



## Overall Concept

The Masterplan has been devised to address a range of issues emerging from the earlier stages of the project, including:

- Consultation outputs
- Statutory and planning issues
- Environmental considerations

The Masterplan promotes a vision for the whole site, which is intended to be delivered over a period in the order of 25 years. This will allow for a flexibility of use and implementation to allow for changing market forces and priorities, and allow landscape and infrastructure to anticipate built development.

A number of principles that the Masterplan embraces includes:

- Maximising employment opportunities;
- Creating a high quality setting to encourage investment;
- Working with the grain of the place and employing existing assets;
- Maintaining and enhancing the character of the district;
- Introducing new landscape amenity features;

- Encouraging ambitious design;
- Improving routes, access and legibility of wayfinding;
- Efficient development to avoid sprawl and make the most of the opportunities;
- Creating a new East Lothian destination;
- Planning for future flexibility.

The development shown in each zone is connected to other zones and the wider site context in order for the Masterplan to form part of a seamless whole. Landscape and route connections have been introduced to ensure that previously poorly accessible portions of the site can become better used and accommodated within the district as a valuable asset. The disparate components of the site will be connected in a legible way that creates a sequence of linked places, each with their own distinct character, which will all provide a range of opportunities for local people, including recreation, work, education and training.

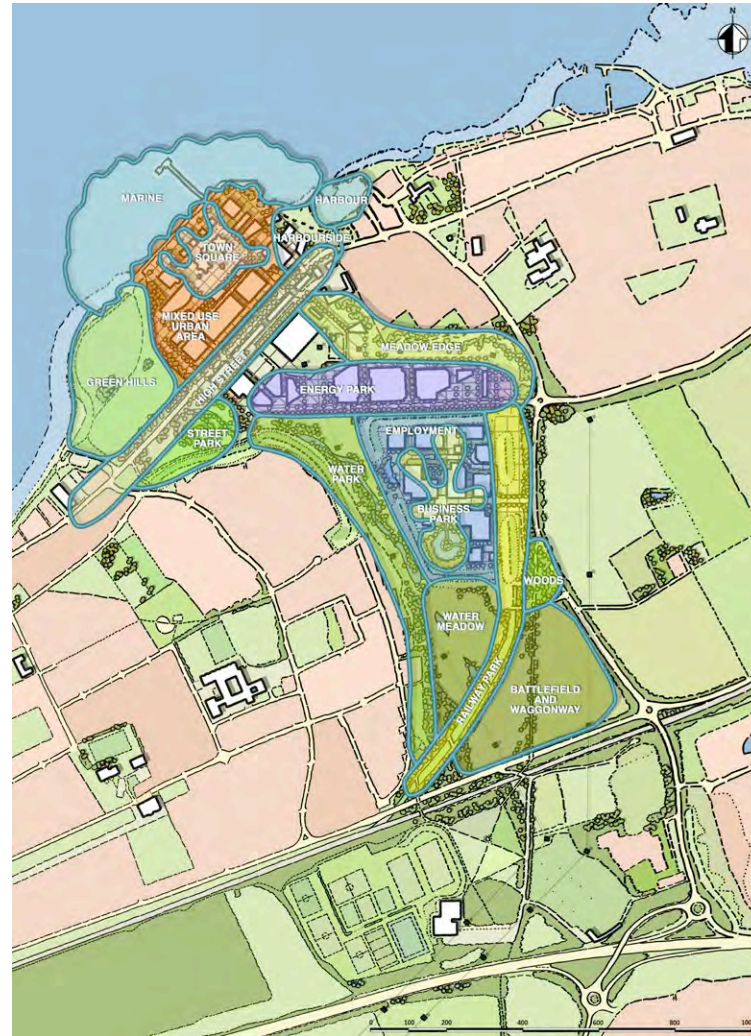








Green Connections

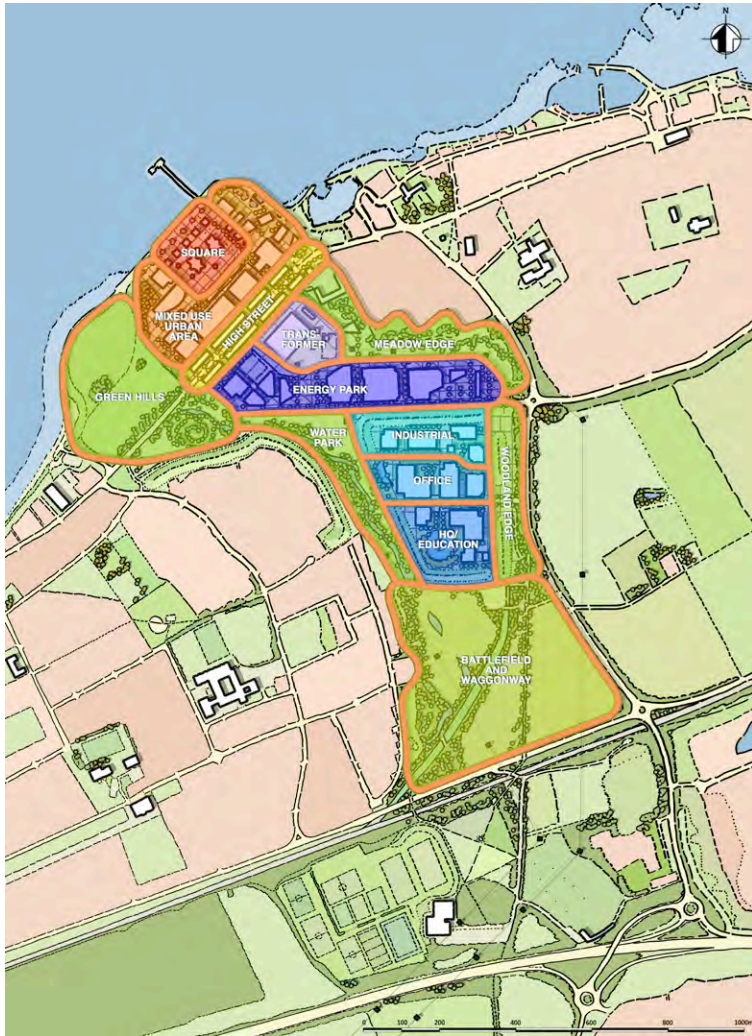


Open Space Types

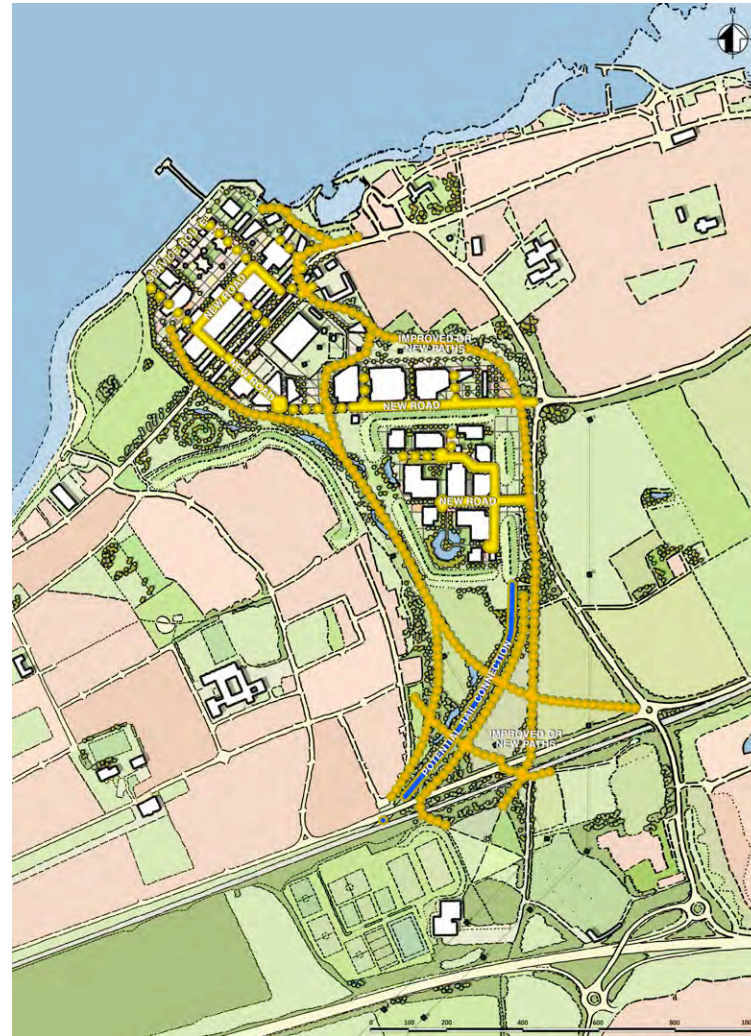
Existing routes will be improved and connected through and beyond the site via a series of connections which utilise and enhance access to open space by connecting the different zones and adjacent open areas in a legible and meaningful way.

Different landscape typologies will combine to create a tapestry of different spaces to complement adjacent land use and to produce a variety of landscapes from natural to those used as a setting for development or as a recreation location.





