

OPENING — UP THE WATERFRONT

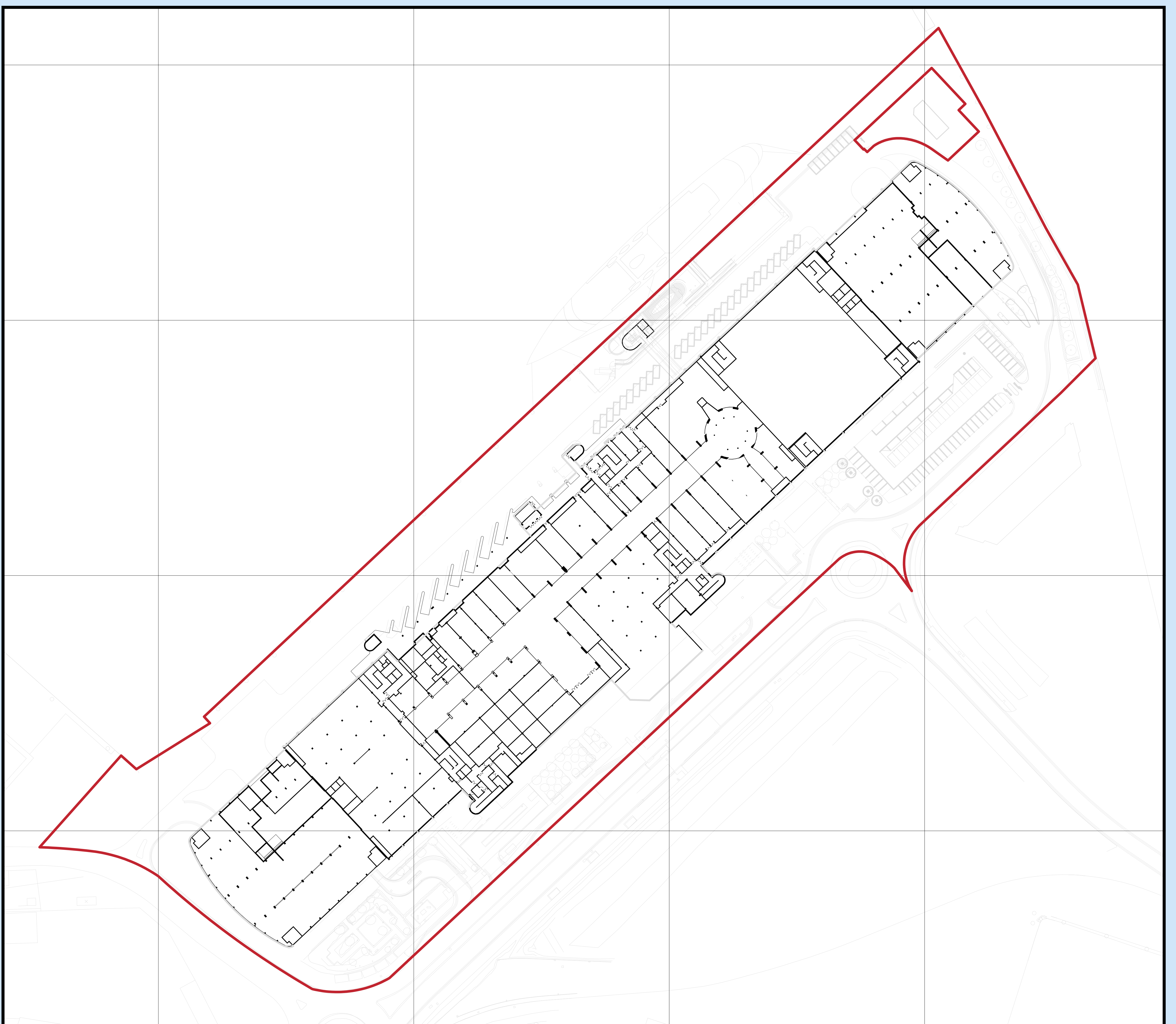
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OCEAN TERMINAL 2ND PUBLIC EXHIBITION

WELCOME

On behalf of Ocean Terminal and Ambassador Group, thank you for taking the time to visit this public exhibition. It is the second exhibition regarding the proposals for the comprehensive redevelopment of Ocean Terminal. The purpose of this second exhibition is to provide you with a response to comments made following the first exhibition in September 2021, and to present more detailed proposals that the project team has been developing in the intervening period, informed by discussions with City of Edinburgh Council (CEC) officers, stakeholders, and the comments submitted in response to the previous exhibition.

We are now looking for your views on these proposals.



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WHAT YOU SAID

A total of 22 responses were received following the first exhibition which was held on 23 September 2021. At the first exhibition we asked the following questions:

QUESTION 1 : DO YOU SUPPORT THE COMPREHENSIVE REDEVELOPMENT OF OCEAN TERMINAL?

RESPONSE : 16 respondents supported the comprehensive redevelopment of Ocean Terminal. Two respondents answered 'no'. Three respondents said they were not sure. Those in support cited the benefits of the proposed redevelopment to the local community, the connection to the waterfront, and the provision of more outdoor space. Those not in favour or unsure about the proposed redevelopment suggested that more detail needed to be provided, or made comments about the proposed design.

QUESTION 2 : DO YOU SUPPORT A MIXED-USE DEVELOPMENT ON THE AREA CREATED BY THE DEMOLITION OF THE NORTH CAR PARK AND THE FORMER DEBENHAMS STORE (THE DEVELOPMENT SITE)?

RESPONSE : 18 respondents supported a mixed-use development, two respondents did not, and one respondent was unsure. The variety of uses proposed, and the need to revitalise the area in the face of a changing retail market were highlighted as reasons for support. Respondents did not wish to see the perceived poor quality of design in the wider area replicated.

QUESTION 3 : WHICH USES DO YOU THINK ARE MOST APPROPRIATE FOR THE DEVELOPMENT SITE?

RESPONSE : Food and drink, community, leisure, and retail uses garnered most support. Residential use also gained support. Hotel and office uses gained least support.

QUESTION 4 : ARE THERE ANY OTHER USES THAT YOU WOULD LIKE TO SEE ON THE DEVELOPMENT SITE?

RESPONSE : Other uses supported included space for artists, a park, and a music venue.

QUESTION 5 : DO YOU SUPPORT THE INCREASED ACCESSIBILITY OF THE WATERFRONT AND THE CREATION OF NEW PUBLIC REALM AS A RESULT OF THE PROPOSAL?

RESPONSE : Support for increased accessibility of the waterfront was high, with all but one respondent in favour. It was highlighted that this aspect of the proposal was key to the whole development.

QUESTION 6 : DO YOU HAVE ANY COMMENTS ON THE PROPOSED APPROACH TO SUSTAINABILITY?

RESPONSE : The use of solar PV was supported and one respondent suggested that air source heat pumps are considered.

QUESTION 7 : WHAT DO YOU THINK ARE THE KEY CONSIDERATIONS FOR THE CREATION OF NEW PUBLIC REALM WITHIN THE DEVELOPMENT SITE?

RESPONSE : The key consideration raised were :

- Better connectivity between the existing centre and new area
- High quality streetscape
- Ability to make the area enclosed for poor weather
- Natural environment
- Seating areas
- Ensuring it is safe
- Quality landscaping

QUESTION 8 : WHAT DO YOU THINK ARE THE KEY CONSIDERATIONS FOR THE DESIGN OF THE NEW BUILDINGS ON THE DEVELOPMENT SITE?

RESPONSE : The key considerations included matters relating to height of buildings; active frontages; and bold, modern design.

QUESTION 8 : ARE THERE ANY OTHER POINTS THAT YOU WOULD LIKE TO MAKE?

RESPONSE : Other matters raised included the benefits of improving cycle and pedestrian links in the local area; and 20-minute neighbourhoods and the requirement for education and health services to support them.

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RESPONDING TO FEEDBACK

The feedback received following the first exhibition has helped shape the detailed proposals in the following ways:

- The proposal remains for a mixed-use development, for which there was support, with the predominant use being residential.
- Careful consideration has been given to the developing design of the new buildings and the spaces between and surrounding them. The quality of public realm is a particular focus in discussions with the Planning Authority.
- The height of buildings has been subject of discussion with the Planning Authority. The design review process is ongoing and the feedback from this exhibition will assist in informing these discussions.

