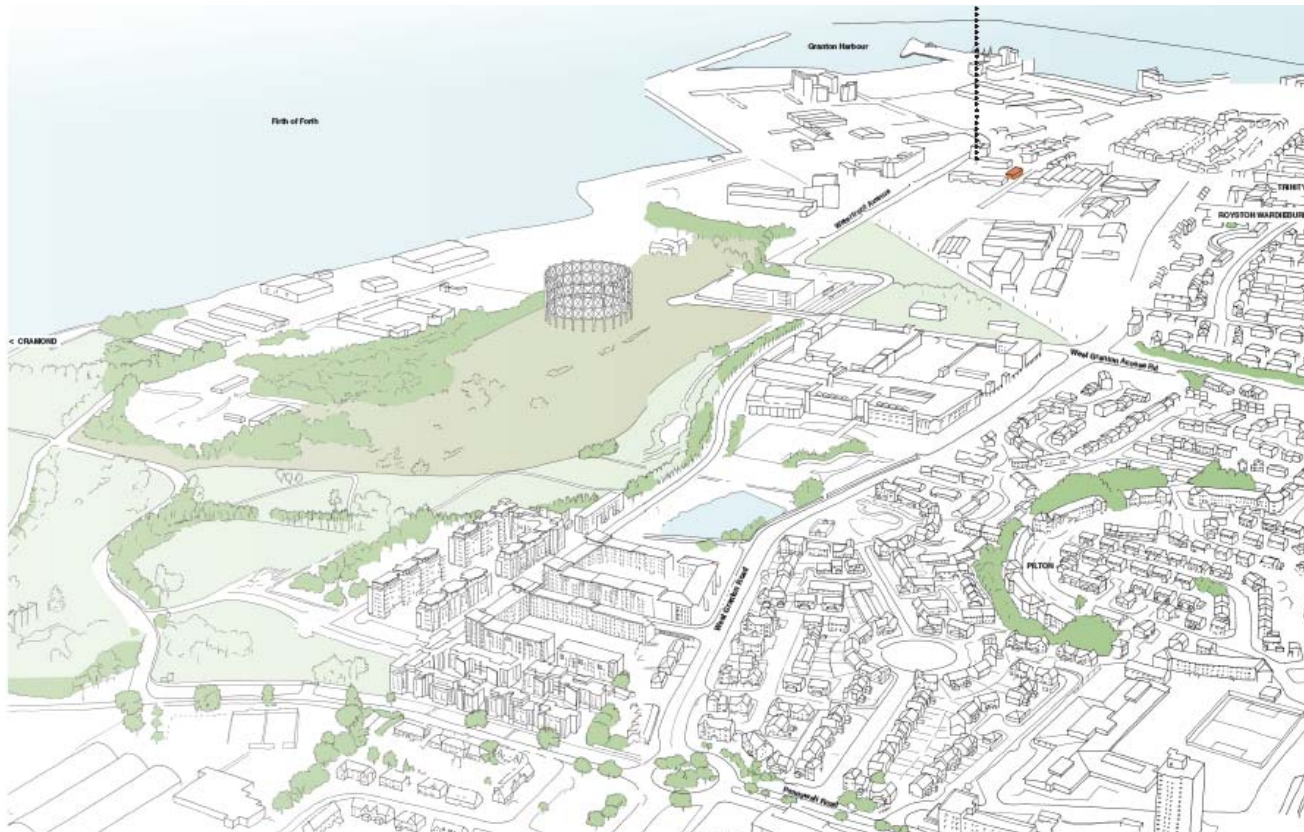


Granton Waterfront Regeneration: Consultation Responses Summary Report

Stage 3: Granton Should Be . . .

May 2019



The questions asked

01 Granton Principles

Question 1: Do these principles reflect what you have told us so far?

02 Coastal Granton

Question 2: Of the options outlined for the shoreline which one do you think would best serve Granton?

03 Rooted Granton

Question 3: Are there any existing assets that we have missed that you think should be included?

04 Re-connected Granton

Question 4: You told us previously you wanted increased access to the waterfront and more direct walking and cycling routes. Do you think the proposed routes achieve this?

Question 5: Do you think that the transport gateway locations we have identified (above) are in the most suitable position?

Question 6: When the public transport network is improved either with a bus, tram or other method of rapid mass transport, which route do you think would best serve Granton?

05 Urban Granton

Question 7: You told us previously you wanted vibrant streets that were enjoyable and safe to walk and cycle as well as open spaces with links and views down to the waterfront. Does this proposal achieve this?

06 Living Granton

Question 8: Do you like our proposals for green and open space in Granton?

Question 9: Is the proposed greenspace in the right place for you to use and enjoy?

07 Responsible Granton

Question 10: You told us previously you wanted to see more cafes, bars, public amenities and cultural venues. Do these zones respond to this?

08 Robust and Flexible Granton

Question 11: Which of the Granton principles is most important to you? Tell us why.

09 Conclusion

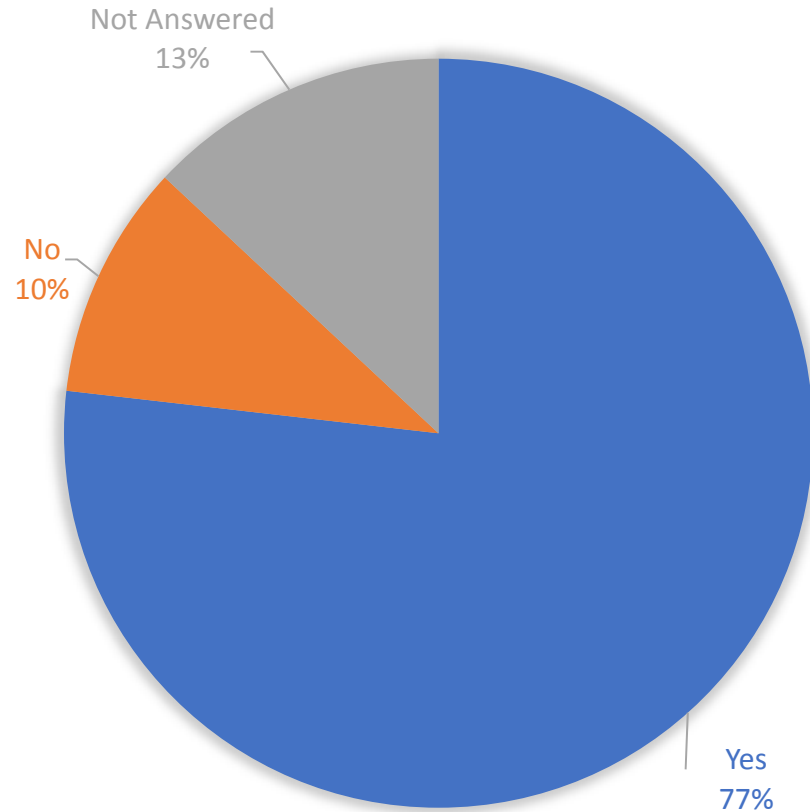
Question 12: Is there anything else you would like to share with us?



This survey was live on the consultation hub from 6th May 2019 to 26th May 2019, as well as distributed at a community event on 10th May at Edinburgh College from 10am – 2pm. Full, unedited responses can be found in appendix one.

01 Granton Principles

Do the Principles reflect what you have told us so far?

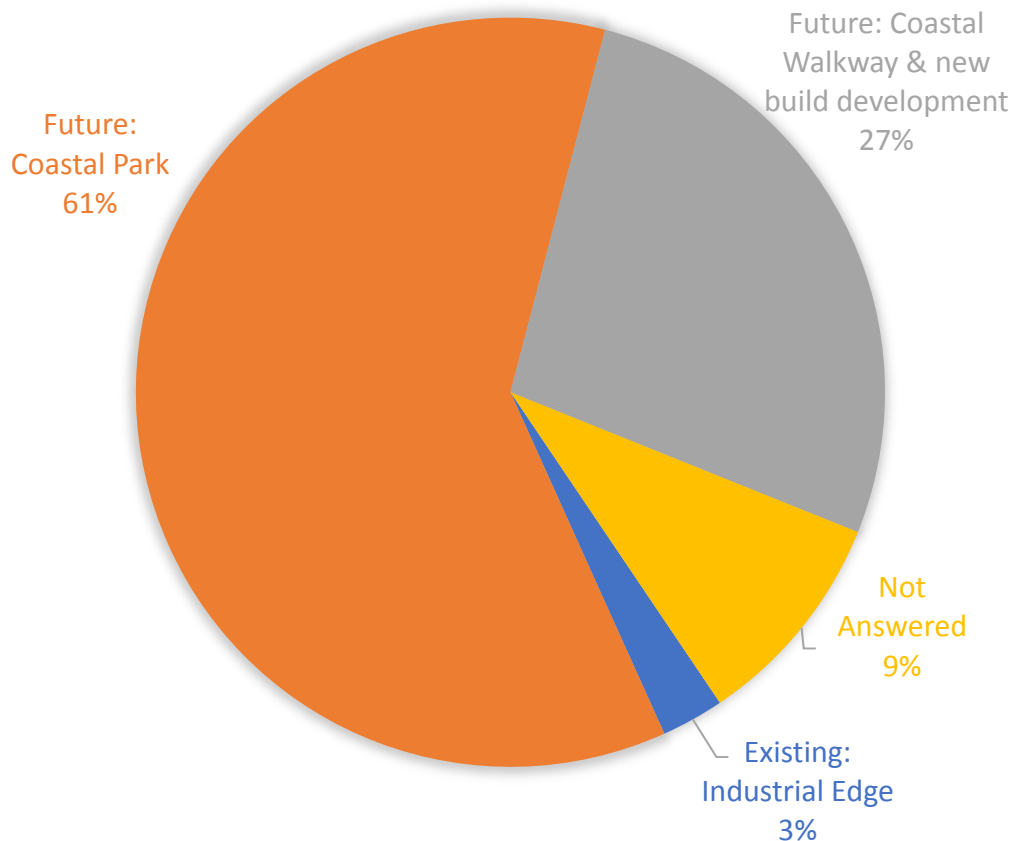


Responses in summary . . .

- Cycle lanes, pedestrian priority, active travel and public transport links are a priority.
- Transport in the surrounding areas can't be forgotten.
- The waterfront has the potential to be like The Shore with cafes, art places, community hubs, local businesses and recreational spaces.
- Access to water and water sports, more green areas for walking.
- Creating a Granton that can change with the challenges of the future.
- Enhancing the connection to nature and green spaces is important.
- Homes not houses.
- High quality design of public spaces should be imperative.
- Environmentally friendly homes and transport.
- Ensuring everyone feels safe day and night.

02 Coastal Granton

Of the options outlined for the shoreline which one do you think would best serve Granton?