Land Use

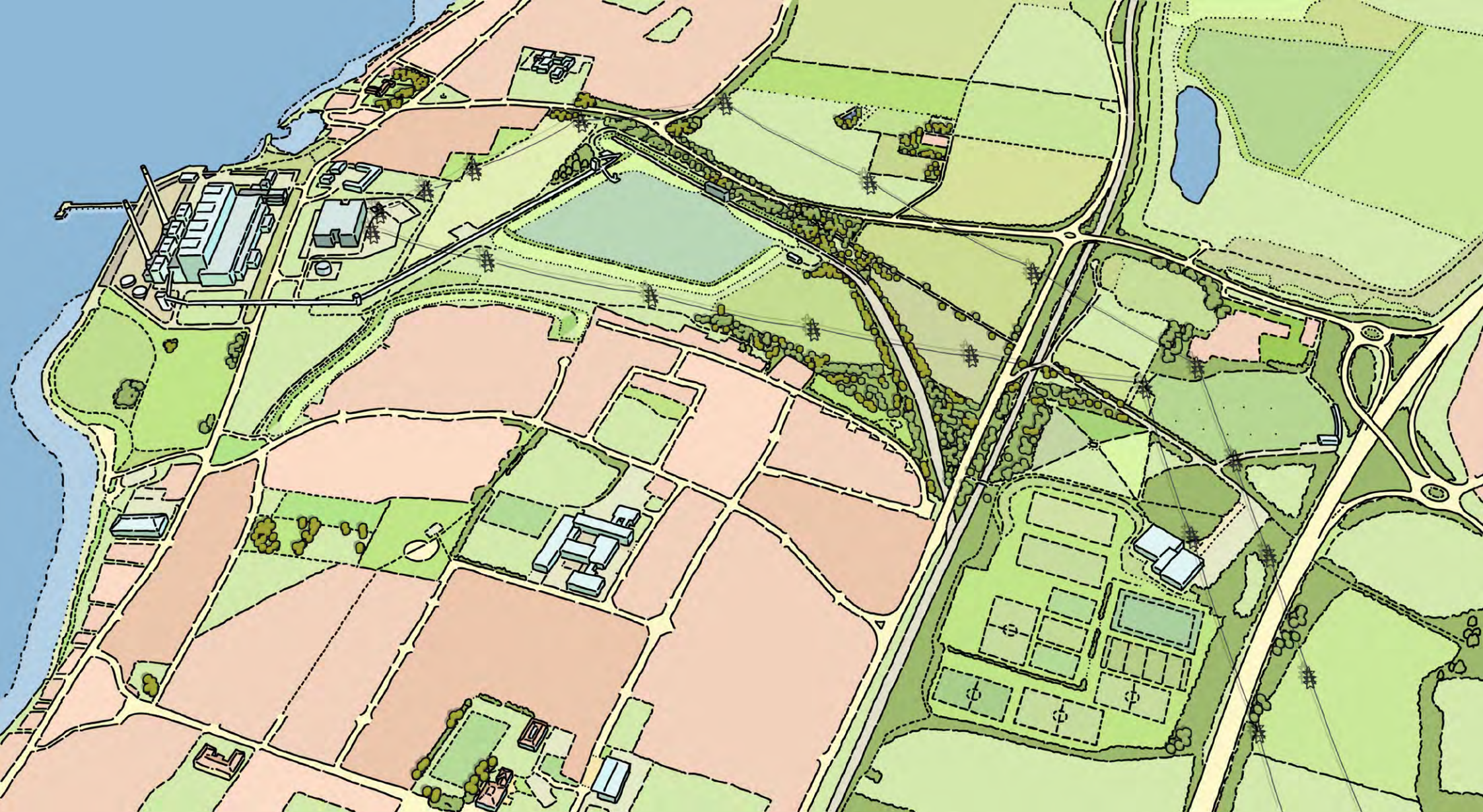


Routes

Principal land uses are indicated to show suggested development types and their relationship to adjacent open space and the other masterplan zones, and areas beyond the site boundary. The distribution of the suggested land uses across the site responds to compatibility and flexibility of uses.

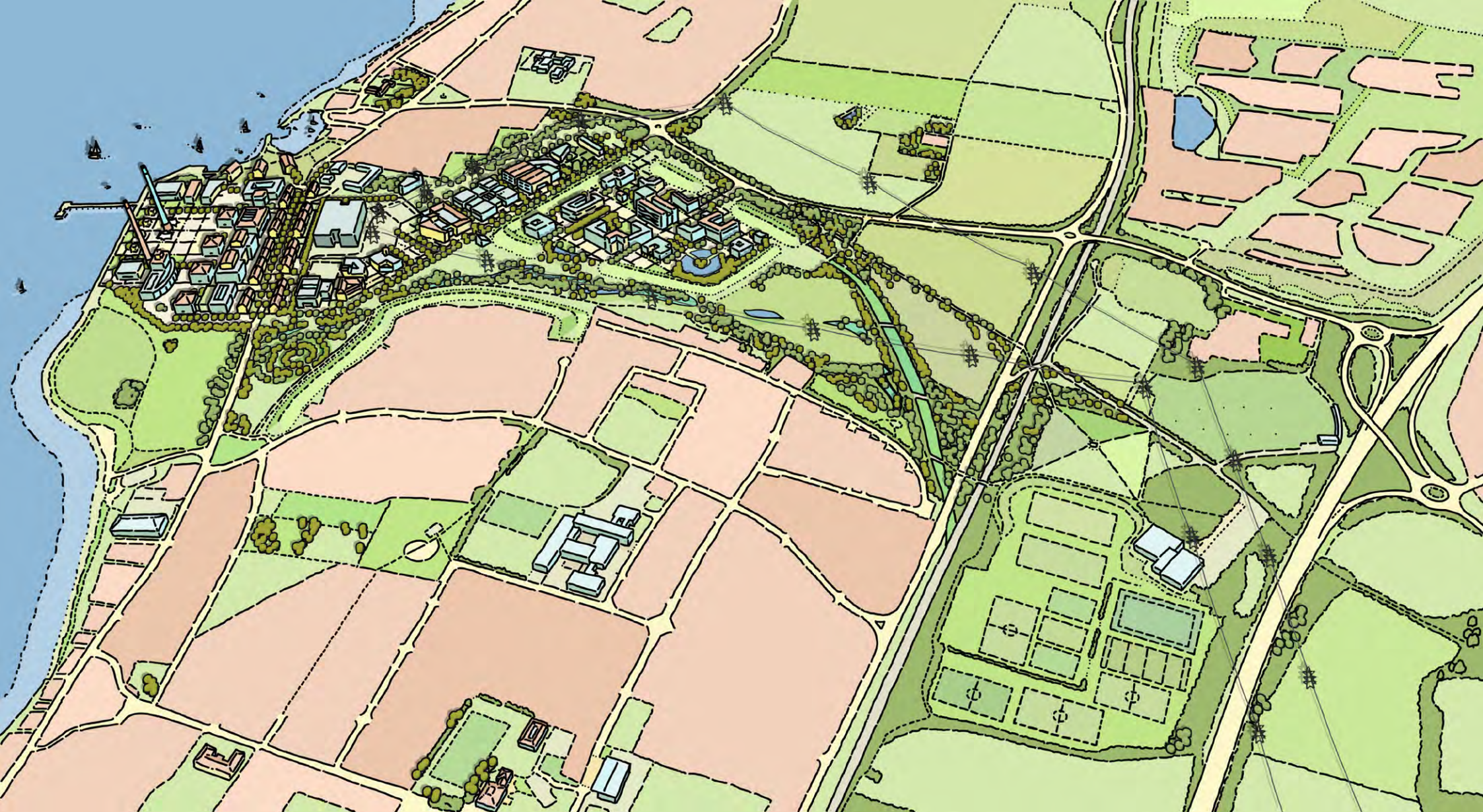
New roads and potential rail access are indicated, together with service route locations and potential new open space paths.