More detailed work has been undertaken with respect to:

- Building form and design
- Landscape strategy
- New spaces and areas of public realm
- Climate change mitigation and adaption
- Access, servicing and parking
- Site conditions (wind exposure, aspect, daylighting and sunlighting)

The subsequent banners provide more detailed information regarding these areas of further work.

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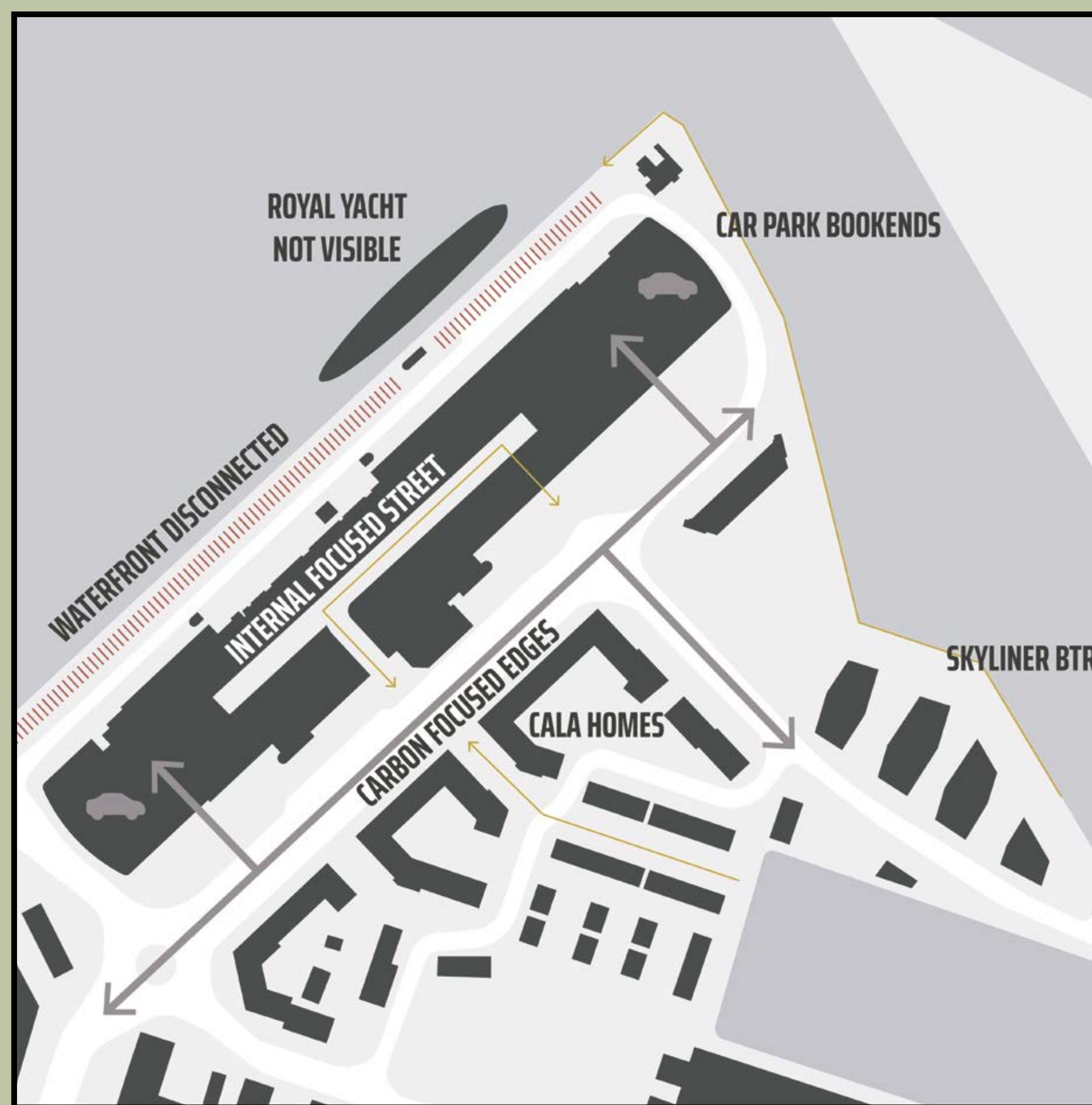
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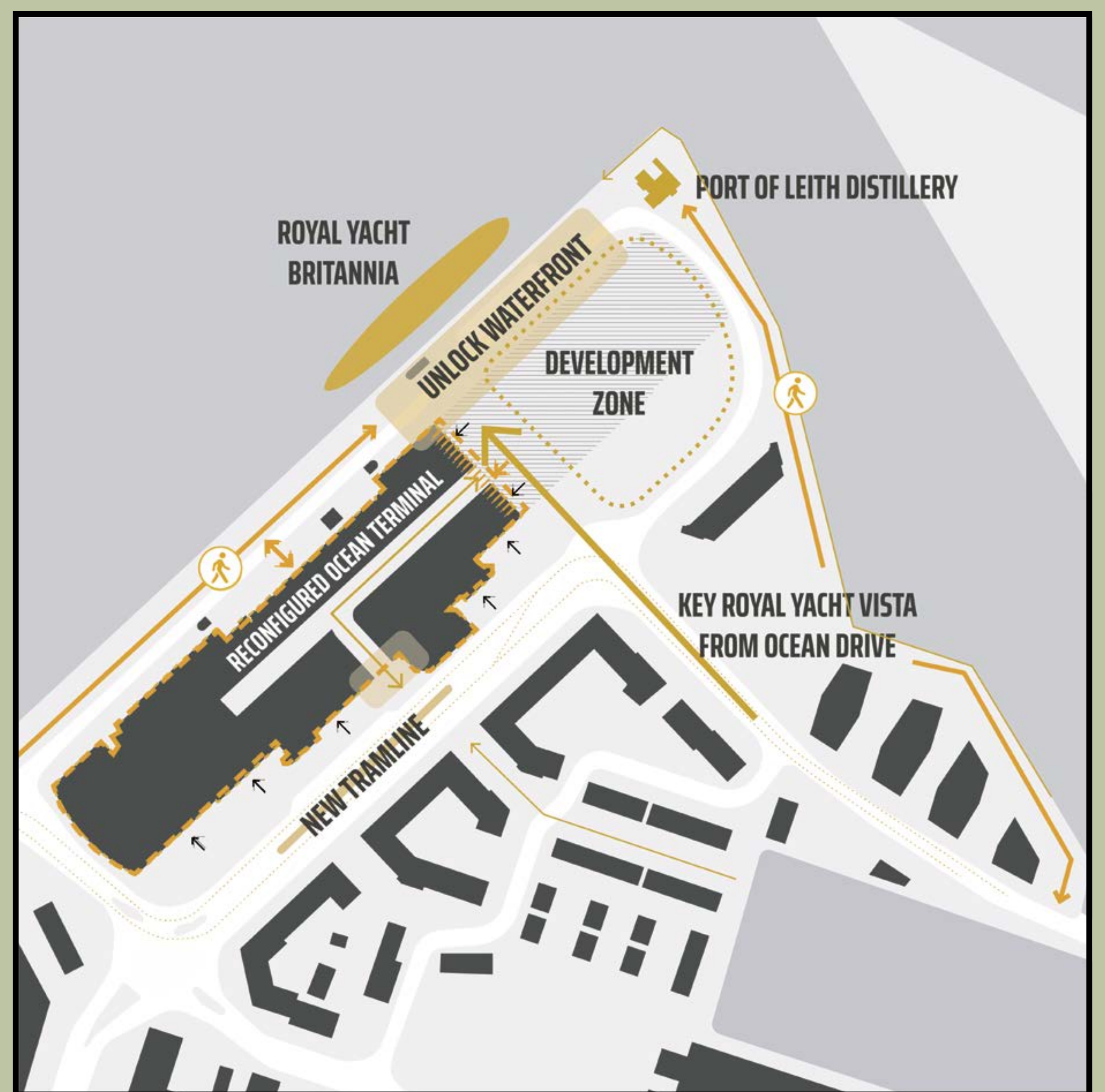
SITE MASTERPLAN

Ocean Terminal is located on the former site of the Henry Robb shipyard in the Port of Leith. The area is currently developing into a vibrant residential neighbourhood with a new transport hub, complemented by the leisure and retail offerings in the existing shopping centre. The brief for the masterplan is to re-imagine Ocean Terminal and create a vibrant new waterfront destination, establish a sustainable mixed use community and reconnect the wider area with generous public realm.

