

The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

Ocean Terminal, Edinburgh

Introduction

Forth Ports Limited is delighted to bring forward proposals for business led development as part of its wider Harbour 31 regeneration proposal for land to the east of Edinburgh Dock.

The proposed business development site, situated to the east of Edinburgh Dock, is currently used for industrial port activities. The redevelopment of the site will provide flexible business accommodation designed to meet the needs of the creative industry which has a growing role in the area's economy, businesses which support Port operations as well as other a broad range of other businesses from the wider economy seeking accommodation in the area. Ancillary food, drink and retail premises are also proposed.

The redevelopment of the site will provide high quality architecture and public spaces in a location not previously accessible to the public. It will deliver new activity and opportunities for new employment in in the area.

Consultation

This consultation event is intended to inform you and to seek your views on their proposed development. It forms part of the planning statutory Pre-Application Consultation engagement process, for which a 'Proposal of Application Notice' was submitted to City of Edinburgh Council on 21 June 2024.

Forth Ports Limited and the Port of Leith

Forth Ports was established in 1967 as a Port Authority and through continued investment and acquisition it has grown to become the third largest port operator group in the UK.

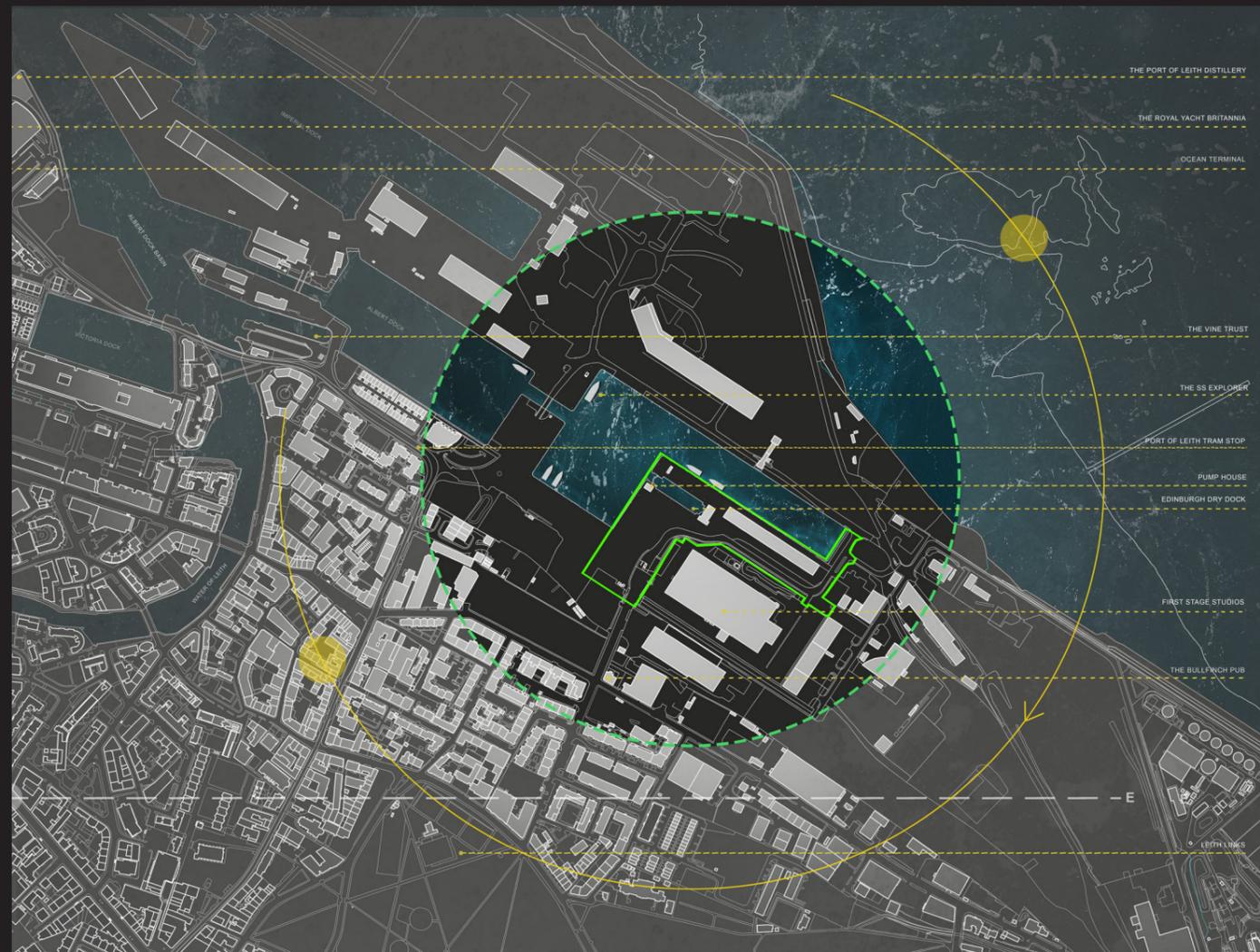
Investment has always been and remains a core strategy for Forth Ports. Its commitment to investing for the future has positioned it as a market leader in supporting major and specialist projects for customers across a vast array of industries, adding real value in the process. Now with over 1,100 employees, the Organisation has grown to be a major UK employer, key contributor to the national economy, and trusted partner to an ever-increasing number of industry leading customers. Forth Ports' ports assist in developing logistics flow across the UK and support many key industries.