Before





### Deliverables

- NPF3 compliant – energy and compatible scheme
- Circa 90,000 sq.m employment space and circa 3,500 jobs
- New green links and recreational space
- Strategic connection and community access
- Scale, identity, positive brand
- Investment potential – phasing options
- Strong community input

**After**



## Zone 1 – Coastal

### Vision

**Zone 1 consists of two distinct parts – the proposed development on the former power station site and the Greenhills area at Preston Links, both to the north of the Edinburgh Road.**

The development portion is proposed as an energy and mixed-use area, and uses could include potential opportunities arising for offshore energy to be brought into the site, and potentially ancillary energy-related activities. Other uses could include employment based retail, recreation & restaurant, bar & café use, with provision for a hotel and commercial health and fitness centre. Local sports, craft and specialised workshop activities could include sports activity and marine-based trades. Multi-storey car parking is suggested to avoid sprawl and allow efficient use of the site. Some small scale office accommodation is indicated, with residential – either flats or short-term let “crash pads” shown as part of a mixed use zone, rather than as dedicated use in its own right, as this is better provided elsewhere, such as at Blindwells. Components of the energy use suggested in Zone 2 could also be accommodated in Zone 1.

A flexible open space has been provided to allow for festivals, events, music, performances, markets and other community and commercial events. This could be populated with pop-up and temporary structures, and services would be provided so that water, power and

lighting could be integrated into the hard landscape to accommodate these uses. Similarly, permanent buildings could be enhanced and expanded temporarily to enhance these events. Units lining the Edinburgh Road would be of a smaller scale to reduce the impact of larger blocks set further back, and to improve the public realm of an otherwise long and featureless road, allowing it to become a user-friendly street with a scale appropriate for pedestrians and local community uses.

Public realm improvements would include the provision of crossings, a zone for safe cycling, verges and planting as appropriate, and buildings and uses with active frontages and interest at ground floor level, connecting to routes into and through other zones, as well as adjacent areas such as the harbour, with which an active association is intended to engage and benefit. Preston Links will be maintained and enhanced with improved connected routes, and in particular the John Muir Way, whose course will be celebrated with appropriate signage and lighting as required, and connected better to other routes including the Waggonway and other local paths. Where Preston Links meets the Edinburgh Road, there should be landscape-driven public realm improvements to create interest along the road edge, as well as opportunities for local amenities such as areas for picnics, play parks, cyclists and other outdoor community uses.