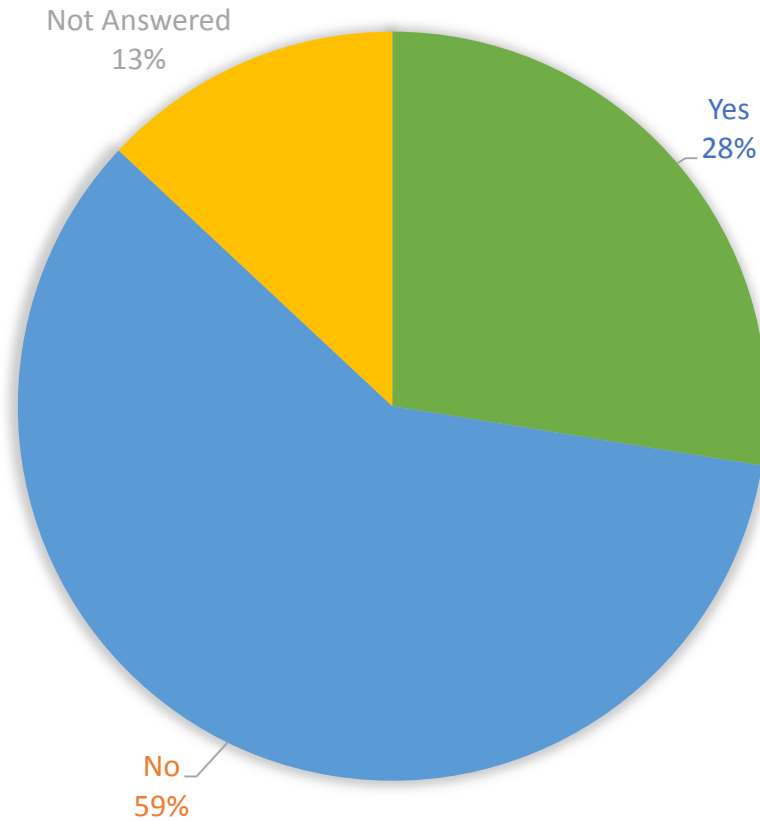


Responses in summary . . .

- Celebrate being so close to the water with a pier and better connections to the islands.
- A strong emphasis on nature and public space
- A dense urban waterfront will ensure that the area remains vibrant and 'alive' at all hours of the day.
- A landmark feature (in similar fashion to the Oslo Opera House or V&A Dundee)
- Lots of trees should be planted to shield the area from its exposed location.
- Provide strong east to west and city centre connections to the waterfront through green routes – supporting active travel and connecting the city's wider green networks.
- I think this looks exciting and if you bring the tram along here you could have an area that is great for residents, visitors and business.
- The main focus should be on creating public space, access to water and beach for everyone and some low impact leisure facilities.
- It is essential to protect and expand this section of shoreline as a natural area.

03 Rooted Granton

Are there any existing assets that we have missed that you think should be included?

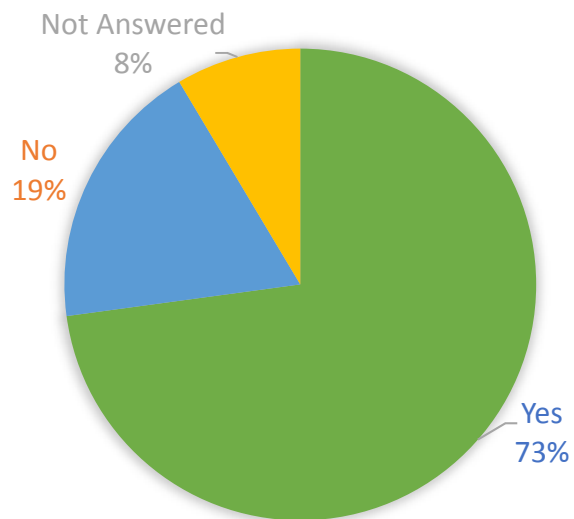


Responses in summary . . .

- Harbour
- Madelvic House and Car factory
- National Collections Facility
- Gypsy Brae
- Natural Beaches and Bays
- Lidl, B&M and Morrisons
- The existing communities and businesses
- The Light House
- The Water
- Wildlife Habitats
- Social Bite Village
- Granton Square
- Waterfront Avenue

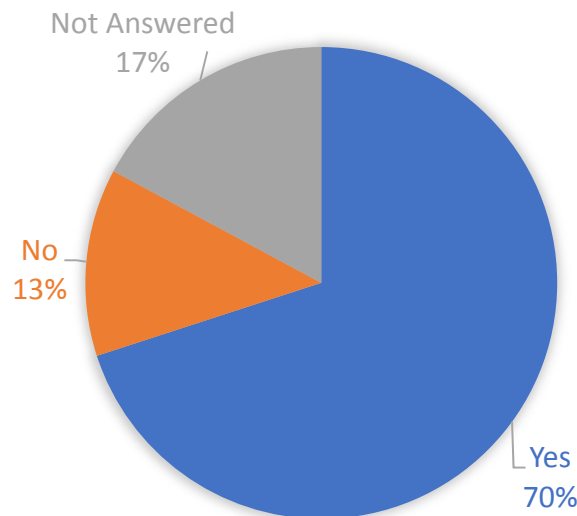
04 Re-Connected Granton

You told us previously you wanted increased access to the waterfront and more direct walking and cycling routes. Do you think the proposed routes achieve this?



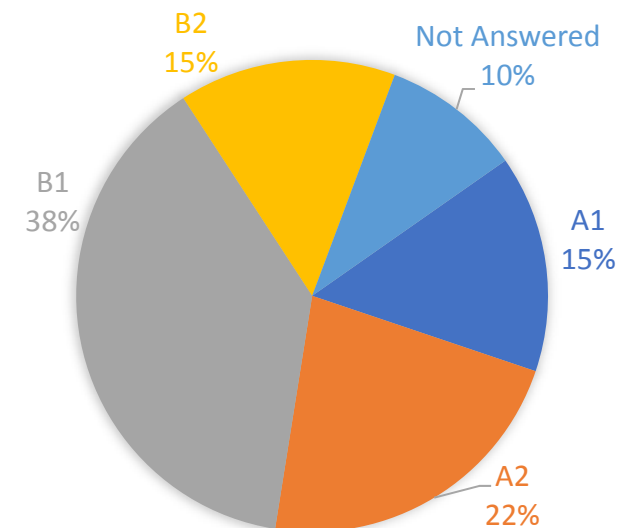
- Fully segregated cycle lanes on all roads for active travel.
- More buses, more frequently.
- Tram connection.
- Walking and pedestrian priority.
- Considerate parking.
- High quality routes

Do you think that the transport gateway locations we have identified (above) are in the most suitable position?



- Station building should be transport hub.
- Consider Muirhouse and Silverknowes too.
- Shift workers should be considered.
- Car parking required for people who use vehicles for work

When the public transport network is improved either with a bus, tram or other method of rapid mass transport, which route do you think would best serve Granton?

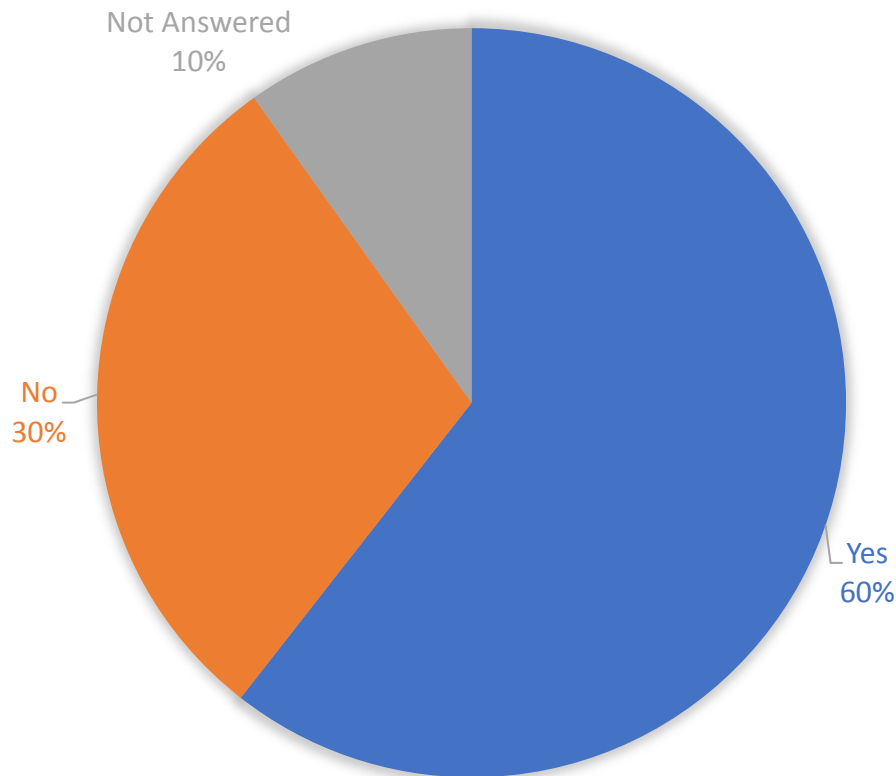


- Should stop at Edinburgh College.
- Tram route shouldn't forget to connect communities already there; Muirhouse, Silverknowes and Pennywell Road.
- Keep West Granton Access for cars.

05 Urban Granton

You told us previously you wanted vibrant streets that were enjoyable and safe to walk and cycle as well as open spaces with links and views down to the waterfront.

Does this proposal achieve this?

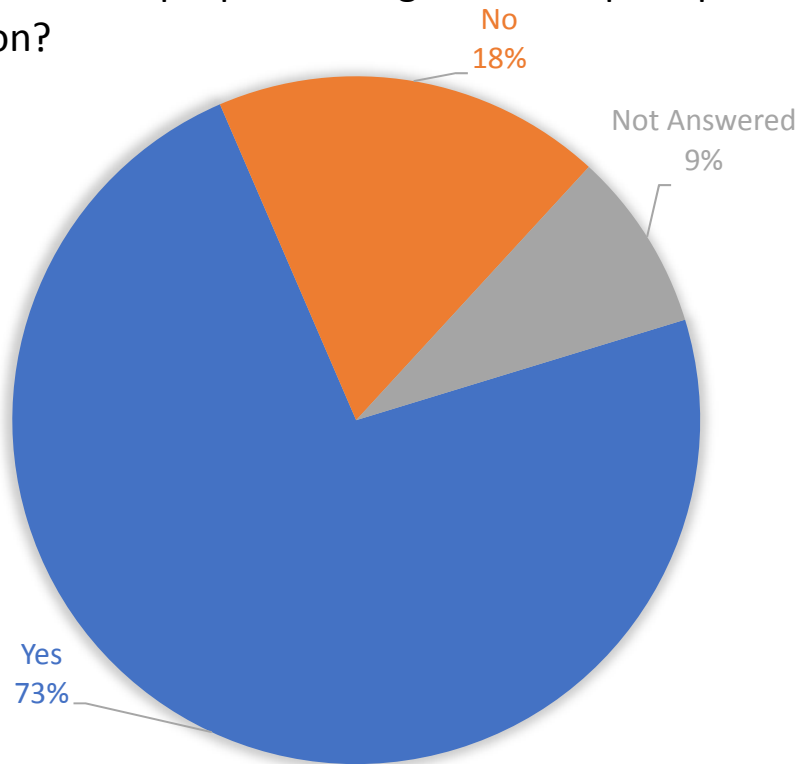


Responses in summary . . .

