







# Executive summary

This Design and Access Statement supports the Approval of Matters Specified in Conditions application for the development of 52 affordable housing units on Fishwives Causeway, Portobello. It is to be read in conjunction with drawings L(PL)01-11. The proposal is situated on a vacant brownfield site.

The proposals form part of a wider site master plan comprising residential units, retirement living and a food store and will fulfil and exceed the 25% Affordable Housing requirement stipulated in the Planning Permission in Principle granted in June 2015 (REF: 14/03736/PPiP). The site wide masterplan

The design proposals presented build upon the principles established in the PPiP, to create a strong street frontage and enriched public realm, while providing high quality Affordable Homes for the area.

The design utilises a limited palette of quality materials which are inspired by the rich historic fabric of Portobello.

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Planning Context 01



# Planning Context

## Edinburgh City Local Plan 2010

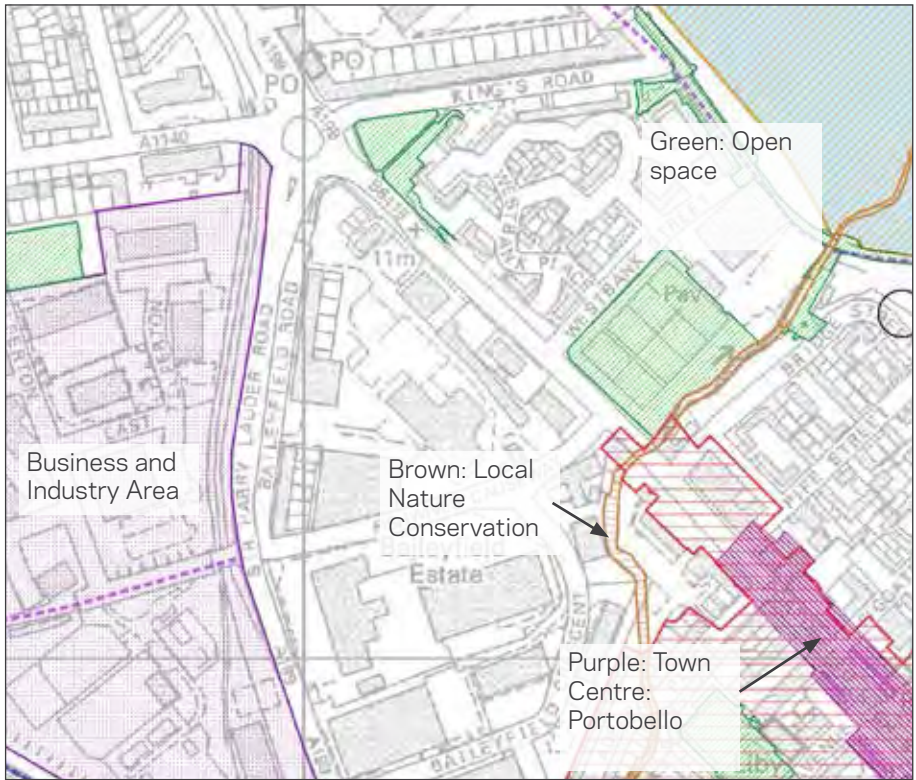
While the site itself has no specific designations, it is adjacent to the areas highlighted in the diagram, including a Business and Industry Area to the west designated for employment uses and Portobello Town Centre to the south-east.

- Other applicable Edinburgh guidance that has been used to inform proposals includes:
- Edinburgh Design Guidance - May 2013
- Further detail on how proposals have responded to this guidance is set out later in this document.
- Edinburgh Standards for Streets (and emerging Street Design Guidance)
  - Specific guidance such as Parking Standards

