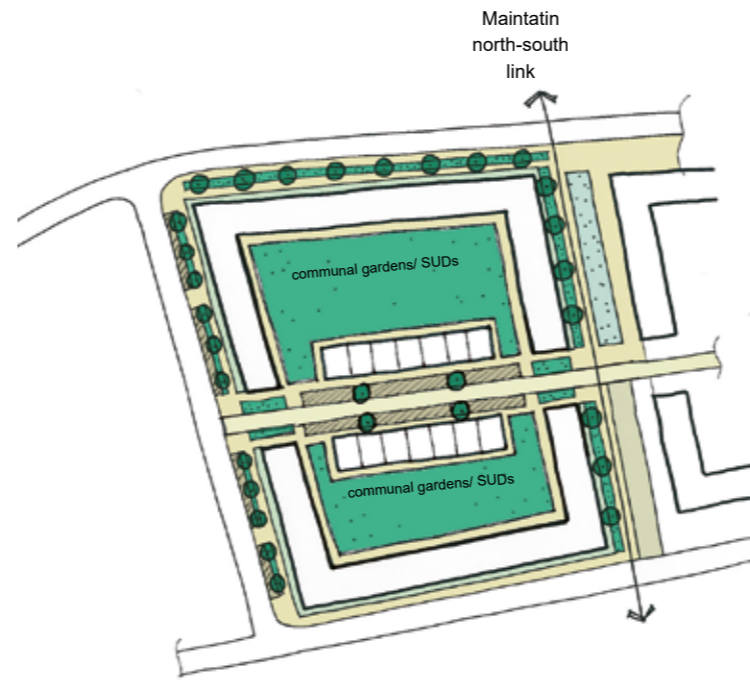
Point block principles diagram and sections, prepared by LUC.

Sample Typology Layouts - Perimeter Blocks

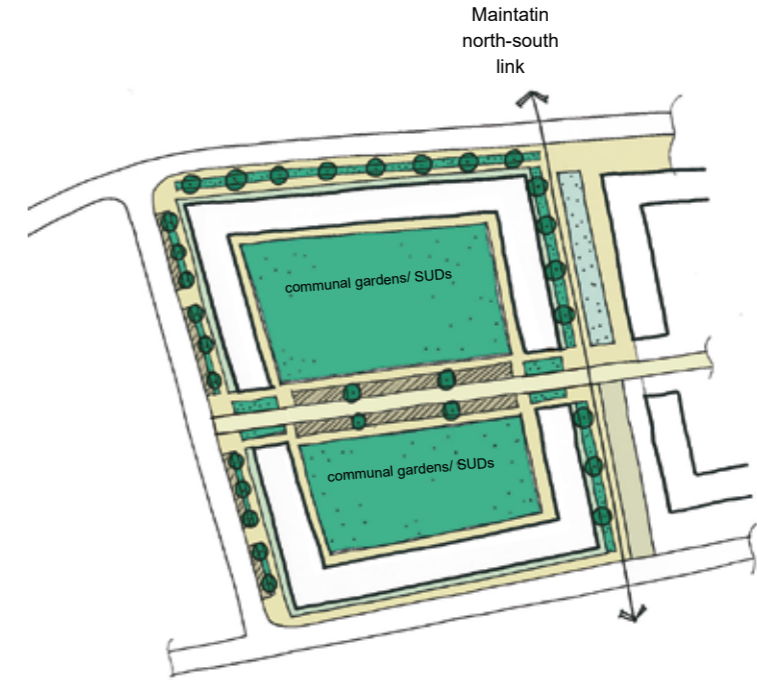
Example 1: Mews with private gardens and shared gardens within block



Example 2: Mews with and shared gardens within block



Example 3: Shared gardens with integrated cycle and car parking off internal lane



Perimeter block principles diagrams, prepared by LUC.