The Port of Leith is the City's port and has been so for centuries, adapting to the City's needs over time. It is the largest enclosed deep water port in Scotland and the City's gateway to the sea. The Port provides full modern docking and cargo handling services for a range of vessels and cargoes. As well as being the City's Port it also performs a wider strategic role at a regional and national level. It has a key role to play in the de-carbonisation of our energy supply, supporting the off-shore wind industry.

Forth Ports ongoing consolidation of port operations at Leith, provides the opportunity for it to release land within the Port's operational estate to the east and south of Edinburgh Dock for alternative uses which will support the wider regeneration of the Edinburgh Waterfront, all in accordance with the area's National Development status in National Planning Framework 4.

The proposed business development forms part of Forth Ports' plans in accordance with the Government's Green Freeport initiative which is designed to:

- Promote regeneration and high-quality job creation;
- Promote de-carbonisation and a just transition to a net zero economy;
- Establish hubs for global trade and investment; and
- Foster an innovative environment.



The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

Ocean Terminal, Edinburgh



1500's

Leith, a crucial port for trade in the early 1500s, connected Scotland with Europe. The Wars of the Rough Wooing in the mid-1500s impacted Leith, with English bombardments and French troops aiding the Scots. Leith became a fortified garrison town, influencing its culture and architecture. The Scottish Reformation in 1560 led to significant religious and political changes, with Leith becoming a focus for Protestant reformers after French troops were expelled.



1700's

In the American War of Independence, John Paul Jones led a squadron to destroy British commerce in the North Sea. His plan to capture the Port of Leith was foiled by a strong gale of wind which led the ship of course causing a delay on the invasion, this helped to give enough time to construct Leith Fort allowing them to defend the Port against John Paul Jones. The fort was active until 1955 and later demolished to make way for housing. Two gatehouses of the old fort are still standing.



1900s

Leith, a port town in Scotland, was a vital hub for trade and industry in the early 1900s. It was known for shipbuilding, whisky production, and trade in goods like coal, fish, and timber. During World War I and II, the Port's shipyards were crucial for naval vessel construction. Post-war, Leith faced economic and social challenges, including unemployment and the closure of a significant amount of associated industrial buildings. However, efforts to regenerate and revitalize the area began in the 1990s, with the Ocean Terminal shopping centre opening in 1994 and the Royal Yacht Britannia becoming a major tourist attraction in 1998.

1500's

2000's



1600's

In the early 1600s, Leith was a significant port in Scotland, handling a significant portion of its trade. The Scottish Merchant Navy played a key role in maritime trade. The Union of the Crowns in 1603 created new trading opportunities but also complexities. Leith was a focal point during the Covenanter Wars and was defended by substantial fortifications.



1800's

In 1806, the first wet dock in Scotland was opened in Edinburgh, with 'The Buccleuch' being the first ship to enter. The second dock was completed in 1817, and a Trinity House was erected in the same year. In 1809, the 'Tally Toot,' a Martello tower, was built to defend the harbour during the Napoleonic Wars and is now a scheduled monument within the port.

Port Leith Map Timeline

1850's

1900's

1950's

1950's



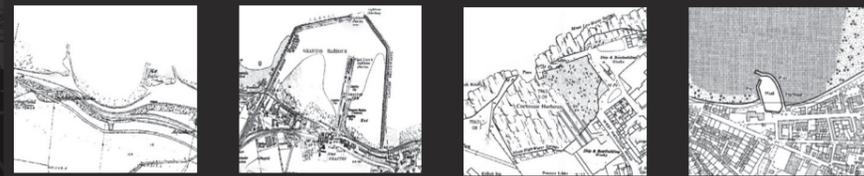
Other Ports In Surrounding Area

1850's

1910's

1960's

1990's



Port Edgar

Granton Harbour

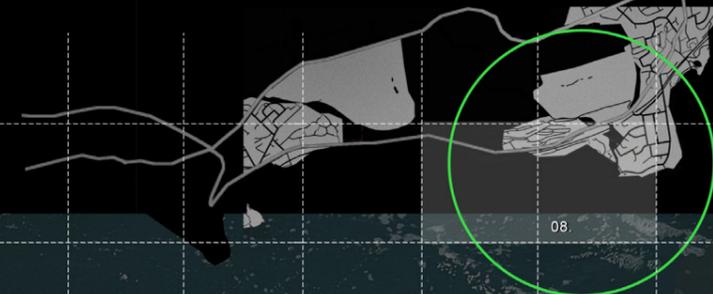
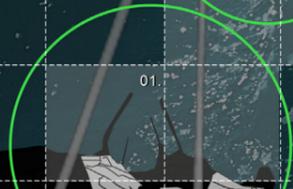
Cockenzie Harbour

