

# Eight Priorities for Seafield



## Integrated Green Space



Hammarby, Stockholm, Sweden



## Active Place



Lemvig Skatepark, Denmark - Effekt



## Public Realm for People



Vancouver Waterfront Park - Vancouver WA



## Sustainable Accessibility



## Optimum Density



Quartermile, Edinburgh



## Community Amenities



## Affordable and Long-Lasting Homes



Leith Fort - Port of Leith Housing Association (Collective Architecture and Fraser/Livingstone Architects)



## Varied Neighbourhood



Marmalade Lane Cohousing - Cambridge (Mole Architects)

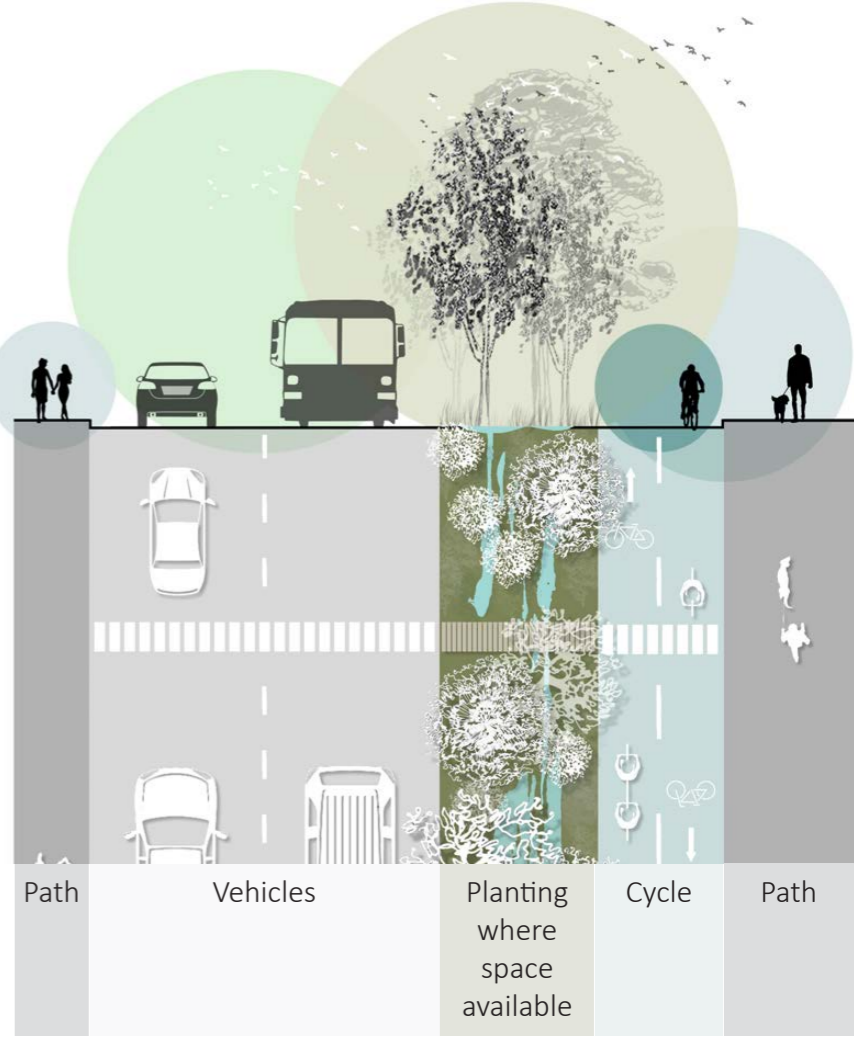
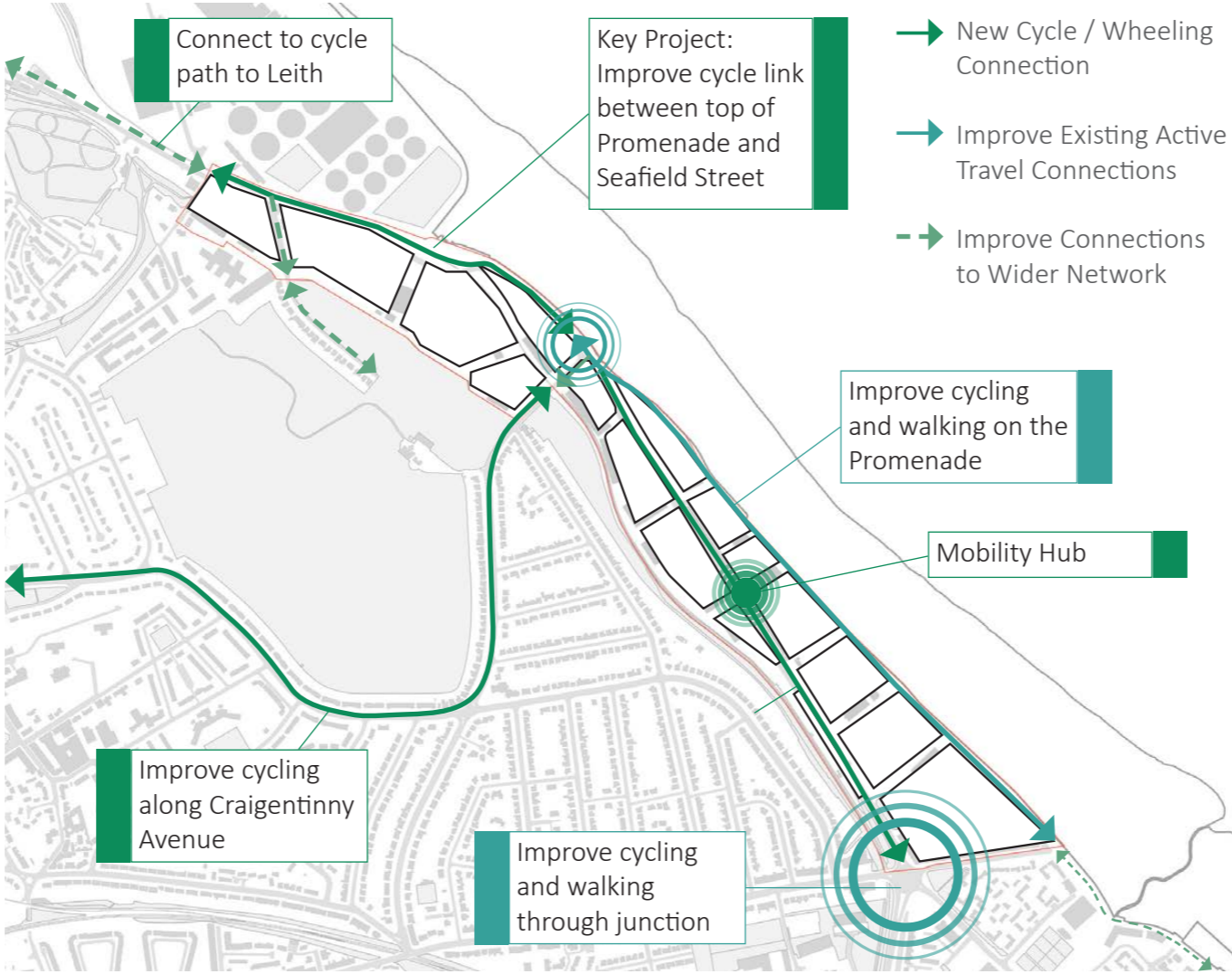
# Active Travel

**Being able to safely walk, wheel and cycle to and from Seafield is important to me.**

Seafield Road East should have a dedicated and continuous cycle path. This should form part of a plan to change the character of the road to a more people friendly place. There should be less space for traffic and more space for walking, cycling and planting. The cycle path should link to cycle paths to Leith, to Portobello and to Craigentinny.