Overall Principles

- Ensure north-south/ east-west links are maintained.
- 3-5m privacy strip/ boundary treatment around block to be provided - where block interfaces open space, this strip should be wild-flower planting.
- Parking within blocks - could be undercroft where slope allows. To be designed to ensure active frontages to street.
- Communal gardens (for block residents) should be provided between blocks - could include swales, rain gardens, wild-flower areas, amenity lawns - spaces to relax and play.
- Block boundary and communal gardens to have clearly defined boundaries.
- On-street parking where space permits for visitors, disabled spaces, car club and for electric charge points.



Perimeter block communal garden precedent images, prepared by LUC.

Edinburgh College Construction Skills Centre

The existing Edinburgh College building is situated to the North of West Granton Road. Opportunities to open out the campus into the wider area both physically and socially should be considered. Opportunities to improve frontages to West Granton Road and Forthquarter Park and improve existing pedestrian routes through the site should also be considered.

The proposed replacement of the existing construction training facility at North Shore Road with a new Construction Skills Centre should continue be developed in dialogue with CEC. This should be sited within proximity to the existing Edinburgh College building, preferably within the Waterfront Broadway character area - see Development Framework report p.70.

The current brief (as of October 2019) for the Construction Skills Centre is as follows:

- **6000sqm (gross internal floor area) across 2-3 storeys.**
- **Primarily double height workshops with access to outdoor space/yard.**
- **Exhibition, conference area (500 people) and reception areas.**
- **Classrooms, IT and catering spaces.**
- **External working areas (covered and open).**