Fisherrow Harbour

The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

Ocean Terminal, Edinburgh



The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

Ocean Terminal, Edinburgh

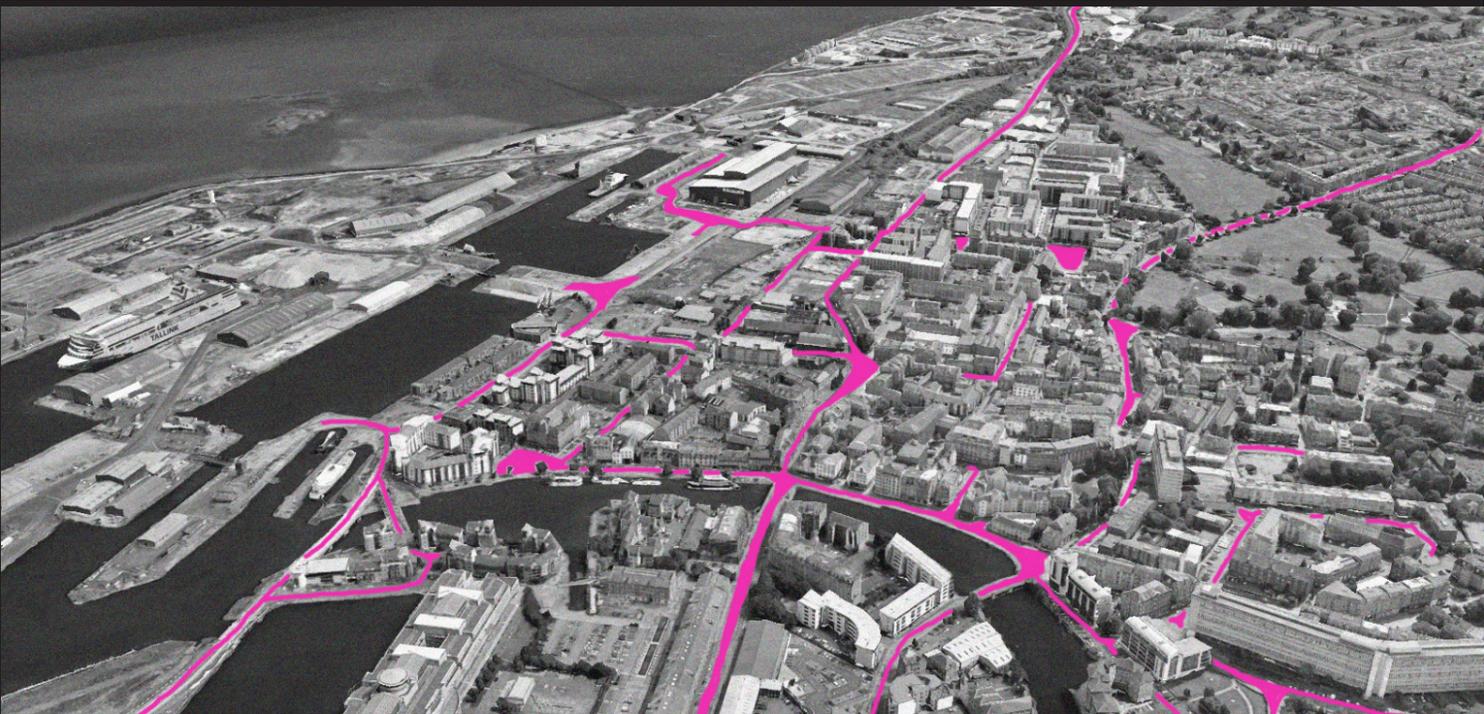
Leith

Leith existed as a distinct burgh for numerous years until 1920, when it was formally amalgamated with Edinburgh. It has held a pivotal role in the history of the region and maintains a unique identity to this day.

Dating back to the 14th century, Leith served as a crucial port for Edinburgh, whilst its strategic location bore witness to several historically significant battles. During the 19th and early 20th century, the Leith Docks area thrived as the centre of the shipbuilding industry in the region. Some shipyard structures from this era still endure, alongside the Leith Nautical College building on Commercial Street, which dates back to 1903. Following a period of decline after the Second World War, the area has benefited from significant regeneration initiatives in recent years which have breathed new life into the area.

Presently, the Port of Leith accommodates a range of port operations including cruise operations. Notably, the Royal Yacht Britannia, Ocean Terminal and the Scottish Government's executive building have all found their home in Leith.

Leith has become a popular, vibrant area for locals and tourists alike, attracting people internationally. Since the recent surge of interest in the area, Leith was named the 4th best neighbourhood in the world by Time Out Magazine 2021 and the 16th best in 2023. There has subsequently been a drive for new high-quality housing stock within the area.



The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024
Ocean Terminal, Edinburgh

Project Brief

- Create a new business hub to serve the dynamic Edinburgh economy, with a particular emphasis on entrepreneurial businesses and the creative industries
- Develop a dynamic, vibrant office space using container-led design.
- Capitalize on the unique dockside location.
- Draw from the local industrial vernacular to inform the design.
- Reflect the dockside setting with appropriate building forms and materials.
- Allow for organic growth and adaptability based on market demands.
- Ensure flexibility during construction to accommodate changes.
- Design engaging public spaces around historic dock elements like the pump house and dry dock.
- Include spaces for cafés, restaurants, and retail to enhance the area.
- Add pockets of greenery throughout the development to soften the urban feel and encourage interaction.

Project Description

The proposed office development embraces a container-led design, incorporating both internal and external container uses to create a unique and adaptable workspace. When located externally the containers will be adapted to meet the strict thermal standards, while internally, containers could be fully exposed to express the aesthetic properties of the container. This dual approach ensures a variety of office spaces that harmonise with the dockside setting.