SITE STRATEGY



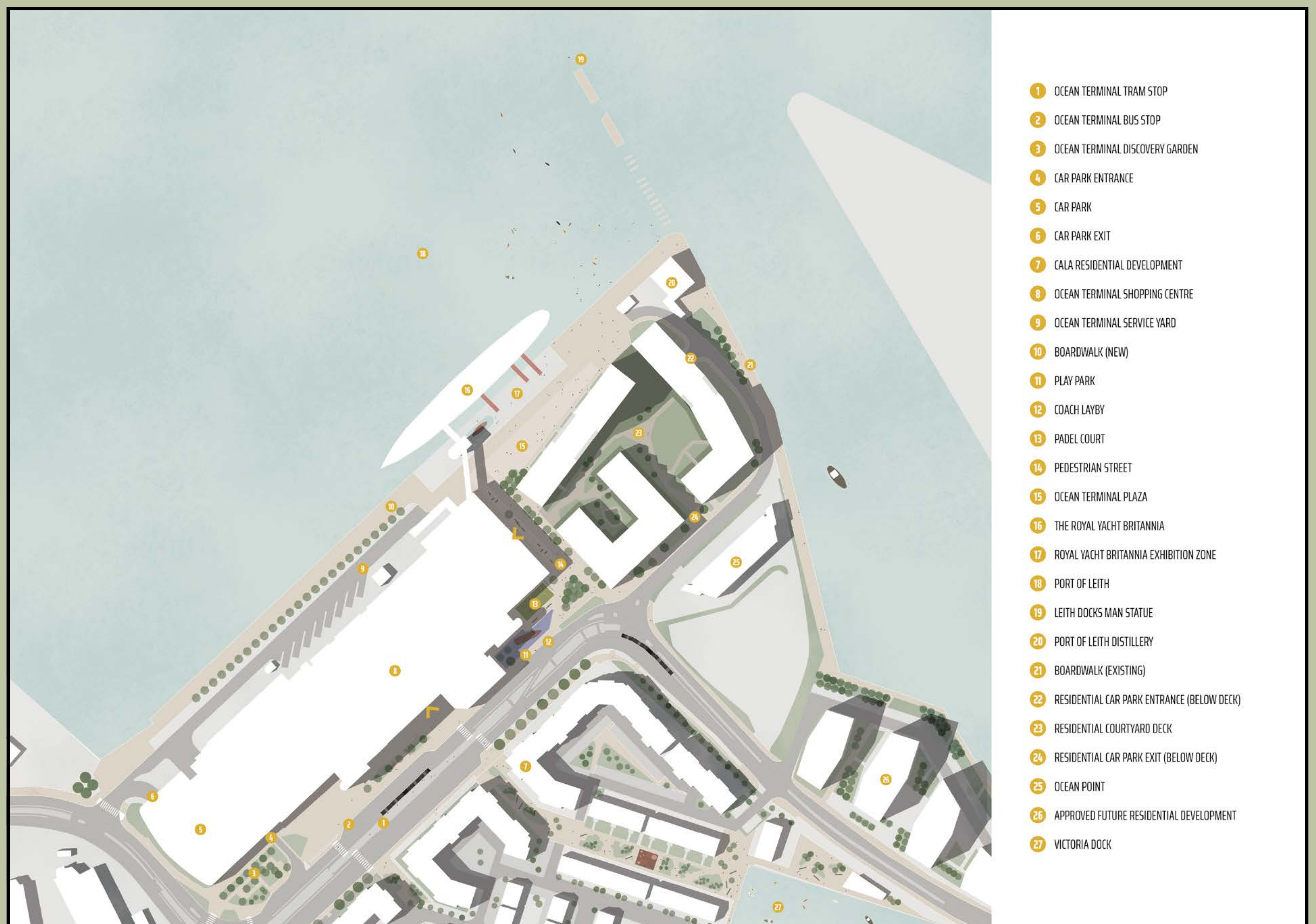
EXISTING SITE LAYOUT



PROPOSED SITE LAYOUT

The wider site strategy is to reconfigure Ocean Terminal to unlock a pedestrian-centred waterfront and create a new mixed use community comprising residential, tourism, workplace, retail, leisure and public realm. This follows the principle of the 20 minute neighbourhood and relevant CEC policy. The scheme seeks to respond to the scale of the Leith urban context whilst creating a unique mixed tenure environment with an inherent sense of community, creating a vibrant urban experience and great place to live.

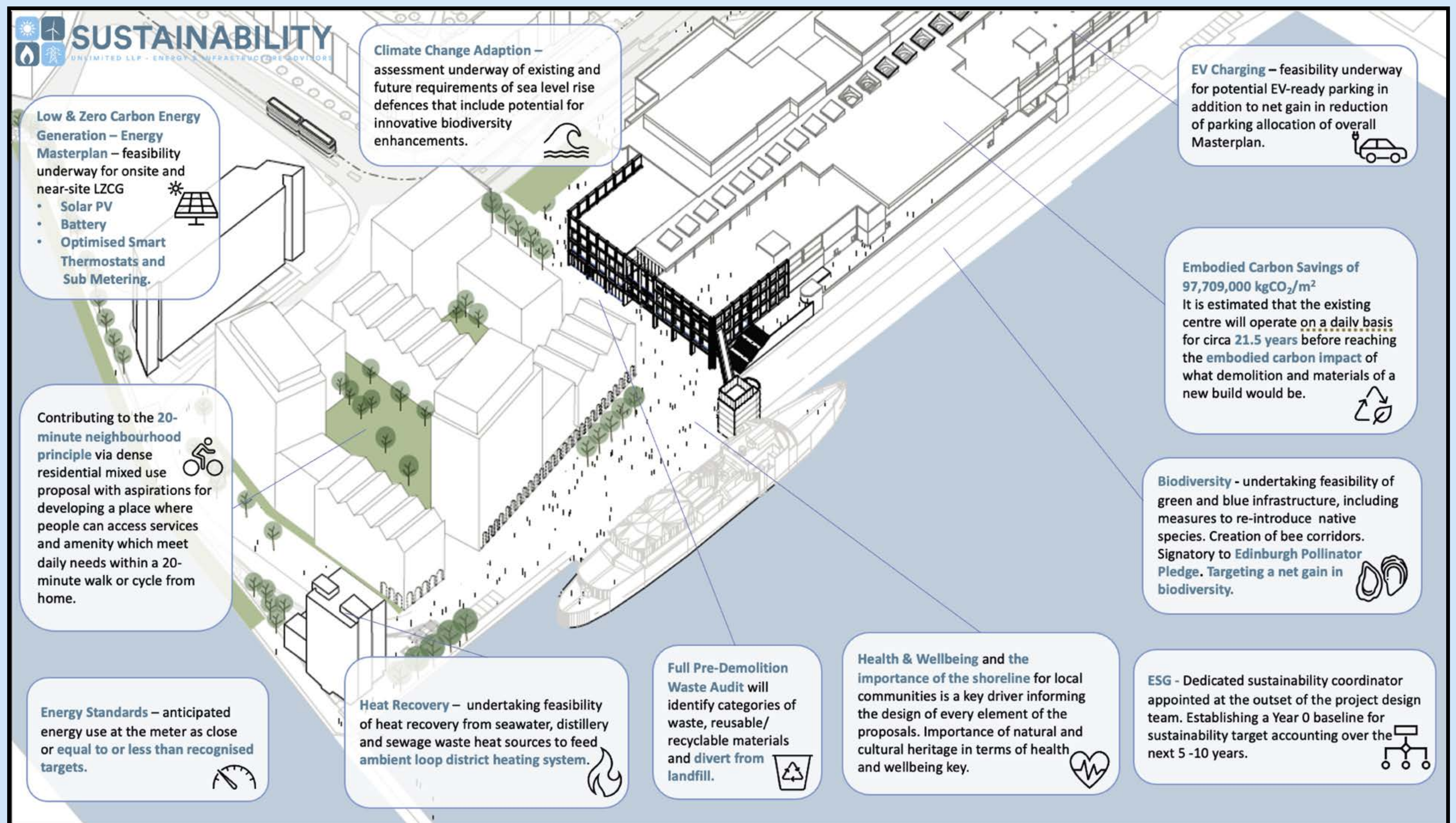
SITE MASTERPLAN



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SUSTAINABILITY

We have been progressing the Climate Change Mitigation and Adaption elements of the proposal as part of the overall Sustainability Strategy following the previous public exhibition. The infographic below demonstrates each sustainable initiative relating to the project.



