

# SITE & AREA ANALYSIS



Figure 3: Site Scale

## Scale

The site is surprisingly large and varied, and in order to express the possibilities that this scale presents, a comparison with the centre of Edinburgh has been made by showing how much of the city could fit within the site boundary.

The plan to the left (Figure 3) indicates that the site could contain portions of the city ranging from The Meadows to the south and as far north as Stockbridge, whilst the majority of Princes Street from Charlotte Square to St Andrew Square could comfortably be accommodated across the width of the site, which is roughly one mile from north to south, and about half a mile wide at its midpoint.

Clearly it is not suggested that development take this form, but that there is ample space for a highly varied and complex series of uses, activities, spaces and built-up areas to be contained within it. Some areas would be likely to be preserved as open space, and others may be constrained by use or ground conditions, or proximity to other uses, but this plan demonstrates that there is ample space for a range of uses, landscape and building typologies, and a flexibility to allow for a number of different phasing and development scenarios.



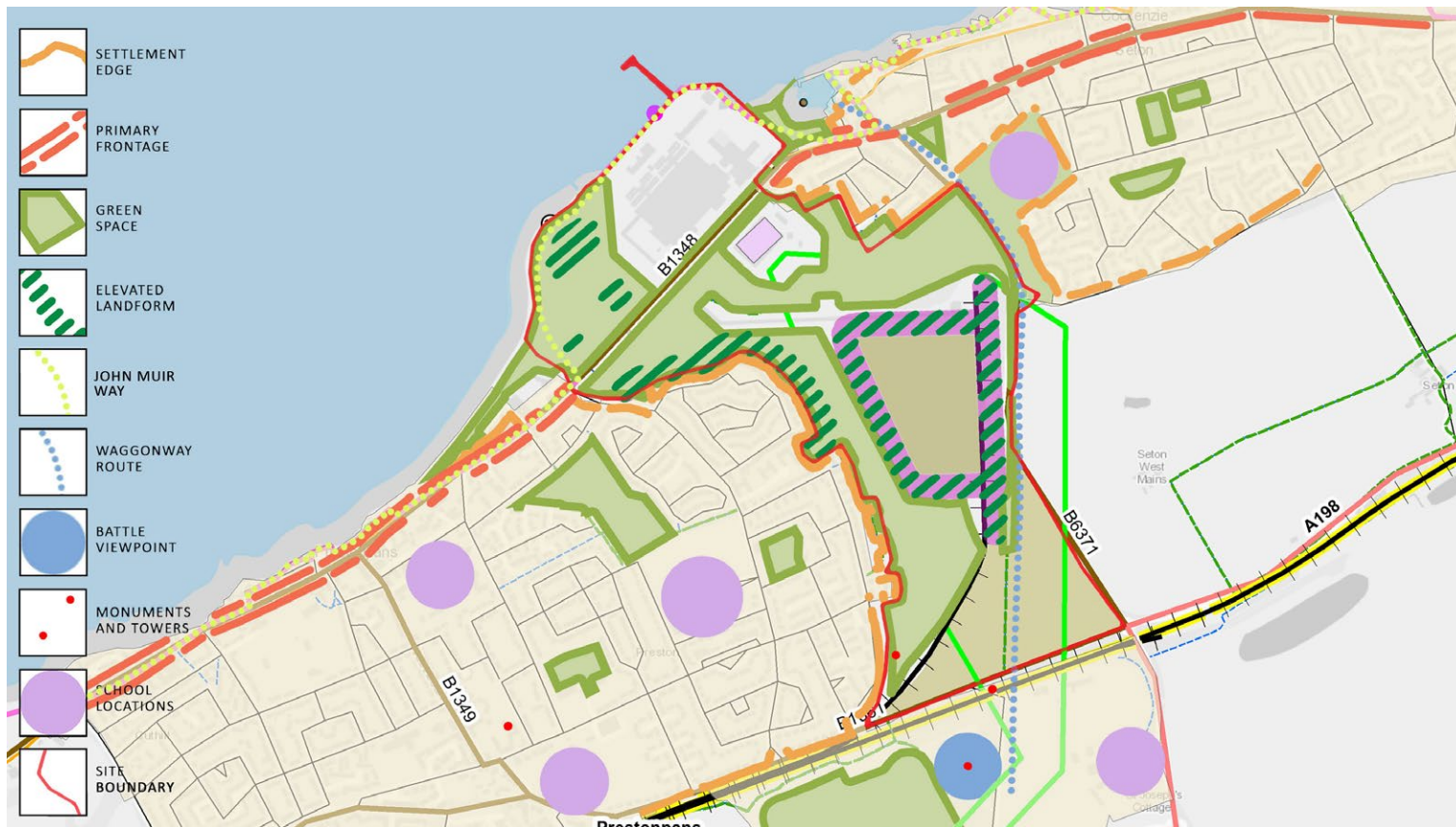


Figure 4: Spatial Analysis

## Spatial Analysis

Following the demolition of the power station, the site still bears the legacy of post-industrial landscape elements, with bunds, railway tracks, access roads, and assets including the transformer building and its associated compounds and neighbouring electrical infrastructure (Figure 4). These are critical for acknowledging in the consideration of potential site uses, as well as other matters including:

- Settlement edge:** existing settlements adjacent to the site – specifically Prestonpans and Cockenzie and Port Seton – have distinct edges, and it is considered essential for these to be maintained to retain the existing character of these places, and to avoid coalescence. It is considered inappropriate to fill the space between the two settlements with housing to create one large town.
- Primary frontage:** an urban edge is currently formed along the Edinburgh Road, and it will be important to consider how this is to be brought through the site by the former power station whilst maintaining an appropriate scale and active street edge without either dominating existing streets or leaving an insufficiently engaging frontage.