The design allows the development to be constructed in phases which allows for organic growth and adaptability based on market demands. Drawing inspiration from the industrial forms of the local area, the development will feature large sheds with clean, minimal forms clad in simple materials, maintaining the aesthetic continuity with dockside structures.

A central hub building will provide amenities and flexible workspaces, incorporating internal containerized spaces and reflecting the forms of local sheds. The proposal also emphasizes placemaking, leveraging existing structures to create vibrant public spaces that could include retail, cafes, and restaurants.

Public spaces are a key consideration, with the design facilitating high-quality public realms and preserving historic elements such as the pump house, dry dock, and original shed buildings.

The landscape integration will soften the industrial environment, encourage interaction, and create a welcoming atmosphere.

Overall, the proposal aims to create a dynamic and engaging modern, adaptable workspaces with a unique offering for the city, to be sat on the dockside surrounded by historical interest.



Precedent

Shipping containers are revolutionising modern office design, combining sleek, industrial aesthetics with unparalleled flexibility and sustainability. These containers epitomize cost-effective, cutting-edge design, perfectly aligning with eco-friendly upcycling trends. The examples shown illustrate how versatile they can be providing a range of options with containers being used both internally and externally.

Built to endure the toughest conditions, shipping containers offer a robust, low-maintenance solution for contemporary offices. Their modular design allows for seamless expansion and creative configurations, from open-plan layouts to chic, private meeting pods. Constructed off-site to ensure top build quality, these containers are easily transported and rapidly deployed.

Our unique port-side location is the ideal setting for a development based on repurposed shipping containers, blending inherent industrial charm with customisable features to reflect any brand's unique style. These versatile spaces can be modified to meet all building codes and safety standards, ensuring a safe, stylish, and sustainable work environment.

By repurposing shipping containers, we not only reduce waste but also promote a sustainable approach to construction making them a bold statement in modern, adaptable office design.

Landscape Design

The landscape architects' initial proposals have been deeply informed by the existing structures and materials on site, ensuring that the development respects and enhances the site's historical context. Their design strategy includes the reuse of cobblestones and the old rails, integrating these elements with modern methods to create a cohesive and engaging environment.

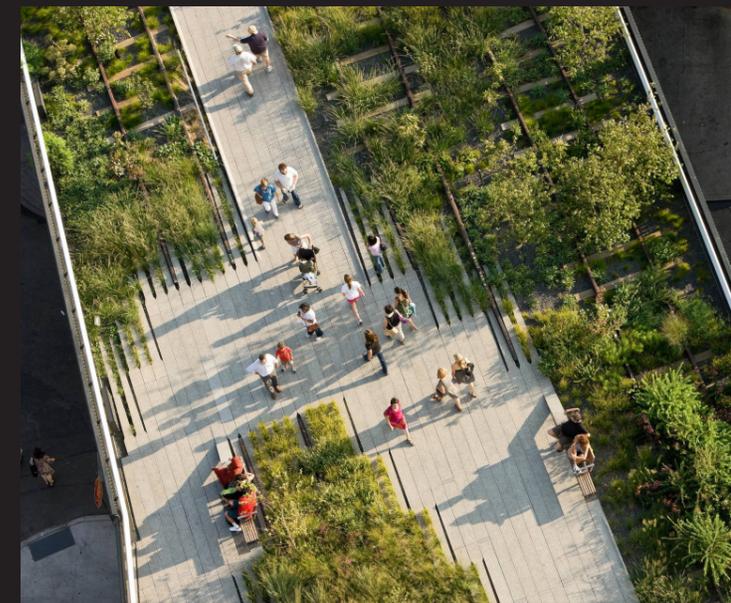
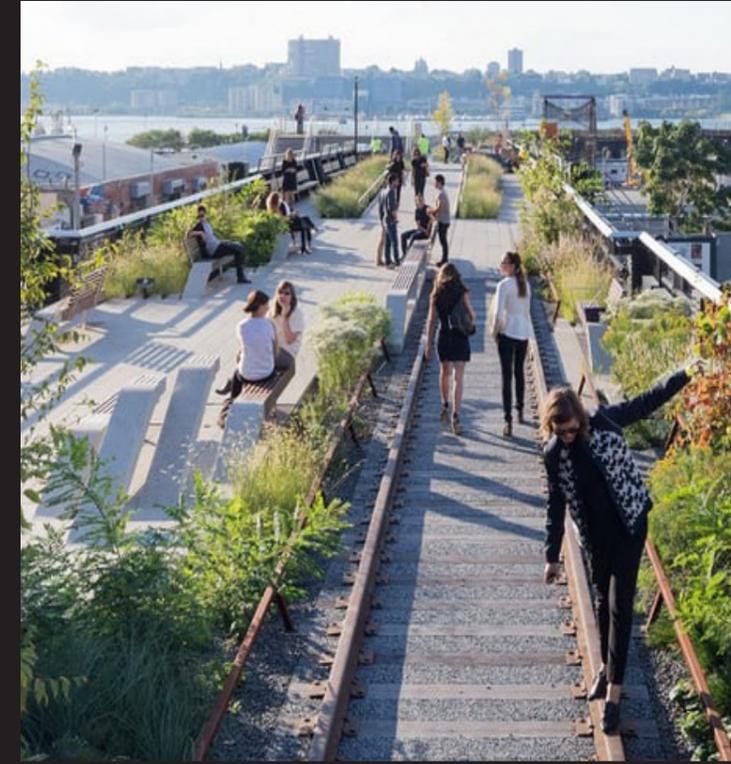
The existing setts will be repurposed where possible to define pathways throughout the site, maintaining a tangible connection to the site's maritime past. The old rails, a distinctive feature of the dock's industrial heritage, will be creatively incorporated into the landscape design where possible, serving as unique borders for planters and delineating different zones within the development.

