

7N Architects

Seafield Masterplan  
Consultation Draft 30.08.2024

◆ EDINBURGH ◆  
THE CITY OF EDINBURGH COUNCIL





Aerial View of Illustrative Plan

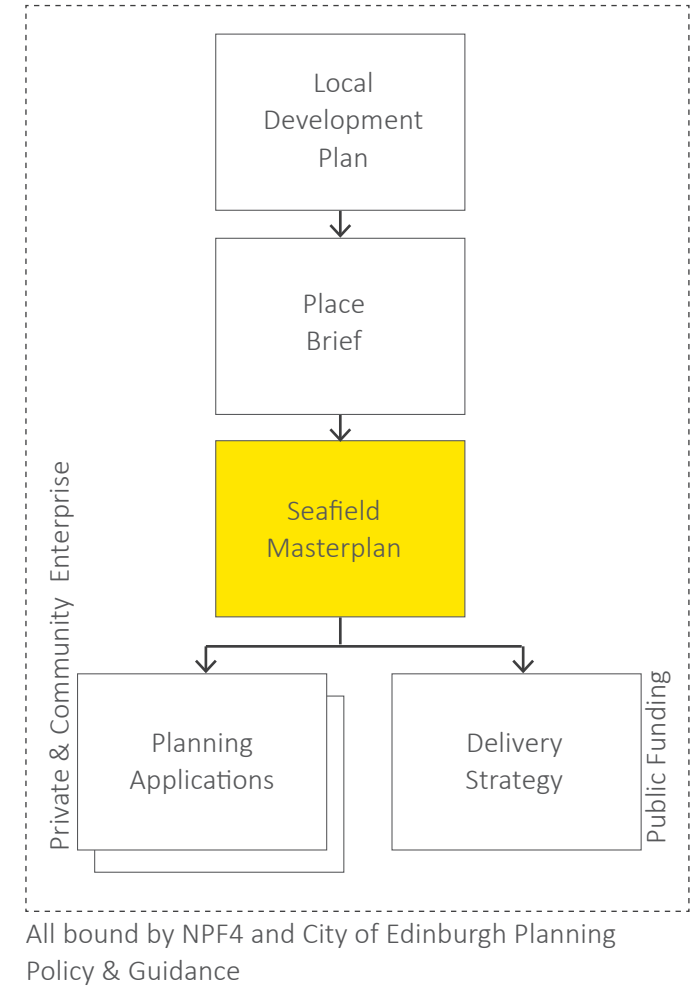
# Purpose

The 7N Architects led masterplan team were commissioned by the City of Edinburgh Council to create a Seafeld Masterplan for the Seafeld Regeneration Area (SRA), as identified in City Plan 2030. This Masterplan Report sets out that Masterplan with accompanying design guidance and explanatory information.

This Report will become part of planning guidance, guiding future development in Seafeld and decisions on public investment. It will form part of a suite of documents that will define the planning policy context for future development at Seafeld.

These are:

- CityPlan 2030- City of Edinburgh Council
- Seafeld Place Brief- City of Edinburgh Council
- Seafeld Masterplan- 7N Architects



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# 1. Executive Summary

# Executive Summary

The Seafield Masterplan has been developed through engagement with the City of Edinburgh Council, landowners, stakeholders and the local community, to create a placemaking framework to guide future development to realise their collective vision.

Seafield is highlighted in City Plan 2030 as a key area for delivering a housing-led, mixed use, urban extension with a sense of community that is connected with neighbouring areas and the wider city.

The masterplan has been developed in co-ordination with the City of Edinburgh Council's Place Brief for Seafield which establishes the planning principles for the Masterplan and future development.

The primary purpose of the Seafield masterplan, within this hierarchy of planning policy, is to set out design guidance for development in the form of a spatial and placemaking framework. This is to guide the development of a new neighbourhood so that it becomes a coherent place with a distinctive character.

The key features of the masterplan framework are:

- A placemaking framework, based on 20 minute neighbourhood design principles, to create a vibrant new neighbourhood that will help to bind the surrounding communities together with new connections, uses and activities.
- A mix of housing types and tenures to meet a range of needs and circumstances and facilitate the creation of a mixed-community.
- Mixed-uses to maintain employment in the area and amenity and activity for the neighbourhood.
- The re-invigoration of the Promenade as leisure space and active travel route.
- A new public Promenade Park along the length of the Promenade, introducing green space and a range of outdoor amenities.
- Proposed locations for a new school and community facilities that will serve both the new and existing communities.
- A focus on promoting active travel and the use of public transport, with new connections to adjacent communities, making it easier for people to live life with lower levels of car use.
- The transformation of Seafield Road East into a place that is for pedestrians and cyclists as well as vehicles.

- A recommendation to safeguard the railway line for future public transport use, with locations identified for potential stations.
- A masterplan that is resilient to climate change, encompassing measures which allow development to flexibly adapt to rising sea levels.

The Masterplan is presented as a draft document at this time, subject to further consultation by the Council and a further stage of review in 2025 once a wave analysis study is completed and the implications are assessed.



The Masterplan has been developed through engagement with the City of Edinburgh Council, landowners, stakeholders and the local community.



Aerial View of Illustrative Plan



An aerial photograph of a coastal city, likely Seaford, showing a dense urban area, a large green park, a sandy beach, and a harbor area with buildings and a pier. The city is situated on a peninsula or coastal strip, with the sea to the right and a large body of water in the background. The image is slightly faded and has a yellow underline under the section header.

## 2. Planning Policy Context

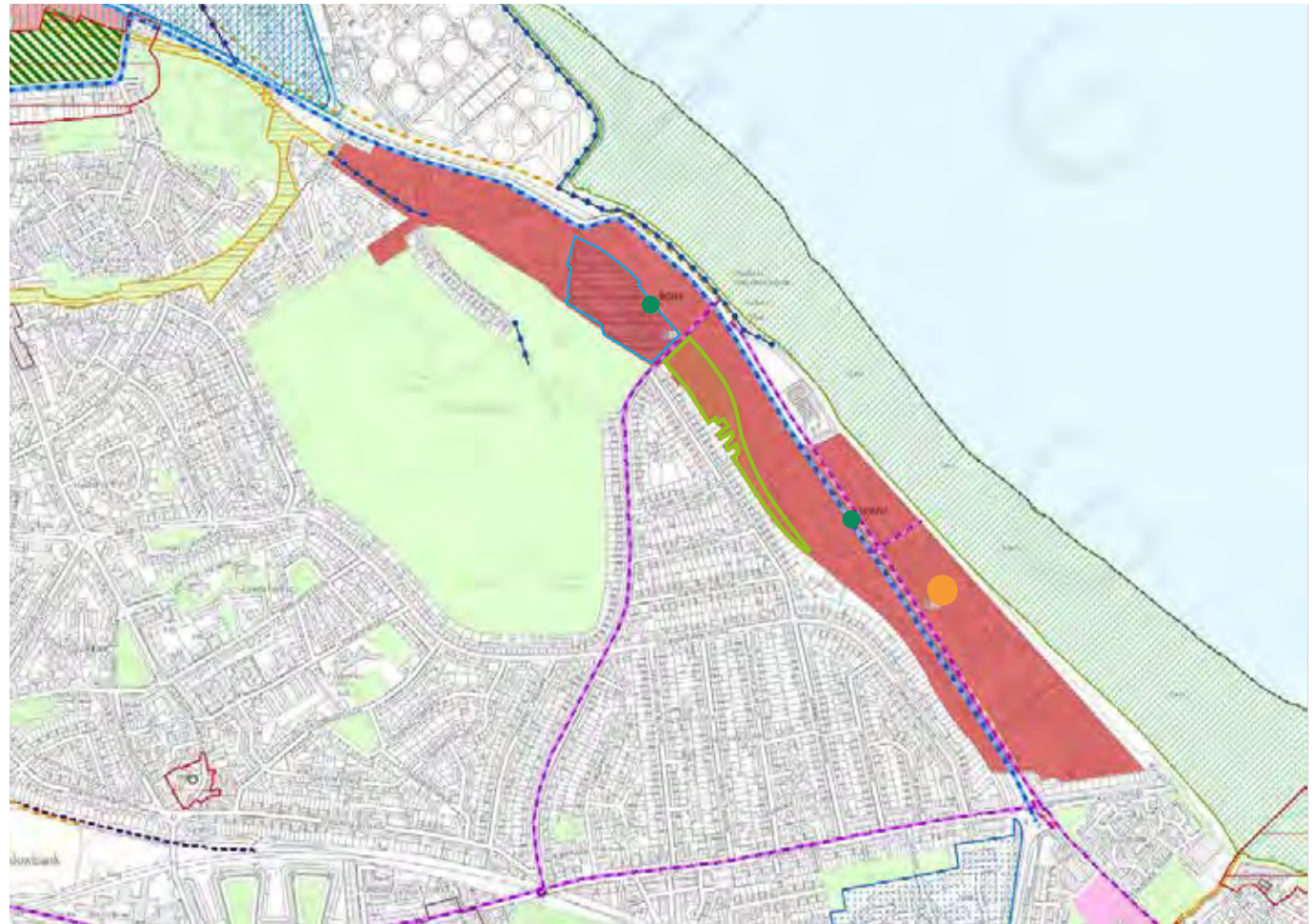
# Planning Policy Context - City Plan 2030

# Planning Policy Context

Seafield is allocated as a housing led regeneration site in City Plan 2030.

City Plan 2030 identifies Place 15 Seafield and sets out Development Principles for the site, describing ‘a housing-led mixed use urban extension with a sense of community that can connect with neighbouring areas and the wider city.’

-  H55 Housing 800 units
-  Env 21 Protection of Biodiversity
-  Seafield Mobility Hub
-  BGN9 Strategic SuDS
-  Seafield Waste Management
-  BGN57 Play Facilities & Open Space
-  Env 21 Waterfront
-  Public Transport- Northern Orbital Route
-  Active Travel (relating to sites)
-  Active Travel Project- Edinburgh Waterfront Promenade



Local Development Plan Proposals Map

## Planning Policy Context - City Plan 2030

To create a strategic masterplan that will bridge the gap between the Edinburgh City Plan and the Seafield Place Brief (which set out high level principles for the development of Seafield) and detailed designs for individual plots.

The Seafield Development Principles (as set out in City Plan 2030) are:

- a) A housing-led mixed use urban extension with a sense of community that can connect with neighbouring areas and the wider city.
- b) Appropriate mass, scale, height and layout of new development, having regard to views to it from the Firth of Forth.
- c) Ensure all homes are adequately served by play facilities and have access to open space in line with the Council's Open Space Strategy and proposal BGN57.
- d) Deliver a SUDS solution to serve both the site and surrounding area in line with Proposal BGN9.
- e) Provision of sustainable travel infrastructure, including where possible use of existing rail infrastructure:
  - i. Mobility Hub;
  - ii. Edinburgh Promenade upgrade and safe connections and safe crossing of Seafield Road East;
  - iii. New active travel route: City Centre along Portobello Road/London Road;
  - iv. New Active Travel Route: Along Seafield Road and connection to Craighentiny Avenue via Fillyside;
  - v. New Active Travel Route: Along Seafield Road and Portobello High Street;
  - vi. Active Travel connections through Harry Lauder Junction;
  - vii. New public transport route: Seafield Road to Leith;
  - viii. Provide or contribute towards education, and healthcare infrastructure and community facilities.

## Planning Policy Context



City Plan 2030



Seafield Place Brief

## Planning Policy Context - National Planning Framework 4

The allocation of this site aligns with National Planning Framework 4, with regard to a preference for brownfield, compact and well connected development, based on 20 minute neighbourhood principles.

The Seafield area has enormous potential as a seaside community that links with other communities along the city coastline, including its immediate neighbours of Leith and Portobello, as well as complementing the existing area of Craightenny with improved access to the coast and local facilities.

Also applicable to this site is national planning policy regarding flood risk and coastal development. This is expanded upon later in this report.



Illustration of a city environment as a 20 minute neighbourhood supporting local living - Local living and 20 minute neighbourhoods: planning guidance- April 2024, Scottish Government

## Planning Policy Context



National Planning Framework 4

## Site Context & Analysis



# The Site

The masterplan area being considered (identified as 'Place 15 Seafield' in City Plan 2030) is a narrow stretch of land on Edinburgh's coastline, highlighted in yellow in the adjacent image.

It stretches from the north edge of Portobello to the Seafield Waste Water Treatment Works and is bounded by a railway line and Seafield Recreation Ground on one side and the Forth Estuary on the other.

Outwith the site area, there is the adjoining neighbourhoods of Portobello, Craigentinny and Leith.

Craigentinny Golf Course provides a green edge to the north half of the site and there are views back to Arthur's Seat and the city skyline from parts of the site.

# Site Context & Analysis



## Social Context - Local Community

Seafield, while lacking a community in itself, is located between well established local communities, and has the potential to form part of a network of local places.

It sits between communities at Leith, Portobello and Craigentinny. Community Council boundaries are mapped as shown. Seafield sits within Craigentinny and Meadowbank Community Council area and between Leith Harbour and Newhaven, Leith Links and Portobello Community Council areas.

In recognition of the fact that any change in this area should be considered in the wider context of the neighbouring communities, the Community Councils have set up a common forum called Seafield: Connecting Coastal Communities. The Seafield: Connecting Coastal Communities are part of the Steering Group for the Seafield Masterplan project.

**The Seafield Masterplan creates a framework for development that has been shaped by local neighbouring communities. Ongoing collaboration will be needed in its delivery.**

## Site Context & Analysis



Local Context and Community Council Areas    ..... Community Council Boundaries

## Existing Uses & Buildings

Seafield is currently characterised by the straight spine of Seafield Road East, off which are large plots featuring car forecourts and showrooms, and large shed retail.

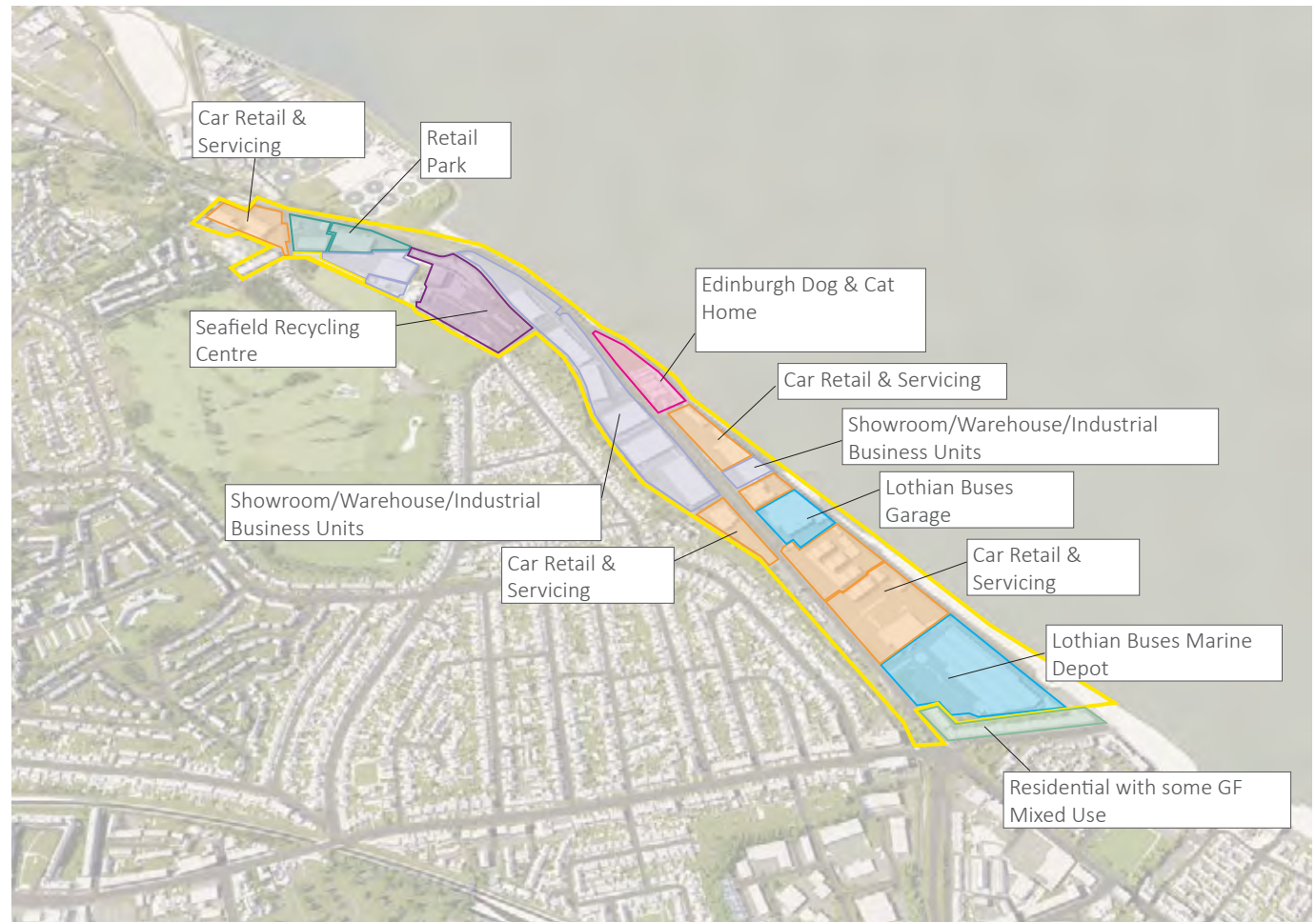
The predominant features are large asphalt car parks and shed or showroom frontages. There is very little pedestrian activity on Seafield Road East as the current use profile favours vehicle access.

The Promenade has a generous width and is frequented by people passing through, walking, wheeling or on bicycles. Plots adjacent to the Promenade turn their backs to it, with rear security fencing fronting the Promenade.

Located centrally in the masterplan area is the Edinburgh Dog and Cat Home, which homes rescue animals here. Further north-west is Seafield Recycling Centre.

The north west section of the site as well as big shed retail, includes drive-through food retail.

## Site Context & Analysis



Existing Uses at Seafield



## Key Features



Seafield Road is a primary route through this part of the city for vehicular traffic.

There is little to no enclosure or frontage. Views to the water are often obscured by the large scale units that are here. There is one pedestrian connection to the water from the road, which is a narrow path by Edinburgh Dog and Cat Home.

The public realm reflects car priority- the road is wide with few crossing places, while pavements are narrow.



This shows King's Place at the south end of the Promenade where it meets Portobello. When moving north from Portobello, there is a marked change in character, with the back of the Lothian Bus Marine Depot a major marker of a new, more industrial territory.

King's Place has protective bollards to prevent parking and is a generous open space.

## Site Context & Analysis



The current waterfront condition is as shown above. The Promenade itself has some seating and lighting.

**It is notable however, that people are drawn to this space due to the draw of the beach frontage and the views, and there is enormous potential to improve the experience of this space.**

## Key Features



This picture shows backs of plots and security fencing. This combined with a level change and some sea defences/wall structures mean that the frontage along the Promenade does not contribute positively to public realm. When it is dark, this also poses personal safety issues.



The top of the Promenade looking south east is characterised by expansive views of the sea from an elevated position, and views of Portobello, Joppa and Musselburgh as they curve around the coastline.

There are some temporary installations of seating and planting boxes.

## Site Context & Analysis



Along the back of the site runs a railway line. The line is safeguarded for freight use. A line of mature planting runs alongside the railway, before the back gardens of housing along Nantwich Drive and Wakefield Avenue.

**The railway and development patterns of Craigentenny housing along the south-west edge of the masterplan places constraints on the provision of additional connections south-west to Craigentenny. This places greater emphasis on existing connections and the creation of a cycle friendly network for local journeys considered too far to walk.**

# Site History

Historically, the Seafield area formed part of the wider Craigentenny Meadows, a rural area between Leith, the City and Portobello.