- Green space:** the site contains an abundance of open space of varying kinds, including woodland, scrub, agricultural land and areas where landscape is beginning to overtake former industrial areas. Much of this space is under-used and poorly connected to other spaces, and is interrupted by the disused rail spur and the other access infrastructure serving parts of the coal store and transformer zone areas. It will be essential for the Masterplan to preserve and enhance the open space and ensure that this remains one of the site's primary assets.
- Landform:** bunds and other elevated earth structures remain in place, formerly part of sound (and to a lesser degree, visual) attenuation to mitigate the impact of noise emanating from the power station with respect to the neighbouring residential areas. In some areas, such as at Preston Links, it is likely that ground conditions and potential contamination will make development here unlikely. In others, such as around the Coal Store and by Appin Drive, it may be appropriate to consider whether these structures can be modified or locally removed to improve views and physical connections, as required.
- Waggonway route and John Muir Way:** these critical site assets should be considered as part of the overall site development to ensure that they are accessible and form an influence on eventual routes and uses.

- **Battlefield of Prestonpans site and viewpoint:** the use of the battlefield site will need to be considered to ensure that its existing character is not compromised, and that routes connecting it to other battlefield sites and the Waggonway are improved.
- **Monuments and towers:** views to and of the site should consider significant elements such as the Preston Tower and other local features that are visible from the potential development.
- **Schools and significant public buildings:** There are a number of significant buildings outside the site boundary that will nevertheless require routes and connections – physical walking routes and landscape belts, as well as improving existing access points and links, such as between the John Muir Way and the Waggonway.
- **Site boundary:** although the proposals are limited to areas within the site, these are influenced by various elements falling outside the boundary, some of which are reviewed earlier here. Most significantly, Blindwells will substantially alter the shape of the residential component of the district, and provide further potential uses for employment and other activities within the site. This will be one of the primary catalysts that will enable major initiatives to become realisable and to ensure that the legacy of the site will be a continued renewal and flourishing over the course of a generation.