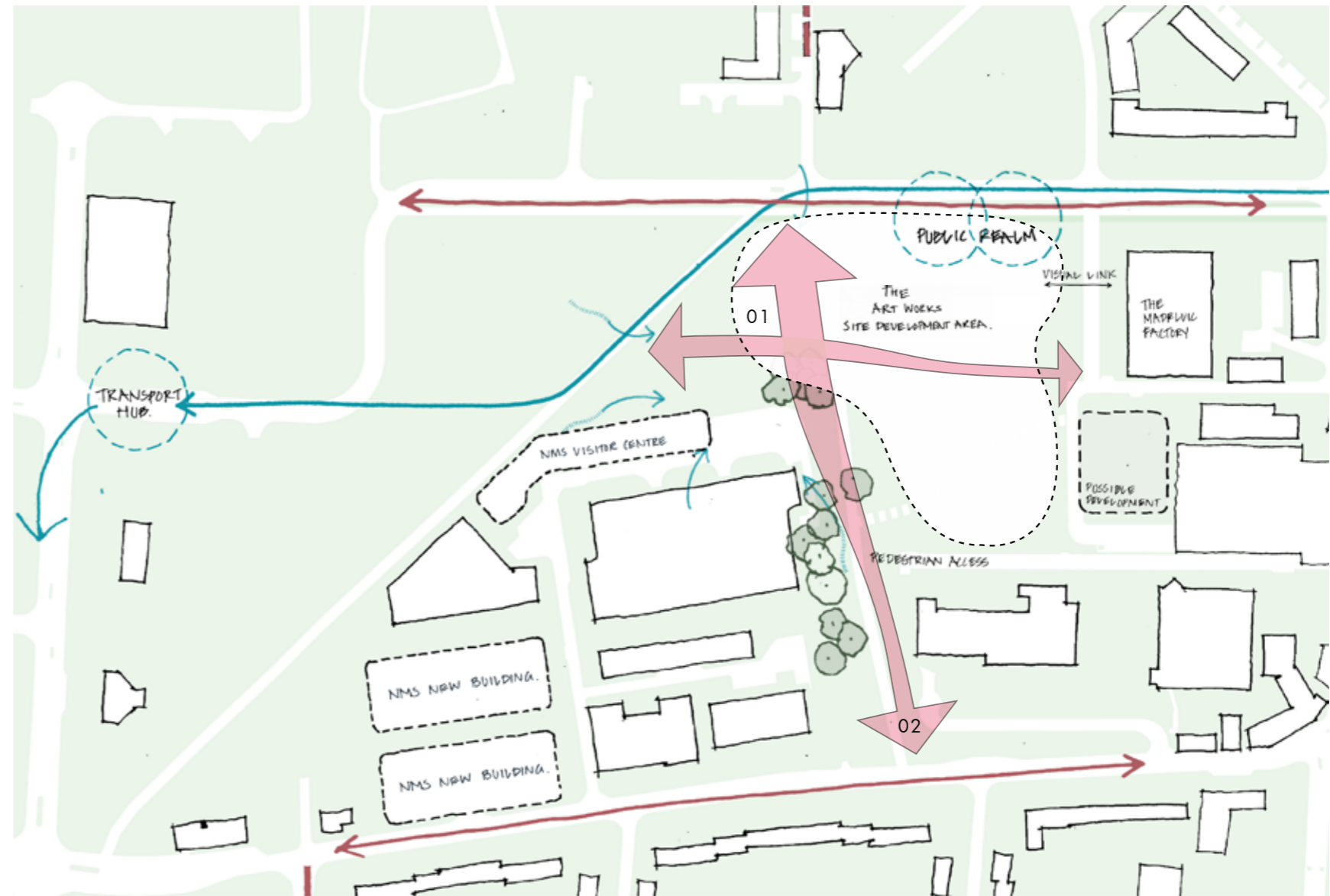


Existing images of Edinburgh College and precedent images for proposed Constructions Skills Centre

The National Museums Scotland and The National Galleries of Scotland

Granton Site Principles

- **National Cultural Institutions** playing a central role in the **holistic regeneration** of Granton.
- Connecting arts and cultural heritage with the community to deliver against the **National Performance Framework goals** and the growth of the cultural economy.
- Designing to encourage **community connectivity** and the creation of a **high quality shared public realm**.
- Delivering holistic **sustainable strategies** taking a low carbon approach to build climate resilience.
- Actively integrating with the **learning and the culture strategies** out with our walls.
- Creating a **new cultural public space** with linked coherent public entrances to The Art Works and NMS visitor centre, alongside the sensitive consideration of the shared boundary. (01)
- **Forging a new north/south link**, increasing permeability and reinforcing essential connectivity between Pilton and the Waterfront developments. (02)
Note. This southern section of land is out-with the NGS, NMS, CEC and Scottish Government ownership.