In the early 1900's it became a seaside resort destination for entertainment, and continued to have this use post-war, with the use of the site becoming a sports ground and greyhound racing track. Meanwhile, housing was developed to the west, largely detached and semi-detached villas.

The railway has always been a dominant feature and over the years has expanded and contracted as need has arisen.

Land was later reclaimed for the Seafield Waste Water Treatment Works.

# Site Context & Analysis



Mapping - 1891



Mapping - 1938



Edinburgh Marine Park & Zoological Gardens 1909



Mapping - 1960s

# Local Housing Patterns

In this area of the city, there are a variety of housing patterns and densities, developed over decades.

An understanding of local housing typologies and street patterns have helped to inform an appropriate approach for housing at Seafield.



Craigentiny c 1940s detached & semi-detached villas

The land immediately to the west of the site, over the railway line is characterised by low density detached and semi detached villas. While very popular as family homes, low population density creates viability issues with public transport and local shops.



Portobello - narrow blocks with through views to the sea

Portobello has a variety of housing types, but the area adjacent to the water is characterised by narrow linear blocks that generally preserve views down to the sea. This area is higher in density and contributes positively to a busy high street.

## Local Housing Patterns



Restalrig - 1940s 3 storey flatted buildings

Restalrig features some pre and post war flatted blocks, that have a generous amount of shared green space and wider streets. While these are positive attributes, there isn't much variety and the scale of some of these spaces may not be successful in attracting daily use.



Leith Links - c 1890s 2 storey colonies with some 4 storey flatted buildings

The streets to the south west of Leith Links feature a dense urban grain, with a two storey colonies model of stacked flats with main door access, interspersed with four storey flatted tenement style buildings. This makes for a compact scale in the streets and while there is repetition, it has a rhythm in keeping with a lot of Edinburgh's more successful historic built patterns.

## Site Context & Analysis



Off Leith Walk - 4 storey tenement pattern

A little further away, but a familiar housing typology in Edinburgh is that found between Leith Walk and Easter Road, where there are generally four storey tenement perimeter blocks, with shared amenity space within. This is a mid-density approach and supports the mixed use on adjacent streets.

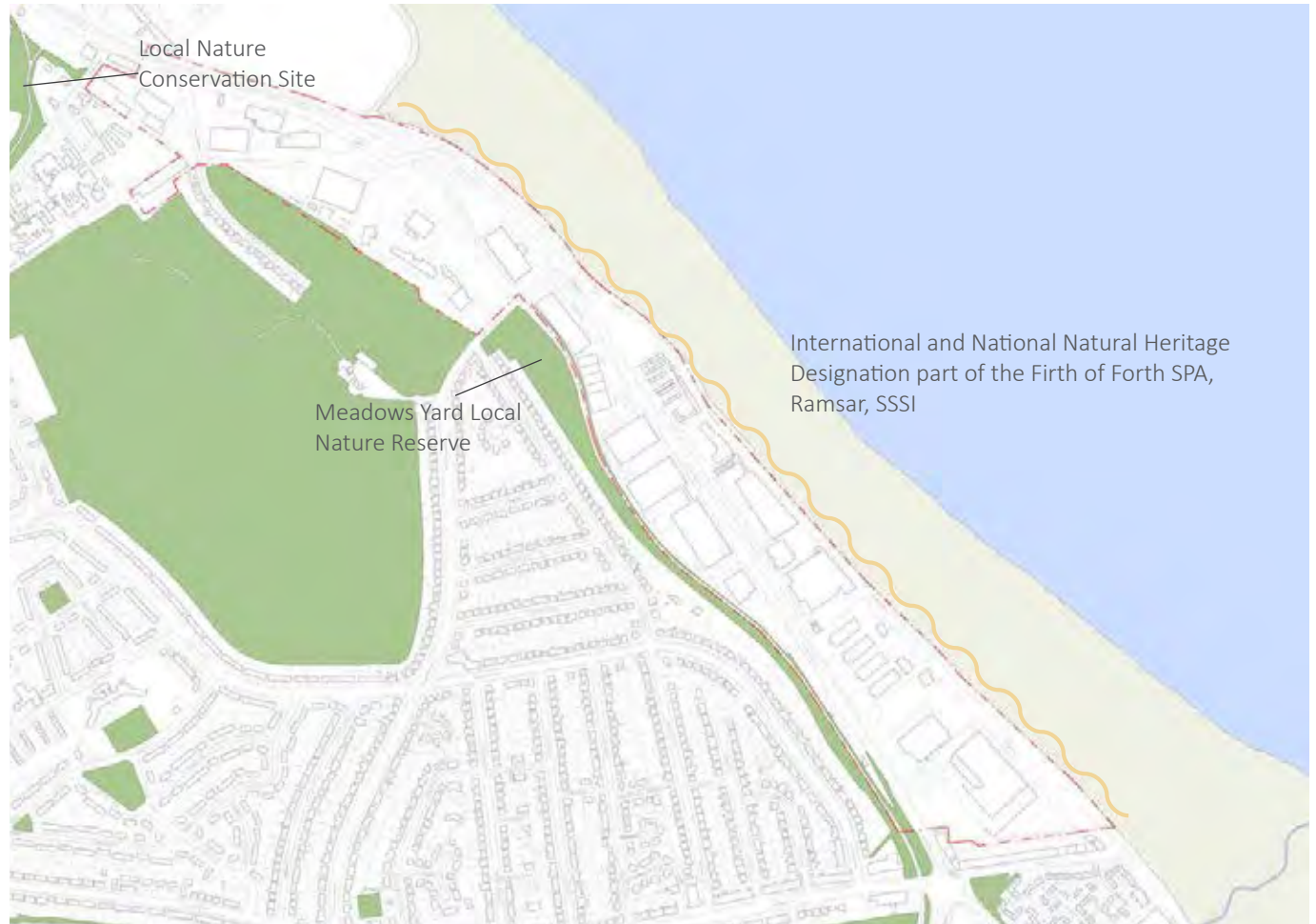
**If Seafeld is to support local community facilities, retail and small business and public transport links, it will need to look to its neighbouring communities that successfully combine density with a desirable place to live and active streets and spaces.**

# Landscape Character

# Site Context & Analysis

The Seafield area contains a diverse range of landscape character areas including the 'Portobello Sands' landscape character area (LCA) which in turn is part of the 'Coastal Sands' landscape character type as defined in the Edinburgh Landscape Character Assessment 2010.

The study area includes a wide range of different landscape characters giving the area a rich and diverse landscape setting. The study area does not contain any of Edinburgh's Special Landscape Areas. The most extensive landscape character area and the one that defines the Seafield site most strongly is the coastal edge. This is characterised by the extensive views north and east across the Firth of Forth, a wide sandy beach exposed at low tide and the active urban promenade that forms the western edge of the coastline. Other smaller character areas outside of the 'Portobello Sands' LCA include the Meadows Yard Local Nature Reserve, the open playing fields at Seafield Recreation Ground and the Craigentenny Golf Course.



Existing Site

## Landscape Character



### Meadows Yard Local Nature Reserve

The Meadows Yard Local Nature Reserve is characterised by a semi-wild woodland character which makes it distinctive within the Seafeld area. The reserve is intimate and contained being lower than the surroundings. It consists of a mosaic of open grassland and small wooded areas. It is used by outdoor nurseries and by locals for walking and recreation.



### Seafeld Recreation Ground

Seafeld Recreation Ground is characterised by expansive flat playing fields fringed with small pockets of woodland. The views are largely to the south and take in Arthur's Seat and the city skyline.

## Site Context & Analysis



### Seafeld Coastal Edge

The Seafeld coastal edge forms part of the wider Portobello Sands LCA. The area is characterised by an expansive open landscape with long views across the Firth of Forth to the Fife coastline and Forth Estuary. The wide tidal sandy beach at this point is backed by an urban promenade that provides good access along the coast, but offers little else in terms of placemaking or landscape quality. The Promenade in turn is backed by a low quality mix of car showrooms with extensive surface parking, a bus depot and other land uses. Topographic level changes makes access between these different areas difficult.

## Landscape Character



### Seafield Coastal Edge - Dunes

Towards the east end of the study area are the remnants of a small and degraded area of dune type landscape of marram grass and low undulating sand dunes. Opportunities exist to restore and extend this landscape, reinforcing the character of the coastal edge.



### Seafield Coastal Edge - Shingle

Sections of the beach consist of a shingle strip between the edge of the promenade and the sandy beach. This shingle edge is replaced with a more robust and larger 'rip-rap' type edge protection and masonry revetments at certain locations along the coastal edge.



### Seafield Coastal Edge - Promenade

The local landscape character and the quality of the Promenade is generally poor.

**Opportunities therefore exist to significantly improve the landscape quality through appropriate planting and coastal defensive measures and public realm regeneration; whilst also respecting the wider coastal character area.**

## Site Context & Analysis



## Flood Risk

A high level FRA using currently available information has been carried out as part of this masterplan process.

It identified that as a coastal location, detailed flood risk appraisal needs to consider potential future flood risk based on climate change scenarios, incorporating predictions for sea level rise as determined by the Scottish Government.

During dialogue with SEPA and the City of Edinburgh Council's Flood Risk team, it was established that fresh wave data for this part of the coast needs to be obtained, to form the basis of calculations of future flood risk in this location. This data and subsequent calculations will be needed to determine some development parameters, including developable areas, finished floor levels and building line set back from the Promenade.

The City of Edinburgh Council have commissioned wave survey information as part of the city's Coastal Change Adaptation planning process- please see Section 7 for further detail and how this will impact the Seafield Masterplan.

**Seafield is a coastal location and needs to be resilient to future flood risk, exacerbated by the impact of climate change on sea levels and weather extremes.**

## Site Context & Analysis



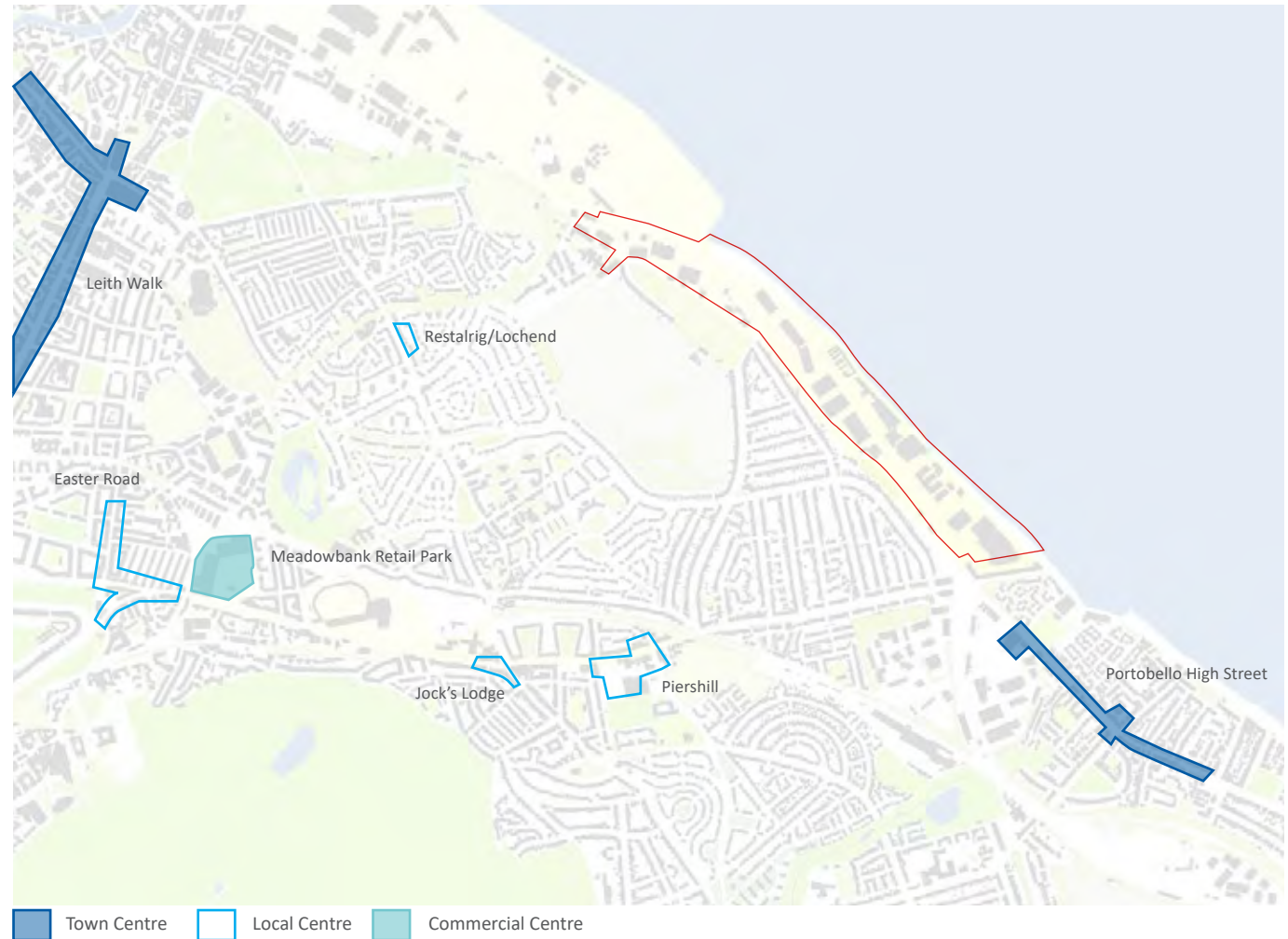
## Local Neighbourhood Centres

The Seafield masterplan area sits between existing established neighbourhoods in Leith, Portobello, and Craigentenny, and in proximity to London Road, Easter Road and Leith Walk.

There is clear potential for Seafield to form part of a network of local centres. This is recognising that there will be a requirement for on-site mixed use amenity to support a new walkable neighbourhood, but also that with improved active travel links- good quality cycle and bus infrastructure- Seafield can form a complementary part of the wider web of the city.

**A new local centre at Seafield, combined with a variety of waterfront active uses can have a positive impact on adjacent neighbourhoods by providing greater choice and variety for residents while reducing the need to rely on private vehicles.**

## Site Context & Analysis



# Education

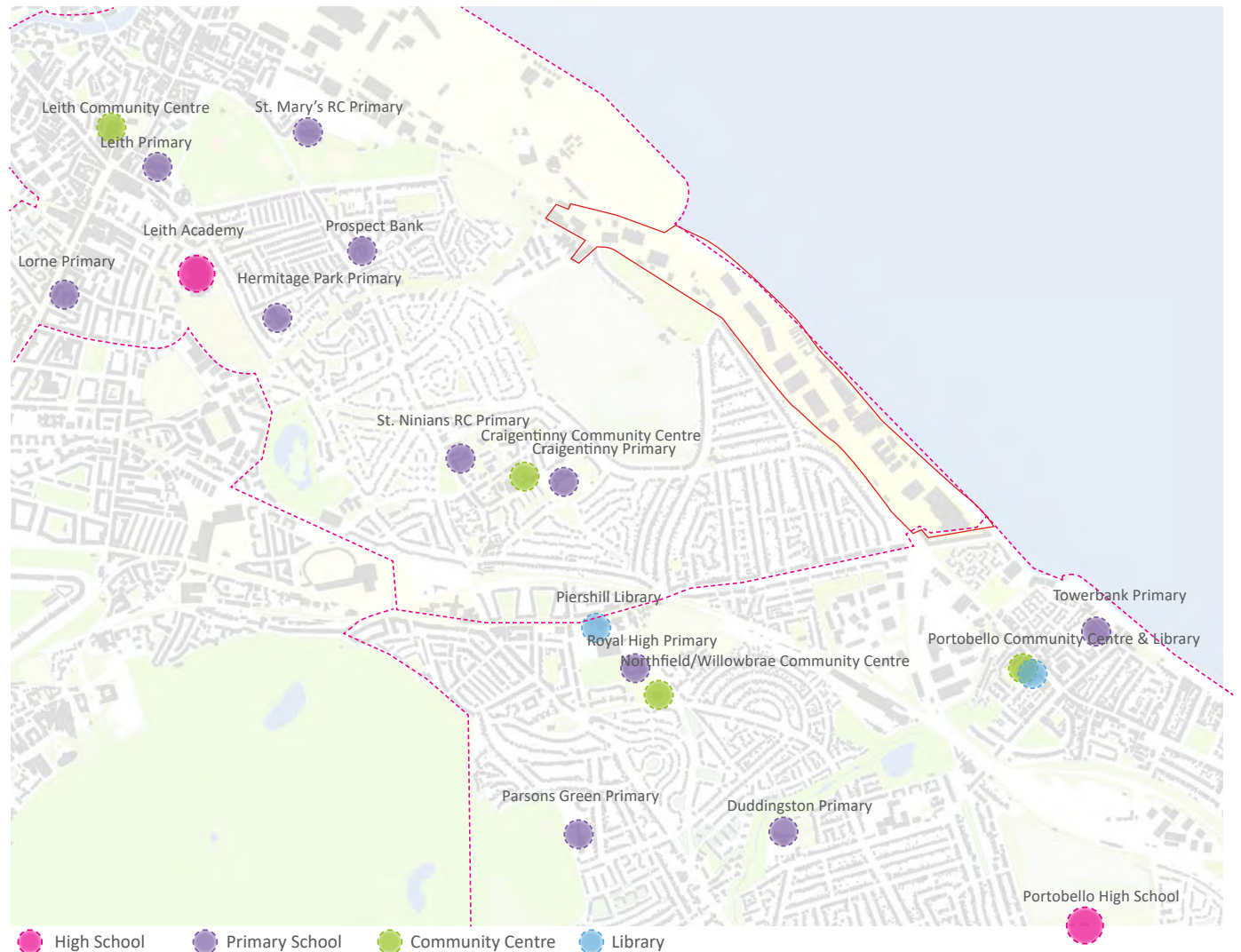
# Site Context & Analysis

The site sits within the catchment area for Leith Academy with local primary schools being Craigentenny and Towerbank.

With regard to primary provision, an assessment is made based on proposed unit numbers and proposed mix. While there is some capacity at Craigentenny Primary, the requirement for a new primary school will depend on overall unit numbers proposed across the masterplan. If dwelling numbers go above the local plan allocation of 800, Seafield is likely to require a new primary school.

While there is some local primary school capacity, there is no nursery provision, and a new nursery will be needed. This can be an urban model that has ground floor nursery use with residential above. Examples include the Powderhall Nursery proposal off Broughton Road.