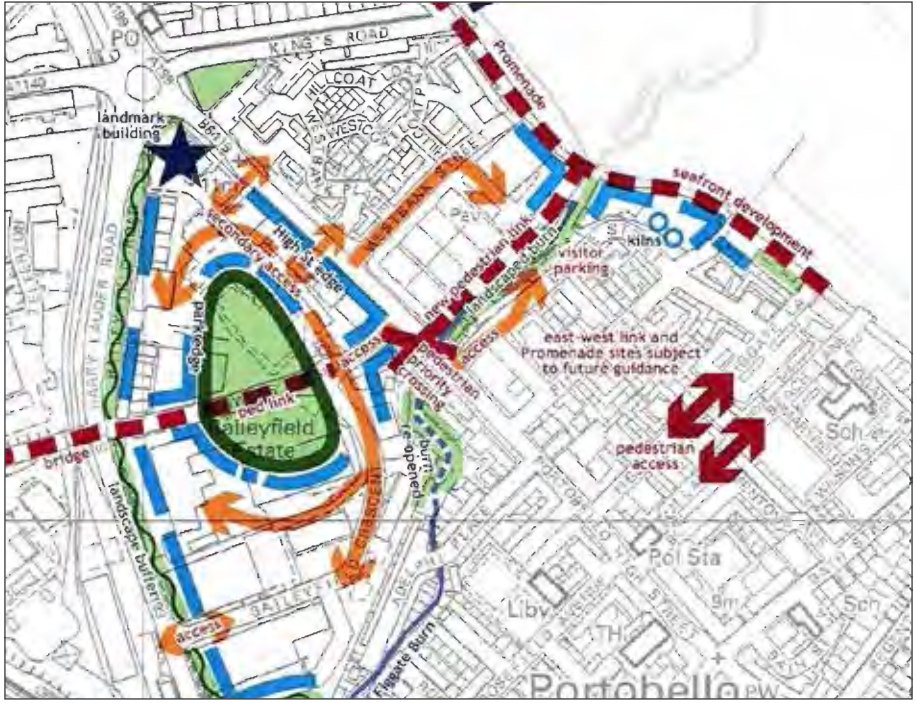
## National Planning Policy

- Scottish Planning Policy 2014
  - Creating Places
  - Designing Streets
- 
- PAN 78 - Inclusive Design
  - PAN 83 Masterplanning

The Design Statement has been written in line with PAN 68 and community stakeholder engagement carried out in line with PAN 3/2010.



Edinburgh Local Plan



North West Portobello Development Brief

## May 2008 North West Portobello Development Brief, City of Edinburgh Council

(Extracts applicable to proposal)

Great potential for residential development, due to relatively easy access to the city centre combined with distinctive local ambience and amenities. New residential provision should be mixed but, to maximise Portobello's character and assets, with a higher concentration of units more suited to family use. There is an opportunity to explore more innovative ways of achieving modern densities while retaining the most desirable elements of inner suburbia. Proposals should also provide smaller units for first-time buyers - for instance, through inventive studio flat layouts - and other specialist provision, both "affordable" and mainstream for users such as older residents and wheelchair users.

The underlying design objective of any new development is to achieve an urban grain and street structure which reinterprets in a modern fashion the intricate pattern of lanes and streets which are characteristic of Portobello, extending the existing town while creating a distinctive new sense of place and identity.

# PPiP Consent

Planning Permission in Principle was granted for the site wide development in June 2015. The proposed mixed use development includes residential, retirement housing and a food store. The proposals were intended to create a successful entrance to Portobello High Street.

The master plan focused on providing high quality public realm including a 'village green' area in the centre of the site to contribute to the green amenity area in the locality.

The residential development proposed on Fishwives Causeway was intended to create a sense of enclosure on the street and provide a strong frontage to an area which is currently made up of single storey buildings and vacant lots.





PPiP Consent



## PPiP Proposals

The residential component that fronts onto Fishwives Causeway and onto the High Street was comprised of three and four storey flatted buildings, to create a strong street frontage in keeping with an Edinburgh tenement typology.

The approach was to set these buildings at four storeys along and near the High Street in keeping with nearby tenements, dropping in scale to three storeys approaching Baileyfield Road, to respond to the scale of proposed housing and the existing cottages.

This approach aimed to foster an urban residential character onto the street, creating activity and a sense of neighbourhood.

Robust materials such as brick and simple well designed forms were proposed to ensure a positive contribution to the character of Portobello.