Protected Cycle Lane - Roseburn, Edinburgh



Concept design proposal for reducing vehicle space on Seafield Road

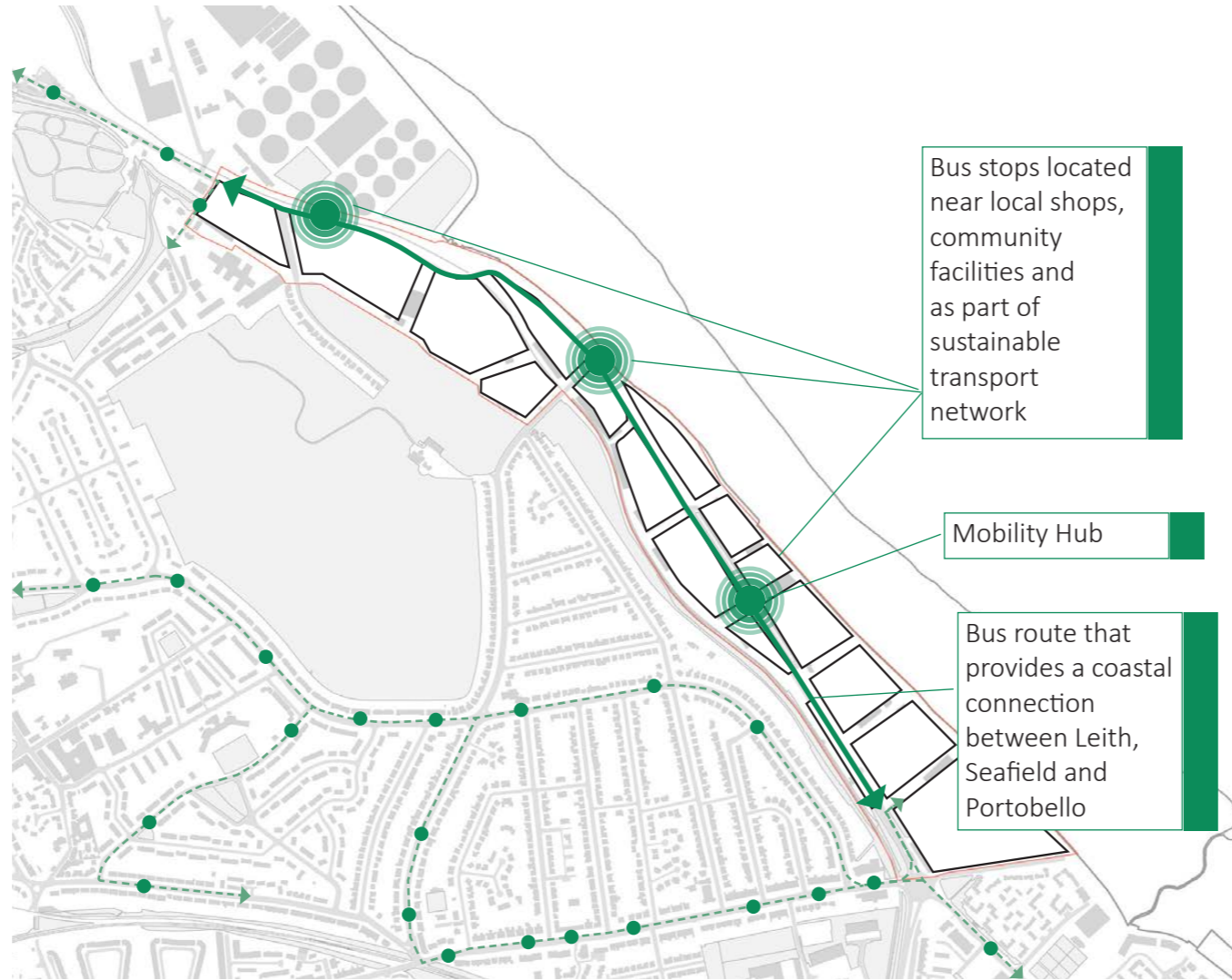
# Public Transport

I would like there to be a bus route running along Seafield Road East, connecting Seafield with adjacent local communities as well as routes going to town.

Bus stops should be located close to local amenities, such as shops or community facilities. One of the bus stops should form part of a mobility hub with car club spaces, cycle parking and Electric Vehicle charging points.



Illustration of a Mobility Hub- CoMoUK



Lothian Buses bus



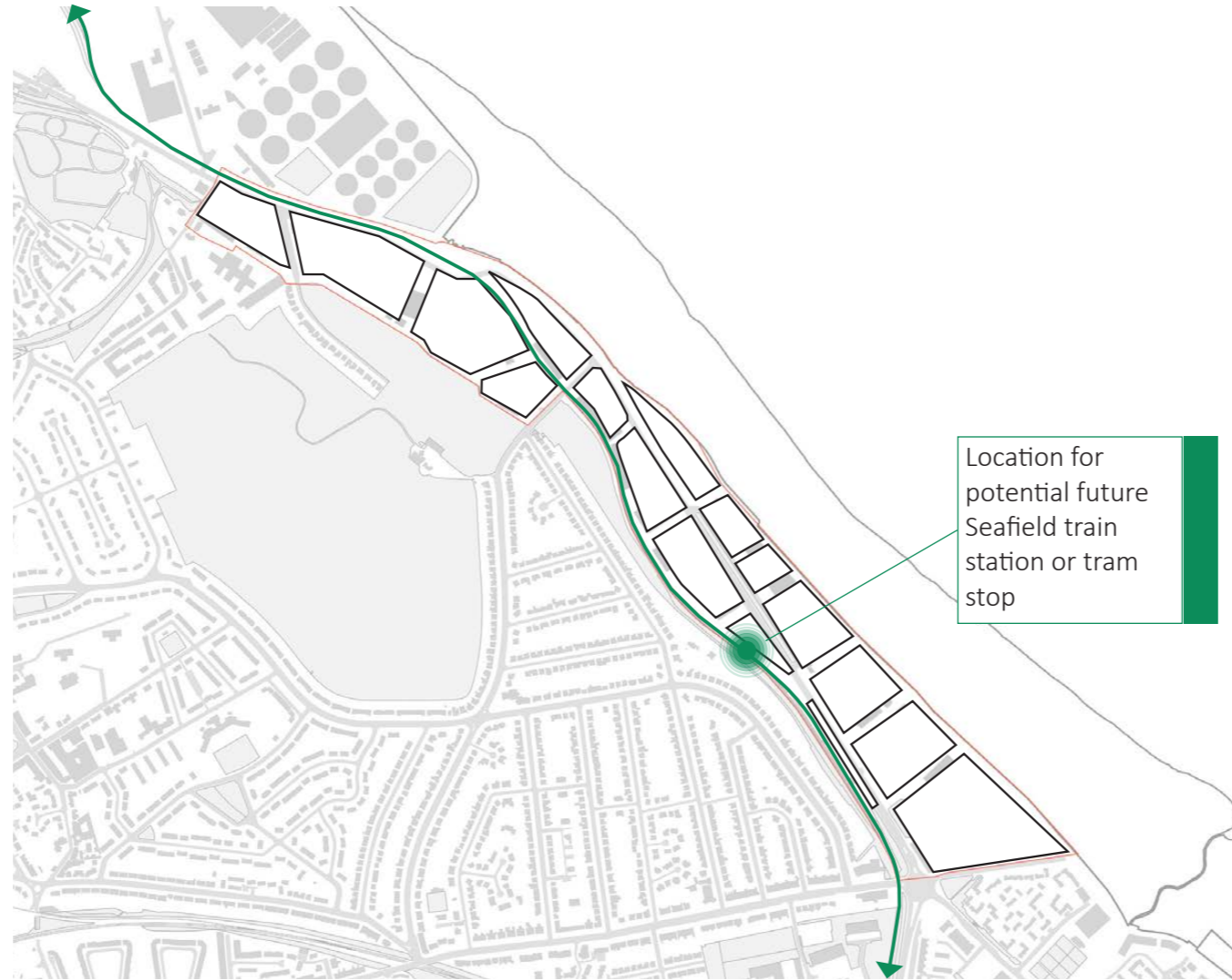
City of Edinburgh Council bus stop display