**New education and childcare facilities will need to be considered in the delivery of a new neighbourhood at Seafield.**



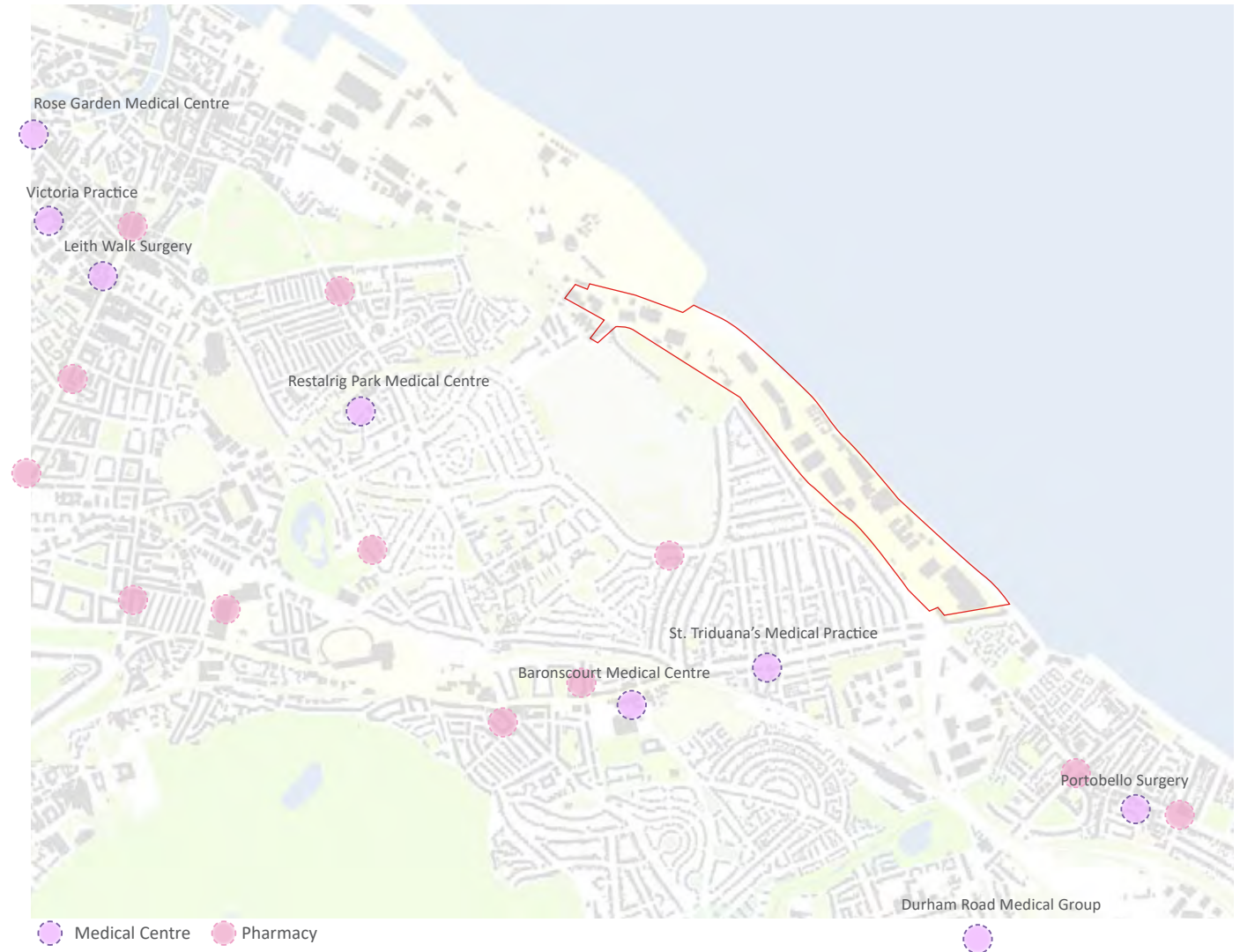
# Health

This area of Edinburgh has been highlighted as high priority for healthcare provision.

The need for GP provision is assessed by a factor applied to unit numbers. There will be a requirement for healthcare provision based on the local plan allocation of 800 homes, as well as local need in areas to the south of the masterplan area.

Healthcare provision can form part of ground floor mixed use with residential above and there are benchmarks of this elsewhere, including at Salisbury Court on St. Leonards Street.

**New healthcare facilities will need to be considered in the delivery of a new neighbourhood at Seafield.**



# Stakeholder Engagement



# Stakeholder Engagement

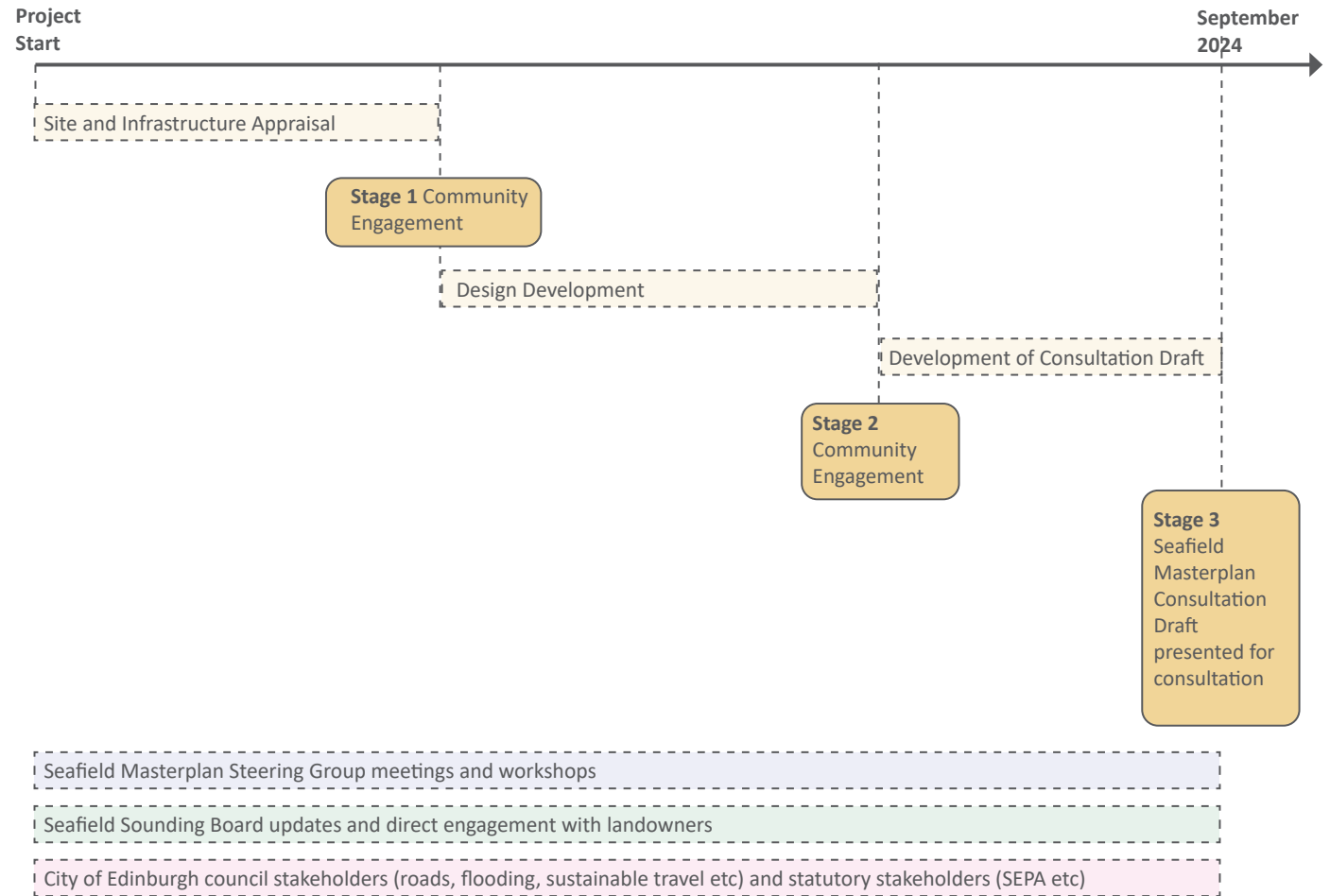
Over the course of the project, the masterplan team engaged with a range of stakeholders, including landowners and their planning consultants, the council’s internal teams, statutory stakeholders such as SEPA and Naturescot and the adjacent communities in Leith, Craighentinny and Portobello.

This is in recognition that the regeneration and successful development of Seafield needs to be built upon the knowledge, expertise and interests of all stakeholders.

Integral to this process has also been the dialogue with the project’s Steering Group, which included representatives from Seafield: Connecting Coastal Communities.

The masterplan itself has been shaped by everything we have heard, a summary of which is contained within this section of the report.

# Stakeholder Engagement



Stakeholder Engagement Timeline

# Community Engagement - Stage 1

# Stakeholder Engagement

The purpose of Stage 1 engagement was to gather people's views on the regeneration of Seafield- what are the strengths and challenges of the site and what would people like to see here in the future?

Two in-person drop-in exhibitions were held in April/ May 2023 in Craigentinny and Portobello, accompanied by an online survey. The primary objective of this community engagement process was to create the dialogue necessary to allow the masterplan to be shaped by the community, building on previous engagement carried out by the local Community Councils. We asked people for their views on opportunities and challenges at Seafield, and what they particularly want to see in emerging proposals for the area.

The Masterplan response to this engagement is summarised over the next three pages, with a overview of key spatial issues and a set of eight priorities that emerged as being important to people within their written comments.

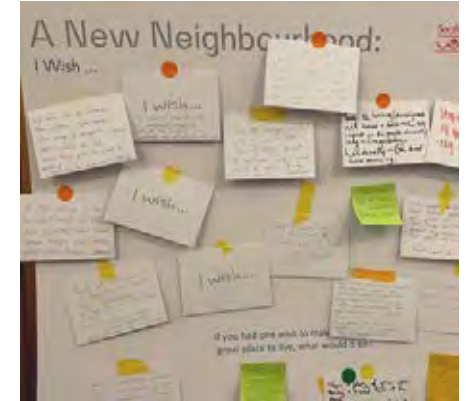
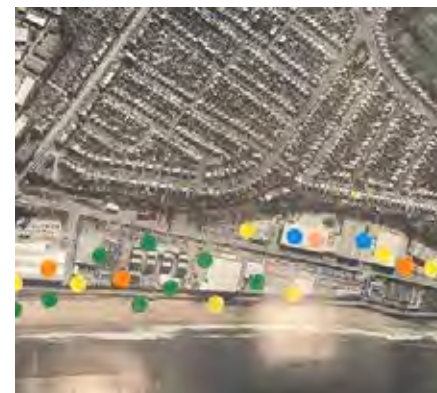
2 in-person events- 100 people attended



Drop-in engagement at The Ripple Project Cafe in Craigentinny and Bellfield in Portobello



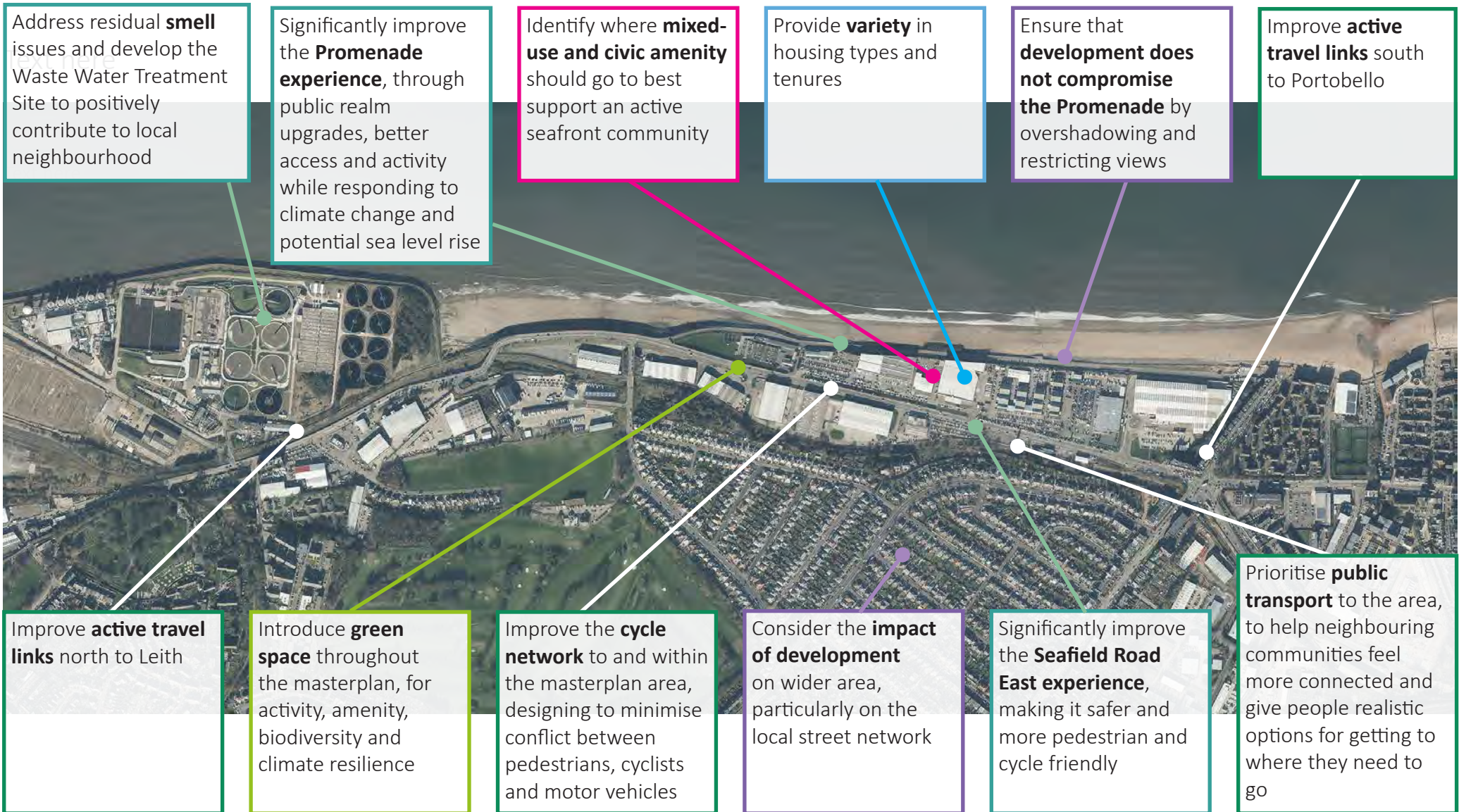
Consultation website- 21st April- 8th June



A total of 435 responses

# Summary of Key Suggestions / Comments

# Stakeholder Engagement





# Eight Priorities for Seafield

The masterplan team collated all of the responses to the Stage 1 engagement and identified eight themes that emerged as priorities for the community. They are summarised here.



## Integrated Green Space

High quality green space should be included. This will soften the hard landscape of the Promenade and Seafield Road East. It will create a distinctive character for Seafield as a wilder part of the coast than adjacent Leith and Portobello.



Hammarby, Stockholm, Sweden



## Optimum Density

Density needs to be high enough to support local facilities and local activity. But the density should not be so high that it places pressure on existing physical and civic infrastructure or negatively impacts the Promenade.



Quartermile, Edinburgh- Foster + Partners

# Stakeholder Engagement



## Active Place

The area should create opportunities for a wide range of activities that will attract people to the Promenade and the neighbourhood. This should include places to eat, gather and play, opportunities for small business, and places to interact with the water and the beach.



Lemvig Skatepark, Denmark- Effekt



## Community Amenities

A growing community should be supported by local facilities, particularly healthcare and education, as well as spaces for gathering and social interaction.



# Eight Priorities for Seafield

# Stakeholder Engagement



## Public Realm for People

Create a public realm that is green, inclusive, and well connected. Provide accessible spaces that feel safe and are enjoyable to spend time in.



Vancouver Waterfront Park-  
Vancouver WA



## Sustainable Accessibility

Connect Seafield to adjacent communities through better and more frequent public transport and improved walking and cycling links.



## Affordable and Long-Lasting Homes

Construct genuinely affordable new homes that are accessible to a wide range of people to address local housing need. They should be responsive to changing climate context and energy technology.



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



## Varied Neighbourhood

There should be variety in the housing provided, from ownership options to size and type to create a truly varied neighbourhood for all ages and stages of life.



Marmalade Lane Cohousing-  
Cambridge (Mole Architects)

# Community Engagement - Stage 2

# Stakeholder Engagement

The second engagement event displayed emerging proposals and created an opportunity for feedback from community members.

This was held in June/July 2024, with an in-person event at Portobello Town Hall and an online survey. Paper copies of the exhibition and survey were available at the Ripple Project in Craightenny and at local libraries and community centres and fliers were handed out at the Sea Rising Festival in Portobello on the 22nd June.

A summary of key issues raised is on the following two pages.

1 in-person events- over 100 people attended



Consultation website- 18th June- 2nd August



A total of 246 responses



Drop-in engagement at Portobello Town Hall

# Key Issues



## Mobility

While there was general agreement with all of the proposed masterplan principles, the statement that most people agreed with was ‘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.’

A bus route has therefore been identified as a clear priority. This requires consideration of facilities, space for stops and a local population that can support the service.

It has also been noted by many that new homes may create more local congestion on local roads, with concern expressed regarding impact on nearby junctions and residential streets that risk being impacted.



Photo Credit: Murdo MacLeod

## Mixed uses

There is support for a mix of uses in the masterplan area, to support local living and enliven the Promenade. Key concerns include the following:

- How to ensure there is enough of this type of space provided and that the uses proposed are complementary to a varied neighbourhood and an active waterfront
- That it is successful and sustainable in the long term
- That the Promenade doesn’t become so busy as to be unappealing to those who value its current wild and quieter qualities.

# Stakeholder Engagement



## The Promenade

The Promenade has been identified as a major opportunity to do something distinctive. There is excitement and enthusiasm for transformational change along the Promenade, creating a waterfront area for the wider city as well as for local residents.

Connected to this are themes of accessibility and safety, throughout the whole area, but particularly in reference to the Promenade. The success of these waterfront spaces will be in how they feel in the evenings and in how they can be universally enjoyed.

# Key Issues



Urban Eden - Smith Scott  
Mullan/EMA Architects



Hammarby Sjostad



Orpington Health Centre -  
Murphy Phillips

# Stakeholder Engagement

## Delivering homes

There is firm community pressure to deliver homes, against the backdrop of a housing crisis in the city as well as local need for affordable homes. This translates into support for density that will deliver more homes as well as support for local transport and services.

There is concern about deliverability of the masterplan, in recognition that it requires the relocation of existing businesses.

## Green space and habitat

There is support and advocacy for green space and improved bio-diversity across Seafield. Many have commented on tree planting of native species. The greening of Seafield has been identified as a key priority and a means of positively creating new sense of character here. In addition to support of a new 'Promenade Park' there have been suggestions that planting should be naturalistic and sympathetic to coastal location, rather than 'manicured' or formal.

## Community facilities

Concern was expressed about pressure being placed on existing civic and social infrastructure if new homes were to rely on existing facilities. Comments have suggested that provision of community facilities should be planned and co-ordinated.



# The Masterplan

# Masterplan Principles - Introduction

# The Masterplan

The Seafield Masterplan sets out a placemaking and development framework to deliver the vision for the Seafield Regeneration Area. It should be used alongside the following guidance within this document to guide and co-ordinate the development of future design proposals.

The Seafield Masterplan and accompanying design guidance comprises the following:

- Masterplan Principles
- Parameter Plans
- Character Areas and Design Guidance

The Masterplan is governed by the 18 Principles which should guide the strategic design of development proposals and inform investment decisions in the regeneration of Seafield.

They are set out within this section under the headings of the Six Qualities of Successful Places (NPF4 Annex D)

The Masterplan Principles should be viewed as interdependent and complementary. For example, the introduction of green space in the public realm provides a pleasant environment and also contributes to a more sustainable and environmentally resilient place. The creation of ground floor mixed use creates the active edges that make high quality public realm, but also contributes to a 20 minute neighbourhood and the health outcomes of active travel and social interaction.

An accompanying Illustrative Plan has been prepared to show how these principles could be implemented in development proposals to create the new place.