Credit: Roberto Ricciuti



Credit: National Museums of Scotland



Credit: National Galleries of Scotland



Credit: National Museums of Scotland



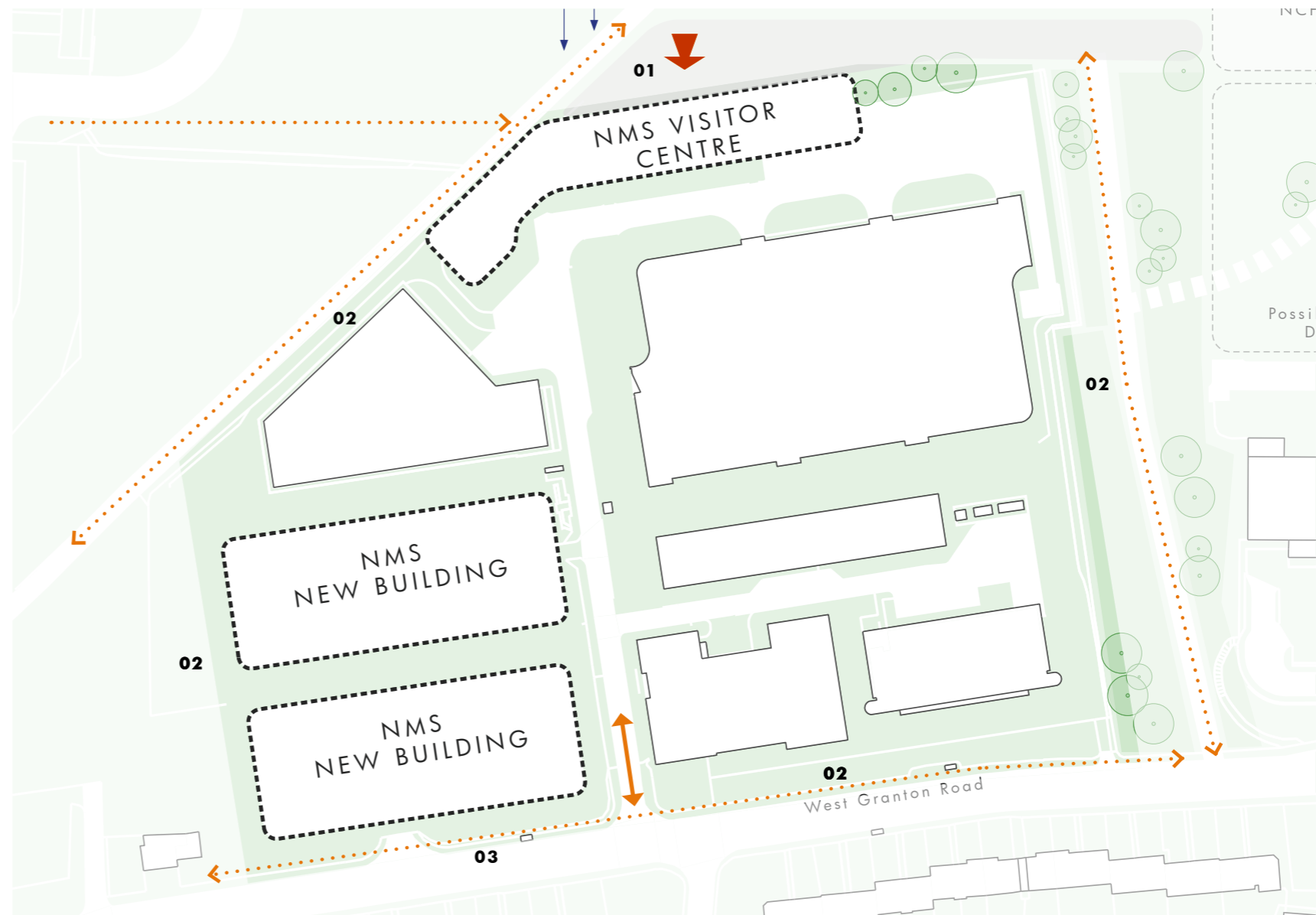
Credit: John Linton/ Sustrans

Proposed Granton site principles for National Museums Scotland (NMS) and National Galleries of Scotland (NGS), prepared by NMS / NGS

The National Museums Scotland

National Museums Collection Centre

- Based in Granton since 1993
- We have significantly invested in transforming our conservation, research and collections storage facilities, providing a hub for public access, international research and learning
- Planned further investment and developments which align with the wider development framework, furthering partner engagement opportunities
- Developments designed with a low carbon approach
- Key next step is the creation of a public visitor centre designed to be entered from the new public realm plaza
- Investment in phased removal of the existing perimeter fence, replacing with sensitive boundary treatments utilising building elevations and soft landscaping where practicable