## Rail

**I think the railway line and access should be protected so that it might be used for passenger services in the future.**

Future use of the railway line should include consideration of future rail routes within the city.

The potential for a joined up network should be explored, connecting to the existing tram route in Leith and the future tram route to Sheriffhall and/or potential passenger railway lines.



HUB Station design- 7N Architects

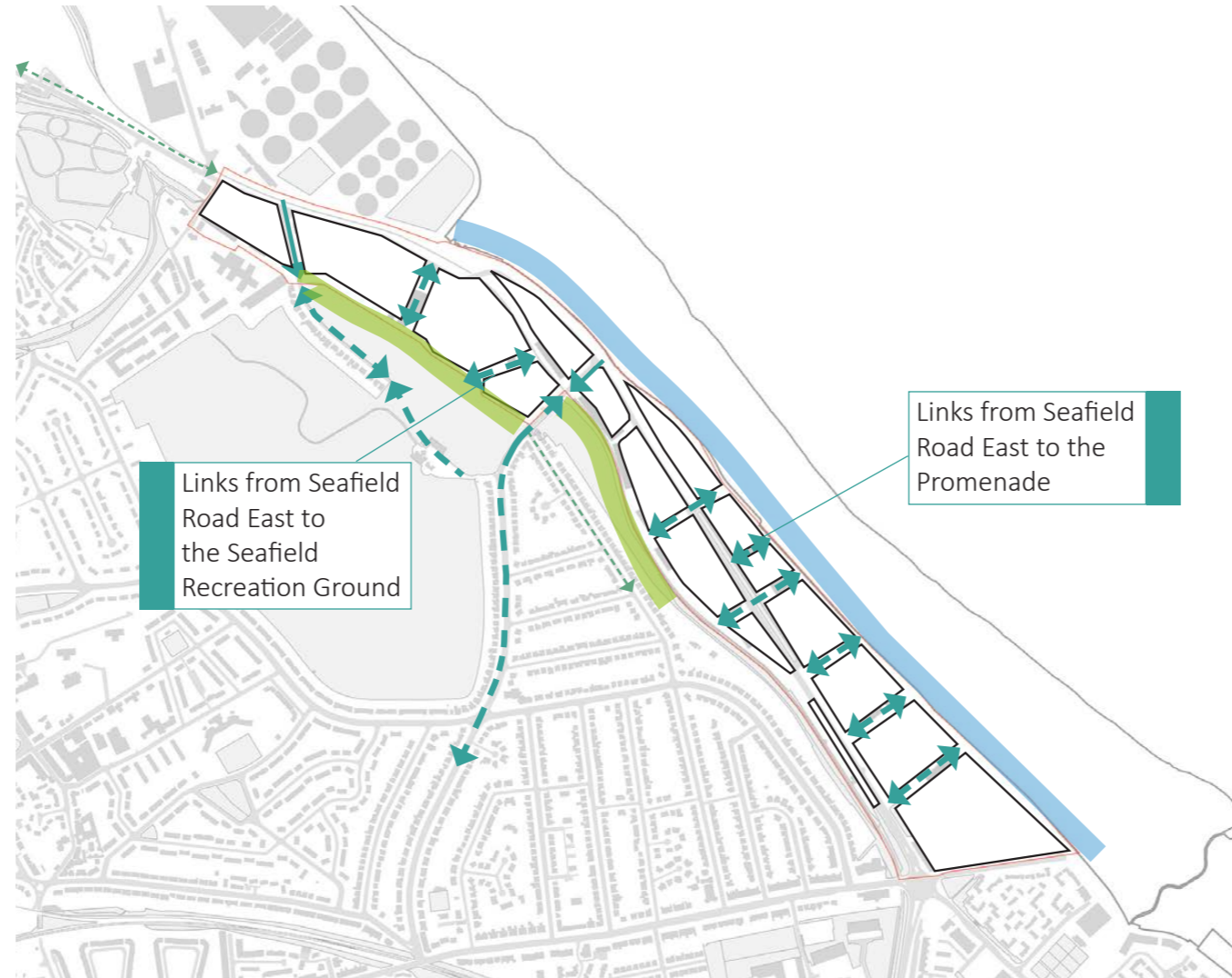
## Links to the Park and the Sea

**I think walking and wheeling links should connect Seafield Road East to the Promenade and to Seafield Recreation Ground.**

These routes should be pedestrian and cycle priority, with local access to vehicles only to access homes or parking.

They should incorporate green space and planting wherever possible.

They should be active, people-friendly spaces featuring front doors, small front garden spaces, cafes and shops and balconies along their edges.