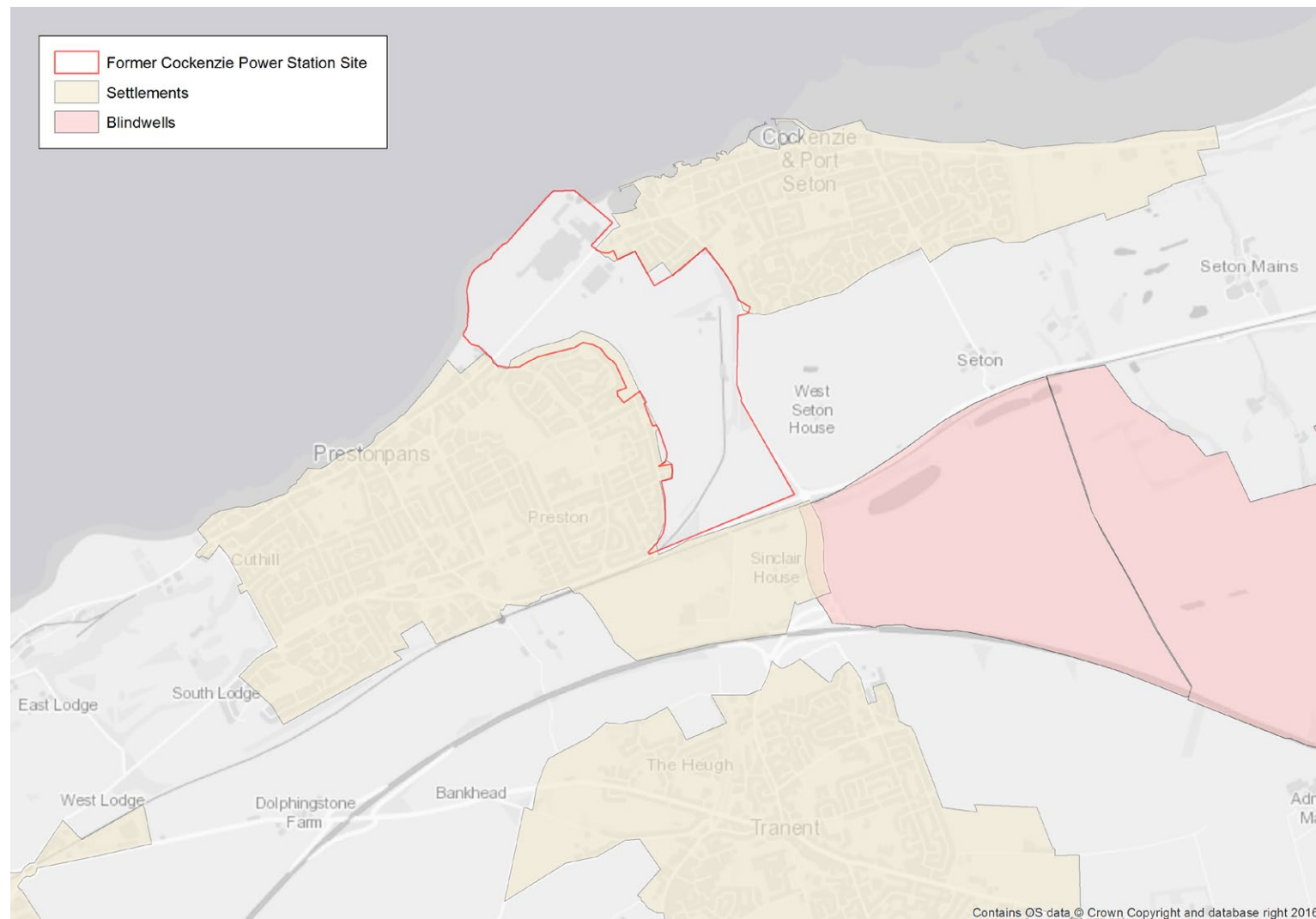


Figure 5: Settlements

## Environmental

### Site Context

The site is located between the settlements of Prestonpans (to the south west) and Cockenzie and Port Seton (to the north east). Tranent is situated directly to the south of the site (Figure 5).

The area immediately to the south west of the former power station building is the “Greenhills” which is open space that is used by the community for informal recreation activities such as dog walking and cycling.

The Blindwells new settlement site is located to the south east of the site. It is allocated for a mixed use new community including 1,600 homes, 10 hectares of employment land, a new mixed use local centre, education and community facilities. The planning application (14/00768/PPM) was recently approved by East Lothian Council, subject to completion of a Section 75 Agreement.

There is potential for a significant eastward expansion of Blindwells new settlement beyond the eastern boundary of the allocated site onto other previously developed land, and beyond this onto greenfield land, referred to as the Safeguarded Blindwells Expansion Area in the Proposed East Lothian Local Development Plan (PROP BW2 – Safeguarded Blindwells Expansion Area). This has the potential of 6,000 homes (including the approved Phase 1 - 1,600 homes).