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TRANSPORT & MOVEMENT

The following provides an overview of the existing and planned (once the tram works have been completed) walking, cycling, public transport and car movement opportunities, demonstrating that the site is ideally located to be accessible by a range of travel modes from a local and wider perspective, and thereby suitable to accommodate a dense mixed-use development.

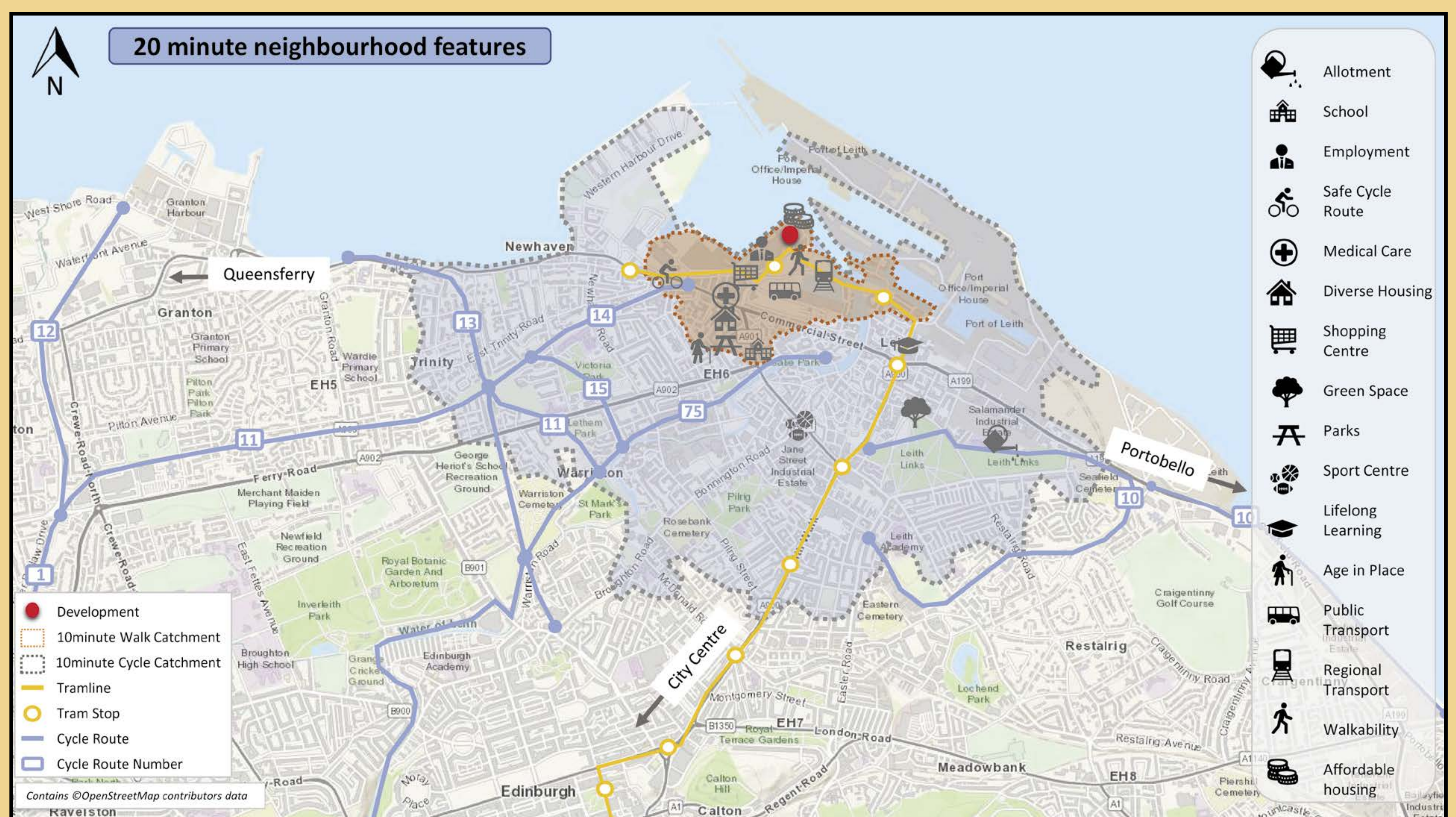
EXISTING SITE ACCESSIBILITY

- **Pedestrian:** The site benefits from good pedestrian footways along Ocean Drive, Melrose Drive and through the new Cala Waterfront development, which connect to The Shore, Commercial Street and neighbouring areas of Leith and Newhaven. These are complemented by safe crossing facilities at a number of locations in the vicinity of the site.
- **Cycle:** The site is very well placed in relation to the surrounding cycle network, with Quiet Route 14 accessed within 1 minute on Melrose Drive and the National Cycle Route 75 less than a 5-minute cycle, accessed on Commercial Street. These routes offer excellent access to cycle routes around the north of Edinburgh and connections to the city centre and beyond.
- **Bus:** Bus stops are located to the front of Ocean Terminal, with several services (Lothian Buses services 11, 22, 34, 35, 36 and 200) providing access to destinations across Edinburgh including major employment opportunities in the city centre, Edinburgh Park and further afield to Edinburgh Airport.



- **Tram:** The new tram halt, adjacent to the site, will provide fast, frequent and high capacity services to Leith, Leith Walk, Edinburgh City Centre (including rail stations), Edinburgh Park and Edinburgh Airport.

20-MINUTE NEIGHBOURHOOD



PROPOSED

The site/Ocean Terminal is currently very much inward looking with access limited to the frontage and via the car parks at either end. There is severance between the surrounding streets and new developments, and the water to the north of Ocean Terminal. Development of the site fully supports the policies and principles within the Edinburgh City Mobility Plan. It has the ability to deliver a 20-minute neighbourhood, with the majority of the 17 features of a 20 minute neighbourhood within a 10-minute walk (20-minute round trip) of the site. This will support short distance journeys on foot and by bike, reducing the reliance on vehicle travel. In addition, the potential for a Mobility Hub will be explored, providing a key node for a variety of features reducing the need to travel and supporting active and sustainable travel.

VEHICLE ACCESS AND PARKING

A vehicle access strategy will be developed to support access to the reduced car parking provision as well as access for service and emergency vehicles, which complements the active travel strategy.

The parking provision within the site will be radically reduced with the demolition of the north car park, albeit around 850 free car parking spaces will remain with a proportion of EV charging points.

Parking provision within the new development will meet the terms of council policy and standards and will be subject to detailed discussion with the planning authority. Parking provision will include for Electric Vehicle charging, disabled and EV car club spaces. There will be enhanced cycle parking with Ebike charging facilities.