Bath Street, Portobello

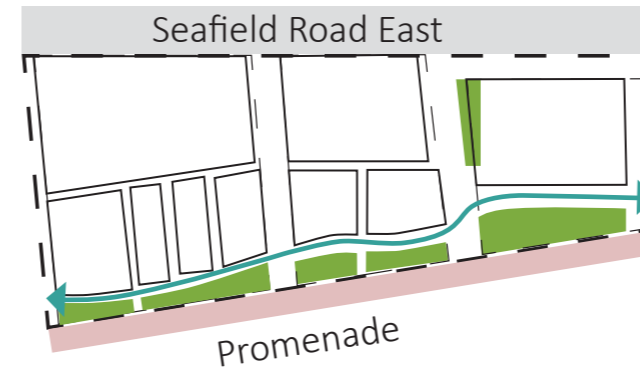
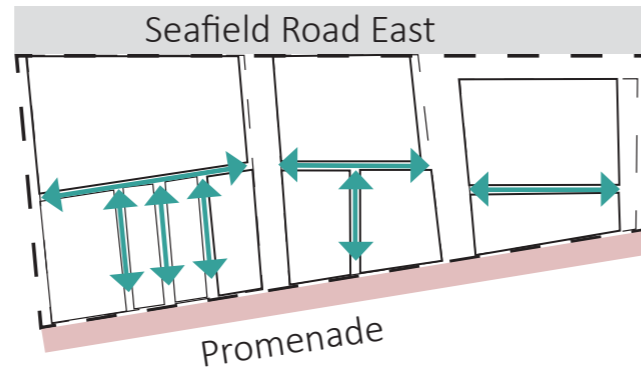
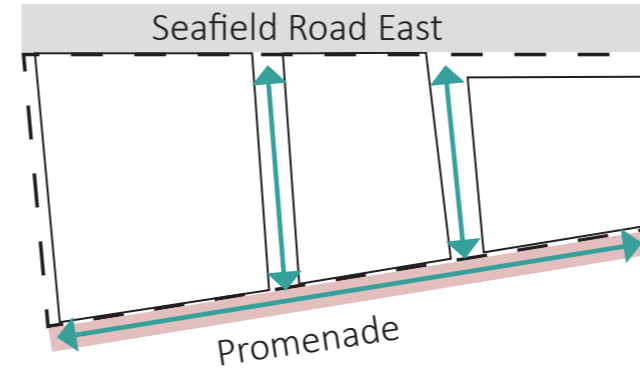
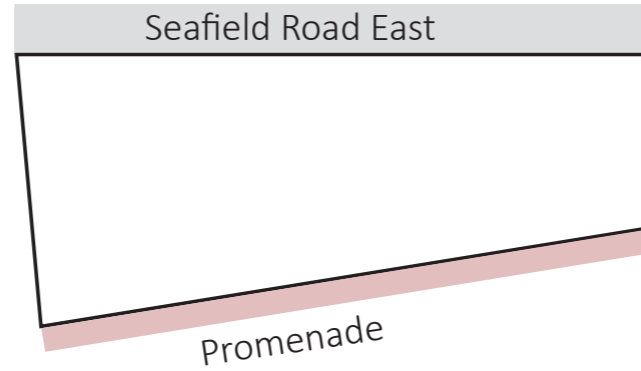


Pittville Street, Portobello

## A Variety of Routes

**I think that as plots are developed, there should be publicly accessible streets and spaces and a variety of routes through them.**

Some streets and spaces should feel quiet and shared by local residents. Other spaces should feel like busy active places to visit and spend time in.



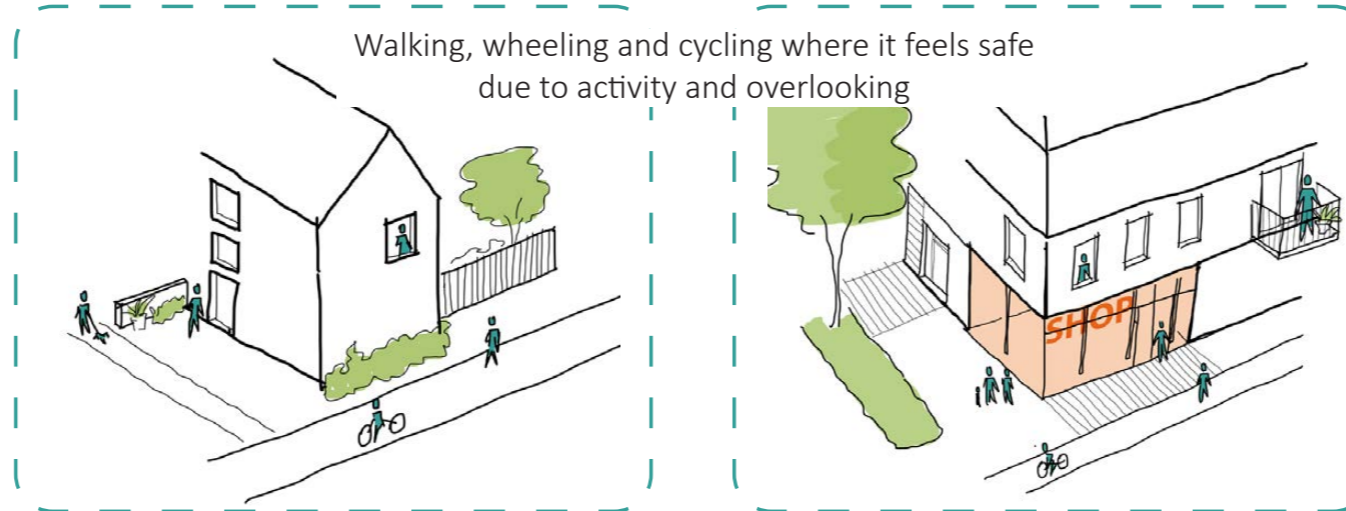
Citizens House, Lewisham, London - Archio

## Safety and Accessibility

**I think that streets and spaces should feel safe at all times of day and night. There should be inclusive access to the Promenade from Seafield Road East.**

Pedestrian and cycle routes should be overlooked by dwellings and ground floor mixed uses.

Where there are changes in level between Seafield Road East, building ground floors and the Promenade, there should be early consideration of inclusive access.