These historical materials will be thoughtfully combined with contemporary design elements to create pathways and planters that blend the old with the new. This approach not only preserves the site's character but also creates a visually appealing and functional landscape that encourages exploration and interaction.

By retaining and incorporating these existing materials, the landscape architects have ensured that the new development will honour its heritage while providing modern amenities and vibrant public spaces. This blend of historical and contemporary design elements will define the site's unique identity and create a place where the past and present coexist harmoniously.

Birch tree blocks are being considered to enhance pedestrian comfort by reducing wind speeds and creating a striking contrast with monolithic buildings, as successfully demonstrated at Tate Modern in London.

Some of the sketches opposite illustrate the potential to reuse historic rails from the site in the public realm, showcasing the forms and materials that reflect its unique industrial character.



The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

Ocean Terminal, Edinburgh

Phasing Diagrams

Phase 1: Southern Container Park

The first phase focuses on the southern container park, comprising two blocks of four-storey containers. This area will offer a variety of office spaces, catering to diverse business needs. The modular design allows for rapid construction and flexibility, providing occupiers with modern, adaptable work environments right from the start.

Phase 2: The Hub Building

The second phase introduces the hub building, a central point for the entire development. This structure will feature internal offices, meeting spaces, shared amenities, and flexible co-working spaces. Serving as the heart of the community, the hub building will foster collaboration and interaction, enhancing the overall work experience.

Phase 3: Northern Container Park

In the third phase, we will develop the northern container park, also featuring four-storey structures. However, this area is designed to step down in height, integrating the new development sympathetically with the adjacent listed pump house. This thoughtful design ensures that the historical integrity of the site is preserved while still offering modern office solutions.