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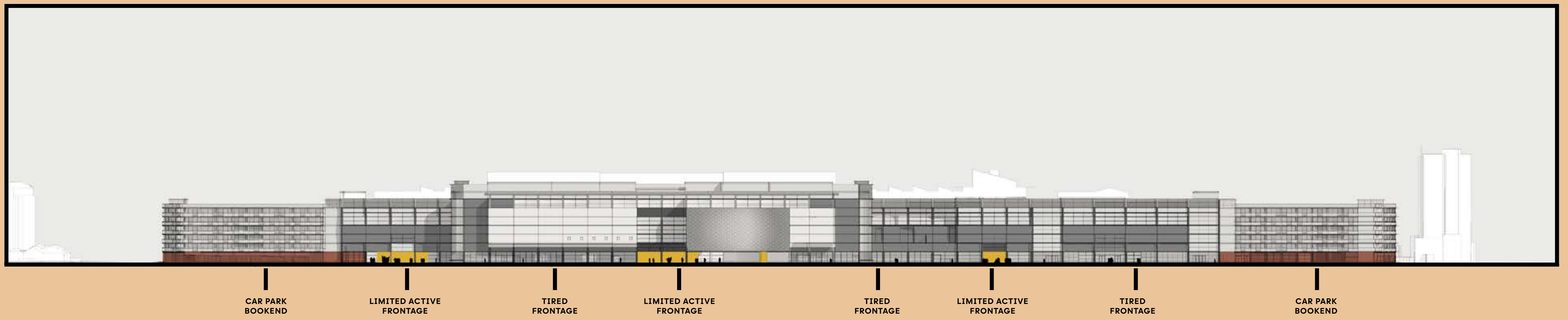
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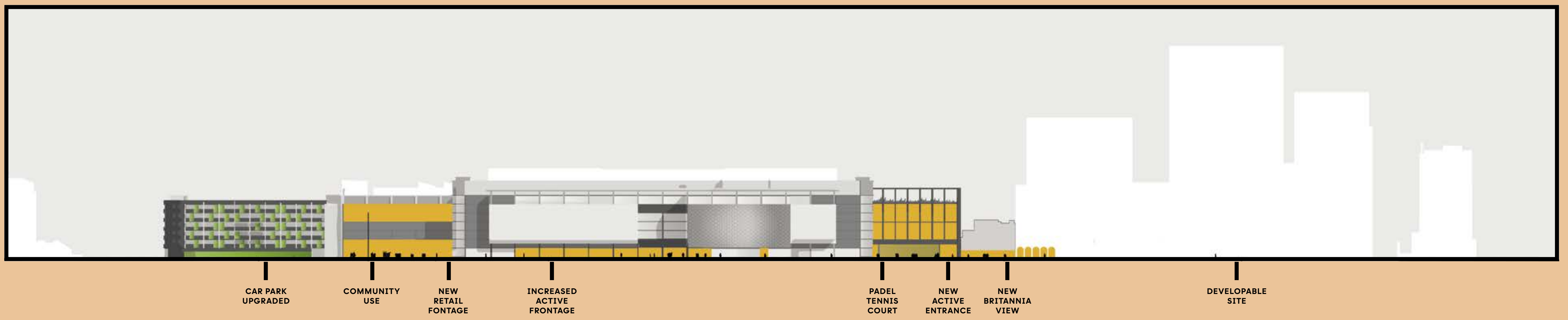
RETAINED CENTRE

The remodelled centre presents an opportunity to create a new face to Ocean Terminal that engages with the proposed residential development. The aim is to articulate an engaging vibrant edge that allows for a variety of uses and scale of offer. A visible link to the waterfront from Ocean Drive creates an active pedestrian street between this 'bookend' extension and the new residential development.