Accessible access to waterfront



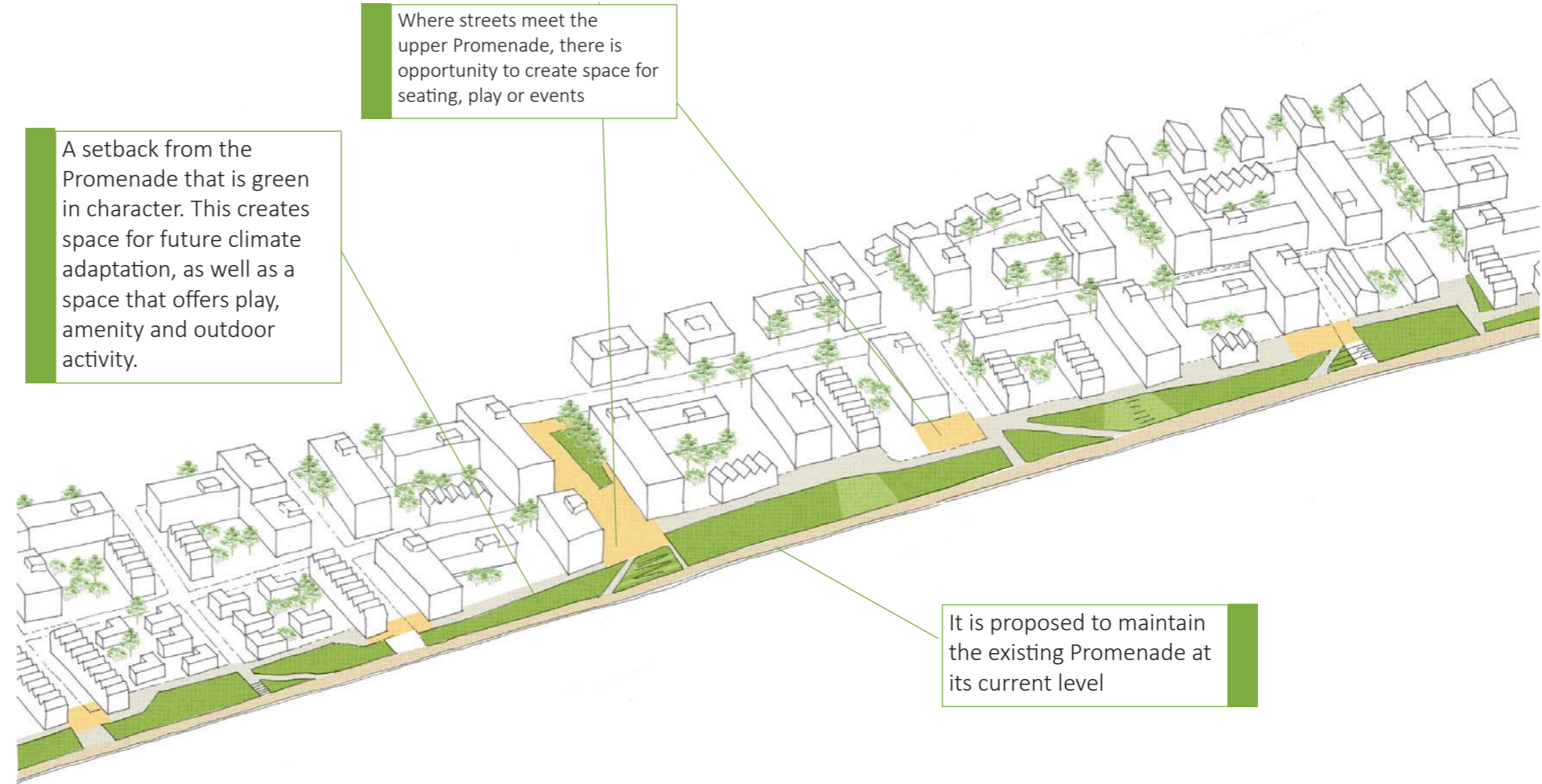
Paths without activity and overlooking feel unsafe in the dark

## An Adaptive Edge

**I think that buildings should step back from the Promenade, creating public landscape along the Promenade, featuring green space and play space. This space should provide opportunities for people to meet up and enjoy the waterfront, while providing space to respond to extreme weather events**

This space could be delivered on a phased basis as plots are developed, while being co-ordinated with the Masterplan vision for the area.

Spaces could be floodable in extreme weather events while generally providing opportunities for play, recreation and events along the Promenade.



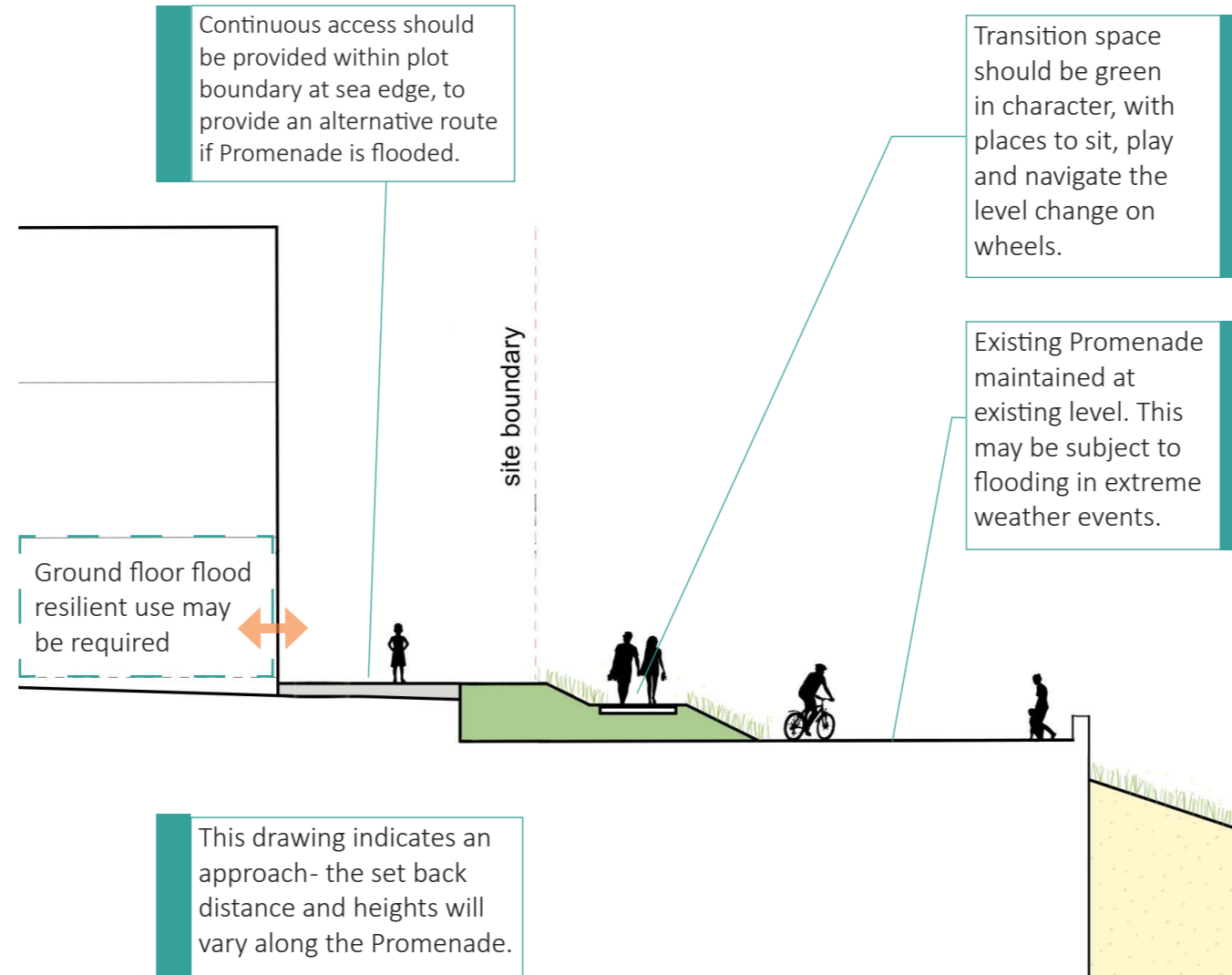


## A Stepped Edge

Where buildings and plots are required to be higher than the Promenade, I think the design of this should consider:

- Use of this space as places to sit and walk
- Inclusive access for people of all mobilities
- How ground floors of buildings can help create activity

Plots and buildings will need to be higher than the Promenade to improve resilience to climate change. The required height will be determined following survey work to be carried out for the Coastal Change Adaption Plan. The Masterplan should set out an approach, that can be updated when more information is available.