## Public Services

There is an existing transformer substation within the site, situated to the south of the B1348 (Figure 6). This substation forms a significant node in the grid system and is therefore not being demolished as part of the power station demolition.

There is a double circuit overhead electricity transmission line operating at 275kV and 400kV which runs through the site connecting to the existing substation and continues south towards the west of Tranent.

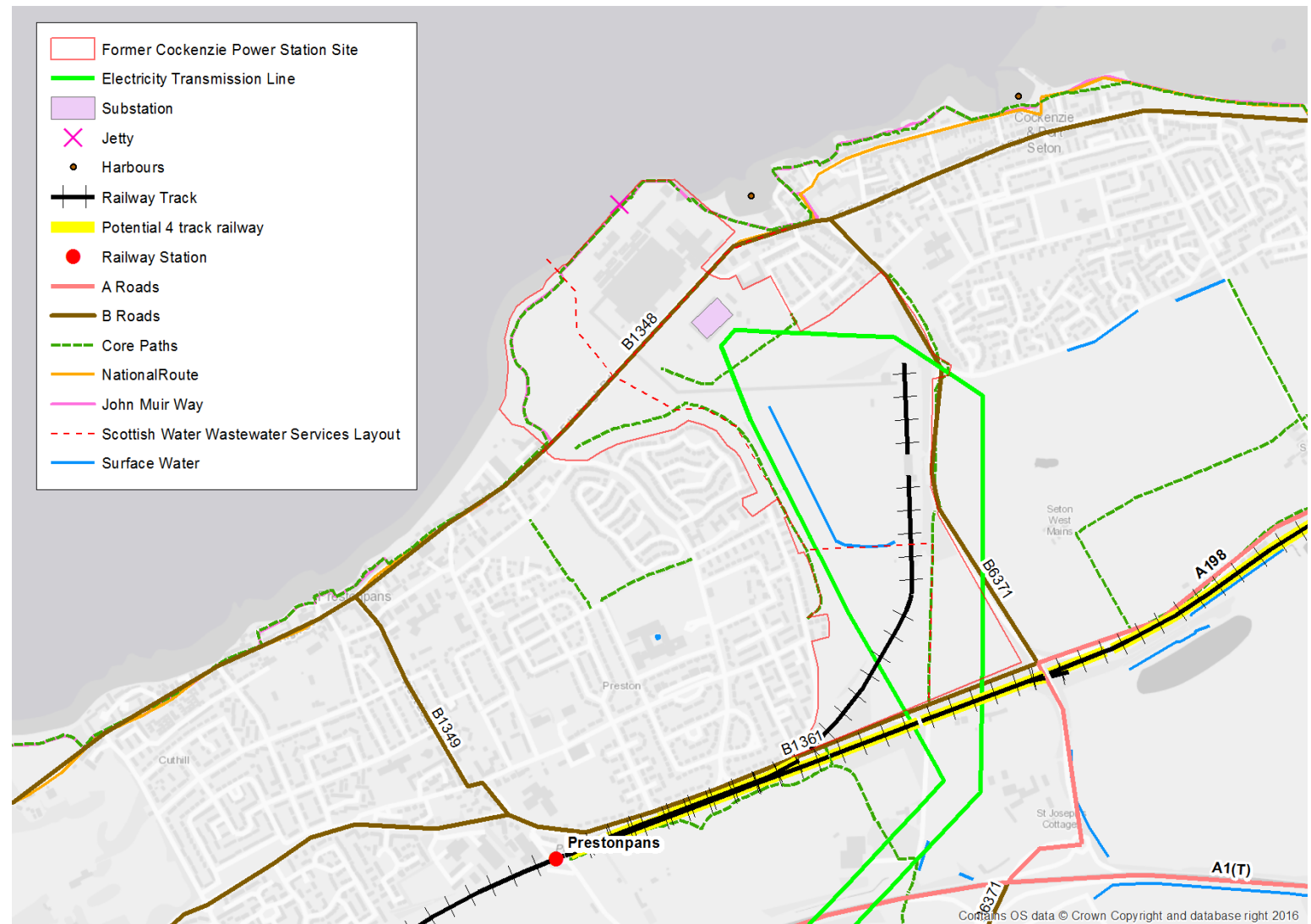


Figure 6: Infrastructure



## Cultural Heritage

Figure 7 shows the cultural heritage constraints within the site and the surrounding area. There is a scheduled monument (Seton West Mains) in the southern corner of the site. Over half of the site sits within the Battle of Prestonpans 1745 site. Historic Environment Scotland provide commentary on its status:

*“Overall, the semi-industrial character of the battlefield landscape is still predominant. The power station, which is a major feature in the modern landscape, has impacted on the battlefield area with a rail line, coal store and pylons running across the landscape. The battlefield area includes parts of the former mining towns of Tranent, Prestonpans, Cockenzie and Port Seton, while a considerable portion of the land between the main battle site and the old core of Preston village is now occupied by housing”.*

It is acknowledged that there has been significant development on and around the battlefield site. There is potential for any new development to impact on currently unknown archaeological remains. This will need to be considered as the Masterplan is taken forward.

The northern part of the site is located adjacent to a conservation area (Cockenzie and Port Seton). There are a number of listed buildings in Cockenzie, Port Seton and Prestonpans and the surrounding area.

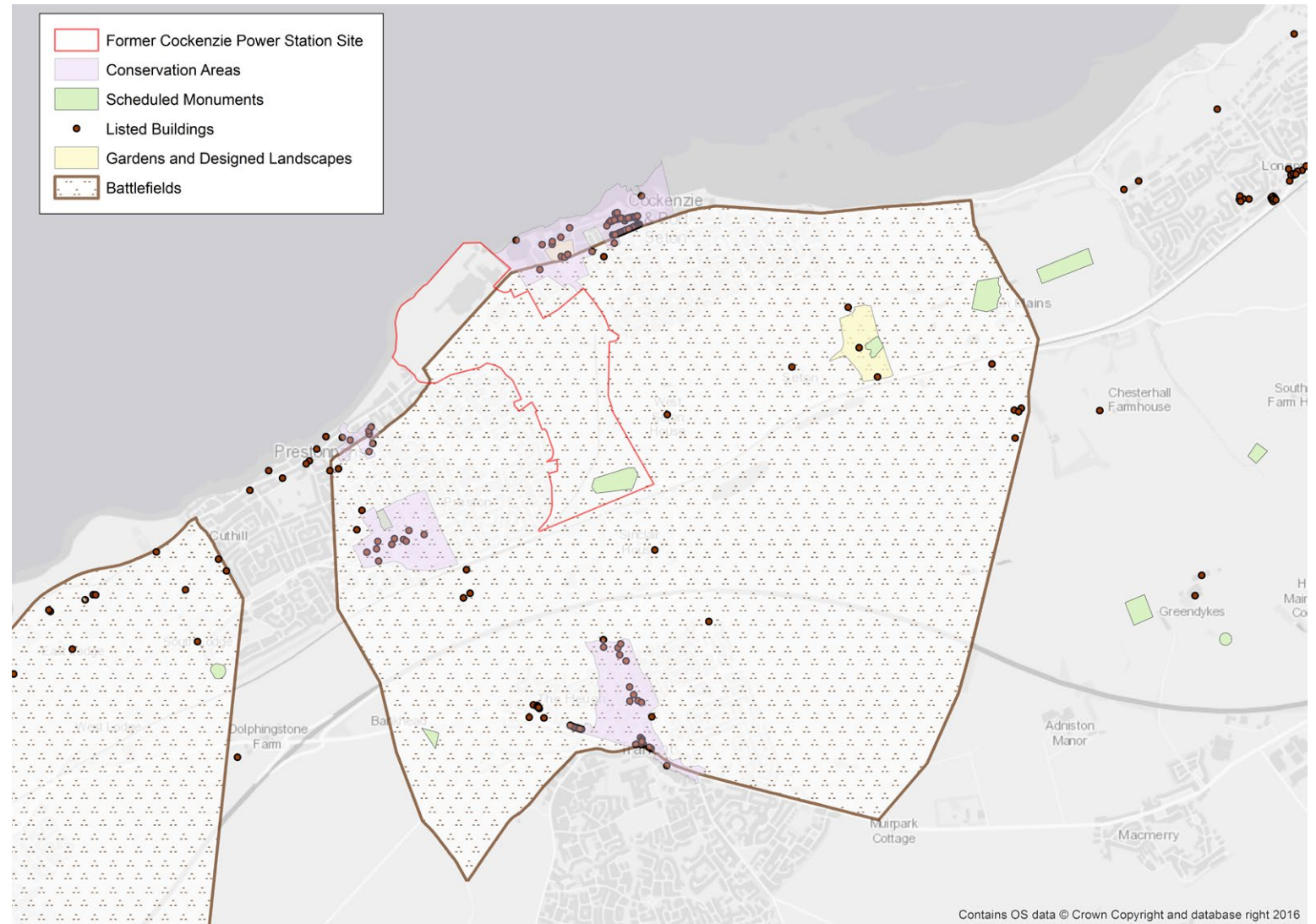


Figure 7: Cultural Heritage Designations

## Environment

The majority of the coastline in this area is protected, apart from the area directly to the north of the former power station building (Figure 8). The Firth of Forth is protected by Ramsar Wetland of International Importance, Site of Special Scientific Interest (SSSI) and a Special Protection Area under the European Wild Birds Directive.