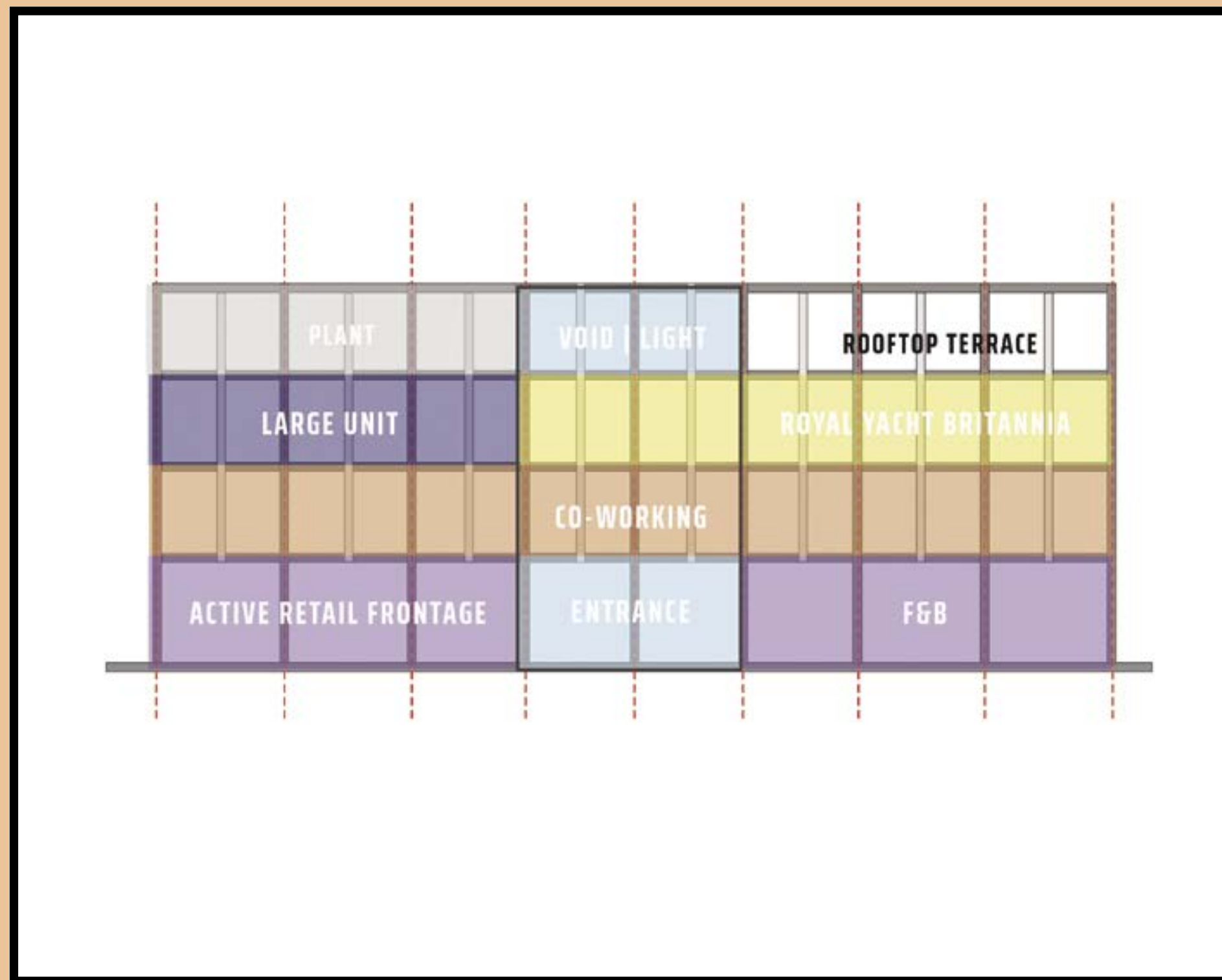
EXISTING ELEVATION



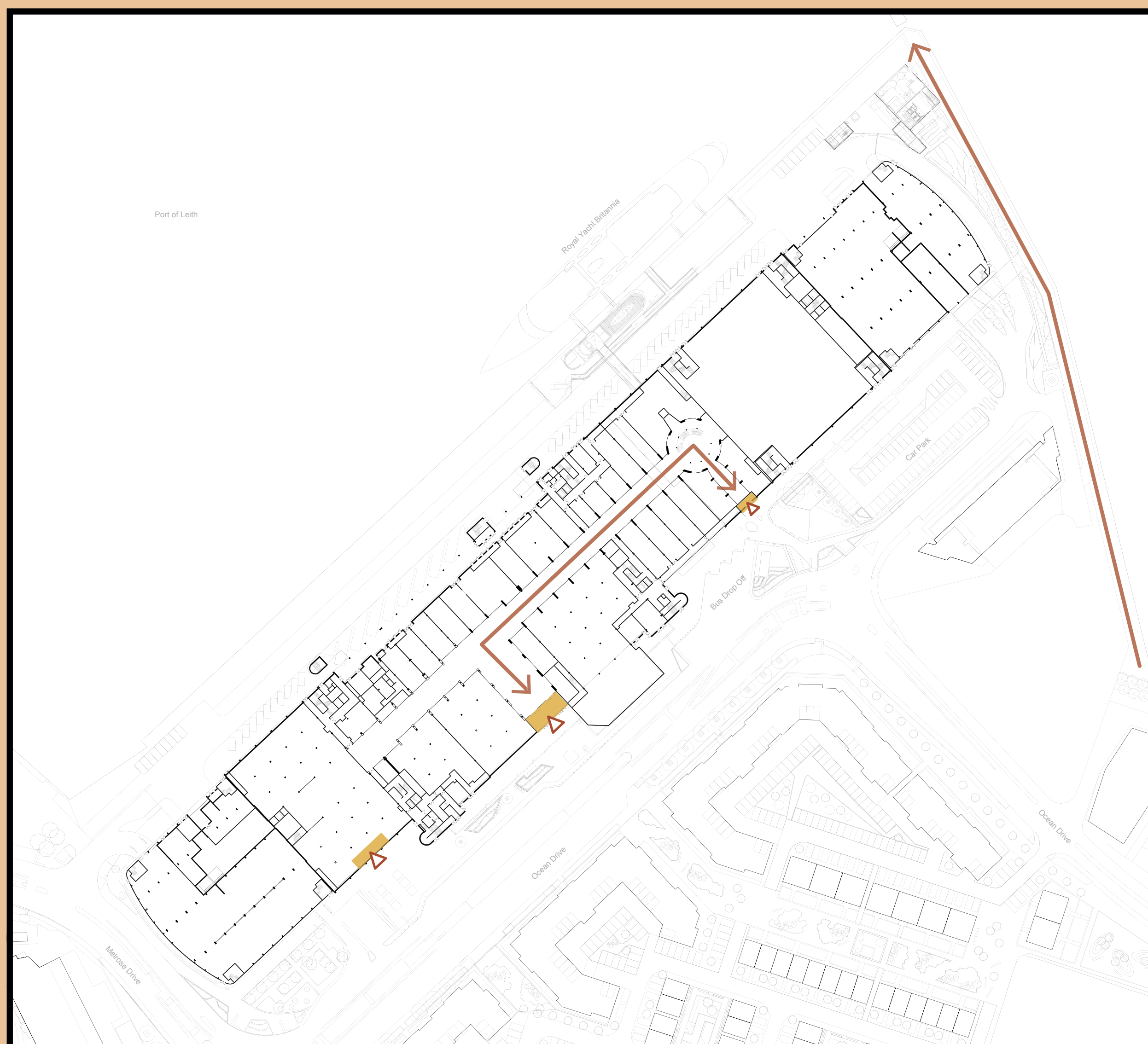
PROPOSED ELEVATION



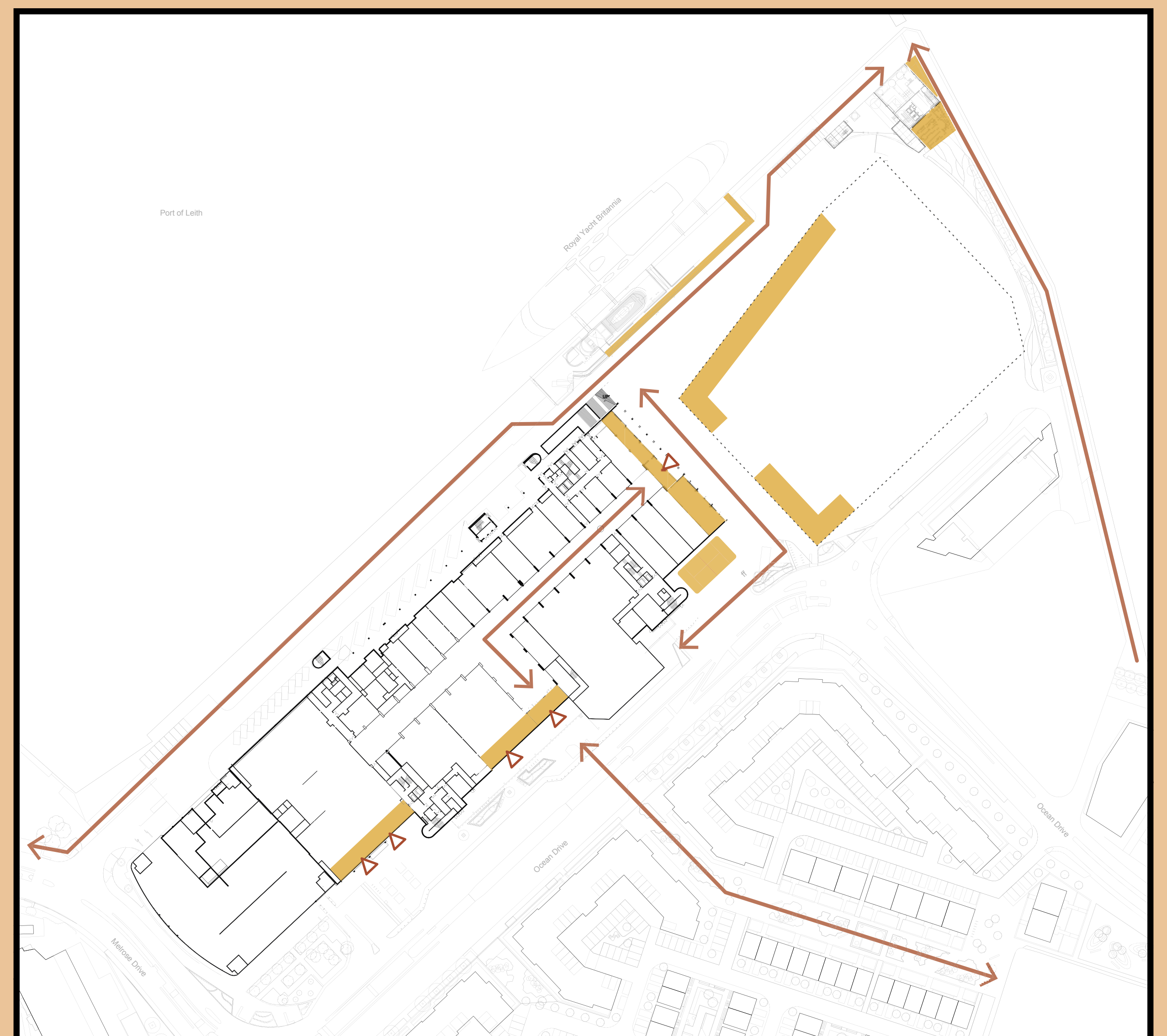
MIXED USE FLEXIBLE FRAMEWORK



ACTIVE FRONTAGE + PEDESTRIAN ROUTES



EXISTING



PROPOSED

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RETAINED CENTRE



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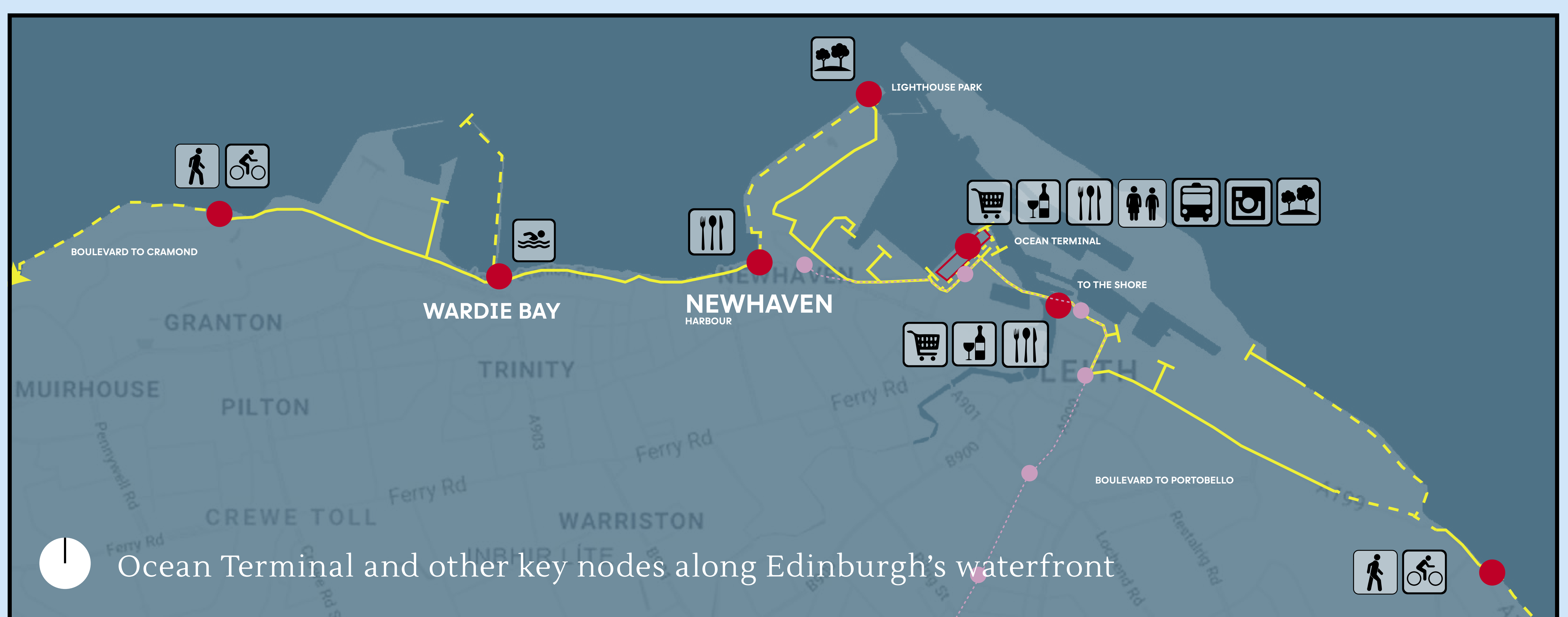
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LANDSCAPES

As part of the proposed redevelopment of Ocean Terminal, new public and residential landscapes are planned. These open up previously inaccessible land, views and routes and provide a range of amenities for residents, local people and visitors, every day activity and special events.