- Edinburgh wide transformation to increase active travel.
- Places where people can go out within their local area rather than going into town.
- Concern over parking and ability of current roads being able to deal with influx.
- Sightlines of the water and Fife should be considered.
- Car fee areas should be considered.
- Building heights shouldn't be too high.
- More Trees
- Impact of sun and wind on building heights should be considered.

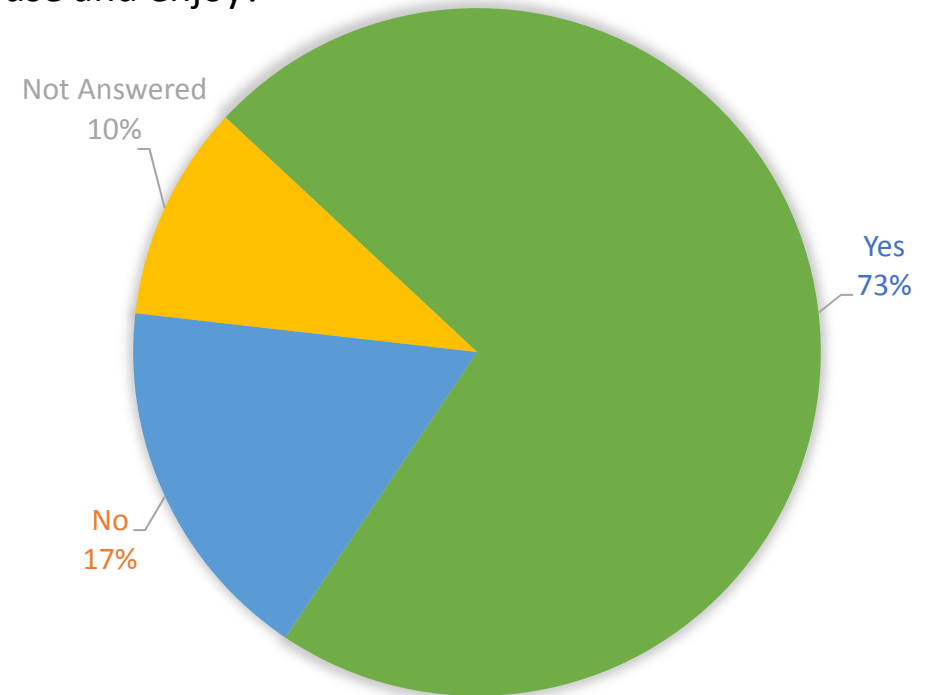
06 Living Granton

Do you like our proposals for green and open space in Granton?



- Variation between the types of spaces proposed makes the area feel organic.
- Views of the Forth shouldn't be ruined by high rise development.
- Area around Lidl needs improved green space.
- Should be developed with biodiversity and wildlife in mind.
- Every street should be green.

Is the proposed greenspace in the right place for you to use and enjoy?

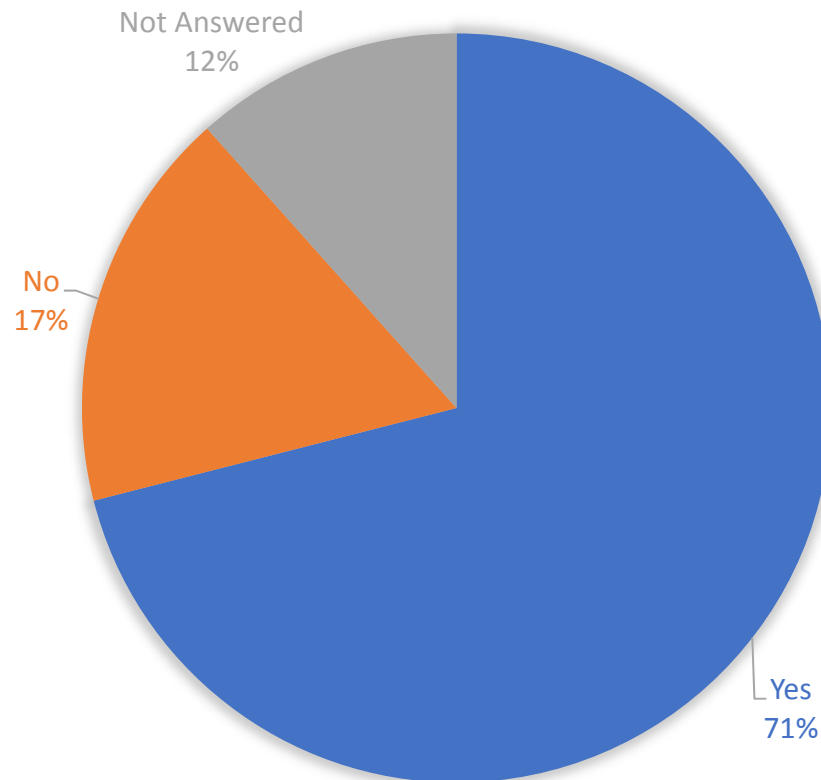


- Green spaces seem to be well-spread throughout the proposals, making it easy to access.
- How will littering and fly tipping be deterred?
- Will it be accessible for disabled people?
- Need improved green space to the south as well.
- Tree lined streets.
- Don't forget existing facilities and spaces.
- Outdoor play areas are needed too.

07 Responsible Granton

You told us previously you wanted to see more cafes, bars, public amenities and cultural venues.

Do these zones respond to this?

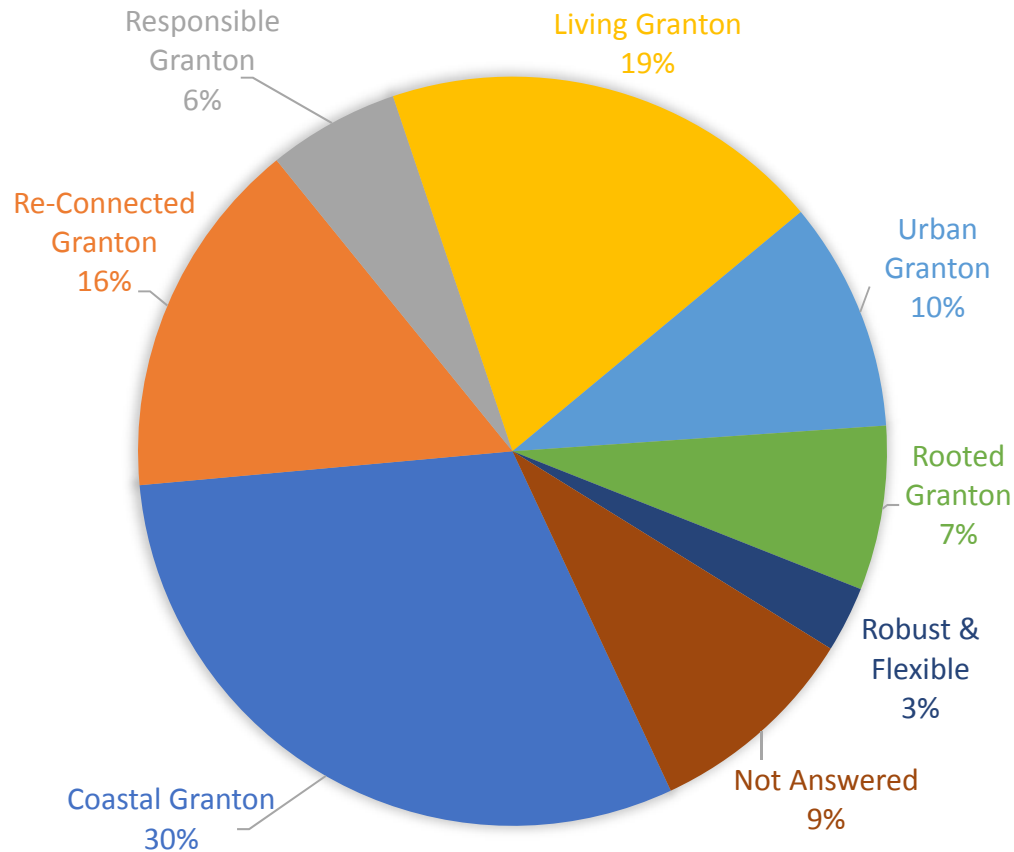


Responses in summary . . .

- Cultural and learning venues such as a theatre, a pier, a library, sporting venue and performance space.
- Small scale local cafes and businesses but recognise need for sustainable business model supported by a dense urban environment.
- The zones will help create hubs for different sectors.
- Better variety of shops including pharmacy.
- Activities and amenities that encourage people to spend time in the area.
- Saltire square should be utilised more.
- Make better use of Granton Square.

08 Robust and Flexible Granton

Which of the Granton principles is most important to you? Tell us why.



Responses in summary . . .

- Granton should be safe, healthy and relaxing.
- Maximise the potential of the coast as one of Edinburgh's best features.
- A mixture of quality homes.
- An important part of the city that has been neglected.
- Granton should take its place as European waterfront destination amongst the like of Amsterdam, Copenhagen, Oslo and even Glasgow and Dundee.
- Stretch the city to the water.
- Maximise the amazing views.
- Coastal Granton – Its unique, nowhere else in Edinburgh like it.
- Granton should encourage a healthy lifestyle.
- Need to retain heritage and enhance the natural spaces.
- Space to play, relax and have fun.
- Granton should be inspiring.