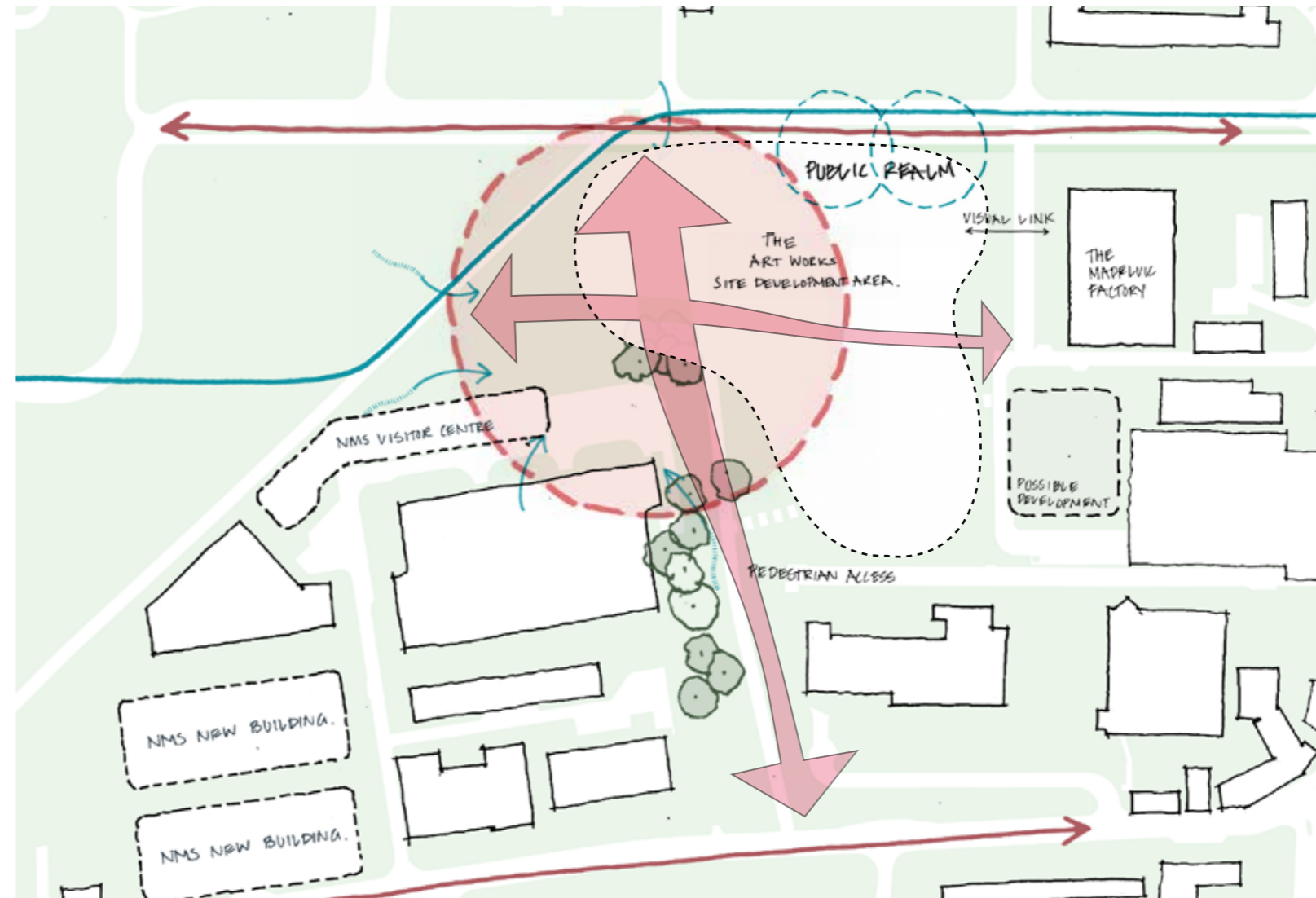
- 01** NMS visitor centre building defining the southern edge of a new cultural space and providing a visible public entrance
- 02** Enhanced boundary treatment to perimeter of the site
- 03** Improved cycle/pedestrian route to West Granton Road

Proposed Granton site principles for National Museums Scotland, prepared by NMS / NGS

The National Galleries of Scotland

The Granton Site Principles

- **The Art Works.** Discover and explore Scotland's amazing collection of art in a new community space from the National Galleries of Scotland - open to everyone and designed to hold and care for our nation's treasures.
- Harnessing the established power of art to benefit the **health and wellbeing** of the community.
- Supporting national and local sustainability goals, developing a building that will be an **exemplar for holistic sustainable design.**
- Public realm that responds to established needs of the community, **providing safe and enjoyable outdoor spaces** for locals and visitors.
- Investment that will transform a derelict site and **create connectivity** between local communities, Pilton through to Granton Waterfront.
- Working with partners to support **learning in the community** and provide a space for creativity.
- **A unique opportunity** to reveal what caring for and conserving the national collection is about.