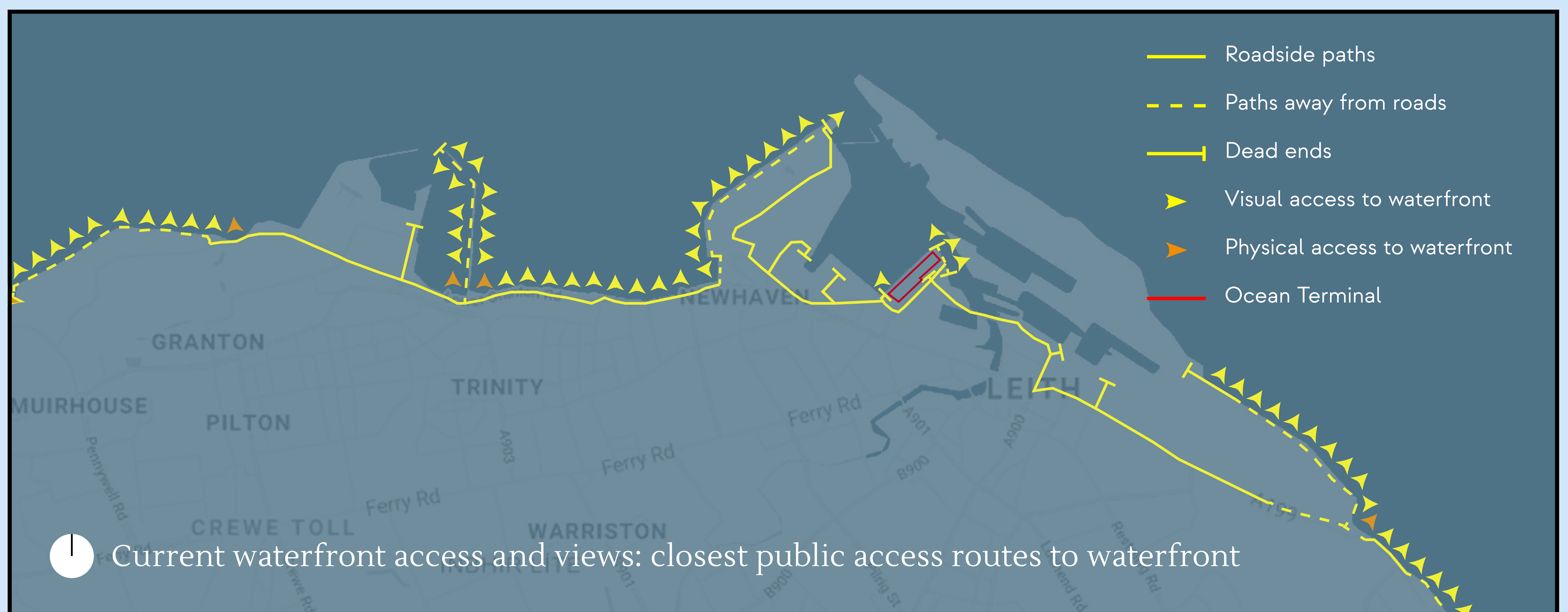
KEY NEIGHBOURHOOD SCALE MOVES

1. A NEIGHBOURHOOD HUB



Attractors for a wide range of people, local and those from further away, the latter group being particularly served by public seating, WCs, water, cycle amenities, helping to establish Ocean Terminal as key node in the locality as well as on waterfront routes, whether walking or wheeling.

2. IMPROVING ACCESS TO THE WATERFRONT



Opening up the waterfront to the public, as a visual amenity and route, and allowing potential for future phase physical access to the water.

3. WATER SENSITIVE DESIGN & BIODIVERSITY

We aim to take a holistic approach to integration of sustainable features within the landscape, contributing to resilience, biodiversity, amenity and placemaking in a sensitive blue-green network across the site that celebrates water at this dockside location.



AIMS

- Capture all surface water on-site
- Maximise use of captured water within site
- Discharge excess surface water safely, without burden to combined sewerage
- Future-proof drainage capacity
- Increase biodiversity on site



OPPORTUNITIES

- Improve bioclimatic conditions for people and plants (wind/sun/shade/exposure)
- Offset drying effects of local wind on planting with capture and utilisation of surface water on site
- Encourage awareness and educate through visible water management and biodiversity features
- Contribute to improved water quality in the Forth