# Community Engagement

A significant amount of pre-application consultation was undertaken prior to the PPiP submission for the wider masterplan. The local community and other stakeholders were given the opportunity to engage with the design process at an event at Portobello Town Hall and the proposals were also presented to the Edinburgh Urban Design Panel. Both of these consultations helped to inform the design of the masterplan.

The information provided in this application was presented to the local community at a meeting of the Portobello Community Council on 31st August.



Images of the community event help prior to the PPiP application submission



Site Appraisal 02



# Location



The proposed development site is located in Portobello, to the east of the city centre of Edinburgh.

Portobello is well connected to the city with frequent local bus services as well as being located on the A1 giving direct access in and out of the city.

Portobello is characterised as the city's beach, with a resurgence in popularity in recent years, following decline from its heyday in the late 19th century.

Portobello is also a popular place for families in the city to live, given proximity to amenities such as the beach, strong links with the city centre and more affordable family homes than those nearer the city centre.



The site is located to the north end of Portobello High Street and bounded by Sir Harry Lauder Road/ Baileyfield Road and Fishwives Causeway.

The High Street runs parallel to the shore and acts as a spine from which streets run down to the beach.

Sir Harry Lauder Road is part of the main distribution road network circling the coastal edge of the city and linking to the A1 to the south and Seafield Road to the north.

The area has a mix of residential and industrial areas. The residential areas form a tightly knit and active community.

# Site History

**Industrial origins**  
Portobello was established in the late 18th century by William Jamieson, a business man builder and stonemason who saw the potential of local clay for making bricks, nearby coal supplies from Niddrie, and stone from Craigmillar, the water of Figgate Burn and access to Edinburgh along the Edinburgh to London stagecoach route. Brickworks, tile works, potteries and paper, glass and soap industries, combined with workers accommodation turned Portobello into a thriving industrial community.

**Pleasure destination**  
The opening of the railway station in the 1840's increased Portobello's popularity as a seaside resort. Well off residents had built summer villas in the east areas of Portobello, but now the train made it a destination for the working class of Edinburgh. The promenade began to be constructed in 1871, along with a pier (now demolished). Portobello was at its most popular as a seaside resort before the First World War.

**Decline**  
The post war period of economic decline affected local industry and then growing popularity of foreign holidays affected its desirability as a beach destination. For a period, the Open Air Bathing Pool bucked this trend, until it lost its local heat source - the neighbouring Power Station. The growth of the car led to the construction of Sir Harry Lauder Road in the sixties, to reduce congestion on the High Street. This has acted as a barrier to neighbouring green areas to the west.

**Regeneration**  
As noted, Portobello has an active local community and various local initiatives have helped to increase the popularity of the area and the beach again.



1832  
Some development along Fishwives Causeway, the Figgate Burn and the High Street



1910  
Denser development along the High Street with the site identified as clay pit.



1940  
Portobello Power Station and Open Air Bath shown to east of site, now replaced with housing, football pitches and an indoor gymnastics centre.



Portobello Beach c. 1900



Portobello Bathing Pool



Portobello Beach now



## Site Overview



## Fishwives Causeway

The site at Fishwives Causeway has a long past as part of a predominantly industrial area. The wider site was historically a clay pit which supplied the raw material to the Portobello brick works and potteries.

The Causeway was once the favoured route of Portobello fishwives transporting their catch to Edinburgh which led to it being given its distinctive name.

The design proposals presented in this document take inspiration from the rich history of the site and the surrounding area in the choice of materials and the way they are used.



A brick made in Portobello



Historic photo of the Buchan Pottery Warehouse in Portobello



Historic photo of Fishwives Causeway



Historic photo of a Portobello Fishwife



Local character



The High Street

Portobello High Street has a varied character along its length, with variation in height and setbacks created by modern interventions. A sample frontage is shown in the picture, with shop/business ground floor use and three upper storeys of residential use, with stone finish, larger window openings and a varied roofline. This is not consistent along the High Street, as is shown in the photograph.



Tenements

Much like elsewhere in Edinburgh, a traditional street pattern is established with tenement type buildings of four storeys with a rhythm created by architectural details such as bay window projections, repetitive window openings and decorative eaves details.