Do these principles reflect what you have told us so far? - Tell us more
I can't stress enough how important cycle lanes and pedestrian priority is, as well as proper public transport links are.
The responses I have given seem to have been translated into these principles very well so far.
There needs to be a comprehensive look at transport to the area. There are too many bottlenecks already at Ferry Rd, Pilton Dr Morrisons junction, Queensferry Rd to name a few.
I think the waterfront has the potential to be like The Shore with cafes, art places, community hubs, local businesses and recreational spaces.
More cafes and restaurants (there is almost none), access to water and water sports, more green areas (parks) where people can go for walks, take their dogs and kids. More buses to the city and quicker transport to leith
Particularly the approach to a robust approach. Creating a Granton that can change with the challenges of the future.
There's no love for this gasholder. The one which was really evocative of Granton was the blue one, which is gone. These types of gasholders exist all over the country, there is nothing Granton about it. Get rid.
You are flooding the place with MID MARKET flats which is the biggest property CON ever it guarantees rent - knowing fine that the renters will never be able to buy. The flats in the retirement development are £404 000 for a 2 bed flat. Utter disgrace, CEC has aligned itself with corrupt greedy profit making ENGLISH based companies like Places For People - so called plugging the gap in housing form people on modest or middle / low incomes - which is the bulk of the public sector work force. The place is covered in litter and the poor sods that live there at the moment get more or less no service 1 Bus the 47 - there are no bins so place is covered in litter, no parking despite vast derelict areas the speeding cars and motorbikes are unbelievable along Waterfront Ave / Western Harbour Rd - but its Edinburgh so you can ignore the truth of this email because someone will buy / rent - so you can pretend that everything is ok.
I enjoy living in Granton because I feel closer to nature and NOT the CITY. I don't need a highstreet in Granton. I need the beach and a bike path and less cars. Buses are perfect. No trams.
Need mixed use, dense, little to no parking spaces to reduce congestion, wide clear easy to follow segregated cycle lanes on busier roads and 20mph limit on residential streets.
They're a bit vague and somewhat pompous
This needs to be about giving people homes not houses.
Work with and enhance the green spaces that already exist - active travel at the heart of the design
Generally, however "A vibrant urban environment, with space for living in dense, 21st Century urban housing with ready access to an intelligent mix of dynamic civic and cultural destinations." Needs to well integrated. It will feel safer if it's also an attractive place to walk/cycle/visit and not purely residential flats.
While agreeing with the principles, there is a need to ensure very high qualities of urban design and ensure that the coastal landscapes are protected from the types of development currently blighting the Newhaven and Leith shoreline when viewed from other areas of the Forth Estuary.
One of the biggest threads in the previous responses was to do with environmentally friendly housing, transport, use of land etc. this isn't reflected in these points.
I would like more opportunity for watersports in the area
Personal safety is top priority, day and night.
The proposal overlooks contemporary focus on landscape led masterplanning for 'sustainable cities' where systems and cycles for air, water, soils, energy, waste and natural systems determine layout rather than focusing on built form and vehicular access alone.

A pedestrian and cycling route following the waterfront (but not destructive to the nature) should be conceived between Newhaven, Granton and Queensferry, to serve as a direct link between them. A pier would be nice, maybe with a venue of some sort, like a music hall, which will help dilute the Fringe perhaps, and allow Granton to acquire a stronger sense of identity. Maybe getting the University involved as well? They don't have any presence in North Edinburgh as such. Some means of visiting the islands, like an island hopper service? Is it because they are owned by the military or something that has led to their disuse? Great opportunity for a sustainable development on them.

better road access

This response is lodged by [REDACTED] are relatively new to the framework process so these are their first comments on Granton - an area they have an interest in for high density development of houses with an ability to produce high quality living and to deliver on site at a rapid pace.

Urban/ Living/Responsible Granton Principles should explicitly include 'excellently design sustainable homes and architecture'

Of the options outlined above for the shoreline which one do you think would best serve Granton? - Tell us more

I think it should be a new build development with strong emphasis on nature and public space integral to its design. Maybe a pier somewhere along the coastline, and a new theatre on it, to help dissipate the fringe festival, and help make Granton develop a more distinct identity. Going along the coast, there should be done something to improve Crammond, the island in particular. Making better connections with the other islands in the river could be interesting, and perhaps using the idea of making artificial island of landfill, taking from certain Asian countries.

Edinburgh is in desperate need of new homes and interesting waterfront living. A dense urban waterfront will ensure that the area remains vibrant and 'alive' at all hours of the day. A landmark feature (in similar fashion to the Oslo Opera House or V&A Dundee) would likely be needed to top the area off. High quality public realm should be a priority. Urban development in the area does not mean absolutely no trees or greenery. Lots of trees should be planted to shield the area from its exposed location. Flood defences do not necessarily have to be big ugly walls and can instead attempt to blend into the built environment.

Provides strong east to west and city centre to the waterfront connections through green routes – supporting active travel and connecting the city's green networks

I think this looks exciting and if you bring the tram along here you could have an area that is great for residents, visitors and business.

We should celebrate being so close to the water and make the best use of that. It means that we all should have an easy access to it. If we simply build the new builds along the water (even with some walking paths) there is a great risk that wider community won't benefit from it and won't use it. Of course some flats can still be build but not all way along the water. The main focus should be on creating public space, access to water and beach for everyone and some low impact leisure facilities

With the scale of the developments planned, having more of a buffer zone in which west shore road is the boundary of development would help to ensure the area feels it has 'breathing space'

It is difficult to strike a balance, and would really pick none of the options however this is the best of a bad bunch. It is not good to lose businesses in the area, however the provision at the moment does not feel safe and any sort of placemaking is welcomed. We do not need more housing in this area, as a resident we are undergoing so much new housing in the area without any facilities to match. We need better leisure and shopping facilities as well as open, welcome spaces for us all to enjoy. However, the challenge of a coastal park is the crowd it will attract, the nice 'park' by the Scottish Gas HQ is currently frequented by people who drink and litter it, creating nice parks and spaces is great but the environment

they will present has to be considered. The prom is currently littered with empty alcohol cans and bottles and creating a park is surely just creating a nicer environment for people to drink in
There is a huge level separation between parking and the coast. Wheelchair users and other disabled people cannot get close enough to enjoy the waterfront as there is such a huge gradient. This is not improved in the new proposal. I don't want more housing
Leave it alone, or if you do anything, clean up the beaches and make the bike path go the entire way. No new build.
Worried that hard/high coastal defence walls would be a short-term solution to flooding as well as unsightly. There is increasing evidence that softer/enhanced natural defences work as well or better.
I think it is essential to protect and expand this section of shoreline as a natural area.
relocate existing businesses if wished to inland side of West Shore Road further to the West alongside others there, perhaps with expanded business premises to suit and soft landscaping with native species suited to the coast
I think some new build development needed to breathe more life into area, as well as wide riverside park with cafes and live music venue etc for people to sit and relax. Could also have swimming baths facilities in or beside sea for warmer months. A great place to base off for an example would be Kobenhavn Kommunes Havnepark in central Copenhagen, Denmark.
In the interim, greening of Shore Road should happen e.g. trees. A lot of light pollution emanates from the industrial premises into Waterfront properties. Development of residential properties in the current industrial area would be seriously detrimental to the established fauna and birds of the area.
Industrial also attracts more waste and does not embrace the environmental
Some businesses could be retained, whilst substantially improving biodiversity and green connections and public realm improvements
We need to build within the city limits.
I think the Coastal Park would be for everyone, whereas the new build risks creating a 'them and us' waterfront condition (i.e. waterfront linked to new development and not whole community) and a parking/traffic problem. It would be good to see natural play throughout the whole path as well as accessibility for bike through the park.
The road is too crowded already. Can't take any more housing.
There is no reason why with good quality design the concepts of a Coastal park and appropriate scale new build housing should not be incorporated together along the section of the coast from Newhaven to Gipsy Brae. The illustrations shown comprise a density and scale of development which may be inappropriate to much of the coastal area, most of which is peripheral to the main housing areas of the main housing areas of the City. Within the parkland/promenade areas there needs to be spaces suitable for larger scale events and with suitable services (e.g. parking, toilets). Currently running and other events are held in the Cramond-Silverknowes section of the Promenade and these put great strains on the toilets, parking, etc. and conflict with casual enjoyment of the Promenade
A new build development on this part of the waterfront would make it less accessible to the existing community who would have less ownership over that space.
Homes can still benefit from views of the coast without being on the coast. The coastal element needs to be fully public in my opinion. It would be great to link with Cramond so there is a continuous accessible promenade. Ideally this would go all the way to Portobello, but may be just a dream...
It has such dramatic views and bringing new businesses, walks etc Will bring visitors to the area. Currently people just pass through quickly from A to B. So much could be done to improve it.
Risk from coastal flooding and the innovative and sustainable ways it can be combatted has to be the priority. The opportunity to address this on the shores of Edinburgh offer the city a unique opportunity to show the world how creative and forward thinking we are.
Public space, not private is all I can really say. Segregated bike route to avoid pedestrian-bike conflict as well. If there is a concern about flooding, maybe take a look at Holland's ways of dealing with it?

It is understood that the zone north of West Shore Road might be non-development due to flood risk but there might still be some forms of development here or to immediate south which will enhance and engage the north waterfront coastal park / walking/ cycle corridor.

Coastal Park is compatible with maintaining business use in this area. There is already well-used existing infrastructure that can be augmented. The natural assets- topography, industrial remnants, views up and down the Forth, SSI bird and marine habitat, should be enhanced rather than a new ' landscape design' being imposed

Are there any existing assets that we have missed that you think should be included within this plan? - Tell us more

Walled Garden access?

Harbour

No more high rises, they look bad, they age poorly and have to be cropped out of every photo I take of the beach. The charm of Granton is the cottage look.

Madelvic House and the (derelict) car factories

National Collections Facility and National Galleries development. Brilliant opportunity to provide something aspirational only available in Princes Street at present. A publicly accessible gallery and museum in Granton!

Currently slightly neglected greenspace beside Forth (Gipsy brae recreation ground)

Yep, the natural beaches and bays and rock formations along west shore road and the cycle path should be on there. In a very middle class way you also seem to have ignored that Lidl, B&M and Morrisons are themselves community assets - probably more than the heritage buildings you have pointed out for lower/working class people.

Madelvic car factory should be converted into a heritage site for Edinburgh and Granton. Renovation is required. Easy public access would need to be developed along with parking facilities.

The existing community. This should not effectively isolate the more deprived areas.

Needs to retain some of the existing character

Friends of Granton park, lighthouse

The water is an asset, could there be a water taxi to South Queensferry? Leith? Either for commuting or tourists.

Madelvic (inc Granton hub) and the old railway station (next to Morrison's petrol station)

Connectivity - options for connecting people with places, e.g. walkways, cycleways. and green corridors for nature.

Wildlife habitats

There are loads of inbetween areas that have become desolate and therefore have turned into fly tipping areas. It's ugly and feels really unsafe.

Social Bite Village - let's not ignore the pioneers who dared to make change and lead on sustainable communities for the city as a whole. Embrace the pioneers and welcome their vision and enhanced contribution to diversity as part of regeneration

Extend the tram to the old rail station, and make it into a transport hub, similar to the ones you see in Copenhagen perhaps.

Endorse the importance of referencing heritage and other historic assets of character but a balanced approach is important - the development viability challenge sometimes encountered with heritage refurbishments will require support from authorities and key agencies to help overcome delivery hurdles.