## **Distinctive**

- 01 Creating a Seafield Identity
- 02 Plot Development Principles
- 03 Housing Typologies and Tenure

## **Pleasant**

- 04 Public Realm & Landscape Principles
- 05 Views and Visual Connections

## **Healthy**

- 06 Recreational Greenspace and Play
- 07 Community Facilities
- 08 A Safe and Accessible Environment

## **Connected**

- 09 Walking, Wheeling & Cycling
- 10 Connection to Surrounding Communities
- 11 Public Transport
- 12 Parking Strategy

## **Sustainable**

- 13 Mixed-use and Local Economy
- 14 Net Zero Carbon
- 15 Renewable Energy
- 16 Biodiversity & Green Networks

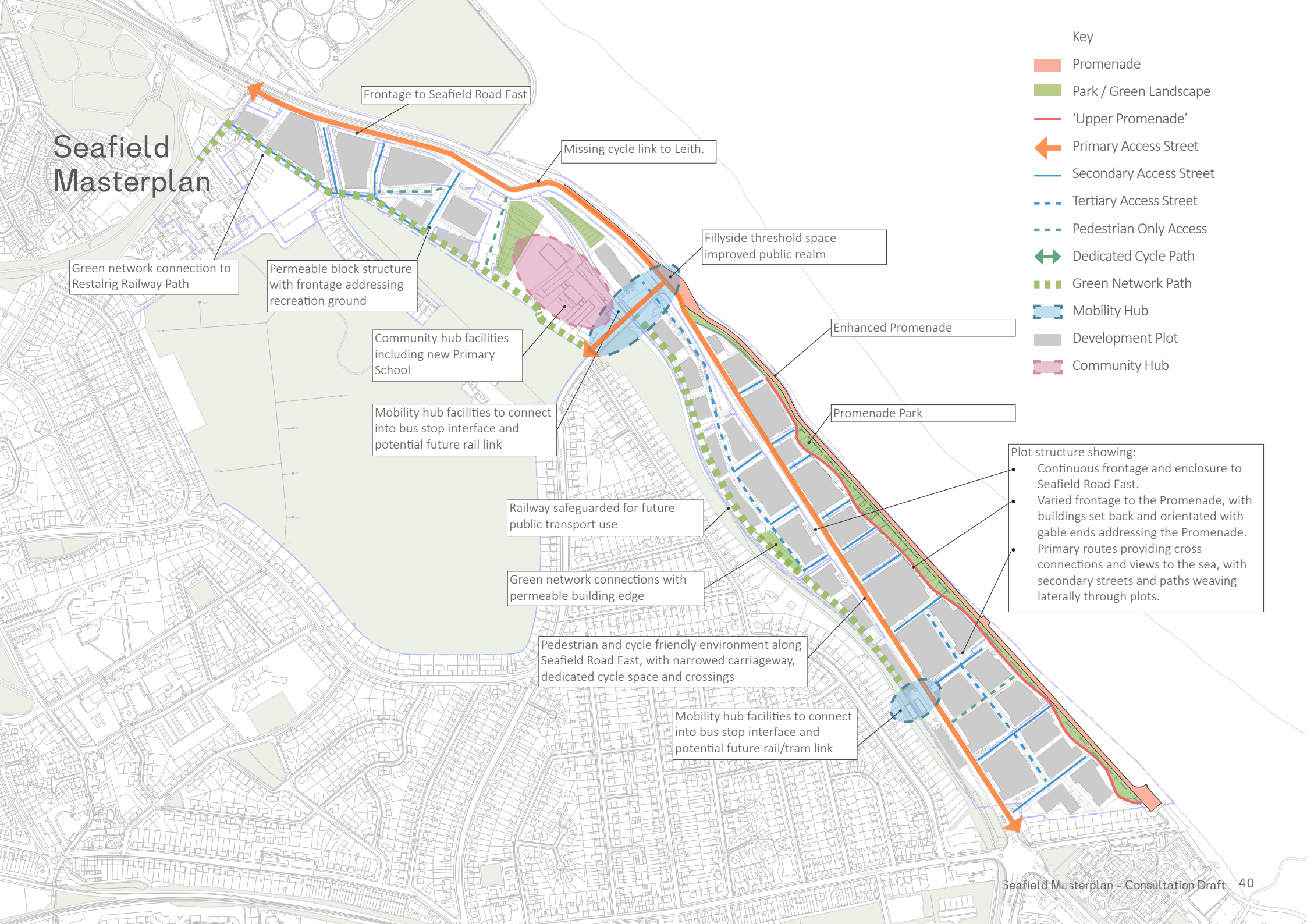
## **Adaptable**

- 17 Resilience to a Changing Climate
- 18 Maximising Building Lifespan

# Seafield Masterplan

## Key

- Promenade
- Park / Green Landscape
- 'Upper Promenade'
- Primary Access Street
- Secondary Access Street
- Tertiary Access Street
- Pedestrian Only Access
- Dedicated Cycle Path
- Green Network Path
- Mobility Hub
- Development Plot
- Community Hub



Frontage to Seafield Road East

Missing cycle link to Leith.

Fillyside threshold space-improved public realm

Green network connection to Restalrig Railway Path

Permeable block structure with frontage addressing recreation ground

Community hub facilities including new Primary School

Mobility hub facilities to connect into bus stop interface and potential future rail link

Enhanced Promenade

Promenade Park

Railway safeguarded for future public transport use

Green network connections with permeable building edge

Pedestrian and cycle friendly environment along Seafield Road East, with narrowed carriageway, dedicated cycle space and crossings

Mobility hub facilities to connect into bus stop interface and potential future rail/tram link

Plot structure showing:

- Continuous frontage and enclosure to Seafield Road East.
- Varied frontage to the Promenade, with buildings set back and orientated with gable ends addressing the Promenade.
- Primary routes providing cross connections and views to the sea, with secondary streets and paths weaving laterally through plots.



# 01 Creating a Seafield Identify

Development at Seafield should contribute positively to the creation of a distinctive new neighbourhood with an identity that acknowledges the character of its coastal location and setting within the adjacent neighbourhoods of Portobello, Leith and Craightinny.

This should be considered in the design of the streets and spaces and buildings by:

- Creating a dense, urban character, where the streets and spaces are clearly defined by buildings with active frontages at ground level.
- Patterns of development which open up views to the sea from the streets and from within development plots, while recognising the microclimate challenges of the exposed coastal location.
- Presenting varied edges to the open public spaces of the Promenade and parks.
- A varied roofscape of different heights, roof forms and features that create a varied and characterful skyline.



Nordhavn, Copenhagen

- A palette of robust and resilient materials which embody a contemporary interpretation of the character of the buildings which have evolved on Edinburgh’s coastline over time.
- Green landscape and planting which is resilient in the exposed location and interprets the landscape character of the Firth of Forth.



## 02 Plot Development Principles

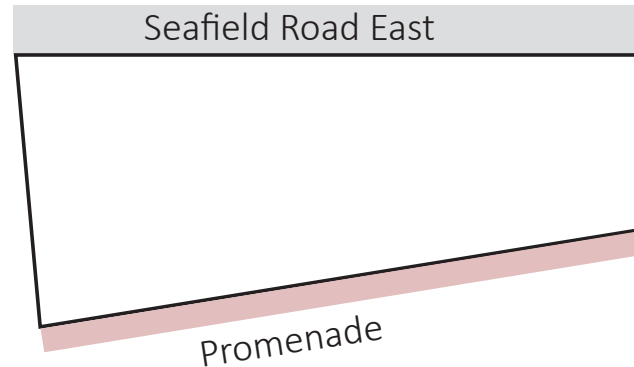
Plots should be developed to facilitate:

- visual connections to the sea and green spaces,
- a local walkable and wheelable path and street network,
- micro-climate along the Promenade promoting its active use.

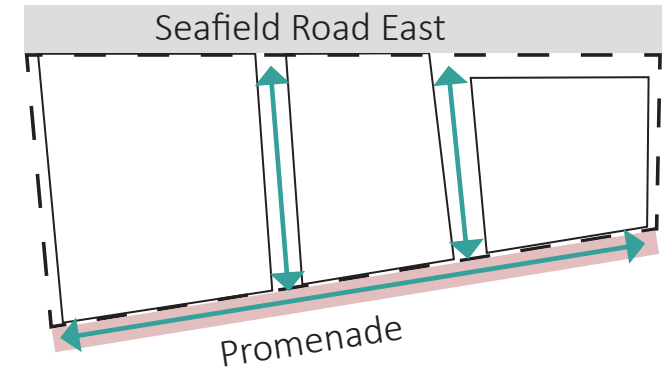
Seafield currently consists of large plots with little permeability and characterised by a disconnection between Seafield Road East and green spaces and the Promenade. Development should introduce connections through plots, creating direct routes to the sea and adjacent green space, and promoting a variety of routes through the area. These routes should vary in scale and approach to modes of movement hierarchy.

A key feature of this will be a raised 'upper Promenade' - a path that runs along the plots fronting the waterfront at a higher level to the Promenade, creating opportunities for active frontage and resilience in the event of flooding of the existing Promenade during storm events.

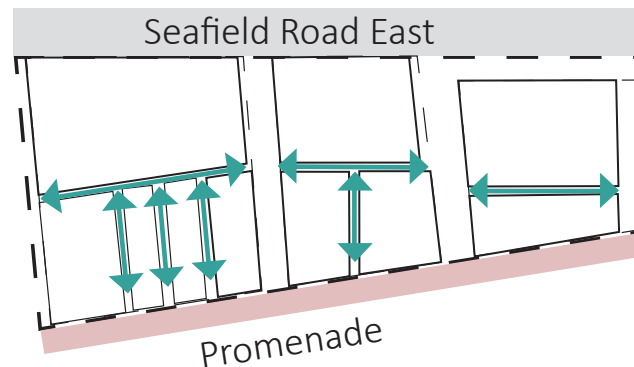
## The Masterplan



The Promenade should be enhanced as a principal public space for pedestrians and cyclists.



Development plots should be formed by principal routes connecting Seafield Road East to the Promenade, providing clear views to the sea.



Plots should be further sub-divided by a connected pattern of secondary streets to create a permeable, varied townscape that is focused on the sea.



Buildings should be set back from the Promenade to prevent overshadowing and provide climate resilience by forming a linear park.

## 03 Housing Typologies and Tenure

There should be a variety of housing types creating homes for people at all stages of life and household circumstance.

In order to create a mixed and vibrant neighbourhood with all ages and economic backgrounds, there needs to be variety in housing provision, while maintaining the density and overall local population to support local businesses and public transport links.

Density should be provided in line with urban neighbourhoods like Leith, Marchmont, Stockbridge and Portobello, offering a range of homes to a variety of people.

Houses should be developed based on tried and tested housing types that include flatted buildings with larger ground floor flats and stacked dwellings like Edinburgh colonies, supported by shared gardens and public spaces.

Balconies, front door thresholds big enough for plant pots and seating, and occupation of roof space should be provided to contribute to dense urban living that is appealing at all stages of life.

## The Masterplan



Traditional Edinburgh colonies



Traditional Edinburgh tenements



Horne Terrace, Edinburgh - CDA



Urban Eden, Edinburgh - Smith Scott Mullen and EMA

## 04 Public Realm & Landscape Principles

The design of streets and spaces should prioritise people friendly design, the integration of soft landscape and include places for enjoyment and interaction.

The public realm at Seafield will be fundamental to creating quality of experience that changes perceptions of this area and makes it a desirable place to buy or rent a home, open a new business, or choose to spend time in.

The design of streets and spaces should adhere to a pedestrian priority hierarchy in design of junctions and interactions.

Quality of environment should be achieved with robust, resilient and generous green space, with planting appropriate to immediate conditions and context.

Places to sit, to meet people and to spend time should be an integrated part of the design of every space.

## The Masterplan



Sketch view of proposals for the Promenade

## 05 Views and Visual Connections

Views to and from Seafield should be considered within design proposals, providing visual connection between city landmarks and the sea.

There are five key groups of views that should be considered in design development.

### **1. Views from the sea and Portobello/Musselburgh to Seafield:**

The proposal to orient the tallest buildings end on to the Promenade will create a perforated edge to the sea, with opportunities for tree planting between buildings to further create a visually appealing aspect to the sea, that softens the current frontage of shed sides and backs.

### **2. Views from within Seafield to the sea:**

Opportunities to open up views to the sea from within Seafield should be maximised in the configuration of plots and streets.

### **3. Views back to the city from Seafield:**

This is particularly the case at the north-west end of the masterplan area, where there are open views across Craigentinny golf course to key city landmarks, including Arthur's Seat.

### **4. Views from Craigentinny to Seafield:**

Views from Craigentinny and particularly Fillyside Road, Inchview Terrace, Wakefield Avenue and Nantwich Drive will be impacted by development. Plot development principles mitigate this impact with through views to the sea a priority in building massing and orientation. Detail design should consider where there are further opportunities to maintain visual connections to green space and the sea from Craigentinny.

### **5. Views from Edinburgh City Centre**

Views from key elevated locations within the City Centre, such as Holyrood Park and Calton Hill, should also be considered.

## The Masterplan



The Seafield Masterplan in context

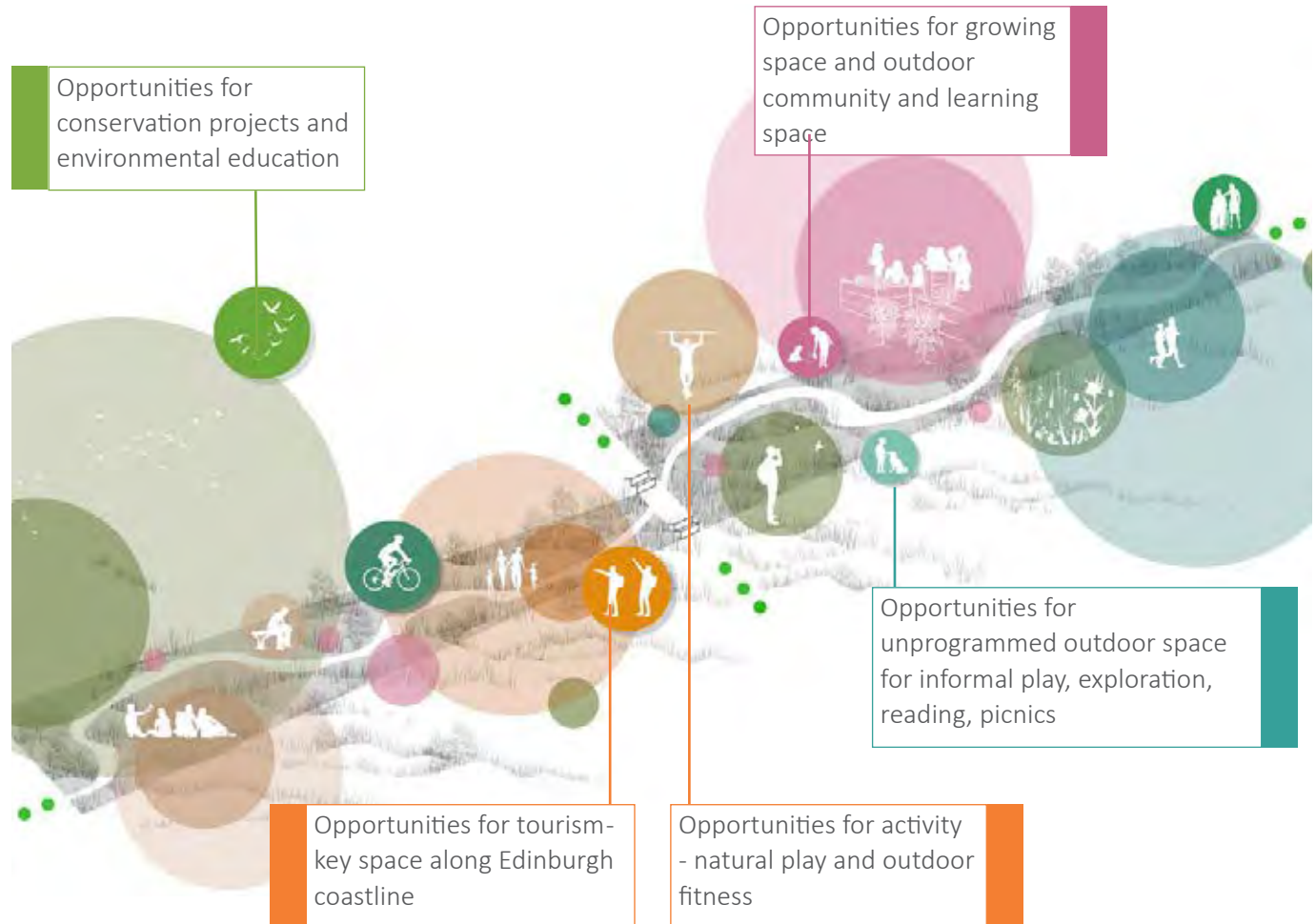
## 06 Recreational Greenspace and Play

The interface between the Promenade and development plots should be a place for green space and play for all ages, forming a linear waterfront park.

The masterplan takes the opportunity to re-imagine the Promenade along the length of the study area. Several factors fed into the landscape vision for how the Promenade might be redesigned to make it a more inclusive, attractive and resilient place than it is currently.

A secondary upper level promenade should be introduced within development plots, creating opportunities for active edges whilst also building in more long term resilience for access along the coast.

Proposals should seek to create a balance between programmed activity spaces and more relaxed informal landscape areas.



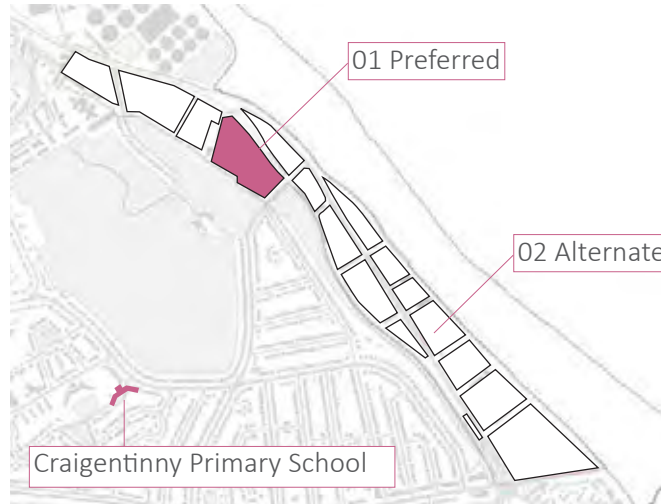
## 07 Community Facilities

Development should include space suitable for community uses, which may include education, childcare and space for clubs and community groups to meet.

A preferred location has been identified by City of Edinburgh Council within the masterplan for a community hub and new primary school. This is the site of the current Seafeld Waste Recycling Centre and currently within Council ownership.

Provision of local education and community facilities will therefore form part of a long term strategy for Council facilities in the area, with relocation of waste recycling infrastructure to an alternative site.

Mixed use space should be provided within development plots, in ground floors of flatted buildings for example, to provide space for local healthcare and community facilities.



Orpington Health Centre -  
Murphy Phillips

## 08 A Safe and Accessible Environment

The design of streets and spaces in the public realm must consider accessibility and the safety of users.

This includes:

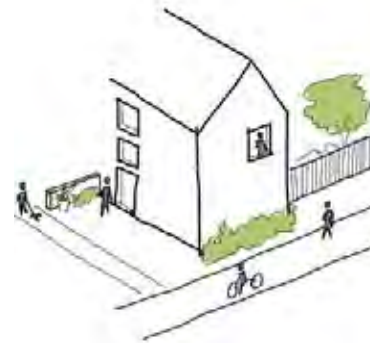
- Safe access to the Promenade
- Use of the Promenade in the evening
- Passive overlooking of paths, streets and spaces.

The test of Seafield as a successful place will be how safe and easy it is to move around in it. There are level changes across the site of up to a storey, therefore consideration of wheeled access and interface with building edges should be an early consideration in design development.

Plot principles have created the opportunity for passive surveillance of all streets and paths, both from within adjacent buildings, from adjoining streets and from the activity that local businesses create on the street. This should be developed in detail design proposals, considering the interface between public and private space, window placement, the location of mixed use within the site, planting strategies and lighting strategies.

### Provide:

Through routes, end on gables with overlooking to pedestrian/cycle paths.



Active frontages, balconies and windows and lighting to key routes through the site, intended for use during hours of darkness.