Industrial units

The area to the west of the site and behind frontage to Portobello Road is given over to light industrial type business units. This feels quite fragmented and is not permeable for pedestrians. However these areas are important for local employment generation.

Fishwives Causeway Character



Corner Tenement

The scale of the tenement on the Portobello High Street corner of Fishwives Causeway was fundamental in deciding the height and massing of the proposal.



Views

Fishwives Causeway benefits from views towards Arthur's Seat in the West and the Forth of Fourth to the East. The proposal aims to take advantage of these views as well as taking inspiration from the landform in its massing.



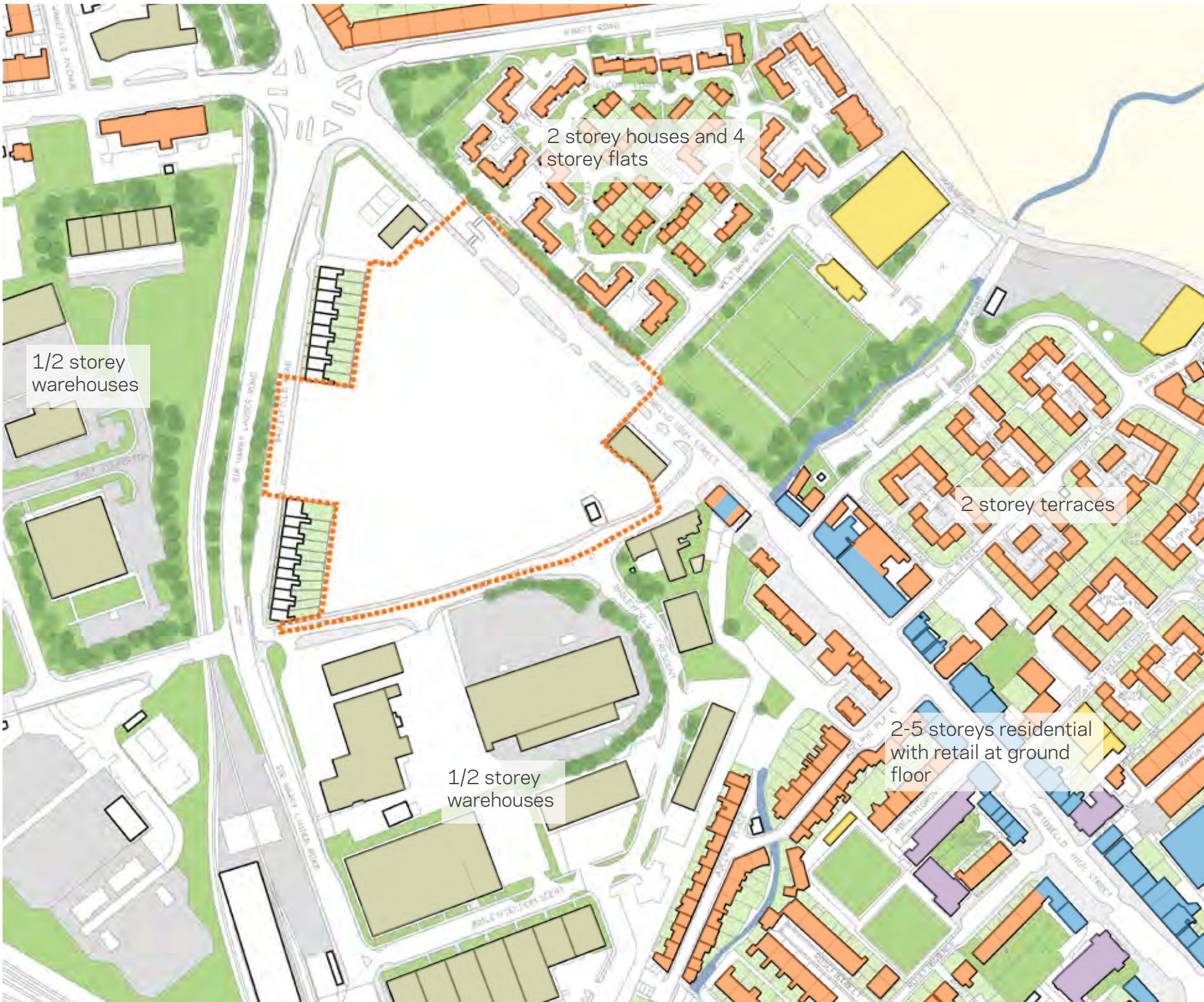
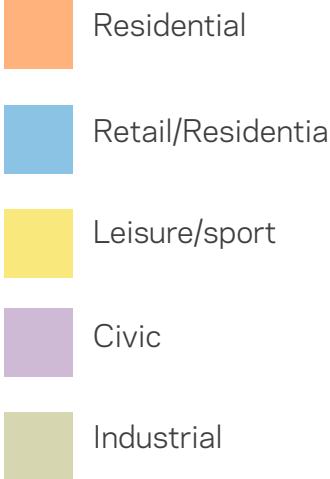
Low Rise Development