Granton Square, Granton Harbour, wardie Beach

Granton Harbour and its infrastructure, sea walls; Waterfront Avenue- scale, layout and planting;

<p>You told us previously you wanted increased access to the waterfront and more direct walking and cycling routes.</p> <p>Do you think the proposed routes above achieve this?</p> <p>- Tell us more</p>
<p>West Granton Road doesn't connect to waterfront</p>
<p>Yes and no - all arterial roads should have a cycle lane, connecting to smaller and safer roads.</p>
<p>Yes, fully segregated cycle lanes should be default on all roads, including residential streets where possible. Pavements should be equally free of street clutter.</p>
<p>Small broken pavements coupled with inconsiderate parking on west shore rd and west harbour rd make this rd difficult to walk along with a pram.</p>
<p>But add the trams: it will cut traffic and increase connectedness :)</p>
<p>Yes but there also need to be more buses and service needs to be more frequent than the current one (for example bus 19 runs only every 20min and even less frequently on weekends and evenings - every 40min)</p>
<p>There is a lot of shared use pavements which are not fit for cycling on, the surfaces are poor/ uneven and not suitable for wheels. Dropped kerbs or lack of are an issue at certain junctions making connectivity poor. The roads up waterfront avenue are so wide, plenty of room for cycle lane. The wideness of the roads also contributes to speeding cars. Speed restriction measures should be taken into account, especially on west harbour road where the speed of through traffic is often dangerously fast especially as a cross-road for the local housing developments and businesses. Feels very unsafe, speed bumps or other traffic calming measures would be beneficial</p>
<p>Roads need to be wide and incorporate robust and ENFORCED no parking, otherwise they will be as impassable as current routes.</p>
<p>The main roads are the worst for speeding in the city and the police / speed cameras speed bumps - etc.. are non-existent.</p>
<p>Connect the existing bike paths, that is all that is required. Do not favour cars. Granton is a haven for walker and cyclists. The Earth depends on this.</p>
<p>A continuous coastal route from Leith to Granton and onwards to Cramond - particularly usable for pedestrians and cyclists - should be a key priority to knit together the waterfront area.</p>
<p>At the moment the main issue is when a safe path intersects with a busy (and often bendy) road so that bikes and pedestrians have to risk crossing. The West shore Road is a case in point - the 2 existing paths are split by a bend in a 30mph road which is tricky to cross safely.</p>
<p>It isn't clear if there will be dedicated walking/cycle routes, i.e. traffic free. Benefits to health and community will be optimised by safe cycle/walking routes. We have a real opportunity here to set the example.</p>
<p>Some of the proposed routes are already in place eg new road and cycletrack link behind Social Bite Village at 23 West Shore Road EH5 1QB</p>
<p>Yes, I think this would be much better than current. However, Dedicated segregated useful cycle network needs to be built alongside roads. Also I think the roads around the gas tower could be changed to enhance this feature more, for example it would be the centre piece of a new square, or incorporated into a residential development like the gas towers in Kings Cross London</p>
<p>Please prioritise active travel and public transport over car roads</p>
<p>Marking links between Waterfront Avenue at West Shore road as dotted (challenging) is weak - at least one of these north south routes should be put in the potential category. It's essential for linking "new" northern and "old" southern Granton. You have also missed there is an important active travel link between W Granton Rd and Granton Cresc via the flats with the green roof just north of Wardieburn St East</p>
<p>Car access should also be considered and not just focus on bicycle and pedestrians. Parking has to be considered as well.</p>
<p>Looks good</p>
<p>The route along the waters edge should be heavily prioritized</p>

There may be scope for some shoreline reclamation to increase scope for segregated walkways and cycleways along the coast and reduce inter-user conflict, enhance the coastline landscapes and make it more sustainable in the face of climate change (e.g. rising sea levels, increasing storms).
Consideration ought to be given to the location of residential, visitor cycle parking and cycle hire points as well as the location of public transport connections in relation to this.
Also a tram link please!
Not ambitious enough - needs to show dedicated cycle and pedestrian routes across far more of the area.
claim the whole coastal front for pedestrian priority; fully accessible cycle path, no cars.
By making more routes in and out of this area Will make it even more appealing to the public. Plus it also sends out a healthy living message too. Encourage more people to go for prettier walks.
Offer active travel networks priority over vehicles
All arterial roads should have an accompanying segregated (i.e. raised and unable for cars to park on) bike lane. If Edinburgh wants to reach its goals of being carbon neutral, there must be a stronger emphasis on biking and walking. Pavements need massive improvements - once the law against pavement parking goes through, there should be no more tar pavements! They are ugly and hazardous with the quality of maintenance after utility works being close to none. Look at Copenhagen's streets - they don't have to saw through stone to arrange them in an odd fashion, but have a simple and inexpensive solution to it. It's as if people here want the bill to be so much bigger than it has to.
Supporting connection Granton to the rest of the city. Encourage tram system to expand north-west of city as a priority and meantime bus improvements.
It's about quality of routes, not quantity. This plan does not appear to address transport issues and is therefore not a complete masterplan.
It is too diagrammatic. Extending multiple routes north to south from Forth Quarter park may undermine community building and pedestrian/transport management and hierarchies needed to make good residential neighbourhoods. Better would be a prime route running from SE to NW from kink in Waterfront Avenue, past Gasometer to end of West Shore Road, which consolidates good desire lines to views up the Forth, links to Cramond, and would connect with 'new High st' of West Shore Road'

Do you think that the transport gateway locations we have identified (above) are in the most suitable position? - Tell us more
Use the old train station and the area surrounding it- it is a building of historical significance. The tram should be extended to this building, and work as a terminal station, offering further transport links, and directly connecting to the segregated cycle path. Ensure proper bike storage, and commercial space as well.
Upper Granton T.Gateway is isolated and nowhere near housing. This would be more beneficial further South East.
We need more buses but also current buses are not frequent enough
These areas already have good existing road networks so are as good as Granton has to be able to deal with extra traffic from transport hubs. The locations are good as they are reachable within a short walk for the majority of people in Granton.
Looks good. I have never had an issue getting a number 16 or 200 bus into town or walked up to get a 8 and 14. Seems like the buses are pretty well sorted.
While these are OK, what about one along towards Muirhouse/Silverknowes. There is a terminus of sorts by the roundabout/golf course already which might serve and need bus routes all year round to the promenade for walkers and those in emergency accommodation.

Upper Granton Transport Gateway in particular is central to existing and proposed built community facilities and Open Space and natural environment attractions as well as link from main cycletrack to the coast from West Shore Road/Granton Access connection and underpass below the busy junction for cyclists and walkers.
Possibly, but maybe beside Saltire square could be better place for one than upper granton site as it will be more of a focal point for the community than the current propped upper granton site
Wouldn't the Upper Granton one be better on the main West Granton Road junction just to the south - connecting with a lot more buses such as the 12 and Skyline, whilst still serving Morrisons, the college and Scottish Gas. Having it on Waterfront Avenue is too far out of the way though of course there should be stops there too.
There is not enough information to help understand what a transport truly means. Does it mean park and ride? Because that's a completely different proposition to it simply being somewhere that people can park bikes and then get on a bus
How do people from the existing communities get access?
I'm not sure. I would need this explaining more. I live in Wardie, but as Granton waterfront isn't very accessible, I normally walk towards Newhaven instead.
But you have to allow for the shift workers, self employed tradespeople, taxi drivers etc who still need somewhere to park. Please design car park spaces for people who live here who may need them for work. Or even in my family example, we all cycle but I need a car to visit elderly parents who live in rural networks. I can be green plus need a car space.
Difficult to comment without knowing what developments there will be or which areas it would later make sense to get a bus to.
Upper Granton could incorporate the existing railway building. Both these points should design in Edinburgh Cycle Hire Scheme Hire Points - detailed specification can be provided. I further assume that there will be additional bus stops serving the area.
Not really sure tbh. I travel the shore road every day and the road needs widened. There is in going works at the moment but I'm not sure of it's exact purpose. Car parking in front of the sea facing houses causes build up of traffic is a bus or lorry is trying to pass.
Granton square definitely needs a major face-lift - it feels dangerous just looking at it. For upper Granton, utilise the existing asset - i.e. the train station.
Gateway at Upper Granton was always the pre-fitted node in the various early masterplans. No reason to depart from this - augment this location with improved bus and future tram commitment.
This is confused. Not sure what a transport gateway is. There should be a clear commitment to low carbon transport as the priority before any development goes ahead.
But there needs to be integrated transport planning and good urban design to make Granton Square possible- at the moment pedestrians cannot cross the roads safely which makes an Interchange here impossible
Not sure. As buses start their route next to Scottish Gas HQ, this seems like a good place.

When the public transport network is improved either with a bus, tram or other method of rapid mass transport, which route do you think would best serve Granton? - Tell us more
Should go along front of Edinburgh College
The tram stop should be outside the existing rail station, undoubtedly, anything else would be utilizing existing historical foundations first. Rapid transit routes should have segregated cycle lanes.
A2 appears to serve the most dense proposed areas which opens access to as many people as possible. Dedicated cycle parking and cycle hire points should be located at each bus/tram stop to enable easy transfers between rapid transit and onward travel modes.
Consideration for easy access to tram stops should also be considered. Ie access from N.Edinburgh cycle path network.

The extended tram line increases accessibility but starts to offer more to residents in Muirhouse and even Silverknowes.
B1 would have the best chance of bringing the city centre to Granton as would allow easy access to the waterfront, our biggest asset. This would also reduce visitors using cars to come along to our awesome waterfront. B1 would also give the opportunity for those living in North Drylaw and Muirhouse to make use of the mass transport route, as a short walk from these areas.
We don't want buses on West Granton Access, people drive that way to get out from behind buses because the area is overserved with multiple routes instead of hubs.
The sensible thing would be to run the tram round in a loop back to the Airport through Barnton - but as this is sensible it is highly unlikely CEC would do this.
Not too sure, let's hope it'll be bus and not trams.
I live just off Pennywell Road and currently have to take 2 buses to most Granton facilities except along Ferry Road.
A2 for tram, B1 for scenic bus route maybe then going up Pennywell road from Gypsy Brae (B2 unnecessary with current services to Scottish Gas headquarters) Make most of Forthquarter park to shore Road 'no car zone' no extension to B2 ! A1 bit kept for cyclists and walkers as it is currently a cycletrack but little used as there is no destination at present.
Both B1 and A1 preferably, but not B2 as not very direct. A1 serves the centre of the new development better
These other routes are coming completely ridiculous. Waterfront Avenue already has dedicated greenway reserved and runs centrally thorough the area rather than at the edge of it. The coast is easy walking distance from that corridor as would be old Granton - it shouldn't just be about serving yuppies in flats.
Neither of them actually covers all areas as a whole. There needs to be a combination of A and B route somehow.
B1 doesn't help people in Granton, it goes round it.
We need rapid transport to be going to and through areas of high density. Do both A2 and B1
B2 seems to link more centrally into town (towards Stockbridge), while still offering stops along the waterfront, which should be much nicer in future.
more space available around silverknowes gold course grounds and nearer the sea, it makes sense to build tram routes there especially if a lot of new developments are planned to be built nearer the shore
Route A1 is the protected route for the tram. A2 although this also links with the travel gateways, there looks to be a very sharp turn at the north east. This would lead to potential wear & tear issues requiring more expensive rail installation and more tram wheel replacement. It may also result in increased levels of rail noise and corrugation.
Initial design has been completed for the safeguarded route for the tram; the alignment and changes would result in increased cost for re-design. Route A1 is the protected route for the tram. A2 although this also links with the travel gateways, there looks to be a very sharp turn at the north east. This would lead to potential wear & tear issues requiring more expensive rail installation and more tram wheel replacement. It may also result in increased levels of rail noise and corrugation. Both the B1 and B2 could be operated by bus.
Other than the original bus route being fine, the road needs widened.
But there should be a pedestrian priority crossing at the B1 route, and segregated bike lanes next to them. Also, I personally see no wrong in extending the tram line along the shore to Queensferry - and why can't the trams be modified to go on the South sub? Re-electrify the railway and put them on there - it would serve as an optimal way of diminishing the heavy traffic we have in South Edinburgh, and be an amazing asset to the city.
Early phase viable housing and mixed use development will benefit from the least complex/most direct route. Additions can be made later to feed in bus or other transit methods.
Just stick with the original plan and get on with it!