### Avoid:

Entirely screening pedestrian and cycle paths with planting. This should be intermittent with access points and passive overlooking opportunities.



Illustrations of some design approaches that can positively or negatively impact on feeling safe in urban spaces



## 09 Walking, Wheeling & Cycling

The design of public space and provision of facilities should promote walking, wheeling and cycling as the easy and enjoyable first preference for moving around.

Seafield Road East is the primary route through Seafield and an arterial vehicular route through the city and to Leith docks from the south. It currently gives a lot of space to cars, little to pedestrians and none to cyclists. There should be a fundamental re-balance of this space, that still allows large vehicles to pass through, but creates a more pedestrian and cycle friendly environment, with dedicated cycle lane and crossing places, a narrowed vehicular carriageway, SuDS planting, tree planting and generous pedestrian space, particularly in front of business frontages and alongside proposed bus stops.

New primary and secondary streets off Seafield Road East should embed pedestrian and cycle priority design. Proposed as a low car neighbourhood, streets within the masterplan should be designed to be crossed at will, with publicly accessible cycle parking where streets meet the Promenade to encourage sustainable travel to the waterfront.



Proposed walking and cycling network

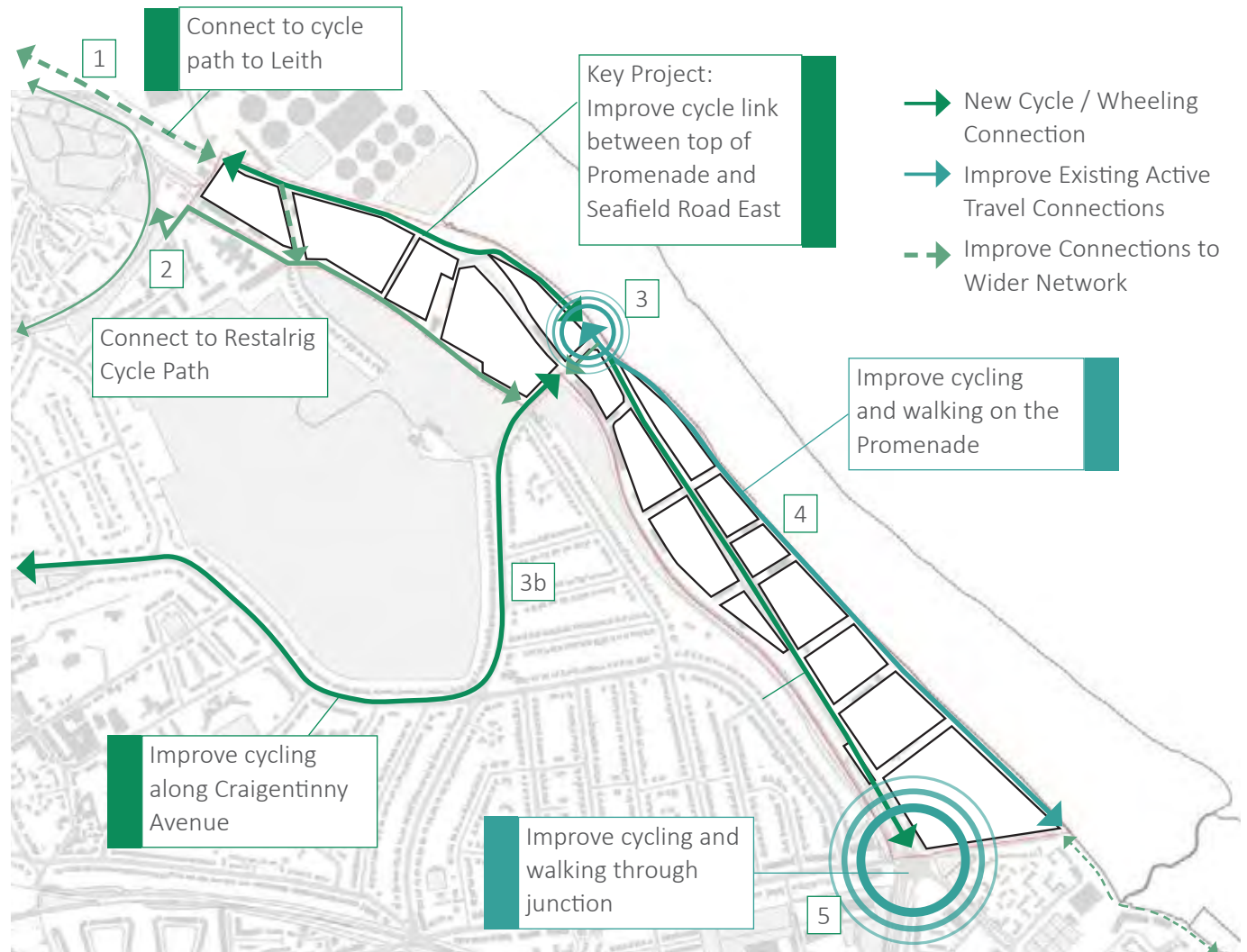
# 10 Connecting Communities

Seafield should be well connected to adjacent communities and local cycling networks.

Seafield currently features a strong walking and cycling connection south via the Promenade to Portobello, but otherwise is difficult to access from all other directions. There is some constraint to what is achievable in terms of local connections, given the railway line, topography and the nature of the housing development along its edge with Craightinny. The masterplan however identifies key areas where improvements should be made.

1. A cycling link connecting Leith's on road cycle path (currently proposed as far as Seafield Street) with the top of the Promenade. This would feature upgrades to where the road crosses the railway to create sufficient width for a dedicated cycle lane.
2. Connection along the north-east edge of Seafield Recreation Ground to Restalrig Cycle Path.
3. Better public realm and a transition space where Fillyside meets Seafield Road East to accommodate active travel facilities (which could be augmented with better cycling along Craightinny Avenue at 3b).
4. Public realm improvements to the Promenade.
5. Pedestrian and cycle improvements to King's Place junction.

# The Masterplan



Proposed connections

# 11 Public Transport

Provide space and facilities for improved public transport infrastructure, connecting Seafield to local communities and the city.

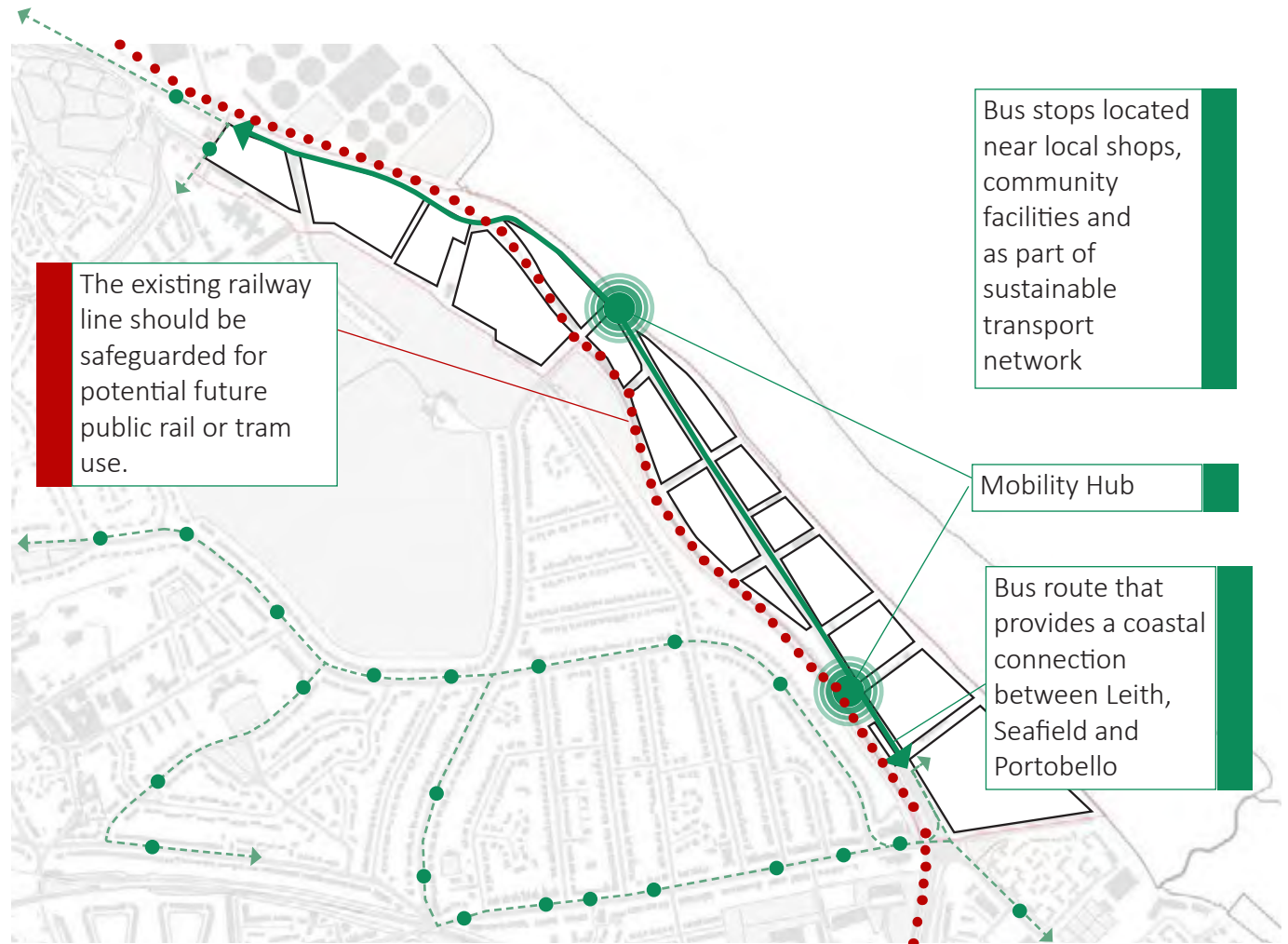
Provision should be made for a bus route(s) running along Seafield Road East, either connecting into routes to the city, or as part of an orbital route along the Edinburgh coastline.

The existing railway line should be safeguarded as a potential future public rail use or a tram route integrated with the tram network at Leith.

There are two proposed locations for mobility hubs next to where future rail stations might be located. These hubs should integrate bus stop facilities with shared modes of transport and parcel delivery- including electrical vehicle and cycle charging, car club spaces and parcel lockers. These should be easy to access in line with Principles 8, 9 and 10.

Local bus stops outwith the mobility hubs should be situated close to local shops and community facilities.

Please see Design Guidance for Seafield Road East street design principles.



## 12 Parking Strategy

Seafield should be designed as a low car neighbourhood, with preference for public transport and shared car ownership schemes.

Parking should generally be provided within development plots, with a preference for undercroft / basement parking utilising the level changes, relative to access roads, in many parts of Seafield. The exception is accessible spaces which should be in a surface location in close proximity to the dwelling.

Parking for residential use shall be provided at a ratio of 1 space / 4 dwellings. Parking for mixed use will be in line with policy and subject to pre-application engagement with the City of Edinburgh Council.

The use of Car Clubs is encouraged to reduce reliance on private vehicles.

Parking for bicycles should be provided in line with the Council's policies and in a manner that considers security of personal property as well as safety of individuals accessing bikes at different times of day. In addition, public cycle parking should be provided at intersections of new streets and the Promenade, to promote active travel to the waterfront.



## 13 Mixed Use and Local Economy

Development should be residential led with supporting mixed uses and community amenities to create a vibrant place that embodies the principles of a 20 minute neighbourhood.

The masterplan sets out a strategy for the new neighbourhood to be supported and activated by small scale local businesses and community facilities, embedded within residential led development plots. These mixed uses should generally be provided within ground floor spaces, or as standalone small scale units in appropriate locations, to activate the streets and spaces.

Active frontages should be focused either on the Promenade, or on Seafield Road East, with consideration of where people will naturally gather, such as the intersection of key routes, where it is sunny and sheltered, and where opportunities for enjoyment of green space and play are provided.

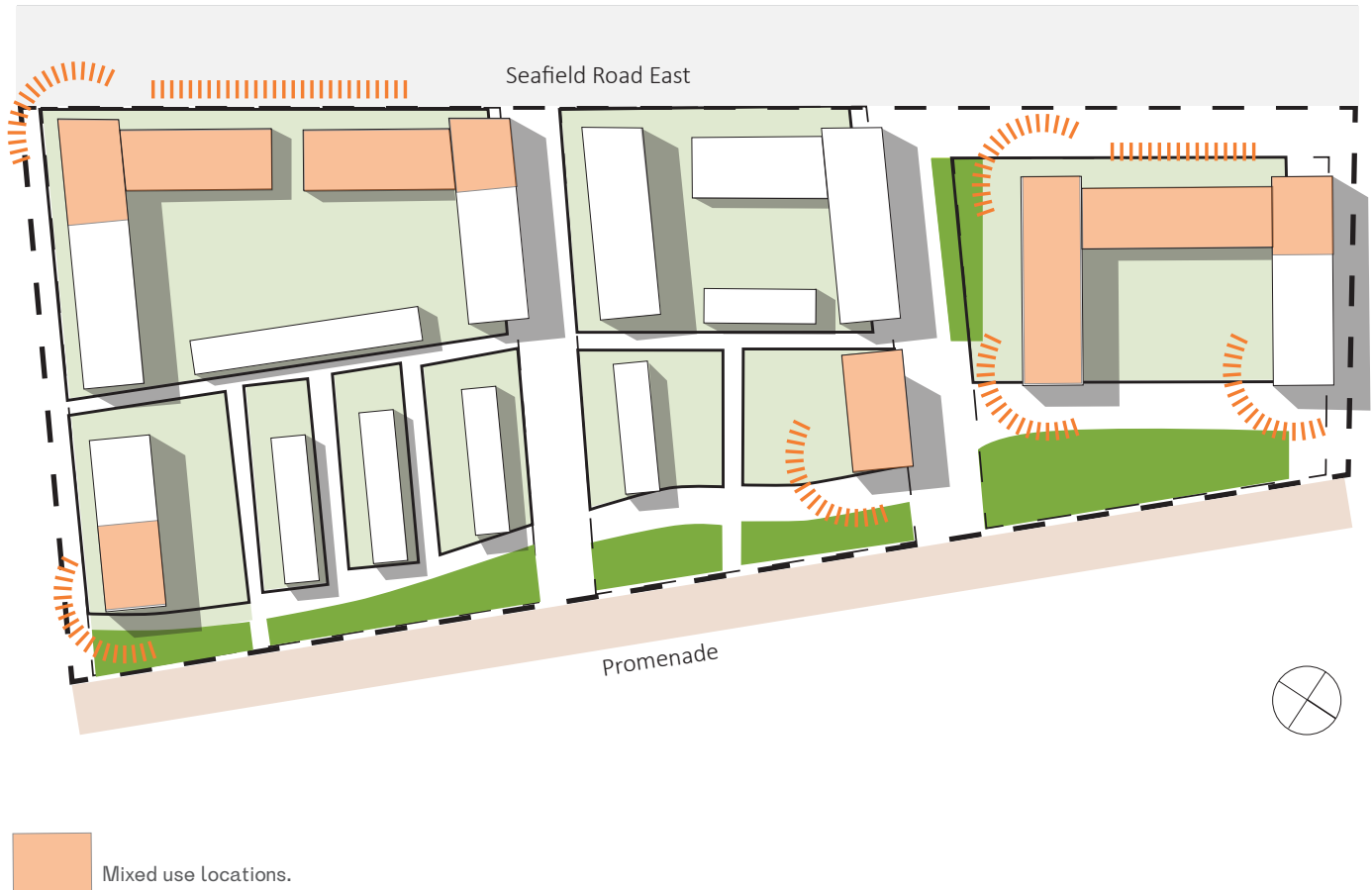


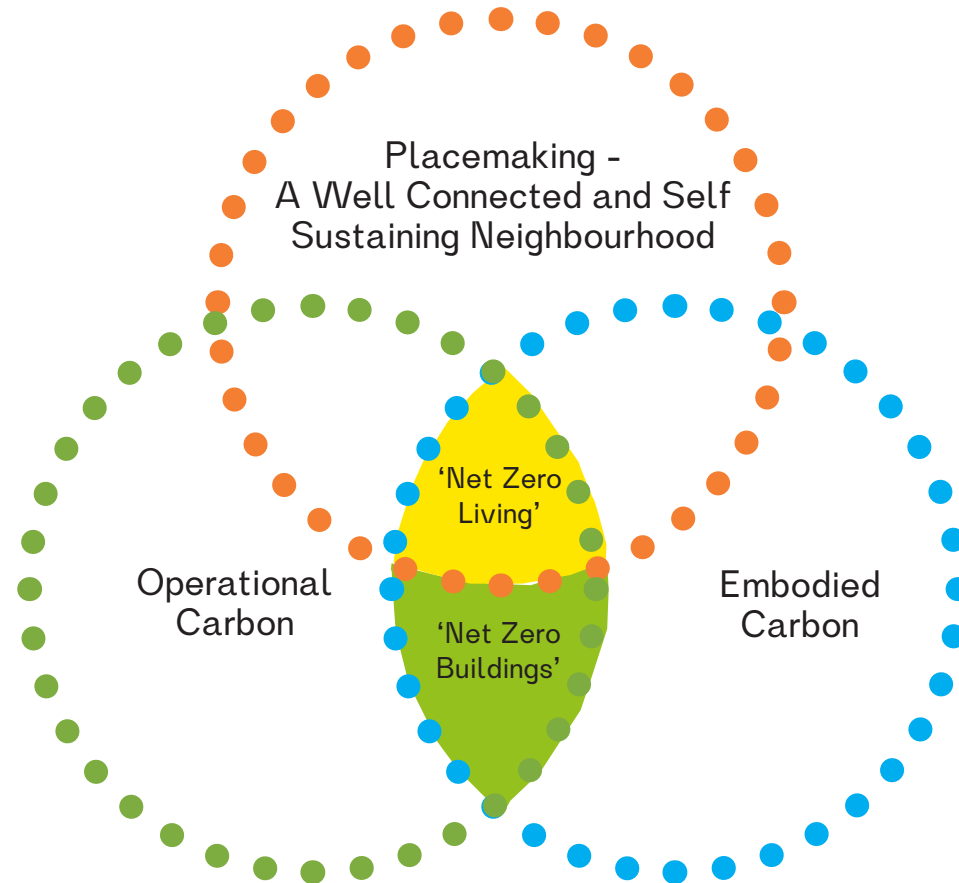
Illustration of where mixed uses would play a positive role in activating the Promenade and Seafield Road East.

# 14 Net Zero Carbon

Development at Seafield should facilitate net zero carbon living that is the easy default.

Sustainable living at Seafield should be facilitated by the following:

- Sustainable travel- it should be the easy choice to walk, cycle and catch the bus or rail transport to get to where you need to go on a daily basis.
- Local living- it should be easy and pleasant to access local businesses for the things that make up daily and weekly routines- getting groceries, grabbing a coffee or getting a haircut for example.
- Low carbon dwellings- it should take very little energy to heat or keep cool within buildings, with that energy coming from renewable sources.
- Local green space and bio-diversity- it should be easy to access green outdoor spaces for recreation and exercise.



# 15 Renewable Energy

Opportunities for local heat networks and energy generation should be considered at early stages of design, with opportunities to align district infrastructure upgrades and create development that can ‘plug in’ to systems as they come online.