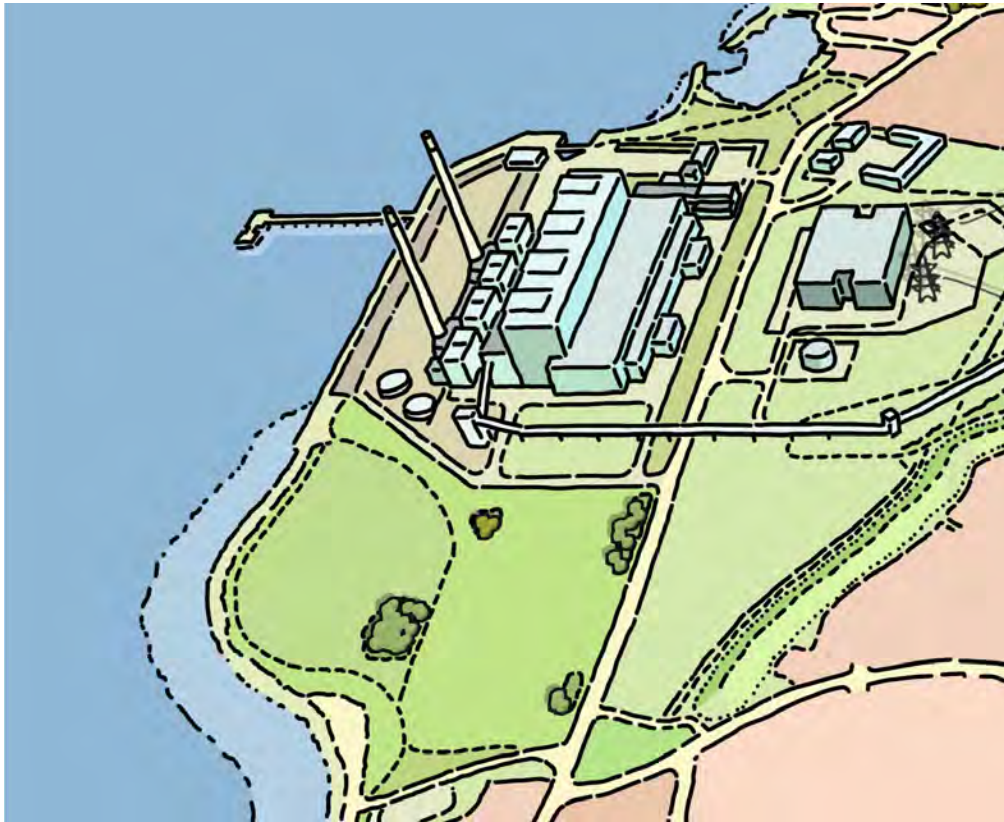


Zone 1 Plan



Cockenzie Model Zone 1





Aerial Zone 1 Before

## Principles

In developing an approach to Zone 1, reference was made to the principles developed during the course of the consultation and the refinement of the scenarios against which the masterplan has been tested. The green framework permeating the site is brought into and through zone 1, improving existing potential connections and ensuring that the harbour can benefit from the new development through enhanced links. Similarly,

spaces and walking routes to both west and east of the greater site are well served, ensuring good accessibility and value as a community asset. Recreation is addressed through the use of space reclaimed from the former power station site with potential for use as a multi-function space, accommodating performance, festivals and other outdoor and temporary uses. Clearly this zone is able to act as a catalyst for positive change.



Model View

## Development Objectives

The area around the former power station site is a critical one for the masterplan. The Edinburgh Road bounds the south edge of this site and forms a key access opportunity as well as the possibility for an improved public realm and a buffer against the larger structures able to be accommodated in the zone 1 site, as well as assisting with screening the transformer building in zone 2. It is intended that zone 1 contain a

variety of elements which provide employment, recreation and retail activities for local people, and also the flexibility to address a wider range of activities which could encompass light industrial, manufacturing, servicing, workshops and energy delivery or production, provided these were part of a judicious mixture of other uses that also complemented existing facilities and communities.





Aerial Zone 1 After

## Opportunities

Zone 1 represents an opportunity for several key components of the master plan to come forward. A variety of different uses have been suggested, including energy related activities, and there is scope for combining these uses in a way that will permit sustainable economic growth. Other initiatives may be considered, such as components of the energy use suggested in zone 2, should an opportunity arise for offshore energy to be brought into the site across zone 1, where new energy based facilities could also become

established as part of a mixed-use rather than energy-dedicated area. Options for major public art installation should be considered in this zone, which could reflect on the history of the area and perhaps the former energy uses of the site, using iconography which could for example reflect the large chimney structures of the power station, and become part of a larger narrative about the site, visible from far afield as with other natural and man-made monuments throughout East Lothian.

## Development Summary

- Zone 1 is an energy and mixed-use area which could accommodate uses including employment (such as office and small-scale manufacturing or workshop uses), energy (such as handling off-shore energy), recreation, local limited residential accommodation as part of the mixed-use zone, retail and bar/café/restaurant uses, marine-based activity, and hotel, sports, health and fitness activities.
- This area can be accessed easily from the Edinburgh Road for development at an early stage.
- Zone 1 is connected to the other zones and areas beyond the masterplan with a network of green space and a variety of extensive walking and cycle routes.



The Kelpies, Falkirk



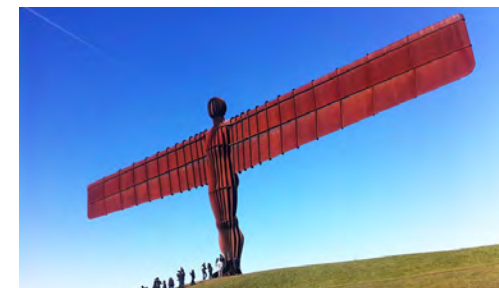
British Airways i360, Brighton



Moffett Gateway Club, USA



Bergen Fish Market, Norway



The Angel of the North, Gateshead



Faaborg Harbour, Denmark



## Zone 2 – Energy Quarter

### Vision

**The Energy Quarter is proposed to address the requirement for the site to accommodate a potential range of energy uses.**

This could range from energy production to handling power from an off-shore location, to more passive energy types, and other uses associated with energy production including compounds for electrical switchgear and transformers and other equipment; maintenance, workshops and manufacturing; offices, headquarters facilities and support uses such as small local specialist retail and services such as cafes, shops and restaurants for local workers and other users. The uses along Edinburgh Road are to reflect similar uses in zone 1 that front on to the road.