<p>You told us previously you wanted vibrant streets that were enjoyable and safe to walk and cycle as well as open spaces with links and views down to the waterfront.</p> <p>Does this proposal achieve this? - Tell us more</p>
<p>Edinburgh as a whole needs a transformation to help increase active travel. No-nonsense cycle lanes, putting the South sub back into use to decrease the amount of vehicles etc.</p>
<p>Excellent</p>
<p>There is no really anything about small local shops, art studios, cafes and pubs. Places where people can go out within their local area rather than gong into town</p>
<p>Feature iconic Sea side style building like in lower Granton Road, max 4 floors buildings to avoid over population and neglected buildings.</p>
<p>The proposals area a good balance between retaining views for residents, and the need for housing. The potential is too good to not maximise the volume of housing, so it is always a difficult balance. My area at Waterfront Gait does have issues with parking space, so my only concern is with the parking for new development immediately around this area. 4-6 storey blocks will potentially mean a lot of cars. Will it be underground, how can we minimise cramped, on-street parking?</p>
<p>NO MORE UGLY BUILDINGS - I haven't met anyone who likes the red brick monstrosities we have on Pennywell Road and the new Muirhouse Shopping centre area. Horrible.</p>
<p>Safe streets to walk and cycle on and open spaces of water does not imply URBAN at all. Sounds like we want the opposite of URBAN.</p>
<p>High buildings to the South of lower buildings reduces sunlight which in our northern clime we desperately need. There are some examples already which are made worse when on a north facing slope so existing buildings are even lower down. Sightlines of the water and Fife should also be considered.</p>
<p>It looks very built up. I worry that with high density housing near to the shorefront that the roads will be busy and there will be insufficient parking within the housing development leading to on-street parking which narrows the road, as per Marine Drive between W Shore Road and Muirhouse Parkway. I also worry about the amount of traffic on Lower Granton Road as a result of the housing development.</p>
<p>Yes, but I think it is imprtant that buildings use local materials, and are in scale with their surrouding environment. However, I do think that some buildings larger than 5 stories could be built to give a bit of a unique cityscape and skyline to granton</p>
<p>There are no apparent proposals to make any of these areas car free so no. Whatever the layout you will have problems with car incursion making routes inconvenient and unsafe for walking and cycling. Be radical and design a car free neighbourhood.</p>
<p>There should be no buildings over 3 stories near the shoreline. There should be no more than 4 stories buildings basically.. Any taller buildings can be considered further in shore if required on higher terrain.</p>
<p>Categorically, no. The amount of multi-storey / high storey building proposed is a disgrace. This must be reconsidered in order to retain the views to the sea and Fife, in particular in Forthquarter park but in all areas. 90% of the overall proposals are excellent but this one must be reviewed and changed. Much more low rise housing should be planned for the area overall .</p>
<p>Buildings that are too high cause a loss of sunlight and add to the population density which can add to feelings of being unsafe.</p>
<p>It would be better to keep building heights lower - there are plenty of tower blocks already</p>
<p>The housing development to top right corner doesn't look connected. Maybe needs a gateway feature, or a community garden or something to open it up onto the green space and make it look more inviting and less private.</p>
<p>BUILDINGS TOO HIGH. Living by water = wind, so please don't create wind tunnels. Above all, building this high by the water serves as a barrier between the rest of the city and the waterfront.</p>

This really depends on the housing that is built. Will it allow for room for shops and business? Or are we going to get more crappy flats?
Again, need for sensitive design guidelines to prevent Newhaven coastal carbuncle issues spreading further along the coast and assess coastline development from the sea-ward side as well as land-based assessments.
This picture is far too small to be able to see what is being proposed here! Would need to be able to download it and have more detail. I like the open space between the water and the buildings though. Having this protected coastal space feels important.
I think there is an opportunity for a few taller builds beyond what is proposed, provided they are well designed.
Certainly looks great
Not detailed enough to pass judgment
More trees would be nice.
Flexibility in the final framework should allow for desire lines and connectivity to be proved out with detailed planning applications.
The proposals are woolly and superficial and its not clear how they could be realised.
The street section diagrams in PDF proposal do not seem to match the renders. There is no clear urban relationship set out for well designed defensible space between street and building (e.g. change in level); What are 'green buffers'?; there is no evidence for building heights or block massing being tested for impact on urban shadowing, sun path, hillside topography, service access or pedestrian-car strategy, which has an impact on public realm strategy and potential 'vibrant streets'. Not all streets should be vibrant, or with car access- some need to be quiet and residential, places to play. The overall massing of n-s and e-w streets does not seem to be the best urban design that the area can have: a strong diagonal SE-NW across site from Waterfront Ave to coast, views to Cramond and west, would have a stronger order, building on the already effective diagonal in the other direction of Waterfront Avenue. There are lots of images of recent developments from elsewhere - not all Waterfront (Cambridge?), most on flat sites; but no analysis of the massing/constraints/ building density and mix of these 'precedents'. Given coastal location, bespoke material and environmental choices are critical and to ensure sustainability and longevity of buildings and communities, cannot just be transposed from glossy mags.
Make developers vary the frontages. Even if it is one developer, ensure they create different styles to break up monotonous buildings. In Hafn City in Hamburg, there is a Waterfront development and the thing that struck me was every block of flats was different. Different in style different in types of accommodations, it felt vibrant and worthy.

Do you like our proposals for green and open space in Granton? - Tell us more
There is good variation between the types of spaces proposed which makes the area feel less sterile and masterplanned (which is good as it feels more organic)
Excellent
This seems to build on the existing green assets of Granton.
The views of the forth are ruined by all the high rise housing that is being allowed to be built in the area, adding in bits of green/open space isn't going to solve the problem that a dark, dense housing estate has been created
It looks too big and unfriendly and touristy. Needs to be a local space with character
I guess so.
But difficult to view properly even on my Mac.
giving more land over to green space will make Granton feel different from the rest of the city. Which is a good thing.

<p>please add current community gardens, greenfield land & biodiversity hotspots to this graphic if you can? Need to question the primary route design going straight to the shore road North West of Scottish Gas headquarters. Have the steep drop in slope issues been ironed out?</p>
<p>The area around the national galleries land north of Lidl should be improved for greenspace and the gas tank should be given much more breathing room, only a small area of greenspace is allocated.</p>
<p>The plan seems to highlight areas that are already green spaces and open space so what is new here?</p>
<p>More green and open spaces needed</p>
<p>I really like these proposals. I would definitely use the area more. Currently I usually walk towards Inverleith park or the Botanics, but I'd love to spend more leisure time in the Granton area.</p>
<p>If these spaces are constructed with biodiversity and wildlife in mind, that would improve them</p>
<p>Should be more ambitious - more green streets and pocket parks.</p>
<p>As a lover of nature, I can't promote wildlife enough.</p>
<p>"Havneparken" looks really good, I would definitely enjoy using something like that - and a sauna perhaps as well! Given the water is often quite freezing, and you might want some warmth after. A theme park could be interesting, but I think it is better suited near portobello, which I think could do with a face-lift also (and a connection to Leith via a tram route, and the rest of the city via the south sub)</p>
<p>The neighbourhood scale spaces seem almost non-existent. Wider streets with green spaces on them all would make for a far nicer experience.</p>
<p>Adding to the central swath of established parkland with further high quality pockets and relating access points to green space with connecting routes.</p>
<p>Not sure why the park to north of Ed college is not shown on the plan. Despite the earlier question about whether the Waterfront should be park or developed, you have just shown it being developed anyway! This wrong and you should be aiming for a much higher level of density to support public transport.</p>
<p>Protected area of Cultural heritage extends all along Lower Granton Road to include Granton Square, Lighthouse on West Shore road etc. Forth quarter and Victoria Park are good neighbourhood AND city scale spaces. The shoreline and hinterland to the south is a SSI/ marine environment, and should be treated as different to 'green spaces' all over the city. Additional built developments shown here are not needed, but quality of landscape/ marine management and sustainability is critical. The main asset- the Forth coast, valley and views- are the regional/national quality here.</p>

<p>Is the proposed greenspace in the right place for you to use and enjoy? - Tell us more</p>
<p>Green spaces seem to be well-spread throughout the proposals, making it easy to access for myself and any others who wish to enjoy them.</p>
<p>But link well too N.Edinburgh cycle network and link this well to city.</p>
<p>The greenspace has just been pushed to the waterfront not distributed across the area. This will create parking issues, increase in demand for access and parking by cars, which will in turn ruin the clean, ambient greenspace</p>
<p>Hard to say, but with steep gradients from nearest parking, no, I cannot get to it</p>
<p>Provided there is cleaning and litter wardens are brought back to deter fly tipping</p>
<p>I am all for a more walkable and bikeable area with buses where needed.</p>
<p>Seemed to have missed out spaces like the community gardens (GC Walled Garden and GCG) and similar existing areas which are ultimately for the use of the community.</p>
<p>Just need to expand and protect the narrow strip to the west of Granton Harbour Breakwater.</p>
<p>will explain with the aid of a map at the 11th May consultation</p>
<p>Yes, but I would also like improved greenspace south of Granton especially on W Granton access road to make cars go slower and to improve the experience for cyclists and pedestrians</p>
<p>Trees on more streets would be good</p>