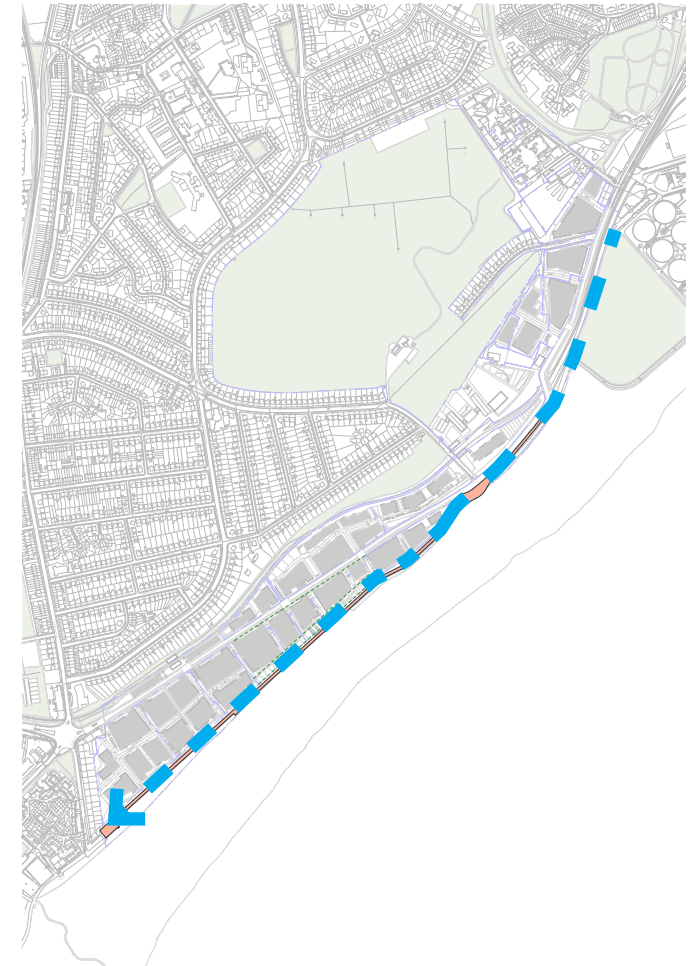
Proximity to the Waste Water Treatment Works, main sewer lines and the sea means that district heat energy sources may be a meaningful route to net zero carbon in Seafeld in the future.

District heating schemes require up front investment with a timeline that may be different to the development of plots at Seafeld. It is therefore important to consider:

- a) the future potential for plots to plug into a district scheme in the future;
- b) the implementation of infrastructure when public realm or major infrastructure upgrades are being undertaken;
- c) that a district scheme works best with a variety of uses and demands, with the potential for a district scheme to reach beyond Seafeld.



Seafeld Waste Water Treatment Works could act as a major local heat source, as well as the Firth of Forth.



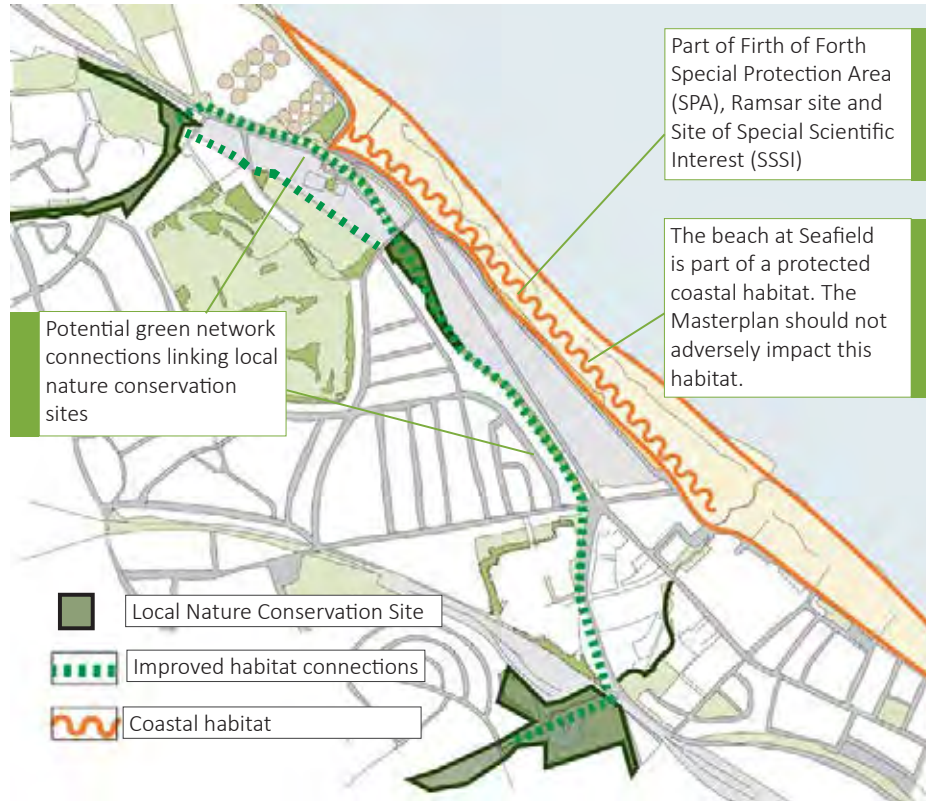
Potential route of primary distribution infrastructure for a district heating network along the “soft” route of the Promenade and Park.

# 16 Biodiversity & Green Networks

The connection of existing and proposed green networks should be achieved through the site, with consideration given to habitat appropriate planting and bio-diversity improvement.

Green networks are connected green spaces that offer ways for people to enjoy the outdoors and can help to reduce habitat fragmentation. At Seafield, there is opportunity to connect existing areas of green space at Restalrig Cycle Path, Seafield Recreation Ground, Meadows Yard Local Nature Reserve and the trees and vegetation that run along the railway.

This should be achieved with connecting pedestrian and cycle priority routes and green planting that is a positive contributor to habitat connectivity.



Green network potential

# The Masterplan



Sheffield 'Grey to Green'



Sheffield 'Grey to Green'

Robert Bray Associates, Nigel Dunnett and Zac Tudor



# 17 Resilience to a Changing Climate

Green space and soft landscape should be an integral part of public space, increasing resilience in the face of more extreme weather patterns.

An integrated approach to soft landscape should be embedded from the outset of detailed design of streets and spaces. This should allow for:

- Variety and habitat rich planting approach;
- The scope for sustainable drainage;
- Spaces where people can enjoy the visual and environmental impact of green surroundings.

To be avoided:

- Areas of mown grass;
- Strips of green too narrow to support vegetation;
- Planting that is not matched to immediate micro-climate or in the case of the Promenade Park, not robust enough for coastal conditions.



Sustainable drainage and street greening- Sheffield



Coastal landscape character

# The Masterplan



## 18 Maximising Building Lifespan

Buildings should be designed using robust and modern methods of sustainable construction and be designed with future flexibility of use in mind.

Designing for longevity should consider the following:

- Quality of public environment that creates the kind of place people want to live in long term, creating long term demand for homes in this area that brings with it inherent sustainability.
- High quality construction methods to create well built homes, using the growing capacity for off-site construction and robust external materials.
- Simple and adaptable buildings forms that can be retrofitted or reconfigured internally to suit future needs.



Gracemount Housing, Edinburgh - Smith Scott Mullen



Sighthill Regeneration Masterplan, Glasgow - LDA Design

## The Masterplan



Bingham Avenue, Anderson Bell + Christie Photo: Keith Hunter





The Illustrative Plan shows how the Masterplan, Masterplan Principles, and the Design Guidance in the next section can be interpreted to create a new place at Seafield.

## 6. Design Guidance



# Introduction

The design of buildings, streets and spaces should be assessed against the design guidance contained within this section of the masterplan report.

This includes the following:

## Plot Parameters

A set of site wide drawings setting out key strategic parameters for development.

## Character Areas

A breakdown of the masterplan into Character Areas, where development should respond specifically to local context in height and massing, design and materiality and use profile.



View of illustrative masterplan

# Plot Parameters

The Plot Parameter drawings presented over the next pages set out a framework for development at Seafield.

These drawings set out the key spatial elements of the masterplan at a strategic level. Development proposals should demonstrate compliance with the parameters set out in these drawings. Information contained within these drawings is summarised adjacent.

Development Plots Drawing showing:

- Development zones;
- Height ranges.

Movement Drawing showing:

- Street hierarchy;
- Strategic mobility through the masterplan area.






Uses Drawing showing:

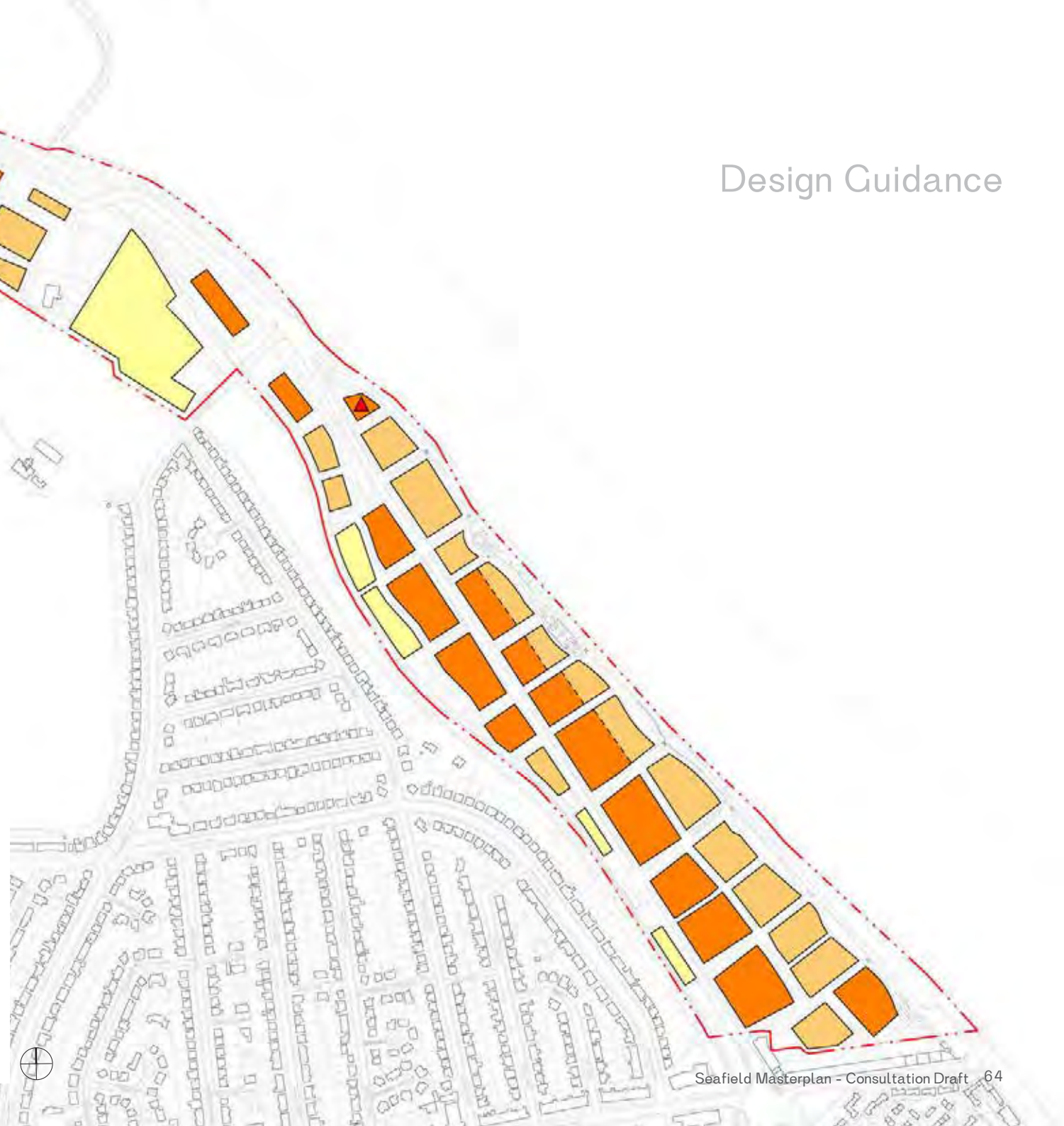
- Uses within development zones;
- Zones of priority for commercial/community facing frontages.

Open Space Drawing showing:

- Primary and secondary open space within the masterplan area.

## Development Plots

-  Development Zone- 3-6 storey generally, with limited projections up to 8 storeys where justifiable in townscape terms
-  Development Zone- 3-5 storey
-  Development Zone- 3-4 storey
-  Location could accommodate a taller landmark building, subject to visual impact assessment
-  Masterplan Boundary







### Open Space

- Primary Open Space
- Secondary Open Space
- Existing Green Space
- - - Masterplan Boundary

# Design Guidance

Existing bridge width is a constraint and will require consideration






Strategic significance as a connecting street between mobility hub and the waterfront

## Movement

- ↔ Primary Street
- Secondary Street
- Tertiary Street
- ↔ Pedestrian Path
- Shared Surface
- ⬮ Railway
- Mobility Hub Facilities



## Mixed Uses

-  Residential led with supporting mixed use  
(Permissible:
  - Class 1A Shops and financial, professional and other services;
  - Class 3 Restaurants and cafés;
  - Class 4 Business
  - Class 7 Hotels and hostels;
  - Class 9 Houses;
  - Class 10 Non-residential institutions;
  - Class 11 Assembly and leisure.)
-  Community use (to include Class 10 Non-residential institutions)
-  Should include commercial / community frontages
-  Priority zones for commercial / community frontages
-  Masterplan Boundary

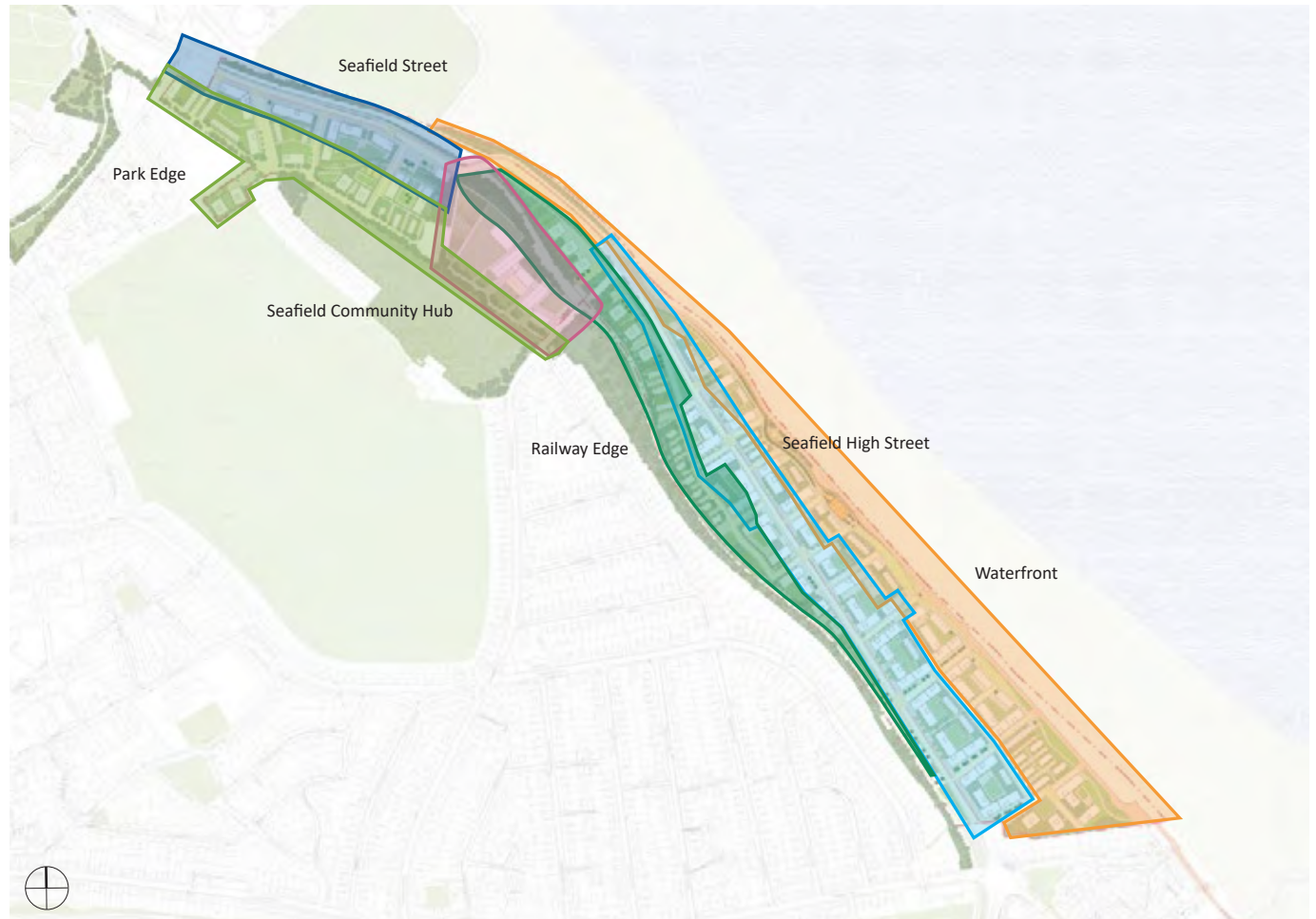


# Character Areas

The masterplan area has been subdivided into Character Areas, allowing design approach within these spaces to respond to immediate context.

Across the Seafield Masterplan, there are a series of local conditions that design approach should be responsive to. This includes:

- **The Waterfront:** The area of the Masterplan that addresses the water.
- **Seafield High Street:** The section of Seafield Road East that will have Masterplan development on each side.
- **Railway Edge:** The section that looks onto the railway, Meadows Yard and the backs of Craigentenny housing.
- **Seafield Community Hub:** The site designated for community use, addressing the Recreation Ground and the route from Craigentenny via Fillyside.
- **Seafield Street:** The section of Seafield Road East that will have Masterplan development on one side.
- **Park Edge:** The section of the Masterplan that addresses the Seafield Recreation Ground and faces back toward the city.



Seafield Masterplan - Character Areas

It should be demonstrated that the Character Area guidance has informed design proposals.

# Waterfront

# Design Guidance

The Promenade will be the primary gathering and recreational space for Seafield and the wider city.

### Character & Public Realm

This space as a whole should be characterised by:

- High quality public realm;
- Spaces for outdoor recreation and enjoyment of outdoor spaces;
- Planting that is sympathetic to the coastal habitat;
- Spaces for pop-up and demountable use;
- Clear delineation of cycling space;
- Accessible access to the Promenade Park.

### Building Massing & Frontage

As is illustrated here, the frontage to the Prom should be made up of end on flatted buildings, and some smaller scale rows that directly address the waterfront. End on gables should be animated with windows and balconies, and ground floor commercial and community use where appropriate. Smaller scale rows of houses should feature front door access facing the water, with private / vehicular access behind within shared private courtyard space.

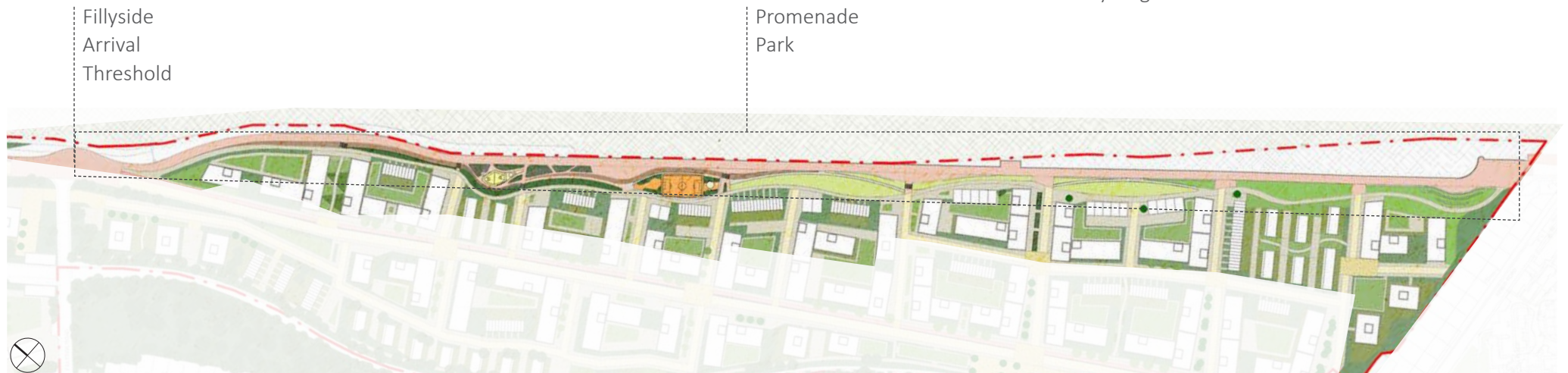
Building height should reduce with proximity to the Promenade, with consideration given to maintaining reasonable levels of sunlight on the Promenade. Where streets meet the Promenade Park, particularly

the 'upper Promenade', building frontages should give consideration to micro-climate and the creation of outdoor space that can be actively used for seating.