It is envisaged that the existing transformer building and associated compounds and structures could be accommodated within this zone as a potentially beneficial neighbour to connect with other appropriate electrical-based power sources, and it may be possible for efficiencies of use to suggest consolidation of infrastructure to maximise site use and avoid sprawling or unsightly equipment from visually dominating the zone. The buildings, compounds and other structures will need

to accommodate the existing energy and electrical infrastructure including pylons and cables, and the proposed uses within the zone have been arranged to ensure that appropriate set-off distances from pylons and cable routes have been provided, bearing in mind that there are no residential or community uses in the part of the zone close to these structures.

Routes around and through this zone will be enhanced and improved, particularly where there is an opportunity for the adjacent residential areas to be better connected, including safe walking routes to school, and maintaining a zone of open space adjacent to existing parts of both existing settlements. Road access would be accommodated to the east with a new spur coming off the roundabout on the B6371, and from the west off the Edinburgh Road.

Landscape improvements will include the introduction of surface water as a SUDS and visual amenity, as well as other landscape treatment initiatives, including tree planting and ground remodelling where appropriate to create landscape features that can be used by local residents and workers alike. Walking routes will be maintained and improved to create better links with other routes and paths.

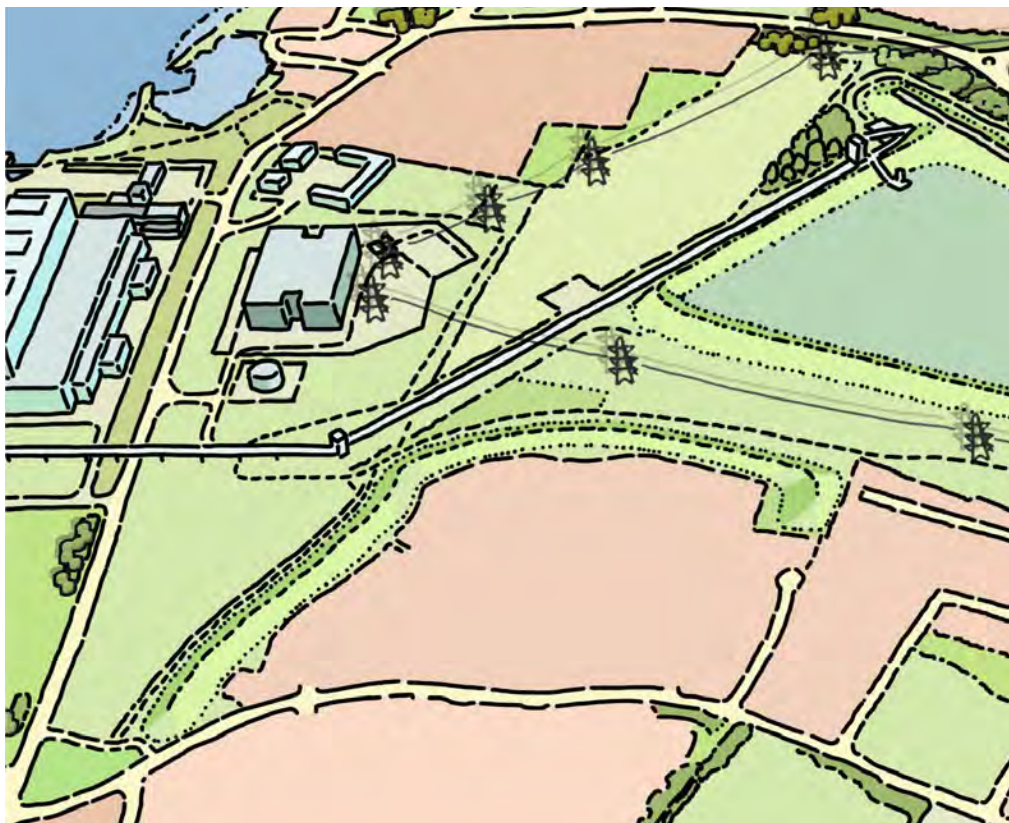


Zone 2 Plan



Cockenzie Model Zone 2





Aerial Zone 2 Before

## Principles

Zone 2 has been masterplanned as part of the whole site by applying environmental as well as policy criteria, and applying the principles emerging from the consultation process and subsequently refined during scenario mapping and testing. Green networks surround and connect this zone, which will be an active place for employment and energy production, serving local as well as national needs. Buildings will be low impact and visually unobtrusive, and designed in accordance with the surrounding green space,

helping to mitigate the presence of the transformer building by enclosing it with other lower-scale development with low rise buildings and large green areas, retaining and enhancing quality of life and ensuring that the site retains its landscape asset whilst maximising an acceptable level of development investment.