Evolving response to The Art Works site Place Brief and Principles 2016



A shared public realm



An open house for art



Opening up access to the national collection

Landscaping Details

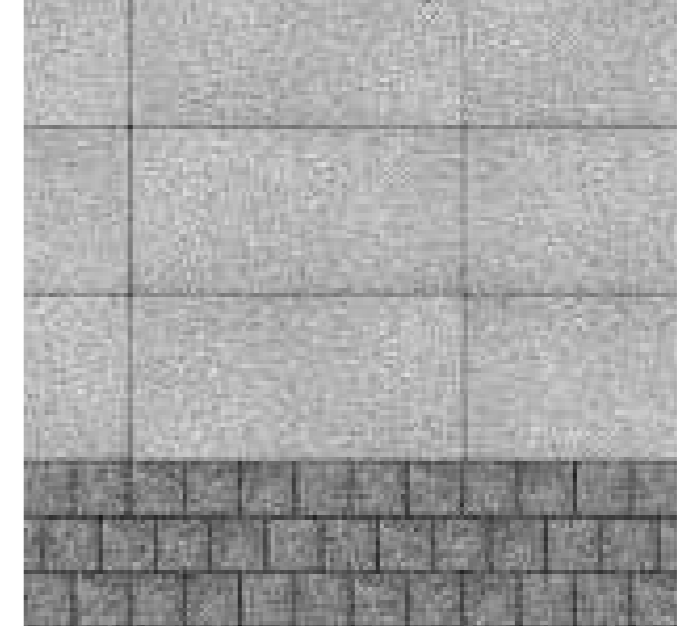
Hard Landscaping

Legibility – Hard landscaping should respond to the hierarchy and scale of the spaces and routes.

Durable – Hard landscaping should be durable. Materials should be able to withstand wear from use and coastal location.

Contextual - Materials should enhance the character of the surrounding buildings and spaces.

Climate change – To mitigate the impact of climate change, permeable paving should be used where possible. Materials need to be sustainability resilient.



Common material Palette across all scales



City Scale



Neighbourhood Scale



Street / Local

Landscaping Details

Soft Landscaping

Defining character – Soft landscaping should define the character and scale of the hierarchy of open spaces and routes across the Granton Waterfront.

Promoting biodiversity – All planting schemes should add to the biodiversity of the area by maximising structural diversity and providing for pollinators.

Surface water drainage – The soft landscape should provide a platform for surface water drainage through the formation of swales, rain gardens, detention ponds, bio-retention/ trench planters.

Street trees – Street trees and soft landscaping should line all streets where space and service lines permit. Where possible these should be within bio-retention/ trench planters/ tree pits, addressing surface water run-off.

Green roofs / green walls – Green roofs and walls should be considered at the edge of the park, on blocks and at prominent locations throughout Granton Waterfront. They can add to the overall green infrastructure of the site, whilst providing other environmental benefits, such as reducing and slowing storm-water runoff.

Coastal resilient species – Due to the proximity to the sea, species should be chosen for coastal resilience, to ensure survival and longevity.



City Scale



Neighbourhood Scale



Street / Local



Landscaping Details

Street Furniture

Enhance Experience - street furniture should be designed to enhance the user's experience of a street and space.

Avoid Clutter - It should be designed using simple, bold elements and 'street furniture clutter' should be avoided.

Furniture Zone - Where appropriate, street furniture should be positioned within a 'furniture zone'. This will ensure a clear foot way zone for movement of pedestrians.



Landscaping Details

Lighting

Ambience – The creation of ambient lighting should enhance the experience for the user, providing a comforting and fun and people focused environment.

Identity – Lighting should help define each character area or open space.

Safety and Security – Well designed lighting has the ability to reduce the amount of crime and enhance the perception of safety.

Orientation – Key assets, routes and buildings, should be lit to provide a more legible environment after dark. For example: if the gasometer were to be lit, people from the local and wider communities will be able to orientate themselves to the Granton Waterfront.

Spectacle – Architectural lighting spectacle of public open spaces and features should be considered to provide entertainment and an attraction within spaces.

Responsible - All lighting should ensure it is energy efficient, minimises light pollution, light spillage and glare.