Level change within this area of the masterplan should be designed to facilitate inclusive access to the Promenade and to maximise good quality street edges with active frontages featuring residential front doors and ground floor commercial and community use.

### Mixed Use Profile

Commercial and community spaces within building frontages should provide uses that contribute to waterfront activity, including food and drink and recreation, culture and leisure related enterprise. These uses should be primarily accessed by walking, wheeling and cycling.



# Waterfront

## Material Strategy

- A palette of robust, durable materials should be developed to create a coherent but varied approach.
- The examples shown demonstrate a range of materials that could be used and how variety could be introduced through approaches to tone, texture and colour.
- All materials should be specified with particular reference to their suitability and durability for the climatic conditions of an exposed seafront site.



Brick of varying colours



Metal cladding



Coated timber



Brick with texture in detailing



Coated timber and metal cladding



Variety in brick colour

- Public realm materials should be robust, durable and responsive to coastal location.
- Planting should be responsive to coastal habitat along the Firth of Forth SPA.



Grasses and mixed planting



Concrete



Bound gravel in varying colours



Corten steel



Sand, timber and stone elements

# Design Guidance

# Resilient Coastal Development

Development at Seafield should be designed to be resilient to potential future flood events caused by climate change induced sea level rise and extreme weather.

All of our urban environments need to be more resilient to flood events, but coastal development must also consider the future impacts of waves in storm conditions, impacted by rising sea levels. Resilient design should be embedded in proposals for Seafield. This should include:

- Learning from best practice elsewhere in the world;
- Considering how residential use can be elevated and accessible in flood events;
- Using undercroft and basement space for vehicle and bin storage, temporary use or less vulnerable use;
- Creating capacity in the public realm for water storage and natural drainage.

Please see Section 7 for further detail on Coastal Change Adaptation Planning for the city coastline which will address the wider context of mitigation of climate change impacts outwith the Seafield Masterplan boundary.



Collective Architecture



Home for All Seasons- JTP Architects and Ed Barsley



Derbyshire Street Pocket Park, London- Greysmith Associates

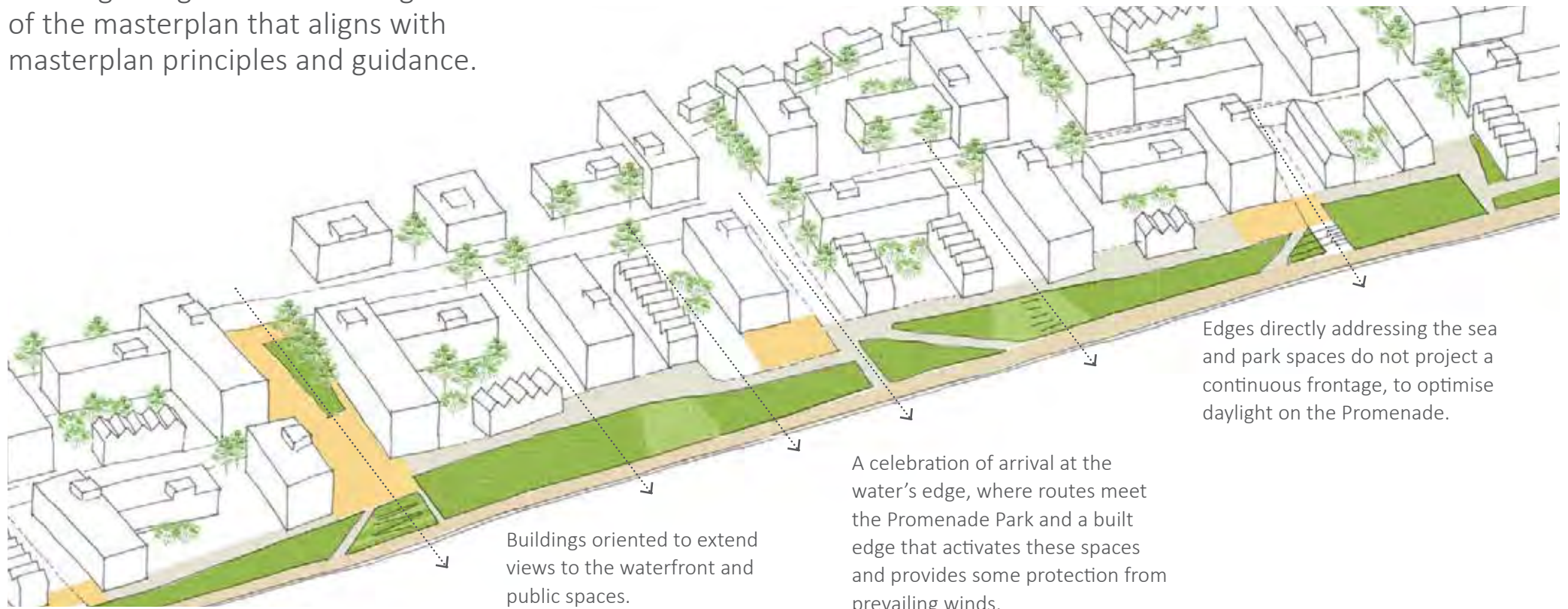


Milwaukee's waterfront ecopark- STOSS

# Illustrative Approach to Massing

The illustration shows an approach that can be taken to building massing along the seaward edge of the masterplan that aligns with masterplan principles and guidance.

Development is set back from the Promenade, creating space for a secondary route (Upper Promenade) at plot level and a Promenade Park



Edges directly addressing the sea and park spaces do not project a continuous frontage, to optimise daylight on the Promenade.

A celebration of arrival at the water's edge, where routes meet the Promenade Park and a built edge that activates these spaces and provides some protection from prevailing winds.

Buildings oriented to extend views to the waterfront and public spaces.

Illustrative approach to building massing



# Illustrative Approach to Climate Resilience

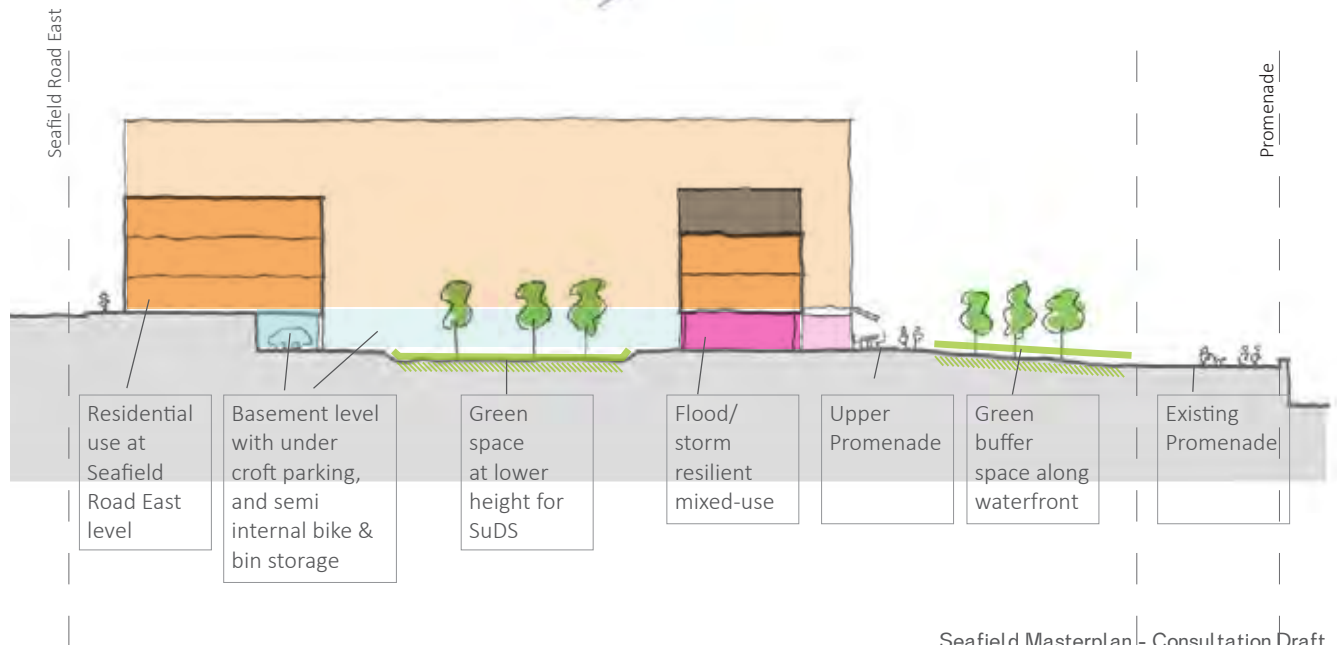
Development at Seafield should look at creatively responding to future need for climate resilience while maintaining quality of experience of adjacent streets and spaces.

The illustrations adjacent are shown to demonstrate just one approach that could be taken to the design of plots next to the sea. The actual approach that should be taken will depend upon the outcome of wave modelling and detailed flood risk assessment and existing site levels, which vary along the length of the masterplan.

Whatever the measures that need to be taken to ensure future resilience from climate change, due consideration of impact on public realm should be assessed, and mitigation of this impact should be embedded in the scheme from the outset. This should include:

- Maintaining active frontages in key locations;
- Front door threshold spaces for residential use;
- Inclusive access to buildings and public spaces;
- How safe and pleasant it feels to walk in the immediate areas.

# Design Guidance



# Illustrative Approach to the Water's Edge

## Design Guidance



Illustrative approach to promenade frontage

# A Stepped Promenade Park

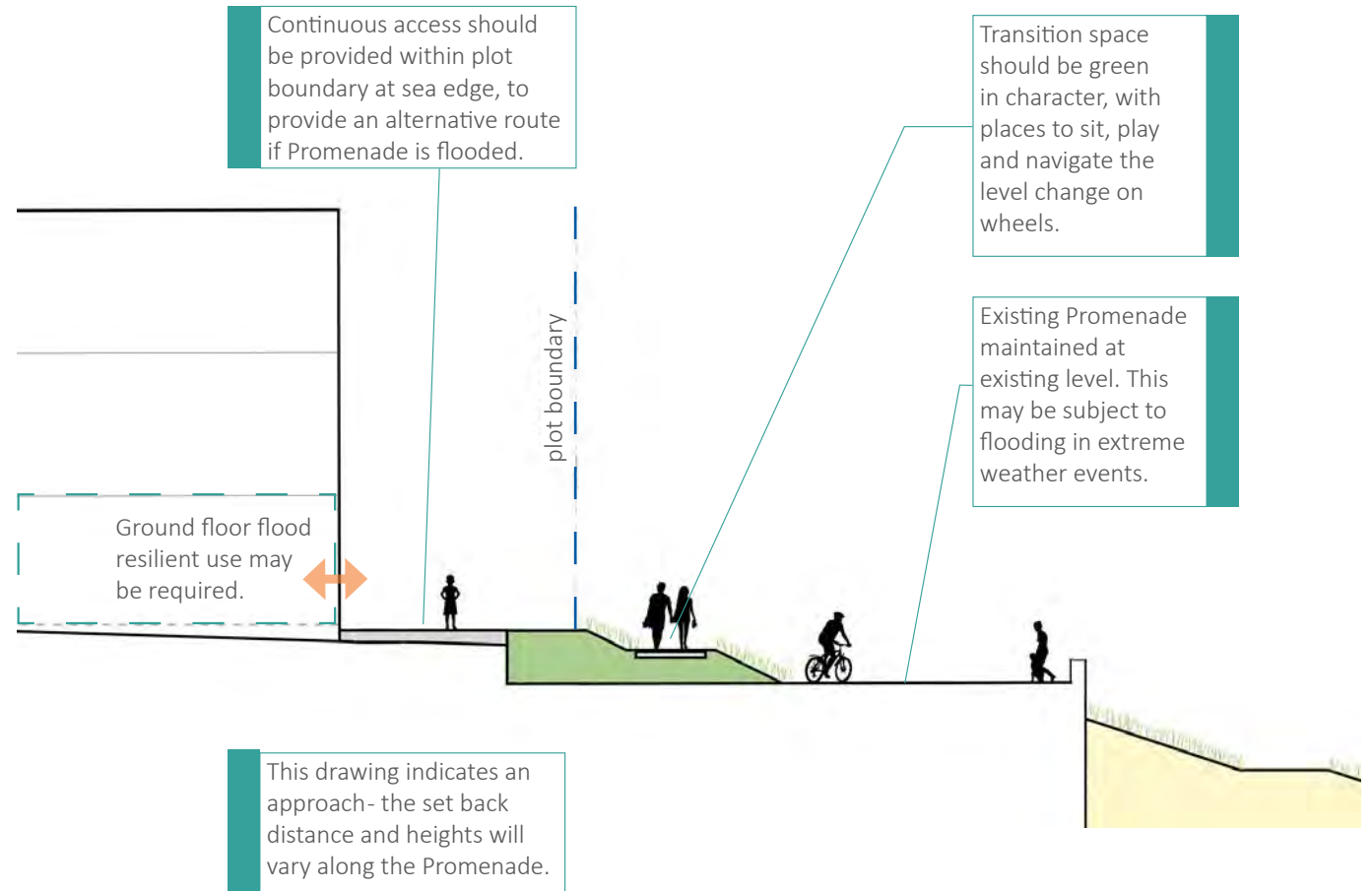
Development should be set back from the Promenade and designed so that vulnerable uses including residential can be accessible in the situation of future flood events.

Plots along the waterfront are currently raised above Promenade level by approximately 1.5-2.5m (this distance varies along its length). The Masterplan proposal is based on maintaining a change in level between building plots and the Promenade and stepping development back from the Promenade to create an 'upper Promenade' space. This is in order to achieve two key aims.

- a) Increased resilience in the future to storm induced flood events. If the existing Promenade floods, there is elevated space to pass through and access building frontages.
- b) Potential to animate waterfront space with active frontages that have directly accessible outdoor seating space.

The upper Promenade space should sit entirely within development plots, with green space, steps and ramps creating an accessible and occupiable transition space between upper and existing Promenade.

# Design Guidance



Stepped approach to the water's edge

# Seafield High Street

# Design Guidance

Seafield High Street should be designed as a local street and urban neighbourhood centre.

### Character & Public Realm

This space should be characterised by:

- Buildings of mid-density creating street frontage and enclosure;
- Periodic set backs and pockets with widened pavement space for occupation;
- A pedestrian and cycle friendly environment with dedicated space for cyclists and clear easily navigable pedestrian crossing points;

- Space for bus infrastructure including stops;
- More formal tree planting and soft space that can contribute to a SuDS strategy.

### Building Massing & Frontage

Buildings should create frontage and enclosure on Seafield Road East, broken where the Masterplan indicates routes to the sea, or where there is opportunity to create visual connections to the sea (due to the elevated nature of Seafield Road East).

Buildings should incorporate set-backs, to create more generous pavement space in places, or to create

front door threshold spaces and avoid a monotonous 'canyon' like feel to the street.

Massing should concentrate height on those buildings adjacent to and fronting Seafield Road East. There should be variety in roofscape created by varied heights and roof articulation, including roof terraces and set-backs for upper floors.

### Mixed Use Profile

Commercial and community ground floor uses should provide space for local retail, food and drink and services that contribute positively to a local neighbourhood centre.



'Seafield High Street' Character Area

# Seafield High Street

# Design Guidance

## Material Strategy

- A palette of robust, durable materials should be developed to create a coherent approach, featuring colour variation that is more subtle than the waterfront character area.
- The examples shown demonstrate a range of materials that could be used and how subtle variety could be introduced through approaches to tone and texture.
- All materials should be specified with particular reference to their suitability and durability alongside a roadway and create a sense of local civic centre.



Concrete and brick

- Planting should be more formal in nature, with root protected street trees that provide generous canopy cover, linear SuDs features and pocket green spaces with robust seating.



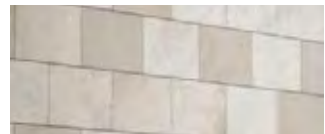
Delineated kerbs, coloured asphalt



Street trees



Brick of varying colours



Cladding - stone



Brick of varying colours

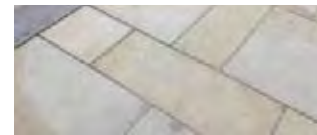


Brick of varying colours



Brick with metal cladding

Maccreanor Lavington



Stone paving



Concrete and planting



Concrete, planting, SuDS features



Street furniture integrated into green space

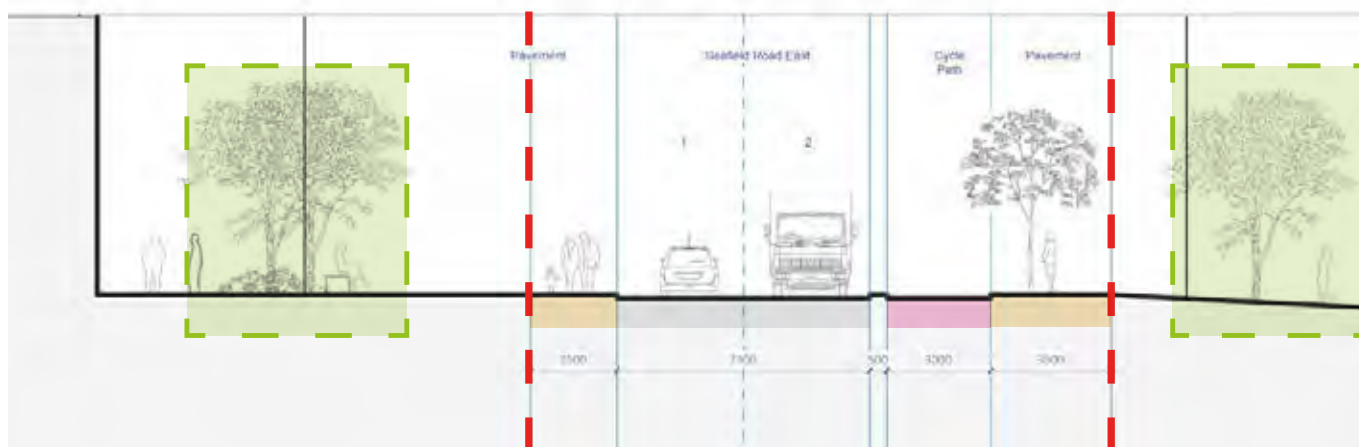
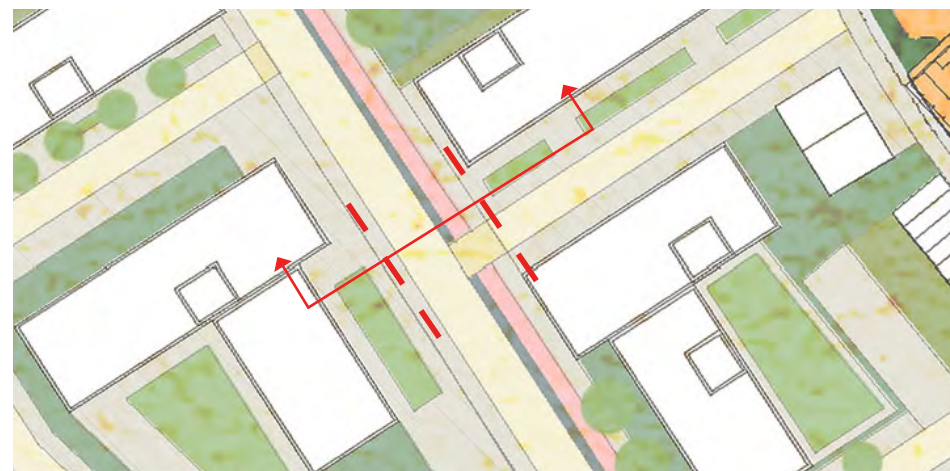
Hudson Square Streetscape Masterplan - MNLA © Elizabeth Felicella

# Seafield Road East

An illustrative approach is shown to indicate a transformation in the distribution of space on Seafield Road East, which will change perceptions of Seafield from a place to drive through, to a local centre to walk and wheel around in.