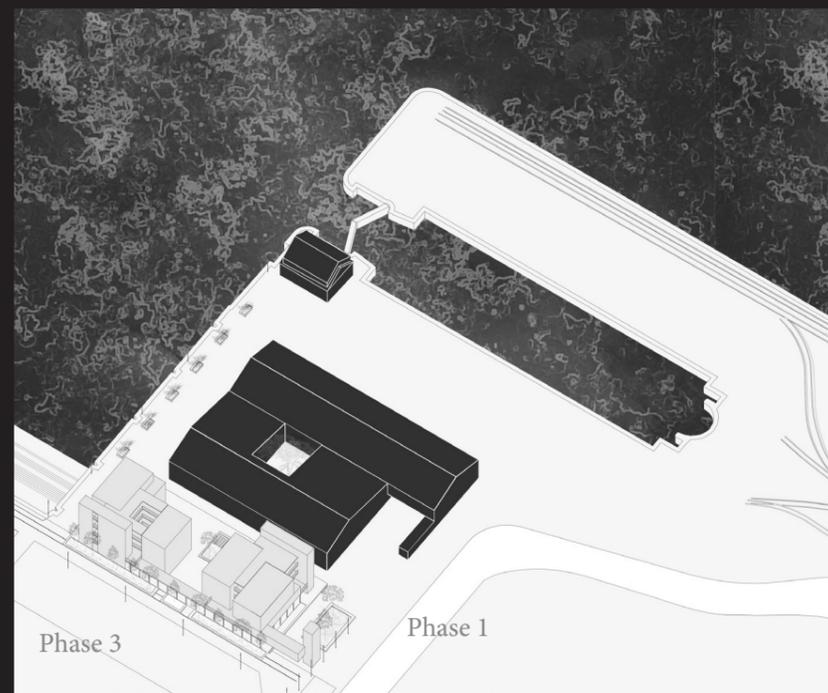
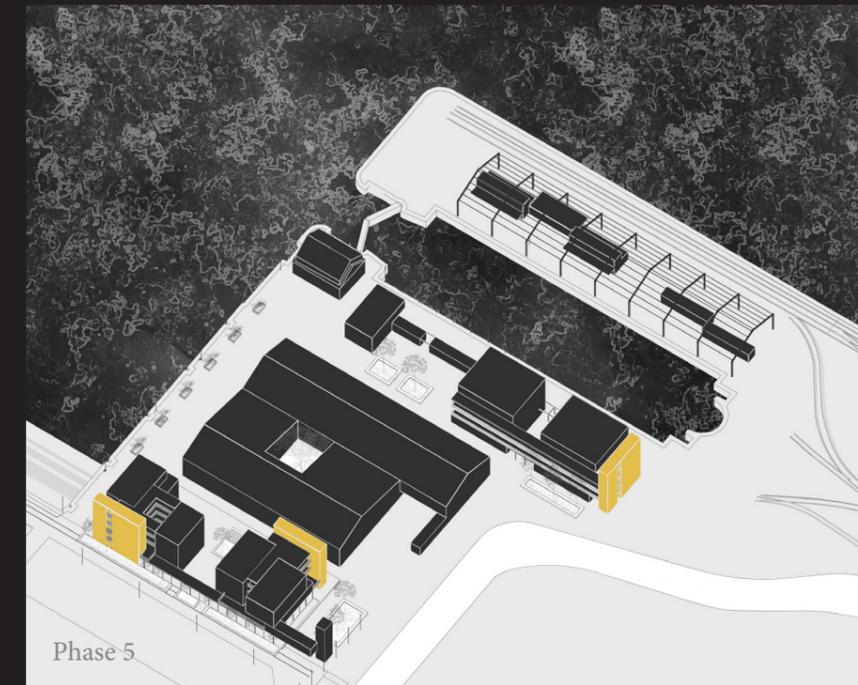
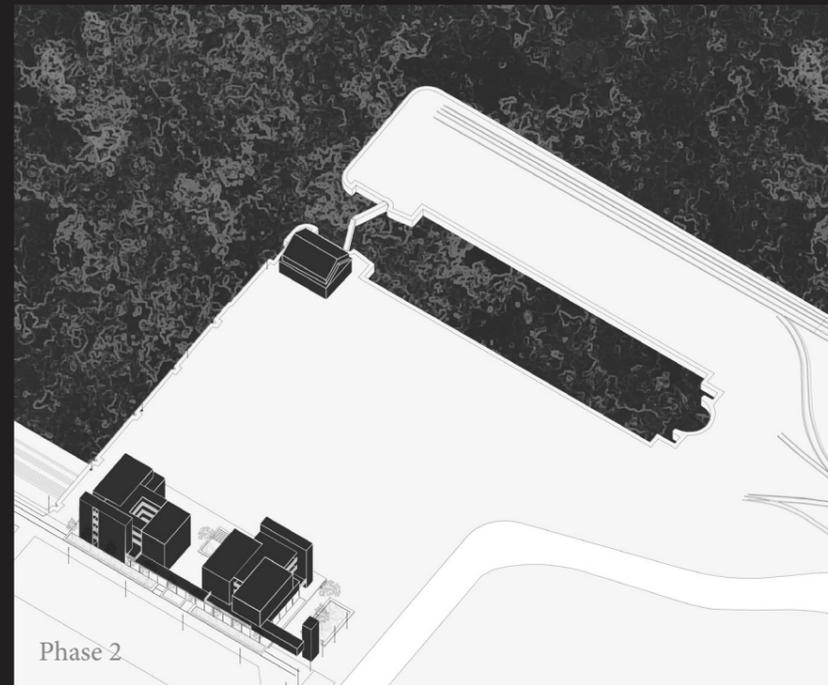
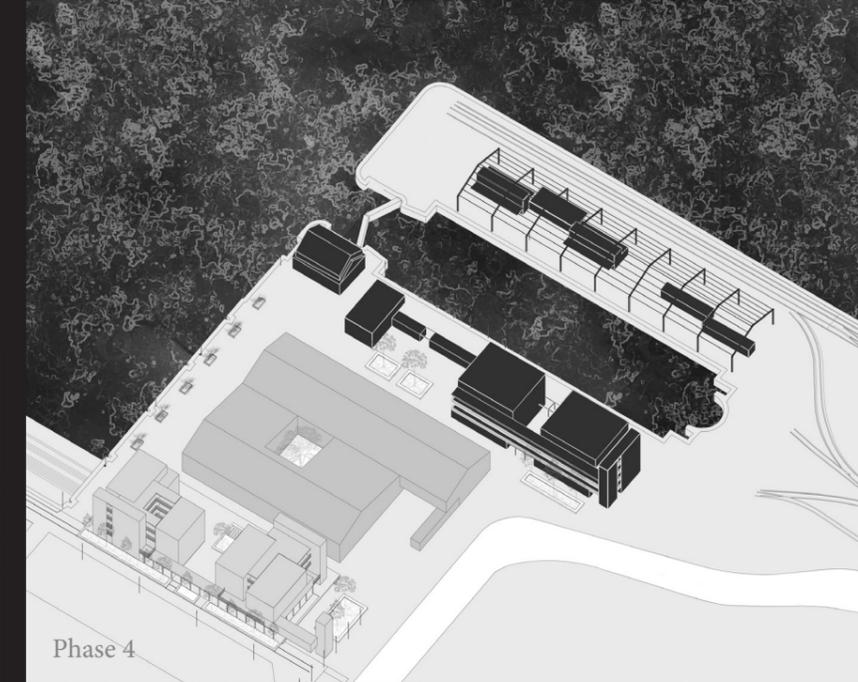
Phase 4: Sheds 12 & 13

The refurbishment of Sheds 12 and 13 will be conducted with a light touch, preserving their character and overall appearance.

Phase 5: Food and Beverage Zone

The final phase introduces a vibrant food and beverage zone on the northern side of the dry dock. This area will provide a variety of dining options, creating a lively social hub for both office workers and visitors. The inclusion of food and beverage amenities will enhance the appeal of the development, offering convenient and enjoyable experiences for everyone.