Model View

## Development Objectives

Zone 2 has the ability to fulfil the larger site's required energy uses whilst also organising existing use in the transformer building and by rationalising the spaces around its associated compounds with infill development, reducing the visual impact of these structures. This zone also has the flexibility to allow other complementary uses and to allow development to proceed from several edges, giving it a market-sensitive ability to cater for a range of opportunities.





Aerial Zone 2 After

## Opportunities

The existing assets include the transformer building, Edinburgh Road, and green space encompassing the zone and connecting it to other parts of the site. Zone 2 has a unique ability to provide a base on the site for energy use and it is suggested that this zone could become an Energy Quarter. This could be a location for low-impact energy production, including geothermal or solar, or other “good neighbour” uses, ie those with low visual, odour, emission or noise impact in contrast to the previous power station site use. Other energy uses could

include bringing offshore energy onto the site and integrating this with the grid connection at the transformer building, as well as other supporting uses such as office or headquarters accommodation for an energy company, and catering or retail facilities as appropriate. There is some flexibility of use when this site is considered with both zones 1 and 3, with some opportunity for uses to migrate across zones if the demand arises. A low scale mixed use edge is suggested along the Edinburgh Road which will help to reduce the impact of

## Development Summary

- Zone 2 is to some extent constrained by the presence of the transformer building, but this is also one of its primary assets, representing the opportunity to develop the site as a significant energy quarter, with energy production, handling incoming offshore energy, and other appropriate associated uses such as compounds, maintenance, workshops and office and other support facilities.
- This zone may be accessed either from the Edinburgh Road to the north or via a new spur from the roundabout on the B6371 to the east to permit work to take place from an initial stage in the development of the site.
- Zone 2 is at the heart of the developed part of the masterplan and is connected to the other zones as well as settlements and spaces outwith the site boundary via an extensive series of paths and linked spaces.

the transformer house but also allows other uses such as appropriate residential as part of mixed-use, for example for accommodation for energy workers or other short-term contract applications, offering a different tenure model to other local housing allocation. Some manufacturing, workshop and light industrial uses could also be located here, particularly where these might have an association with local industry or energy.



Natural Gas Plant, Germany



Geothermal Energy Plant, Germany



Saint John Paul II Building, Australia



Olive Oil Factory, Portugal



## Zone 3 – Coal Store

### Vision

**The Coal Store area is intended to represent a large employment-based zone, providing a major opportunity to provide local jobs within the Masterplan.**

The existing bund walls and disused railway infrastructure could be removed and dismantled locally where appropriate to ensure the most flexible use for this area. Access could be facilitated from the existing opening in the bund wall to the east connected to the B6371. Future provision for rail access by way of the existing (but disused) rail spur could be allowed for by maintaining the existing connection until such a time as this is either renewed, or no longer required.

It has been assumed that accommodation to the north of the site could include manufacturing, light industrial or workshop uses, acting as a buffer zone

to the energy quarter to the north and beyond the bund. Further south in the Coal Store site there is provision of offices, headquarters buildings and potential training and education facilities. Complementing these uses could be small local retail, restaurant, café and other support services as appropriate to these other facilities.

Landscape improvements would include local path and open space enhancements, but also the provision of a high quality landscape amenity in association with SUDS facilities involved in removal of excess surface water from Blindwells, and potentially using this as a water activity amenity to the west of the site. Provision of a high quality landscape setting is seen as a critical step in attracting major employer investment.



Coal Store Remediation

*Partial removal of bund walls and disused coal and railway infrastructure, together with landscape enhancements and improved access, maximises the site's industrial legacy in a positive way to create a setting for high quality employment uses.*



Zone 3 Plan



Cockenzie Model Zone 3





Aerial Zone 3 Before

## Principles

The design of Zone 3 within the overall masterplan context has been shaped as a component of a complex variety of proposals which seek to address and follow the principles determined during the consultation process. Zone 3 will provide the critical requirement for local employment, from which the ability to deliver all other requirements

will flow. The encompassing green space networks will be improved, with bund structures left from the former industrial use being remediated as appropriate to create a high quality environment that will encourage investment and promote well-being.



Model View

## Development Objectives

Zone 3 is the metaphoric, if not literal, power-house of the development, facilitating jobs whilst creating a remarkable and unique landscape for a range of settings, from light industrial, though to office and HQ potential, as well as outdoors recreation and water-based pursuits, using the diverted excess surface water from north of the site, reused as a valuable asset and visual commodity. The development can be contained within the Coal Store area, allowing a degree of flexibility of use where such containment may be appropriate to

mitigate neighbouring sensitivities. Equally there is sufficient space within this area to allow a banding of uses from north to south so that buffer zones can be created both within this zone, and between this area and zone 2. However, it is intended that the creation of a very high quality surrounding and encompassing landscape will assist to maximise investment and thereby quality, assisting also in the creation of an adjacent recreational-based use, encouraging a variety of uses and attracting people to live, work and invest locally.