The plan and section shown here indicate an approach that can be taken to Seafield Road East, for the purposes of the Illustrative Plan and to show what can be achieved to change the character from road to street. The detailed design of this space should be developed in dialogue with a range of stakeholders and the local community. The design should include the following:

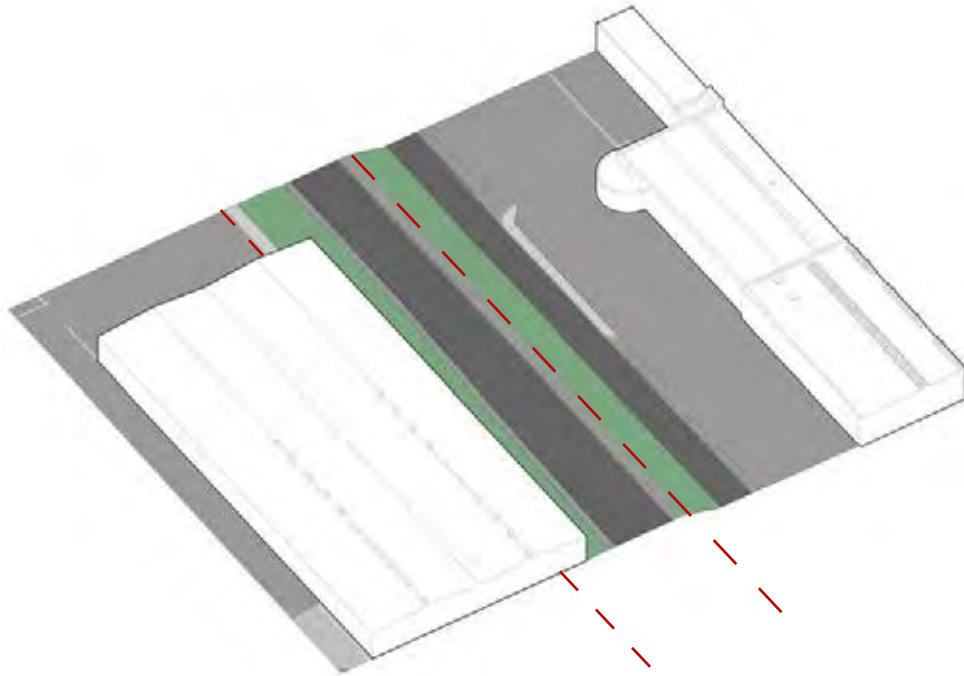
- Reduced vehicle carriageway (maintaining access for large vehicles).
- Segregated cycling, either as bi-directional or uni-directional lanes subject to detailed junction design.
- SuDs and street tree planting. Careful consideration of tree locations will be needed in accordance with council guidance and best practice.
- Pedestrian pavements on both sides designed for universal accessibility.
- Crossings that prioritise pedestrian movement, in accordance with a people first transport hierarchy.
- Bus lay-bys where there is space available and/or bus stop islands that allow safe movement for bus passengers and cyclists on adjacent cycle paths.



Seafield Road East Illustrative Approach

# Seafield Road East

# Design Guidance



Seafield Road East - Existing



Seafield Road East - Illustrative Approach

The above diagrams illustrate the level of transformation possible, using the design approach illustrated on the previous page. Vehicles will still be able to pass through this space, but the experience of moving through it as a pedestrian or a cyclist would be fundamentally changed, contributing positively to increased active travel for short journeys and the success of local businesses that will make this a local neighbourhood centre.

# Railway Edge

# Design Guidance

This area should respond to the character of the linear green space marking the railway line and the adjacent nature reserve.

### Character & Public Realm

This space should be characterised by:

- Buildings that sit within a natural green space, bringing the green character of the wildlife along the railway line into the plots.
- A green network connection alongside the railway, with street layout that provides multiple

- connections from this path back through the site.
- Natural soft planting that connects with the character of Meadows Yard Local Nature Reserve.

### Building Massing & Frontage

There should be a break from the more formal/urban courtyard structure within this area, with buildings placed within a green landscape.

The scale of buildings can increase moving north-west. For example, the former Matalan site (1) will require something of sufficient scale to create a desirable

environment between the railway and the elevated section of Seafield Road East, and to create the feeling of safety necessary for pedestrians passing underneath Fillyside.

There should be variety in the roofscape, with lower elements featuring pitched roofs and taller elements expressed with upper floor set-backs or roof terraces.



'Railway Edge' Character Area



# Railway Edge

# Design Guidance

## Material Strategy

- A palette of robust, durable materials should be developed to respond to a more natural surrounding.
- The examples shown demonstrate a range of materials that could be used and how a tactile textural approach can be taken to embed buildings in a natural landscape setting.
- All materials should be specified with particular reference to their suitability and durability in a vegetated setting.



Proctor and Matthews

Brick and metal cladding

- Public realm materials should be robust, durable and responsive to a natural landscape setting.
- Planting should be generous and contribute positively to green network connections.



Feilden Clegg Bradley Studios © Tim Crocker

Generous planting within green spaces



Jaja Architects

Timber

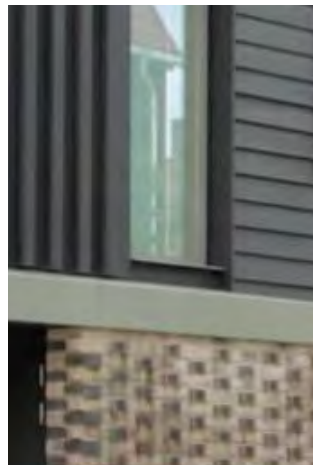


Fibre cement cladding



zanderroth architekten © Michael Feser

Render



Proctor and Matthews Architects

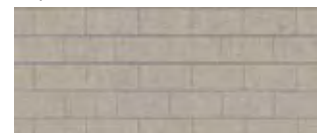
Brick and timber cladding



Bound gravel in varying colours



Asphalt



Concrete paving



Townshend Landscape Architects

Building Materials

Public Realm Materials

# Seafield Community Hub

## Design Guidance

This area should provide an accessible, attractive and well connected local civic centre for Seafield and Craigentenny.

### Character & Public Realm

This space as a whole should be characterised by:

- A strong relationship with Fillyside Road and Seafield Recreation Ground
- Spaces for outdoor recreation and enjoyment of outdoor spaces;
- A variety of multi-functional spaces that can provide for the whole community.

### Building Massing & Frontage

The Illustrative Plan illustrates a series of connected buildings, that allow the green character of the site's south-west edge to be drawn into internal spaces. Simple adaptable forms will allow for longevity.

### Mixed Use Profile

Subject to assessment on need, there is the potential for a community hub here to incorporate a primary school with other local civic facilities, such as healthcare, library and community services.



'Seafield Community Hub' Character Area

# Seafield Community Hub

# Design Guidance

## Material Strategy

- A palette of robust, durable materials should be developed to respond to a natural park setting.
- The examples shown demonstrate a range of materials that could be used to create variety in colour and texture, with opportunities for a playful or bolder approach to colour in places.
- All materials should be specified with particular reference to their suitability and durability in a public facing building.



Brick with metal cladding

Turkington Martin

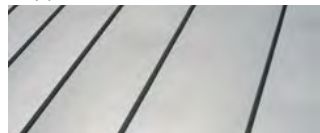
- Public realm materials should be robust, durable and responsive to a park setting.
- Planting should be generous and contribute positively to green network connections and opportunities for play and growing.



Natural green character



Copper



Zinc



Timber

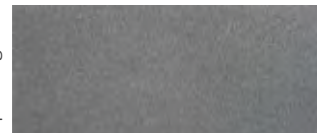


Variety shown in brick, timber and terracotta

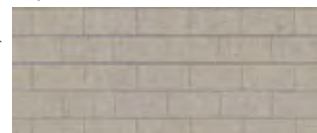
The Swan, near Copenhagen © Rasmus Hjortshøj



Bound gravel in varying colours



Asphalt



Concrete paving



Places for growing

# Seafield Street

This area should provide good quality street frontage to Seafield Road East, with an urban character.

### Character & Public Realm

This space as a whole should be characterised by:

- Buildings of mid-rise scale creating street frontage and enclosure;
- A pedestrian and cycle friendly environment with dedicated space for cyclists and clear easily navigable pedestrian crossing points;
- Space for bus infrastructure including stops;
- More formal tree planting and soft space that can contribute to a SuDS strategy.

### Building Massing & Frontage

Buildings should present a continuous frontage, responding to the existing tenement frontage.

### Mixed Use Profile

Commercial and community ground floor uses should complement the existing units within the tenements with opportunity for local retail, food and drink and services that contribute positively to a local neighbourhood centre.



'Seafield Street' Character Area

# Seafield Street

# Design Guidance

## Material Strategy

- A palette of robust, durable materials should be developed to create a coherent approach, featuring colour variation that is subtle in keeping with the 'Seafield High Street' Character Area.
- The examples shown demonstrate a range of materials that could be used and how subtle variety could be introduced through approaches to tone and texture.
- All materials should be specified with particular reference to their suitability and durability alongside a roadway.



Brick of varying colours

- Planting should be more formal in nature, with root protected street trees that provide generous canopy cover, linear SuDs features and pocket green spaces with robust seating.



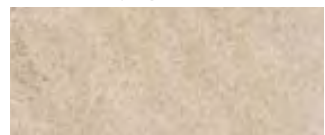
Delineated kerbs, coloured asphalt



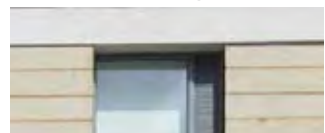
Street trees



Brick of varying colours



Rainscreen Cladding- stone



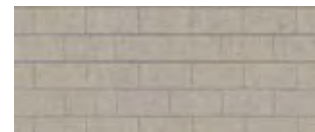
Rainscreen cladding- concrete/ stone



Brick of varying colours



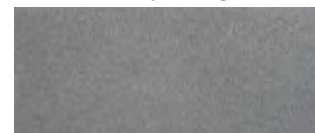
Brick and aluminum clad frames



Concrete paving



Concrete and planting



Asphalt



Robust street furniture

Marshalls Landscape Protection

## Building Materials

## Public Realm Materials

# Park Edge

This area should respond to the green edge of Seafield Recreation Ground, drawing views of the green space into the plan with a permeable building frontage.

### Character & Public Realm

This space should be characterised by:

- Buildings that sit within a natural green space, bringing the green character of the park into the plan;
- A green network connection where development meets the park, with street layout that provides multiple connections from this path back through the site;
- Courtyard spaces that connect with the character of the park and create further opportunity for local play and enjoyment of outdoor space.

### Building Massing & Frontage

Key elements of sufficient scale and massing as indicated should present a strong frontage to the park, within a permeable building line that creates multiple visual and physical connections to the park.



'Park Edge' Character Area

# Park Edge

# Design Guidance

## Material Strategy

- A palette of robust, durable materials should be developed to respond to a more natural surrounding.
- The examples shown demonstrate a range of materials that could be used and how variety in tone and texture can be achieved to embed buildings in a natural landscape setting.
- All materials should be specified with particular reference to their suitability and durability in a vegetated setting.



Brick of varying colours

- Public realm materials should be robust, durable and responsive to a natural landscape setting.
- Planting should be generous and contribute positively to green network connections.



Garden spaces



Timber



Render



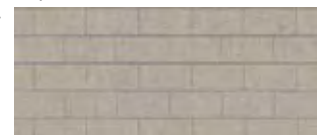
Brick and pre-cast concrete



Bound gravel in varying colours



Asphalt



Concrete paving



zanderroth architekten © Michael Feser

Morris + Company

Mirlo Urbano Architects

Feilden Clegg Bradley Studios © Tim Crocker

Townshend Landscape Architects

# Seafield Street and Park Edge

## Design Guidance



Illustrative approach to north-west end of the masterplan area



## 7. Delivery



# Delivering The Place

The delivery plan for Seafield should deliver the community's vision as it is enshrined in the placemaking framework of the masterplan.

One of the primary purposes of the masterplan is to create a framework for development which will co-ordinate individual developments, which are likely to be delivered over an extended period, into a coherent place and quality environment.

The timescales of when development will come forward and the sequence in which it will occur, cannot be predicted with any useful accuracy at this time to allow a definitive phasing plan to be established. The delivery plan should therefore focus on the civic and public realm infrastructure that can quickly cultivate the placemaking dimensions of the masterplan and stimulate quality development.

The proposed key catalyst projects which can deliver this are set out on the following pages.



Sighthill Regeneration Masterplan, Glasgow - LDA Design



Victoria Primary School, Western Harbour, Edinburgh - Holmes Miller



Quartermile, Foster + Partners



Rowanbank Gardens, Edinburgh - 7N Architects

# Coastal Change Adaptation Plan

In February 2023, the Scottish Government issued Coastal Change Adaptation Guidance to support local authorities and statutory partners in planning for future climate impact on coastlines and the long term adaptation and resilience of coastal communities.

This guidance requires local authorities to develop a Coastal Change Adaptation Plan and recommends a Dynamic Adaptive Pathways approach to implementing climate change adaptations, which offers flexibility in managing future uncertainty and is reliant on ongoing monitoring and planning for multiple scenarios.

It also sets out the requirement to consider a 'low emissions' scenario, and 'high emissions' scenario and a credible 'maximum' scenario. How this impacts development coming forward requires further dialogue with local authorities and statutory partners.

The City of Edinburgh Council have commissioned a Coastal Change Adaptation Plan, with this work feeding into the ongoing conversation about Seafield's future.

## A Wave Modelling Study for Seafield

During engagement with SEPA as part of the masterplan process, it was established that a current and location specific wave modelling study is required, in order to predict future wave heights under future climate change scenarios.

This is a specialist coastal modelling exercise, but one that will form part of the Coastal Change Adaptation Plan commission. This portion of the work therefore has been programmed to happen alongside formal engagement on the Seafield Masterplan Report, with an opportunity to collate and review conclusions in Spring 2025.

At this point, there will be opportunity for further dialogue with SEPA to agree an appropriate update to the Seafield Masterplan.



Seafield Promenade at high tide

# Soft Placemaking

The creation of Seafield as a successful place will require careful consideration of the softer dimensions of placemaking as well as the physical dimensions of spatial planning.

While the masterplan provides a spatial framework, growing the new neighbourhood as a successful place will also need a similar focus on the softer dimensions of placemaking. Such “softer” dimensions could be:

- Cultivation of active uses in key spaces.
- Commercial space for local businesses.
- Artisan and maker space.
- Sports and leisure facilities in the Promenade Park and by the sea.
- Orchestration of events.

The masterplan indicates where such uses should be located to stimulate life and activity in the streets and public spaces but the management of how these businesses and enterprises occupy these spaces needs to be an integral part of the delivery plan for Seafield.



‘Milkshake Tree’ temporary play installation, London - B|D landscape architects and pH+ architects © Paul Raftery



Box park, Shoreditch, London



Coastal wayfinding, Oslo - MMW - Nils Petter Dale, Rebekka Bondesen

# Community Enterprise

Perhaps the most valuable asset that Seafield has is the highly motivated local community groups and individuals who passionately want to make it a better place.

This energy could be most effectively harnessed in the form of a development trust, a community-owned and led organisation, working to combine community-led action with an enterprising approach to address and tackle local needs and issues.

Such an entity which would allow the community to:

- Attract and receive funding.
- Hire employees to work on initiatives.
- Commission projects.
- Own and lease property and equipment.
- Have a greater profile and influence on the regeneration process.

Further information on development trusts can be obtained from Development Trusts Association Scotland: <https://dtascot.org.uk/>



The Ripple Project, Restalrig, Edinburgh



Action Party, Bellfield, Portobello



Portobello Art Walk



Porty Community Energy, Portobello



Cafe Saints, Grassmarket Community Project, Edinburgh

## Catalyst Projects

The following projects can play a key role in transforming public perceptions of Seafield and stimulating the delivery of quality development.



### Promenade

The Promenade is the principal piece of the public realm which should be delivered early, in advance of plot developments, to transform perceptions of Seafield and to stimulate quality development. It will immediately bring life and activity to the area, for the benefit of local people and visitors to the area, building on the vitality of the Portobello section to the east.



### Cycle Link To Leith

The Promenade and the section of active travel infrastructure, connecting it to Salamander Street to the west, is important to link Seafield to Leith and Craightinny. This will help to offset perceptions that Seafield is further away from Leith than it actually is due to the current poor quality of the experience in moving between the two places.

# Catalyst Projects



## Seafield Road

The transformation of Seafield Road East into a people place, rather than its current role as thoroughfare for vehicles, is also important for changing perceptions and stimulating quality development. Given the complexities associated with it being a principal arterial route into the city and Leith Docks this may take longer to implement and could be delivered on a phased basis alongside development.



## Promenade Park

The Promenade Park will be an important leisure resource for the local community and citizens of Edinburgh. Given its scale, and the fact that it is largely on land which is in private ownership, it will need to be delivered in phases in line with development. It should be designed in advance of development coming forward so that the delivery can be effectively co-ordinated between respective developments.



Lemvig Skatepark, Denmark- Effekt

## Community Enterprise

The Seafield project has been an important asset in the highly motivated local community groups and individuals who passionately want to make it a better place. Supporting these groups and helping them organise themselves into a community enterprise entity or development trust would be a significant catalyst for integrating the community into the regeneration process and making it an authentic place.

## Encouraging Opportunities

Opportunities which can enrich the experience of the place should be encouraged.

The masterplan is a framework for placemaking to guide future development into creating a stimulating and coherent place.

It is not a definitive plan so any opportunity or proposition which can enhance the civic appeal of the new neighbourhood should be welcomed, and considered on a case by case basis, whether or not they have been envisaged in this masterplan.

Some examples of initiatives which could enhance the place in this respect include:

- Social enterprise businesses in commercial spaces.
- Leisure facilities and activities by the sea and within the Promenade Park.



Coachworks, Ashford - Turner Works



Tramway, Glasgow - Zoo Architects



# Encouraging Opportunities

Key next steps in the delivery of the vision for Seafield are:

- Completion of the Wave Survey and Coastal Change Adaptation Plan to inform specific measures within the masterplan to address climate change and rising sea levels.
- Develop delivery and funding strategies for the key catalyst projects which will transform the public realm and stimulate the development of the new neighbourhood.
- Review strategies for the future relocation of uses that can stimulate public and private development initiatives. These would include the Lothian Bus Marine Depot and the Seafield Recycling Centre.
- Engage with local community groups to explore the potential for creating a Community Development Trust to act as a facilitating vehicle for social enterprise and community projects.
- Explore the delivery strategy for a district heating scheme utilising heat energy from the Waste Water Treatment Works.
- Explore the implementation strategy for utilising the railway line for public transport.



View of illustrative masterplan