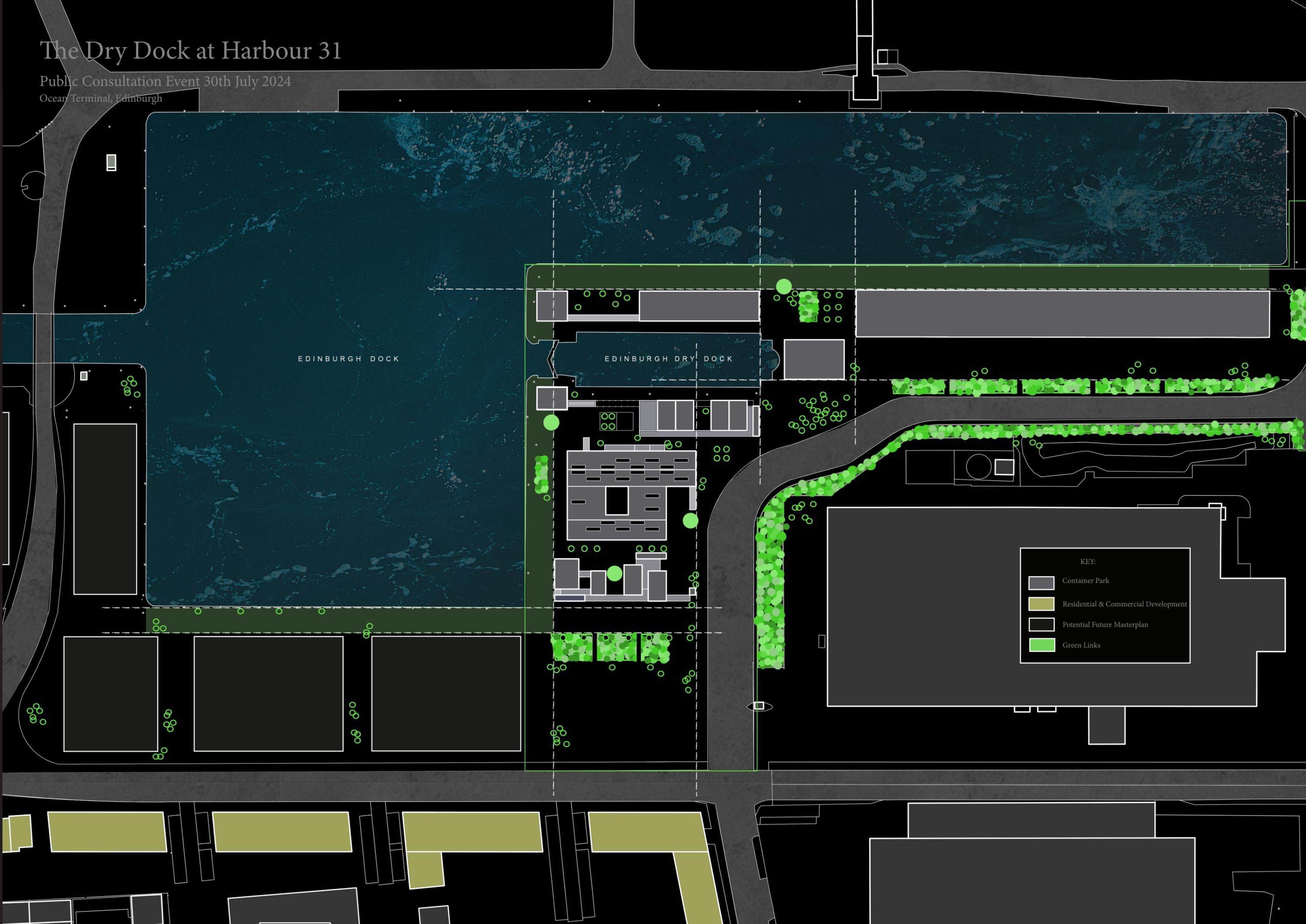
The completed scheme will deliver 70,000ft² of office space with an expected footfall of 500+ people daily.



The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

Ocean Terminal, Edinburgh



EDINBURGH DOCK

EDINBURGH DRY DOCK

KEY:

- Container Park
- Residential & Commercial Development
- Potential Future Masterplan
- Green Links