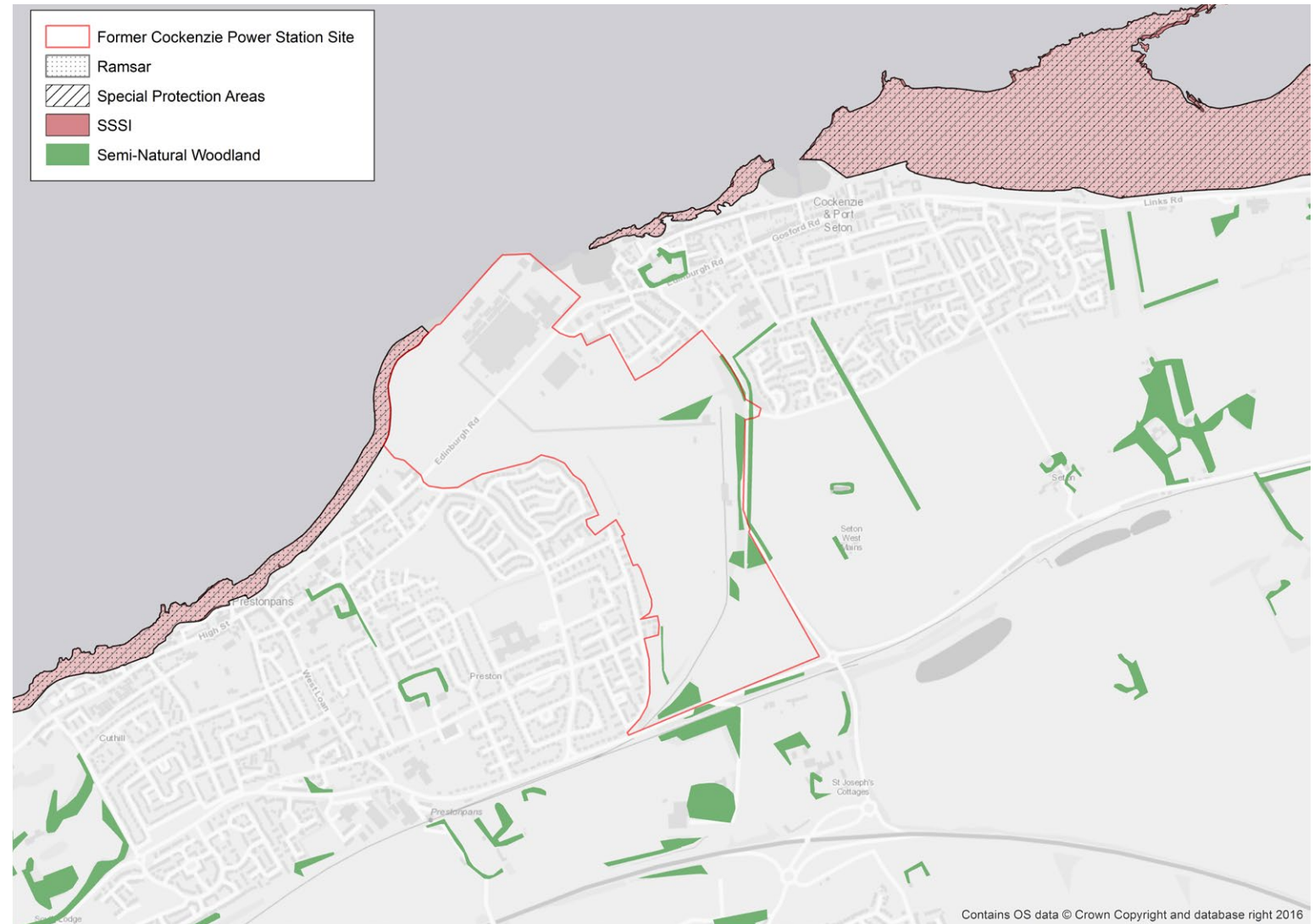


Figure 8: Environmental Designations



## Existing Transport Connections

The site has good access to road links and public transport networks (Figure 9). The Cockenzie branch rail line, which is disused, runs into the site. The rail siding was historically used as a freight line to import coal into the site of the former power station. There are two railway stations in the area – Prestonpans and Longniddry. The East Coast Main Line, connecting Edinburgh to London, is located to the south of the A198. There are proposals for a four track solution to ease congestion on the East Coast Main Line. The section between Prestonpans and Drem stations has been identified as the most desirable section of the line for this.

The B1348 (Coastal Road) runs through the site linking the communities of Cockenzie and Prestonpans. The site is bounded to the east by the B6731 and to the south by the B1631.

The A1, situated to the south of the B1631 is the main route between East Lothian and Edinburgh.

There are a number of walking and cycling routes in the local area with a number of core paths entering the site boundary. National Cycle Route 76 runs along the B1348 through the site. The John Muir Way long distance walking route runs through the site along the north west boundary. It is a 134 mile walking route connecting Helensburgh to Dunbar. There is also the historic Waggonway footpath which runs through the site, linking Tranent to Cockenzie.