Vancouver Waterfront Park- Vancouver WA



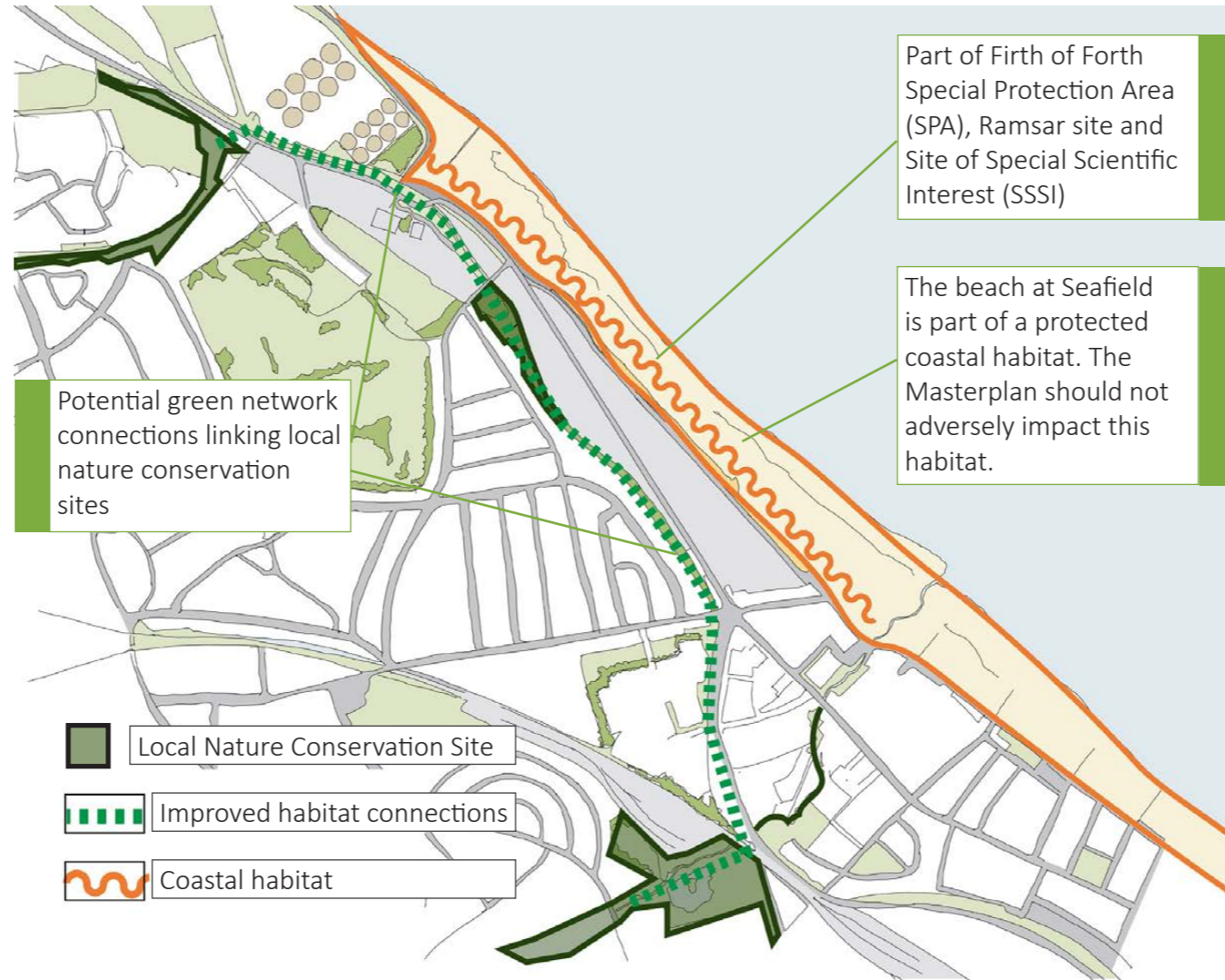
Malmo, Sweden

## Bio-Diversity and Green Networks

I think that development at Seafeld should demonstrate how we can use natural spaces and planting to create a healthy liveable environment and improve how resilient it is to the impacts of climate change.

This would include:

- Multi-use green space that can be used for recreation, growing and amenity
- Blue-green sustainable drainage infrastructure built to withstand flood and storm events
- Connecting local green spaces to create a green network



Sustainable drainage and street greening- Sheffield



Coastal landscape character

## Protecting Sunny Waterfront Spaces

**I think that buildings should be set out to keep sunlight reaching the Promenade.**

A general approach should be taken that sets out taller buildings end on to the Promenade, allowing sunlight and views through the plots next to the sea.

Some buildings can turn to create frontage onto Seafield Road East, or enclosure within smaller streets and spaces. This will help to create more shelter from the wind.

The spaces that receive the most sunlight should be where activity and outdoor seating should be located.



Sketch view of the Promenade

## A Mixed Use Neighbourhood

I think that ground floor mixed uses such as shops and cafes should be located in convenient places where people will pass them.

This would include:

- Frontages along Seafield Road East to create a local centre and active street edge
- Key locations along the Promenade to provide activity that can support an attractive waterfront space