The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

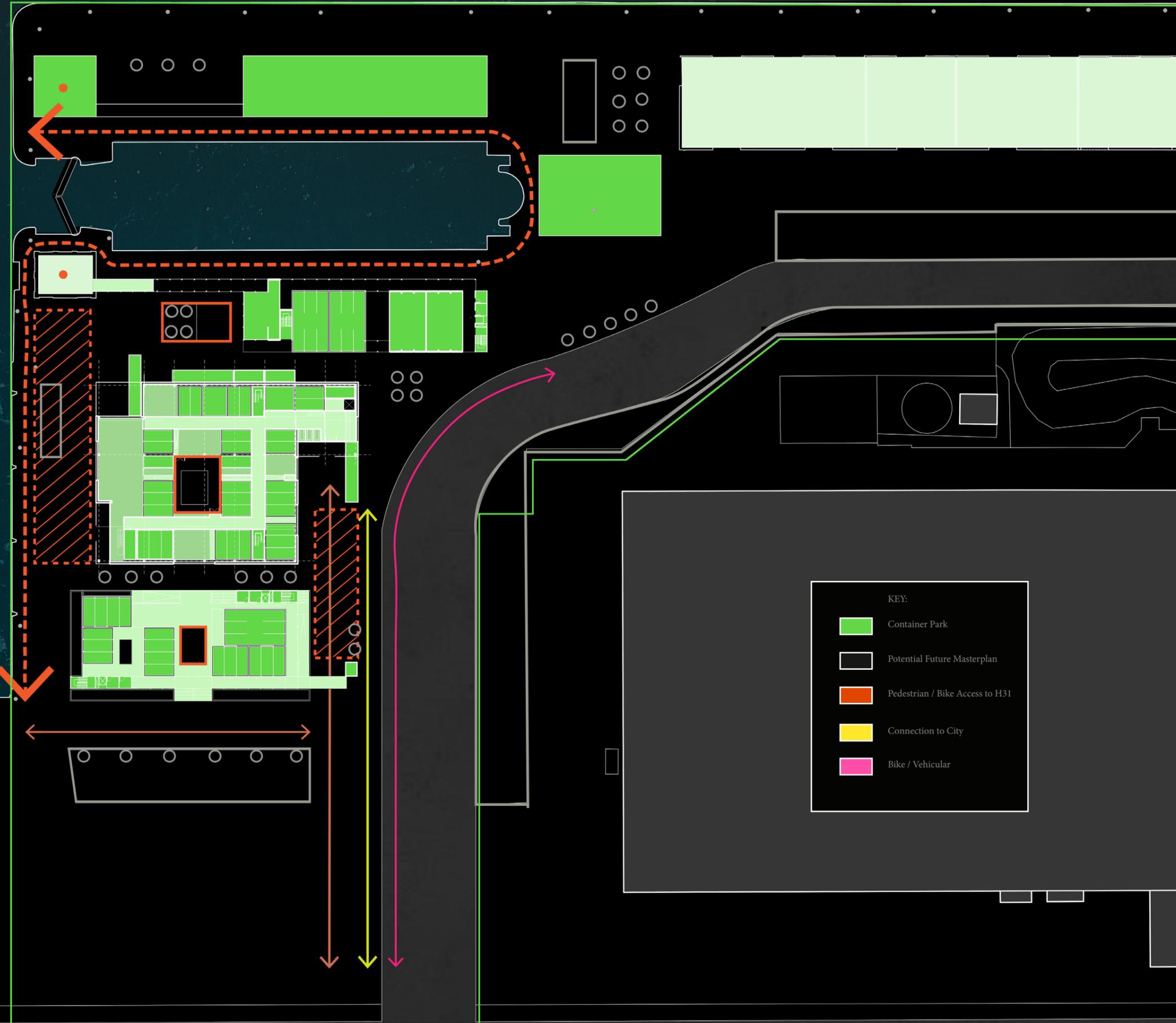
Ocean Terminal, Edinburgh

Connections

The following diagram looks to demonstrate how the proposals have been designed to maximise the links to the wider community and the city beyond.

The scheme has been designed to be permeable and allow the public to meander through the various buildings and spaces.

High quality public realm is proposed to further enhance the user experience and at each point of importance or intersection planting / areas of greenery are created. These help to reduce the scale of the open spaces, creating areas where the public and residents of the H31 masterplan can enjoy some beautifully designed external space.





The Dry Dock at Harbour 31

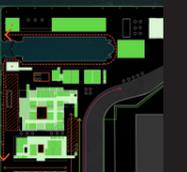
Public Consultation Event 30th July 2024





The Dry Dock at Harbour 31

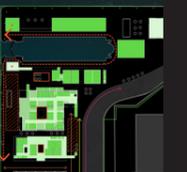
Public Consultation Event 30th July 2024





The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024





A-303

THE DRY DOCK
SOUTH BLOCK

WOO
THOMSON'S
COFFEE

55°58'38.0"N
3°09'33.3"W
A-001 A-001
A-002 A-002
A-003 A-003
A-004 A-004
A-005 A-005

3.3
CREATIVE SPACE

The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024





The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024





The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024



The Dry Dock at Harbour 31

Public Consultation Event 30th July 2024

Ocean Terminal, Edinburgh

Timelines

At the time of this event we expect development to progress along the following timeline:

- _ July 2024 - First Public Event
- _ Late August / September 2024 - Second Public Event
- _ October 2024 – Planning Application and Listed Building Consent submitted to City of Edinburgh Council
- _ Spring 2025 – Determination of Planning Application
- _ Summer 2025 – Commence development
- _ Winter 2026 – First occupation

What happens next

We are happy to answer your questions and receive your feedback at the consultation event. If you would like more time to consider your feedback you can email or write to using at the contact details below. Copies of the exhibition presentation and a feedback form can be downloaded from www.harbour31.com. All feedback should be received by 20 August 2024.

A second and final consultation event will be held in due course and at that event we will set out how we have responded to the feedback we have received. We will publish a notice of the event in the Edinburgh Evening News, notify the local community councils and properties close to the site as well as publishing the date of the event at www.harbour31.com when this is confirmed.

When we submit the planning application, it shall be accompanied by a Pre-Application Report which will set out what comments were received as part of the pre-application process and how these have been considered by the Applicant.

At the pre-application stage, all comments are comments to the prospective Applicant. Comments should not be made to the Planning Authority, City of Edinburgh Council. If a planning application is submitted to City of Edinburgh Council, normal neighbour notification and publicity will be undertaken at that time and you will have the opportunity to make formal representations regarding the proposal.

Contact Details

Lesley McGrath
HolderPlanning
139 Comiston Road
Edinburgh
EH10 5QN

Email: lesley.mcgrath@holderplanning.co.uk
Mobile: 07841 487916
www.holderplanning.com