Waterfront Avenue is currently an undiverse but green corridor with huge swathes of greenspace. Do something with it
The greenspace should be more extensive
Not sure how it links to Newhaven though.
i would add wide promenade and more greenery around granton marina, it's building plan is dense, buildings are starting to overwhelm the green space, some small sport ground like basketball court or table tennis would be great too, kids have nowhere to play in the area, and the nearest possible spot is granton beach, too far for kids to go on their own
Greenspace and recreational planning must be incorporated with traffic management and planning. Current traffic access and parking issues at Cramond and to a lesser extent at Silverknowes need to be resolved, especially if the coastal access network is to attract more users, as it undoubtably will.
Need to ahve plenty of access from Leith
I live close by, so yes.
Realistically, the city isnt going to have the resources to develop all that new park. Better to target any funding at existing facilities and a waterfront Promenade as pwr the original plan.
Existing green space of ForthQuarter and Waterfront Avenue has been great investment, already significantly improving the quality of the area. There are already good connections between the residential areas of Granton south of West Granton Road- these do not need to be addressed. Movement across the new development to the coast should orient to the west to balance the easterly diagonal towards Granton Harbour- both making the most of topography and the national assets of the Forth

You told us previously you wanted to see more cafes, bars, public amenities and cultural venues. Do these zones respond to this? - Tell us more
Maybe a pier with a theater! That could be quite unique.
There is a good amount of overlap which makes for an enjoyable and human-sized urban environment. I would like to see the gas holder used as a performance space, however, so potentially that should be included in the 'culture' zone
I think a cultural/learning space like a lecture hall/theatre on the waterfront would be good as it would benefit from the ambience.
Would be good to see some cafe and bars near the granton harbour too
Upgrade the existing ones
I think applying zones will really help to create hubs for each sector. I would rather walk to an area with a choice of cafes rather than have individual cafe's dotted around (even though one might closer).
Yes and no, why is everything lumped in bands, surely we should be spreading the facilites across the area to encourage regeneration throughout rather than concentrated areas
More cafes and culture venues, less bars. We have a enough of those. Nature centres, art centres, but again it needs to meet the needs of the exisiting community not the people who will be moving here as it gets gentrified.
Can't make detail out. Do welcome small scale local cafes, businesses etc but must be sustainable business model.
Cafes and other amenities within the housing developments would improve it.
very vague graphic missing out some very interesting cultural and heritage features as well as interesting and diverse habitats
Yes but also more shops, bars, cafes, etc further south into granton to make it feel like more of a community rather than just offices which are completely empty at night or the weekend
Not a great diagram. Should recognise that Boswall Parkway also forms a connected local centre for the pink area, as does Crewe Rd north. Proposals for placemaking and 20mph along West Granton Rd outside bakery need including.
People need a reason to live in Granton as opposed to sleep in Granton

Not possible to tell
Ideally independent cafes and bars. Chains mean the revenues are sucked out of the city and country.
Please please please give Granton a better library as part of the learning and cultural venues development! The current one is well-used, but not up to the standard of other libraries across Edinburgh.
I would like to see a brilliant library/community hub in Granton for everyone to enjoy. The current library is too small, poorly resourced and smelly. Compared to other areas of Edinburgh (e.g. Morningside Library or Stockbridge Library) it is extremely poor.
accent on leisure, parks and cafes preferable to shopping malls but go outdoors and angling shop is in perfect location; local shop (small Tesco express for example) would be good nearer the yacht club as all shops are at least 25min on foot from granton marina, small pharmacy or health centre would be great too
Not sure, the grouping of "leisure, retail & commercial" is odd, especially as the green space is lumped into this? I appreciate that cafes, shops work well on the periphery of parks etc, but it's not clear on the scale of the retail/commercial? for example I would hope that a retail mall was not part of the upgrade...
It's a bit of a dead zone currently. Not enough to make me want to spend a day down there. I tend to drive past, without stopping.
I would like to see a multi use sports venue in Granton which can accomodate mult-sports
Not sure what this diagram is saying really. There doesnt seem to have been any analysis of existing businesses/use and thinking of how that wouldbe transformed. Why are housing "zones" not ahown?
Granton Square does not work for pedestrians at the moment. Unless there is significant design and transport re-thinking of this key 'node', desired pedestrian/cultural sites/ uses will not be compatible with increased volumes of traffic, servicing for commercial/ retail and servicing for residential areas, now public transport etc
Yes, but I think we're missing a trick not making Saltire Sq a destination with at least one cafe or shop. Couldn't the council wave rates or rent for a cafe business to get established?

Which of the Granton principles is most important to you? Tell us why. - why?
I would like Granton to be a safe, heathy and relaxing part of the city, the coast is a valuable asset and we should maximise its potential. Adding better street lighting and cctv to the promenade would make residents and visitors feel safer when using it. Could a skate or adventure park be considered along the shore? Mixture of good quality homes for sale and rent and a joined up strategy for a way forward, at the moment the waterfront is a mess of different developments. Better quality and variety of shops and businesses, the shops in Granton are not great, takeaways and convenience stores seem to be everywhere.
All of them!
It's been a neglected space for years in an important part of the city.
Edinburgh's waterfront is embarrassing compared to other major European cities. Residents and visitors alike are let down by Edinburgh's lack of an urban waterfront area as seen in Amsterdam, Copenhagen and Oslo. The city centre has to feel as though it has been extended right out to the waterfront instead of slowly suburbanising as you move north. To do this, and to attract city goers to Granton, there has to be a large built-up environment with lots to do (whether that be active sporting activities or indoor activities). World-class waterfront dining and hotels should equally be included to ensure the area stays interesting. Rapid transit (which has to be the tram or a metro system of some kind) should be designed to bring people TO Granton rather than AWAY from it. Without lots to see and do, there will be no reason for people to come and it will become another poorly thought-out area of the city.

<p>I would love to see the potential from the amazing views maximised. I am concerned about impacts of additional housing units being felt in the vicinity though, so sustainable transport really needs to be thought through to dissuade cars.</p>
<p>All are great and I'm delighted at the interpretation of these ideas. As a Granton resident I have long felt that a great opportunity was going to waste.</p>
<p>We have water so nearby and we don't use the his resource at all</p>
<p>As local resident, we recognise the area is not well connected and not either estetically and culturally ready for the new generations.</p>
<p>Coastal Granton, because there is nowhere else in Edinburgh like it! If the coastal character of Granton is retained then even a dense development of residential and commercial would thrive as the escape and breathing space of the coast would remain. Having a Granton that is human scale and opportunities for community living and participation has the potential to have a positive impact on our neighbouring Drylaw and Muirhouse. Getting Granton right can also have a significant impact on the wider area that could help to knit our broken community together.</p>
<p>Granton is an area of deprivation, yet the level of new housing developments is rapidly increasing and with this change the area needs to become more attractive with better facilities and connectivity. St the moment, it feels like the expansion is happening in silos without any joined up thinking. As a Granton resident i want to feel safe in my neighbourhood</p>
<p>Its on the coast and when you compare Edinburgh to other Scottish cities in terms of their Waterfront areas for a Capital City Edinburgh's is an utter disgrace. Out of all the Cities / Capital Cities in Europe I challenge you to find a more disgusting , litter infested, dilapidated Waterfront. Glasgow has a science centre, world class concert venues , Hotels and restaurants not to mention BBC / STV HQ's - Edinburghs has derelict land, fly tipped furniture, dog excrement every where, constant speeding cars, often burnt out cars and piles of tyres. No Hydro etc.. down there.</p>
<p>We live here because it is near the water and away from the city. It is peaceful and calm, There are places to walk and cycle by the water. Less litter, less cars. Nature should be the focus, not development, not people, not cars, not high rises. We have to protect the earth and the nature beauty around us. Gentrification is not what Granton is about.</p>
<p>Need to retain the past, enhance the natural spaces (did you know Granton used to have oyster beds?) while providing human sized homes. Must not have the high coastal defence wall seen in one image (by the lighthouse) but rather have buildings either far enough up the slope (like round the gasometer) or with, say, street level underneath car parking which could be evacuated if floods expected and homes well above the flood level. Higher level walkways to higher ground would allow continued access/egress. This was what used to happen in areas I lived in as a kid where torrential tropical rain might flood but could be quickly removed in flood drains after the worst had passed.</p>
<p>The coastal area is really important to me. It's a fantastic part of the city that me and my family enjoy. I realise we really need new housing and I want to make sure that it is developed in a way which also protects the coastal area, and ensures the coastal area remains a public space, accessible to all, and particularly accessible on foot/by bike.</p>
<p>Protecting and enhancing the coast line is important as it's a great feature of Edinburgh.</p>
<p>Edinburgh needs to take advantage of its coast more, and needs a new urban landscape that is living and vibrant and I good place to work live and play in granton and along waterfront</p>
<p>Cities should be designed for people</p>
<p>I couldn't see any questions to answer under robust and flexible. Area G should be completely car free.</p>
<p>It's important to maintain historical sites and improve connectivity throughout Granton for easy access. It should become a destination for people to come and enjoy and relax in a very green environment. The coast is the strong point and should not be lost in various living space developments. These can easily be developed further inland with access to the shore side for relaxation and fun.</p>
<p>I could have ticked them all, maybe I should have. Getting the balance correct between reinvigorating Granton waterfront and providing new homes will be absolutely key. The plans for high rise / multi-story buildings does not currently provide an acceptable balance.</p>

The area can be a wonderful part of Edinburgh but it has to be planned and executed in the correct way
Because its about giving people a home. One word missing so far is 'inspiration' How does this inspire people to better themselves and better the area they will be living in?
The area currently seems disconnected from the coast (despite being so close) and the rest of the city - this is a major opportunity to make substantial improvements
A Living Granton can incorporate all of the other themes. The Social Determinants of Health model should underpin all developments within Edinburgh, thus making the city a vibrant, connected, green place to live. For the city to thrive the reliance on cars has to end. Mixed housing tenure ensures vibrant communities as makes it easier for people to have employment opportunities nearer where they live and reduces the chance of ghettos, like those that circle the city at present.
It is a unique site and harnessing the open space into a safe, recreational space benefits the whole city. I would like to see great cafes, cycle/jogging lanes, a fab open air arts venue like Ross bandstand. It's sustainability should be seen with good family homes with green space/gardens, mixed with accommodation for professional workers for our key services. people should aspire to stay within the community so tackling the historic anti social behaviour will be key in its success.
Granton needs to be connected to the city, to its history and to the environment around it. There is currently no coherence and the neighbourhood simply doesn't "feel" like a neighbourhood on account of this lack of connection. I'm very excited about the proposals for Granton to be a standalone and desirable area to live in, yet still connected to the city centre and all that has to offer.
For the regeneration of the area to be successful i think theses are the key criteria.
I am a local resident. At the moment if I want green space I am drawn away from this area. I love the coast and these plans look like they'll make huge difference to the feel of the area. Being on the coast is usually relaxing, but the cars and the lack of access at the moment mean it isn't possible to enjoy this coastline.
Granton is one of the best locations in town and it's seaside proximity potential is untapped. The transport links with town aren't too bad especially service 47 straight to town, and numerous buses linking with leith and newhaven. Tram would greatly improve the time of travel for commmuters to town and would also bring people to Granton to enjoy the proper seaside with its promenade, boats, coffee shops, golf, sport, cycling, etc. Granton should try avoid being the bedroom for Edinburgh where people only sleep but don't want to spend their days.
Connect the city to water. It improves mental and physical health if residents. Just need to know if the council can risk not making the biggest short term financial decision, and not build too high, too close together like you permitted in Newhaven.
They are all important
Providing the correct active travel and public transport connections is key the appropriate development of the neighbourhood.
We need to protect the coastal habitats of wildlife in the area. Rubbish and recycling bins located along the paths.
Hard (impossible) to separate principles when there is so much overlap and they are all important. Overall, I think embracing the waterfront is crucial for unlocking the potential of the land. Density is also important, and I think it could be higher than currently proposed, provided there are adequate public transport connections and local services. The level of proposed commercial development wasn't clear but I think it would be advantageous to have as broad a mix of uses as possible, with office, commercial & retail-led areas in addition to residential.
We need to preserve green spaces and shorelines and provide more space for people to relax in. We also need more libraries.