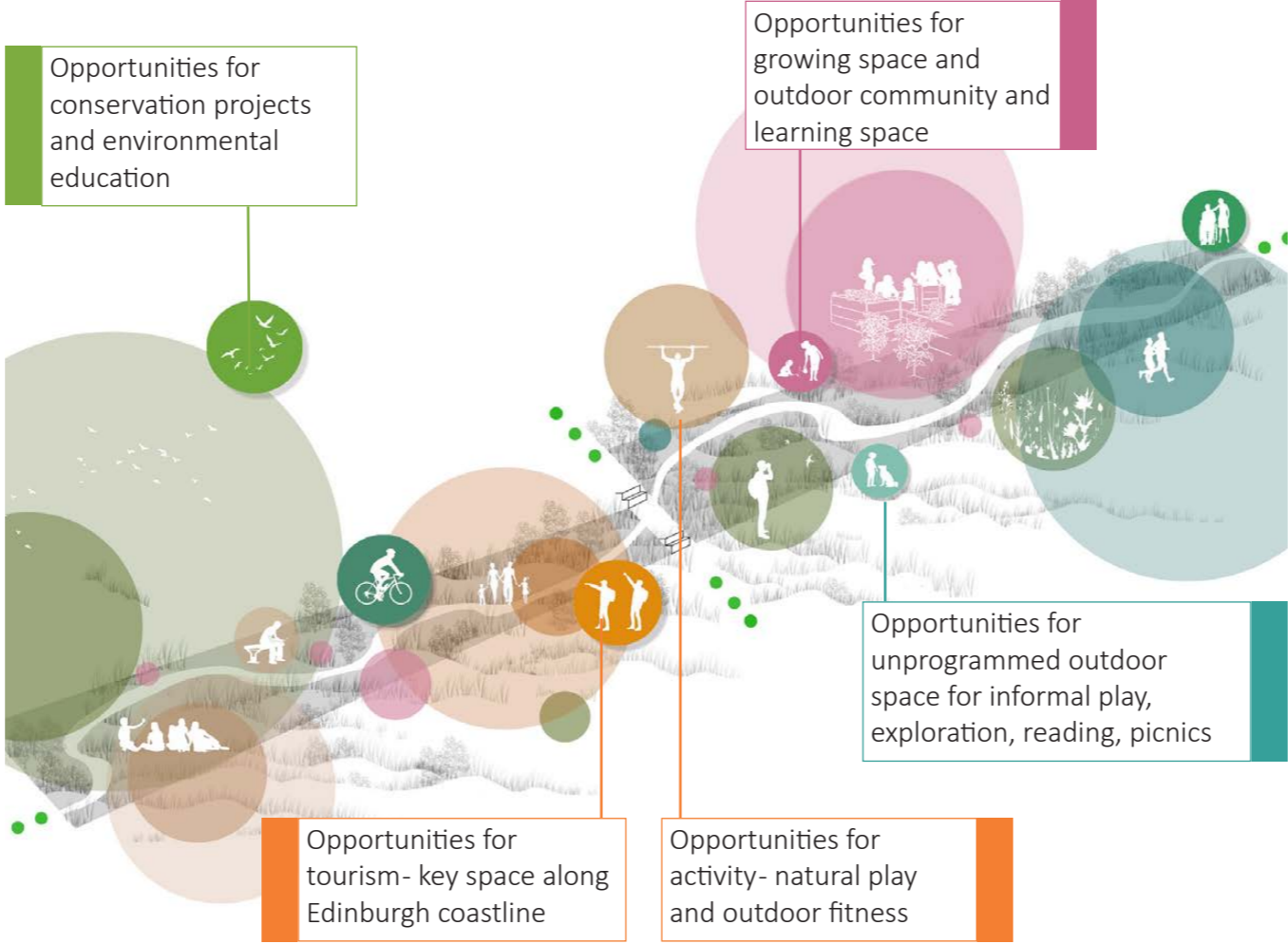


Sketch view of Seafield Road East

# Waterfront Park

**A new linear Waterfront Park should be created. The Waterfront Park should be sensitively planted to complement the biodiversity and habitat of the Forth estuary, as well as providing spaces for people to be active and enjoy the waterfront.**

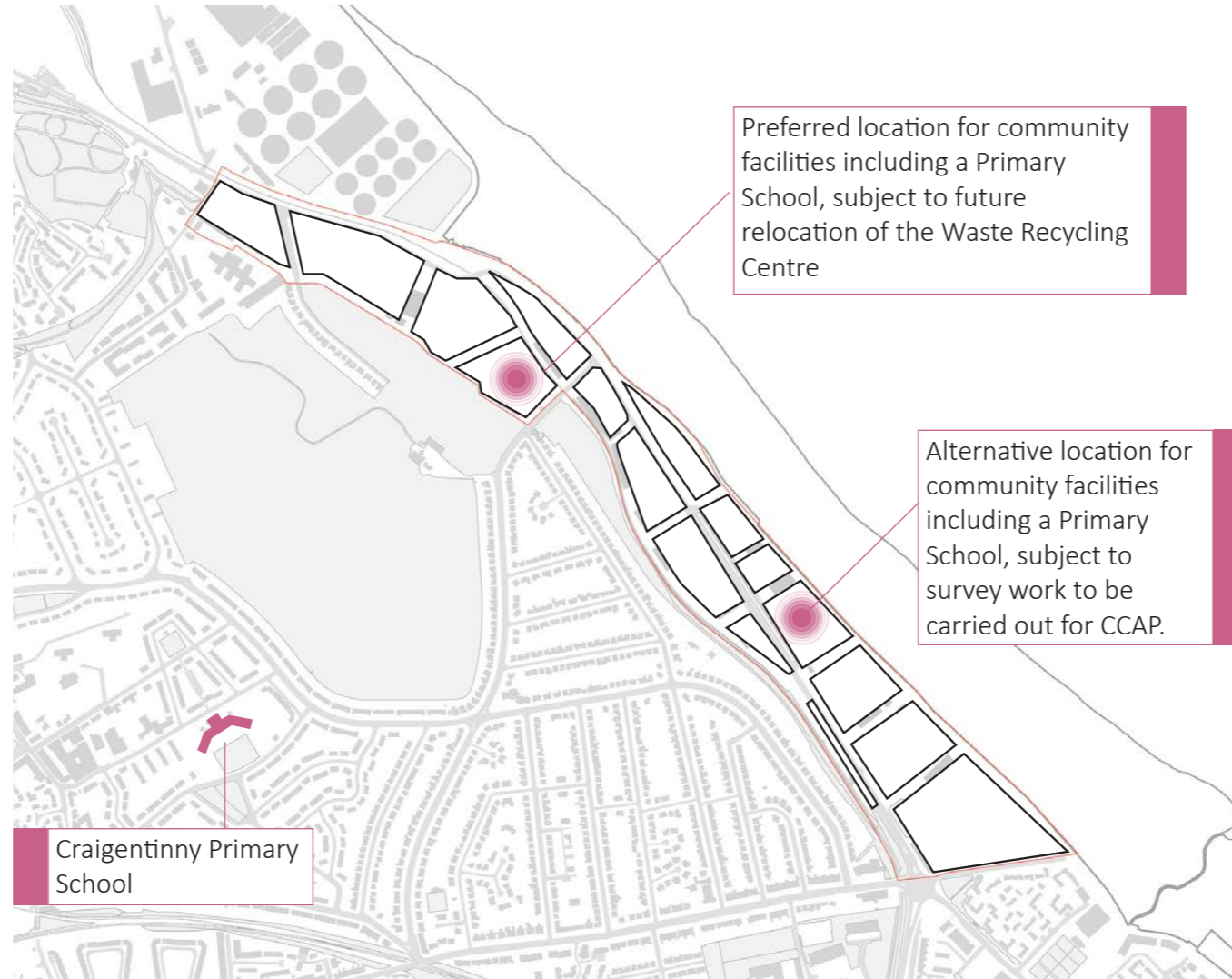
The green space created as an 'adaptive edge' should widen in a key location to create space for a Waterfront Park. This park will create amenity and activity space for local residents and visitors to the area.



# Community Amenities

**I think that the Masterplan should indicate potential options for locally accessible community amenities, including a new primary school and GP surgery.**

- A preferred location for a new primary school and community facilities shown at the site currently used as a Waste Recycling Centre. (This location would depend on the future relocation of the WRC.)
- An alternative location for a new primary school centrally within the plan. (This location would depend upon future relocation of the Lothian Bus Garage and the outcomes of surveys carried out for the Coastal Change Adaptation Plan.)
- Ground floor mixed use within flatted buildings providing space for health services and community uses.