Aerial Zone 3 After

## Opportunities

Zone 3 is at the heart of the site and enjoys a post-industrial landscape setting of potentially very high quality. Some remediation of the bund walls may be beneficial but is not necessarily essential to allow development in this area, though it has been shown elsewhere (e.g. at Edinburgh Park and Gogarburn) that the creation of a landscape asset of high quality can encourage investment and a similarly high quality of development.

This could act as a catalyst, together with other site benefits such as good infrastructural connections, a local indigenous potential workforce, and an attractive marine environment, for a really strong local employment area which would help to create a place with a full spectrum of assets, from landscape, jobs, recreation through to potential for a very high quality of life.

## Development Summary

- Zone 3 is an employment zone and contains the capacity for a range of uses from light industrial and manufacturing to the north, acting as a buffer zone to the energy quarter, through to office, education and HQ uses to the south, with a flexibility of gradation of use according to market forces and phasing.
- This zone may be accessed from the B6371 to the east to using the remodelled existing coal store access, which means that development may commence at any stage of the realisation of the masterplan.
- Zone 3 represents a significant component of the development, containing the highest density of employment uses, as well as some of its most powerful landscape assets.



Brooklyn Park Visitor Centre, USA



Battlefield Centre, New Jersey



Headquarters Building, Switzerland



Factory Building, Chile



Gallery of Modern Art Landform, Edinburgh



## Zone 4 – Battle of Prestonpans

### Vision

Zone 4 is not intended as a location for major development, but rather as a landscape asset that retains and celebrates the battlefield site by facilitating access and maintaining and improving the setting of the Waggonway and other local features.

The railway spur would retain the ability to be considered for re-use to serve the larger site, or could revert to a landscape amenity should this use no longer be required. Pathway connections would be formed to overcome this existing barrier to allow pedestrian and cycle access across this part of the site. Woodland and planting would be introduced to the west of the site to reinforce the existing green network and to provide a range of open space typologies for community use and to enhance local wildlife habitats and routes. Agricultural use could be maintained provided that this was compatible with other ambitions for the site. Better links to the battle viewpoint and to Meadowmill, as well as the continuation of the Waggonway south to Tranent, would be encouraged. Better crossings at the B1361 would be formed to improve site edge permeability.



Zone 4 Plan



Cockenzie Model Zone 4





Aerial Zone 4 Before

## Principles

Zone 4 is primarily a landscape zone and is not intended to contain development in the form of commercial buildings. This zone represents the safeguarding of many of the landscape assets of the site and will thereby contribute significantly to its green nature and to the flow of connected paths throughout the site. The

preservation and enhancement of the battlefield sites and important routes to and through it such as the Waggonway are critical components of the overall site's character, and will complement other more intense uses in other zones.



Model View

## Development Objectives

Zone 4 will create opportunities for the battlefield site and the post-industrial landscape character to be used separately and in conjunction as an accessible and significant celebration of the history of the area. Routes to existing features such

as battle monuments, the battle viewpoint and other adjoining areas of historic and natural significance will be improved, with new paths, road and rail crossings and public realm enhancements applied to increase connectivity and ease of wayfinding.





Aerial Zone 4 After

## Opportunities

The railway spur running through the site represents an opportunity for rail access to be established for zone 3 and potentially serving the larger site. Should this opportunity not be taken forward, than this could be used as a landscape feature much as at Emscher Park in Germany or at the Parc de la Villette in Paris, both successful post-industrial landscapes with significant employment investment incorporated within the larger area, and a substantial draw to visitors.

## Development Summary

- Zone 4 is landscape zone used for battlefield and other green space access as well as potentially agricultural use as current.
- This zone is accessible on foot and cycle from a number of directions but improvements are proposed to link other existing attractions in a legible and meaningful way.
- Zone 4 acts as a green lung to counterbalance some of the other more intensely developed zones, and also has the potential to provide rail infrastructure into the larger site.



General Maister Memorial Park, Slovenia



Emscher Park Cabins, Germany



Parc Andre Citroen, Paris



La Villette, Paris



Emscher Park Water and Pylons



Thames Barrier Park, London



## High Level Socio-economic Impacts

A high level assessment of the potential economic impacts of the proposed Cockenzie Masterplan has been undertaken. An economic impact model has been built to establish gross and additional jobs and GVA generated by the Masterplan.

The Masterplan is estimated to generate approximately 3,348 gross FTE jobs, 1,639 of which will be additional for East Lothian and 1,021 for Scotland as a whole. The gross jobs were estimated based on the HCA Employment Density Guide, thus development projects of a similar nature and size are expected to create a similar number of gross jobs. In terms of additional jobs, these were calculated with the application of additionality assumptions that were based on the study area's baseline profile, and will therefore be unique to projects in East Lothian. This is based upon approximately 100,000 GEA sqm (excluding car parking and residential). Additional GVA is estimated at approximately £66 million at East Lothian level and £56 million across the country. This is considered realistic when compared with other energy + mixed use developments over a 25-year period.

Further detail is provided in Appendix D.

## High Level Order of Costs

An Initial High Level Order of Cost Estimate of the Masterplan based on approximately 100,000 sqm indicates a cost of approximately £393 million with contingencies of approximately £59 million generating a total cost of approximately £452 million (April 2017 Base).

Further detail is provided in Appendix E.