The city needs to grow and this is an ideal place for this to happen, however the key issue in my opinion is not to take away from the assets (i.e. natural coastal beauty) and it must be provide the necessities for a sustainable and vibrant community.

All of the above. I think this area is in desperate need of modernising yet keeping it's original essence of a coastal area. Also Granton could do with shaking off it's grubby image. New businesses and buildings will help drive a new lease of life into the area. Be great for morale. Clean it up, and people (possibly myself) Will certainly think of starting a business within.

Close relationships between urban settlements and marine environments present the greatest challenges for the development of cities - for residents, authorities and agencies of change. Edinburgh has a unique opportunity on the global stage to demonstrate the innovation and creativity with which it can anticipate future priorities.

The natural environment is always important.

Because all those ideas need to work in tandem to help Granton change from the hell-hole it is currently, to an enjoyable public space.

I don't live directly in the area but love the coastline and would look to bike from home in Trinity to take part in leisure activities in the area, as an altenaitve to what I find at the shore right now, ie bit of a walk, grab an ice cream or coffee...market browse etc etc

For a coastal city, Edinburgh has made tragically little use of its seaside. It would be great to see this turned around.

These representations are on behalf of [REDACTED] - a housing delivery business with proven strength in the effective delivery of high density urban homes in regeneration areas of large UK cities. Granton is a potential site of interest, with a critical focus on providing high density homes in the right places, not necessarily a whole-scale high density apartment format. The business has the ability to delivery rapidly at scale, alongside complementary urban spaces, mixed uses and cultural, service and educational uses. The inclusion of national attractions for culture, leisure and employment / training are all encouraged.

As a parent of 3 young children I look for facilities which I can use, by walking too or a short commute. There are few multi-use sports venues within the city nevermind this part of the town. We have the oppurtunity to build a great venue within this space which could accomdate local sports clubs, events, national competitions, small retail, conferencing facilities if it is built large enough and has the correct floor type installed. Unfortuanlty I cannot get to Meadowbank after school times on public transport so I require local facilities, and I want to keep my children in a healthy environment of which this area does a bad job of at present. I recently seen an event in Cardiff where I beleive it is called Cardiff House of Sport, we could do with something similar to this.

What about working Granton???

How many people work here at present and how will it change for them?

The buzzwords above sound nice but what do they really mean in terms of what happens on the ground.

Coastal: The coastal site is unique and of national significance. Safeguarding the marine environment, building and managing the coastline in an integrated manner to take into account weather impact, salt erosion on materials and pedestrian and cycle access (for all dis/abilities, ages) is paramount.

Rooted: the cultural and urban history of Granton- including its industrial remnants, sense of large scale infrastructure and workplaces, different types of housing typologies (including victorian terraces, 1930s suburban/ 'garden city' housing, and grand villas in landscape), should not be cleansed away or overwritten by generic urban blocks that are applied like a carpet over the site.

Living: the already existing models of housing in Granton/Newhaven have many excellent qualities that demonstrate different models of a pragmatic density of urban living and community building. Spaces between blocks (open corners, shared back yards, pedestrian routes crossing topography etc) are crucial to the urban fabric and community building/ taking responsibility as evident in 'Granton Garden' project; Wardie Bay Residents' Association; St Michael's Rise gardens, Newhaven. Crucially the constraints of car use and parking enhance this community building. CEC should develop well researched understandings of how these work, and test models of new housing types, that could make this part of the city exemplary, rather than mediocre 3-5 storey car-dependent space stacking. The relationship between building edge and street is crucial- evidence of the difference between good and bad defensible space design in Newhaven Harbour blocks should be learnt from- changes in level from street to ground floor, designed front garden/discrete bin spaces to enable connection, but prevent overlooking/ overshadowing etc, are vital to be built into masterplan stages of design.

Responsible: At all stages and levels of design, decisions should be about social, cultural and environmental sustainability: good design building in maximum opportunities for residents (of all ages/dis/abilities) social, physical and spiritual wellbeing. If the urban and architectural design delivers this, then the more public aspects will be enhanced anyway.

I live here and don't want to have to drive to get into town - more regular buses. Also, there needs to be a transfer system where we can swap bus service within an hour or something. This is the biggest barrier to me taking more regular bus journeys.

The area needs to reflect the community. A cafe in Morrisons does not cut it for everyone. Industrial businesses could be given relocation packages to move to larger industrial park areas (hermiston gate? fort kinnaird?) to allow the waterfront to be opened and made more accessible.

Is there anything else that you would like to share with us? - Anything else to add

Spending a little bit more on showcase architecture and public art will pay dividends in the future, this has been proved time and again over the world. It's a lesson really worth taking.

The gas holder should become a cultural venue of some kind! Whether that be a concert venue, observation point (see The Vessel in New York) or something else.

Getting the tram down to Granton and linked up with the Newhaven branch should be a priority, as you likely know development interest follows the tram like a hawk.

Make the buildings vibrant and cool to look at! A designated colour palette and slight variations in facade design will go a long way towards recreating the incredible environment in central Edinburgh. See Amsterdam's canal areas for examples.

Real concerns of dangerous driving as people are frustrated at Ferry Rd Morrisons junction. I have seen cars go through green man for pedestrians and, also, sit causing congestion in the middle of junction when their exit rd is blocked. Consider another exit from Morrisons and the new development?

Trams, trams, trams would Allie the city and it's tourism to support a bold, exciting project like this. (Route B2)

Litter and pollution are some of the biggest issues in Granton and nearby areas.

None.

Considering the description "accessible waterfront" there doesn't seem to be a way to get a wheelchair down there, it's all steps, level changes and steep gradients with cars parked at the top. Dismayed to see steps as part of the Waterfront Broadway proposal - even with some ramps, wheelchair users feel pushed to the side, everyone else can access anywhere they choose, wheelchair users have to go to where the ramps are, putting off the desire lines.

No

Looking forward to the regeneration, but only if at a sustainable human scale.

Good, apart from need more cycle facilities

More focus on newcomers in new flats and links to traditional working class Granton needed. Shouldn't be looking down on the existing facilities and ignoring them otherwise we will have uncomfortable gentrification.

Lots on "city links" but skirts over the Boswall Parkway area which is the nearest developed community and is important for the health and future development of Granton too. see the evening workshops that Edinburgh Botanical Gardens ran on this area.

The link from Cramond to Newhaven is very exciting and it will be amazing to have this all connected.

Mixed housing stock essential so that everyone can enjoy the exciting new development! It could all too easily become another area of creeping gentrification, pushing lower budget households out to the fringes - please ensure this does not happen and that Granton becomes a city neighbourhood for all to enjoy and fall in love with.

Please ensure that there is good quality low level lighting that means the area feels safe in winter as well as in summer. I'm really excited for this project and cannot wait for it to happen! I think the mix of housing is crucial and maintaining a free flow around new buildings will ensure it is for everyone. This can be done by encouraging areas which prioritize pedestrians and maintaining public access to green spaces and the seafront throughout. Some shared play areas would also be nice. There is a lack of these in this area. I'm looking forward to an evening/weekend stroll to the waterfront, improved biodiversity and an ice-cream or a coffee from one of the new independent shops...

Please remember we can be green but still need a car space. Most of the people in jobs making these planning decisions probably have flexible hours and can work on a laptop at home, so might not understand the need for a car space. However, the kinds of people who can only afford to live in Granton (like me), often do shift work esp in Western General, care homes etc or drive as self employed tradespeople eg painters & decorators, tilers, joiners etc. We can't all just join car club and take a laptop. Please don't forget about us in an attempt to look more green.

As a chef, I've always wanted to have my own cafe. Is there a possibility that in the future, you may help with start up grants?

I personally, and many of my fellow citizens, believe that Edinburgh needs to consider re-introducing the South sub. Why? Modified trams could go on the route if the railway is electrified, and it would help reduce the volume of vehicles on the road, ensuring that the net-zero plan is met. It should be able to pass through Waverly unhindered and work almost as a metro line. It can then connect up with other tram routes, for instance, an extension from Leith to Portobello via the old rail line there. Revitalising the old train yard by building a station there will be able to serve as a transport hub, with underground parking, bus links etc. This could function as a coastal route, and a line from portobello to Queensferry could be made. I believe that this could massively revitalise the city as a whole, and will allow taking much pressure off the city centre, as it can allow us to diffuse tourism and the festivals to more corners of the city, and will help ensure that a sense of identity is established in the various satellite communities.

The robust and flexible Granton theme is vital. This area has seen impressive levels of urban change, decontamination, infrastructure provision and heritage protection in the past 20 years. However, there is still a significant effort to come in terms of market-proven and viable developments which will be driven by occupier needs and bespoke developments. This leads to an essential requirement in any framework, for flexibility and a preparedness to welcome future physical design challenges and changes which might be for the good of the over-arching land use and socio-economic objectives for

north west Edinburgh. The zones A to H are a useful guide but to apply them with planning policy rigour might present a risk of stifling innovation and design creativity based on new development formats in future. The pragmatic application of the development management process is more valuable than policy-setting or guideline-fixing.

Yes, good plans, good work but pick it up please, you are so slow

Why is there no illustration of the character of the new housing areas of the masterplan? This is odd given that this exercise is being led by the CEC Housing Dept, and that the only funding in place is for new housing.

The illustrations of character areas are confusing, eg the section and 3D sketch of West Granton Road show quite different arrangements for the street, which one is proposed?

The housing heights look to be too low - we should be more ambitious, and I fear that there is a danger of just rolling out more of the Pennywell Living scale.

Please do this well.