The area surrounding the site is made up predominantly of low rise buildings. The proposals aim to provide a variation to this by creating a strong street frontage to Fishwives Causeway.



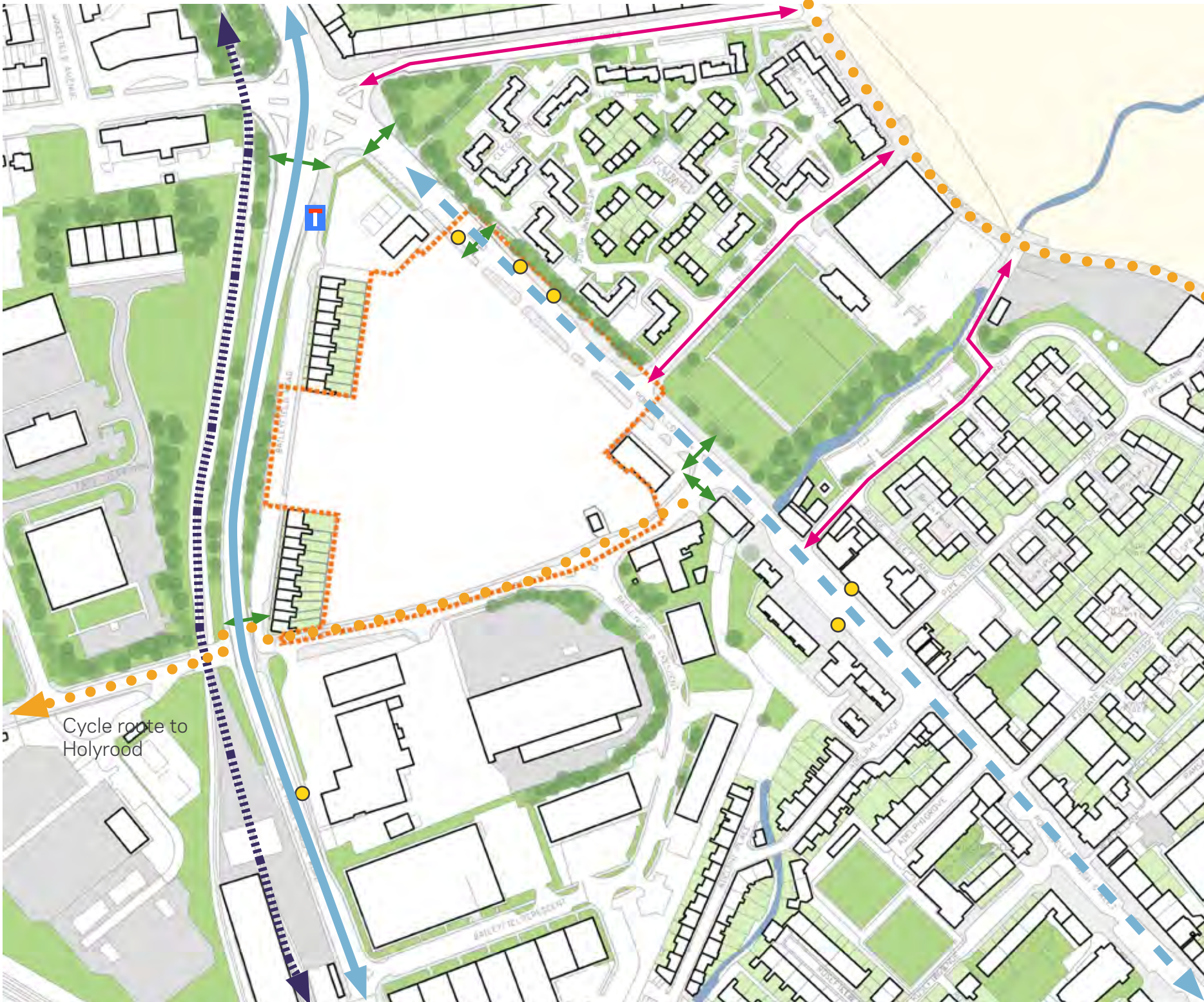
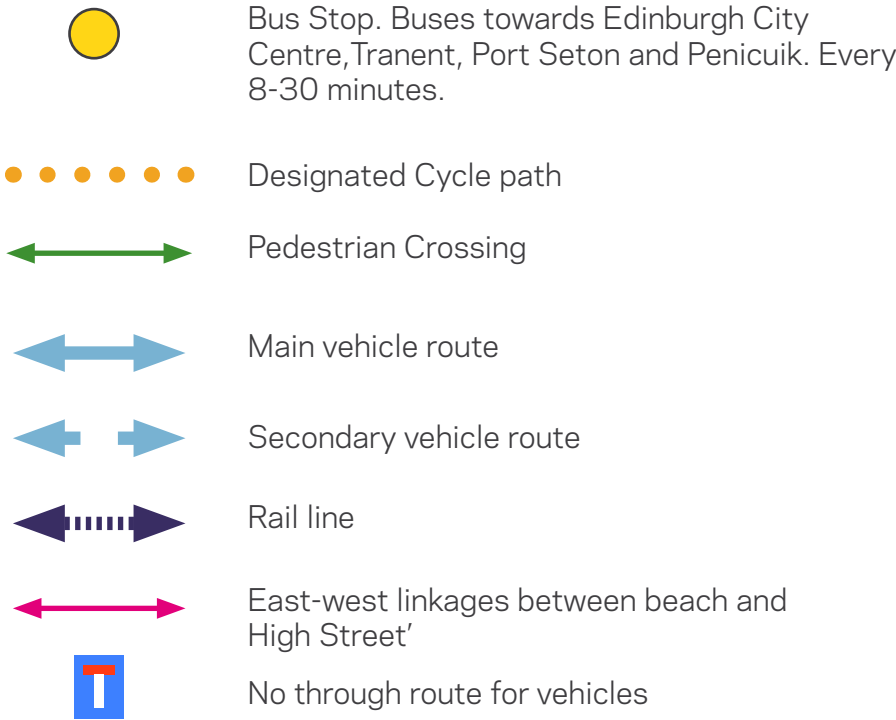
# Adjacent Uses

Portobello is characterised by residential, light industrial and leisure uses sitting side by side. The blue illustrates the spine of the High Street with its concentration of retail.



# Movement

- The major vehicular route is Sir Harry Lauder Road, with Portobello High Street forming a secondary route.
- The railway line combined with Sir Harry Lauder forms a strong north-south line of vehicle movement, that is broken in places with crossings and bridges, but generally acts as a barrier to pedestrian and cycle movement.
- Fishwives Causeway is a link for cyclists that forms part of a route from Portobello to Duddingston, Holyrood and the city centre.
- Pedestrian crossings as shown filter east-west movement. The pink arrows show ways to the beach.







Design 03





## Vision

The design proposals presented in the following chapter aim to take on elements of the existing character of Portobello while working to create the sense of enclosure and successful street frontage that Fishwives Causeway is currently lacking.

The massing of the block and its roof treatment speak to the contours of Arthur's Seat in the west and the ripples of the water of the Firth of Forth to the east, fostering a sense of continuity with the surrounding landscape and softening the mass of the four storey block.

The Affordable Housing block is four storeys high in keeping with the local traditional tenement typology and aims to create a similar successful street frontage. The proposals follow the scale and building heights set out in the Planning Permission in Principle.