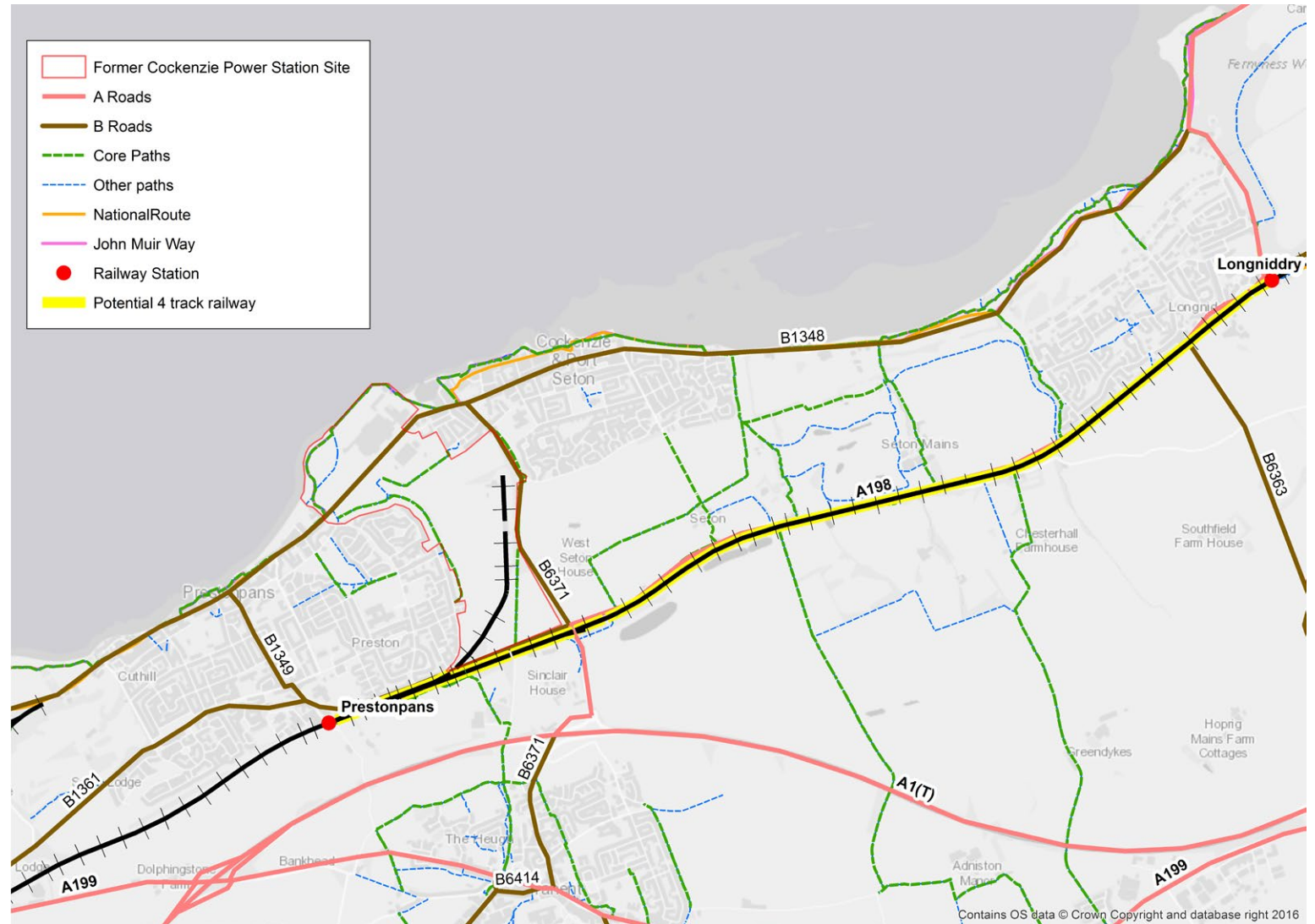


Figure 9: Connections

## Social

A number of consultations have been undertaken by various organisations in the last 6 years. These consultations were not specifically related to what is now the former power station site. However, they are important and this is an opportunity to realise some of those aspirations. Key themes which emerged from previous consultations are noted below:

### Employment opportunities

- Jobs for local people

### Coastal regeneration

- Safe and universal access to clean beaches
- Improvements at Cockenzie Harbour

### Signage and wayfinding

- Highlight points of interest
- Improved wayfinding to encourage walking

### Greenspace

- Access to good quality greenspace
- Improvements to existing playparks (maintenance) and provision of new play areas
- Improvements to the John Muir Way
- Improvements to the Waggonway and other local walking routes

### Cleanliness and amenity

- Reduce instances and impact of dog fouling
- Lighting of footpaths and within parks

### Community activity

- Support for public art projects
- Provision of youth activities

### Heritage

- Support for mining museum
- Battle of Prestonpans Field of Remembrance

## Economic

A socio-economic baseline has been prepared, drawing out the potential opportunities and challenges for the development of the Masterplan. The full report can be found in Appendix A. For the purposes of the socio-economic baseline the study area (Figure 10) has been assumed to include the site previously occupied by the Cockenzie Power Station ('the site') and the adjoining residential settlements of Cockenzie, Port Seton and Prestonpans. Key indicators considered in the socio-economic baseline include population demographics, economic activity, levels of deprivation and social indicators. A summary is provided below.

### Population demographics

- Strong population growth over the last decade;
- Projected population growth in the study area of 17% between 2017 and 2035;
- An ageing population in the study area and East Lothian.

### Economic Activity

- Relatively low levels of unemployment amongst economically active people;
- The proportion of highly skilled labour is significantly lower in the study area (32%) compared to East Lothian (38%);
- High proportion of East Lothian residents working in City of Edinburgh;
- Low levels of overall deprivation in the study area.



Figure 10: Socio-economic Baseline study area

### Social Indicators

- Cockenzie and Port Seton is generally well-served by social infrastructure, including open space, education facilities and medical facilities;
- There are several schools in the area, although no higher or further education facilities located within the immediate study area.

In summary, the socio-economic baseline indicates the benefit of retaining

the young and skilled workforce in the Cockenzie Masterplan area. Development of a qualified workforce is a benefit and potential opportunities exist through the Cockenzie Masterplan to address the current low level of qualifications held by the local population, such as skills and training opportunities. In addition, the Cockenzie Masterplan provides the potential for a tourism/recreation destination accommodating the varying needs of visitors to the area.