Community facilities



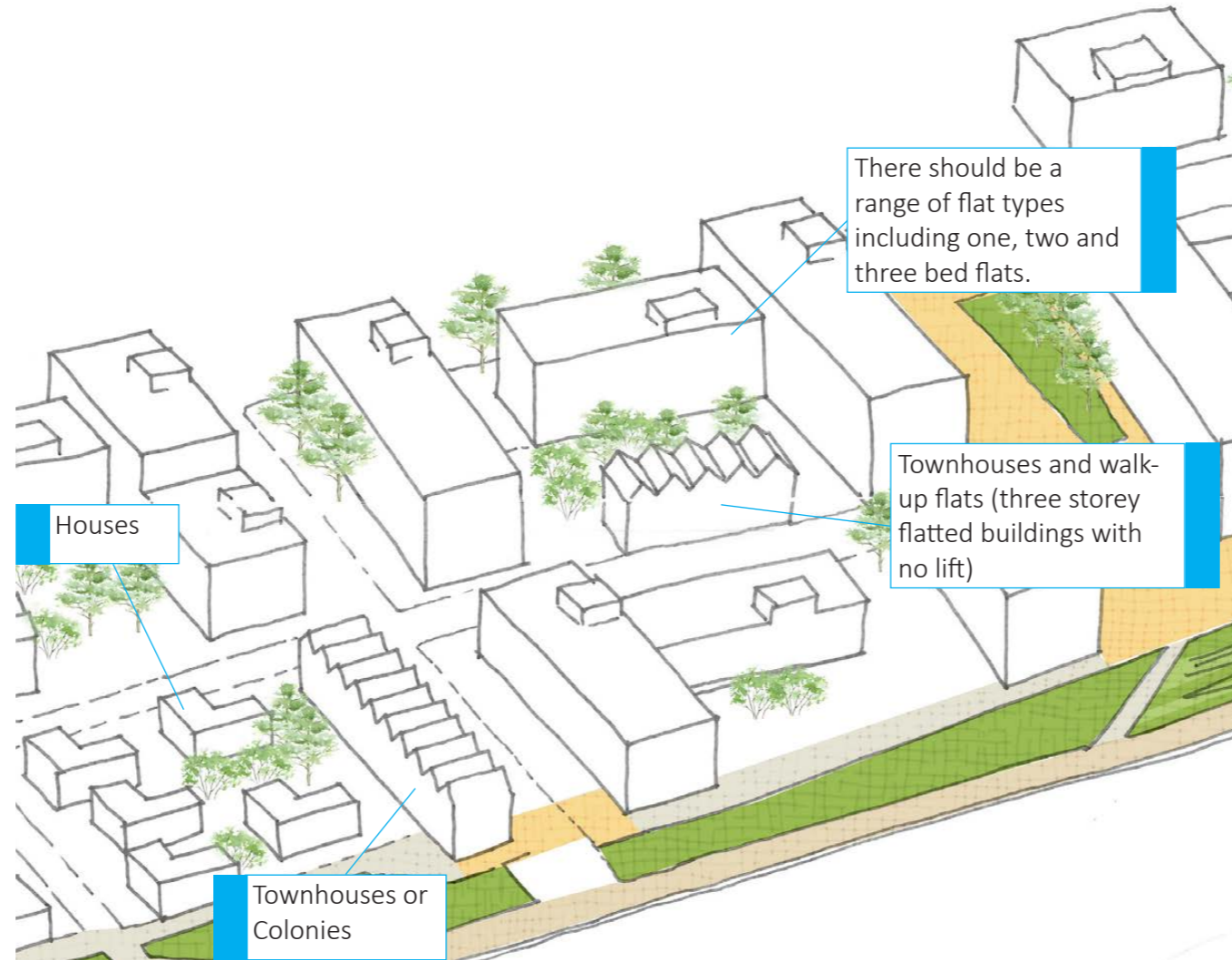
Ground and first floor healthcare centre with flats above, Orpington

## A Variety of Homes

**There should be a mix of types of homes, to create an attractive neighbourhood for people at all stages of life and in different forms of family. There should be enough homes to create a local population that can support local shops and bus routes.**

This would include modern versions of familiar Edinburgh homes, such as tenement flats, colonies and townhouses.

Courtyard gardens, balconies and occupied roofs should be provided to allow greater access to outdoor space within an urban environment.



Urban Eden, Edinburgh - EMA



Horne Terrace, Edinburgh - CDA

# Net Zero Carbon

**A district heat network should be considered, utilising waste energy from the waste water treatment site.**

This would include:

- The future development of a study to assess potential buildings and uses that could be included in a district system. As shown in the diagram, a district heat network benefits from having a range of uses connected to it that have different heating needs.
- Co-ordination across stakeholders to align any infrastructure works.
- The development of plots that include future potential to plug into a district heating system.

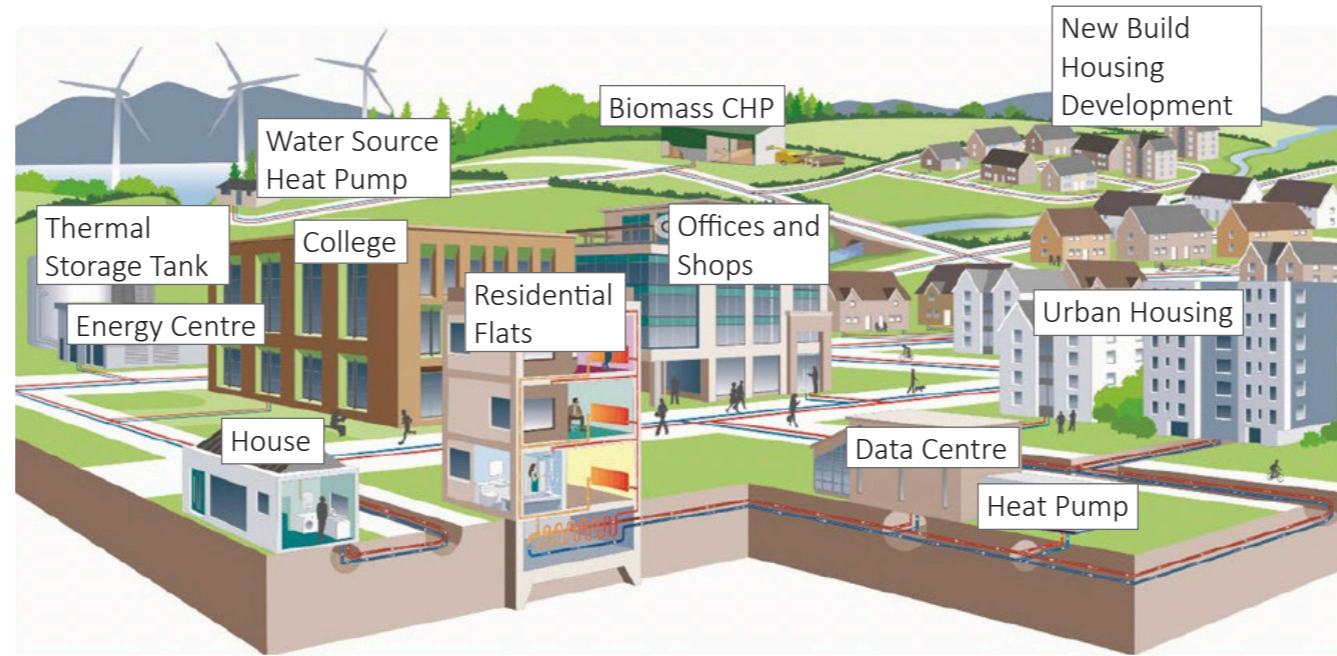


Illustration of a heat network- Scottish Government



Seafeld Waste Water Treatment Site could act as a major local heat source



# A New Neighbourhood:

What it might look like ...