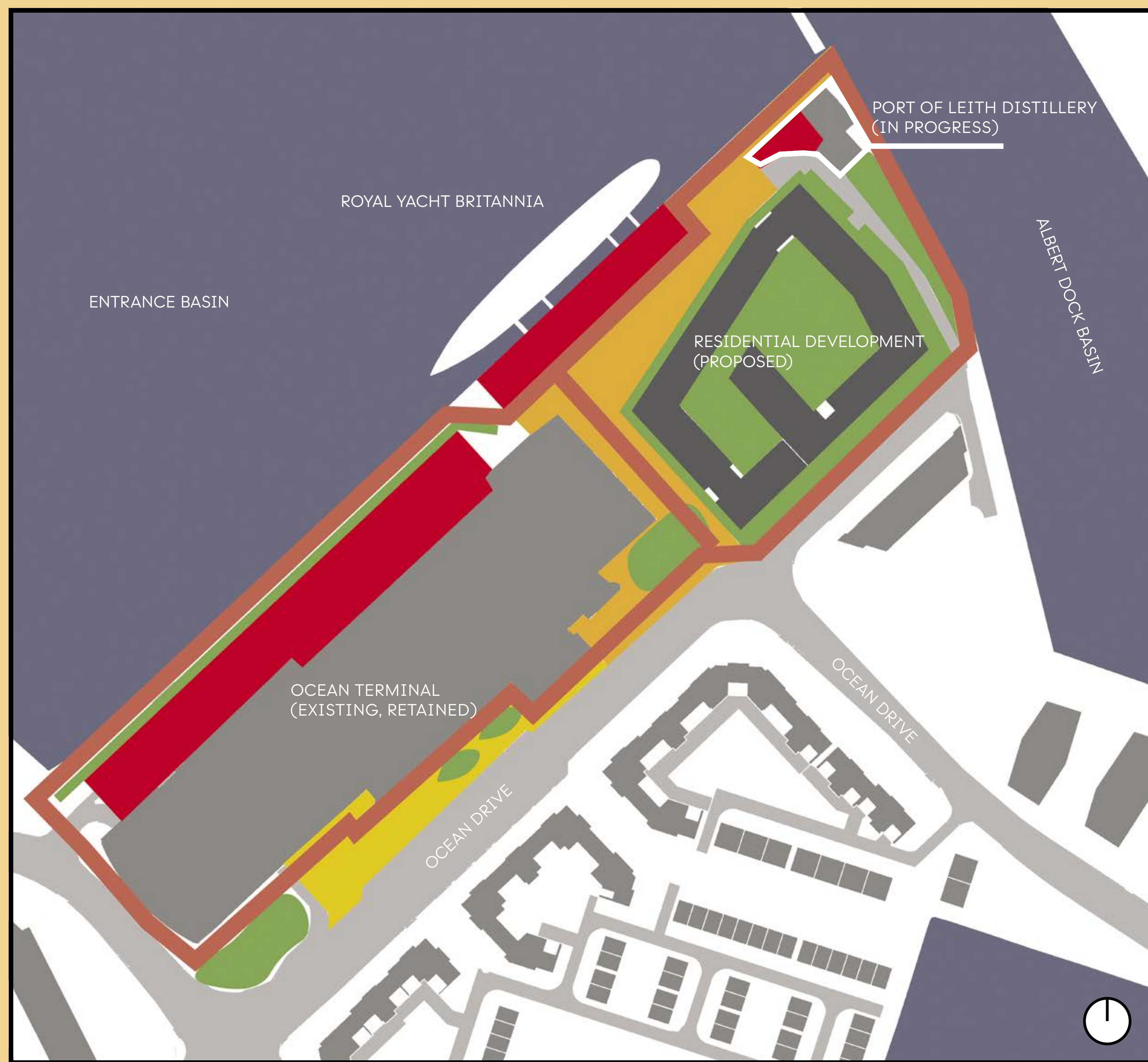
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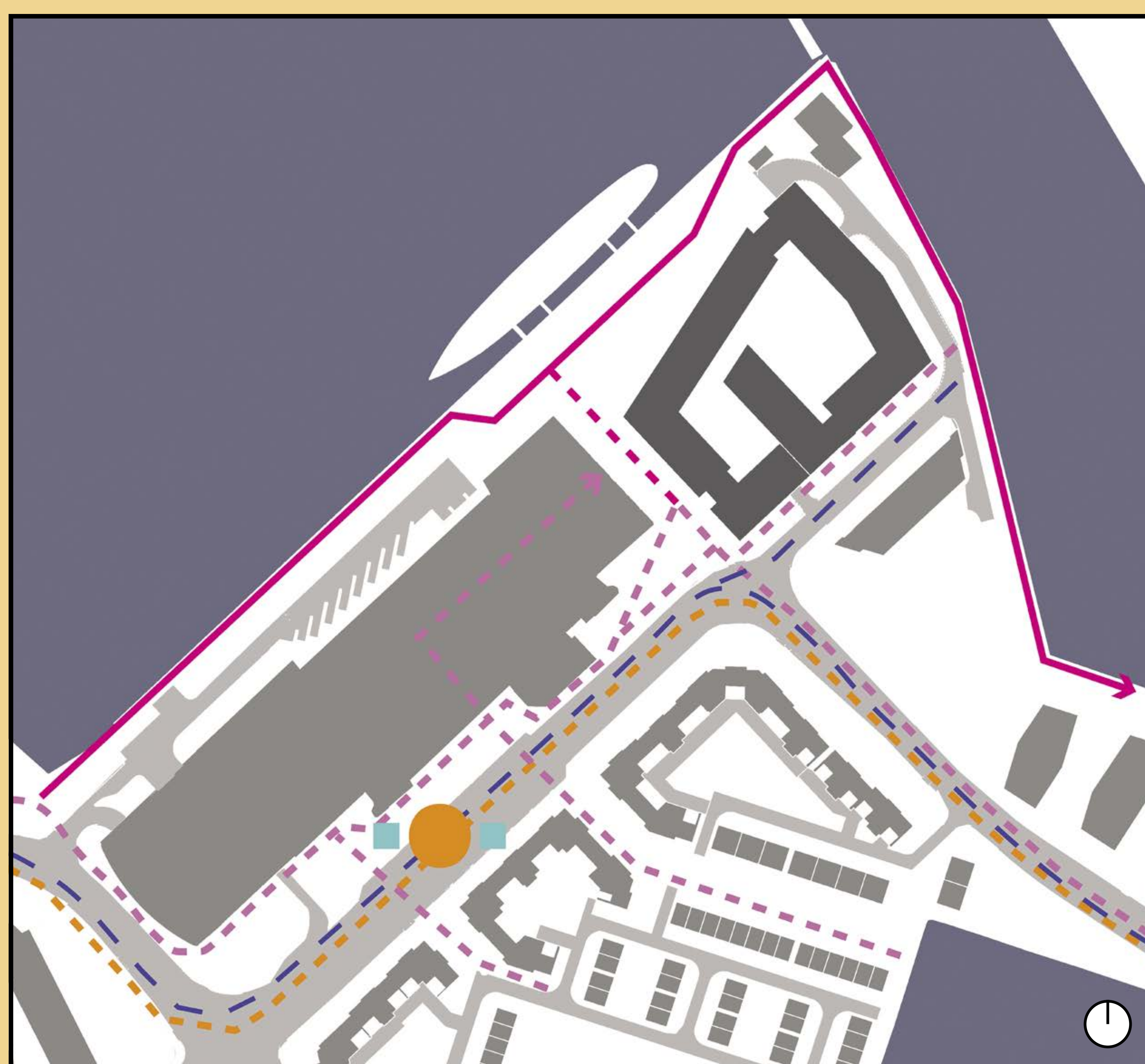
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SITE WIDE AIMS

Creation of a high quality landscape that ties the existing and proposed developments together, offering high amenity and increased access and movement, particularly along the waterfront.



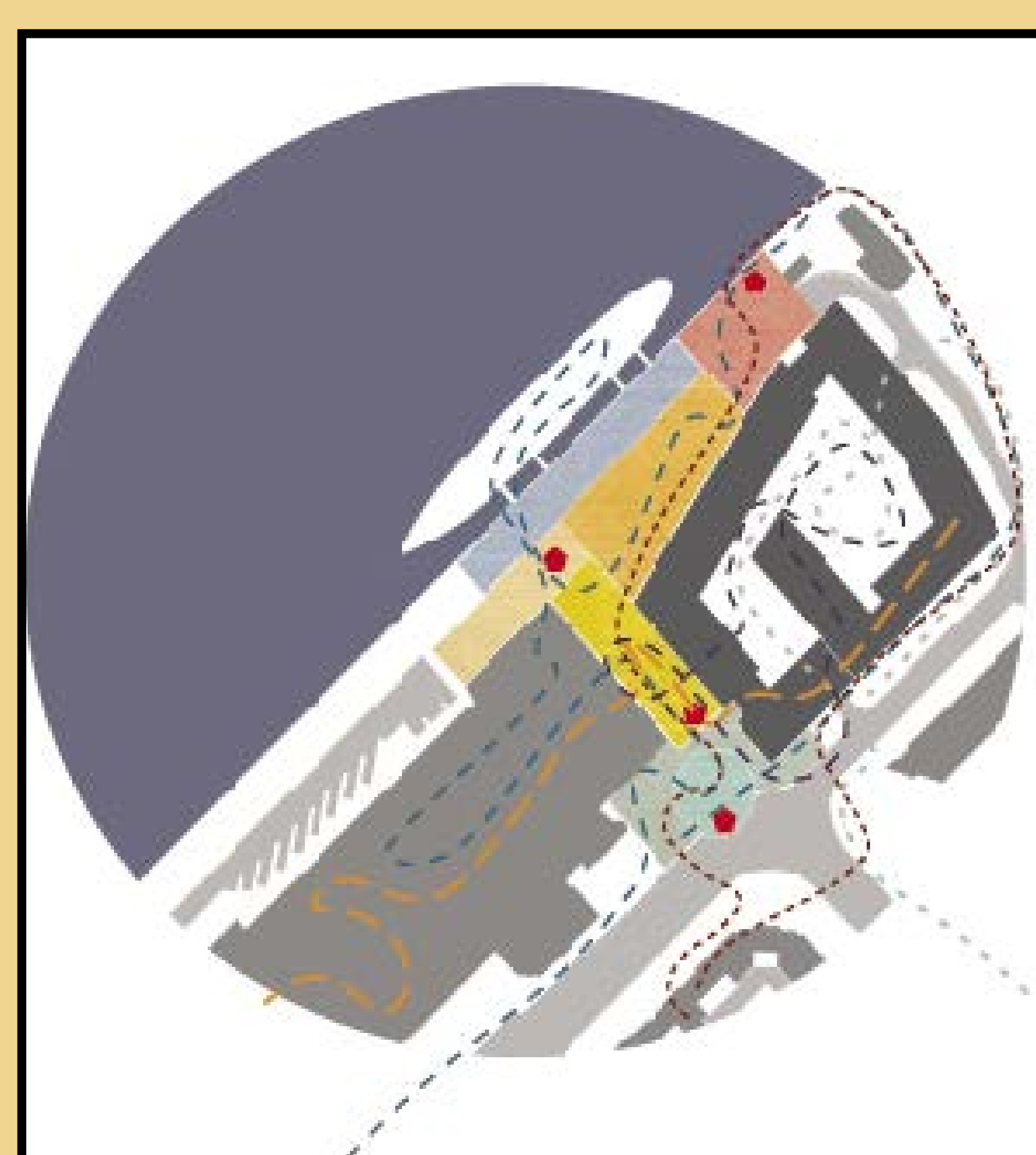
- Green space
- New public realm
- Ocean Terminal frontage (delivered by tramworks)
- Service areas
- Main paths



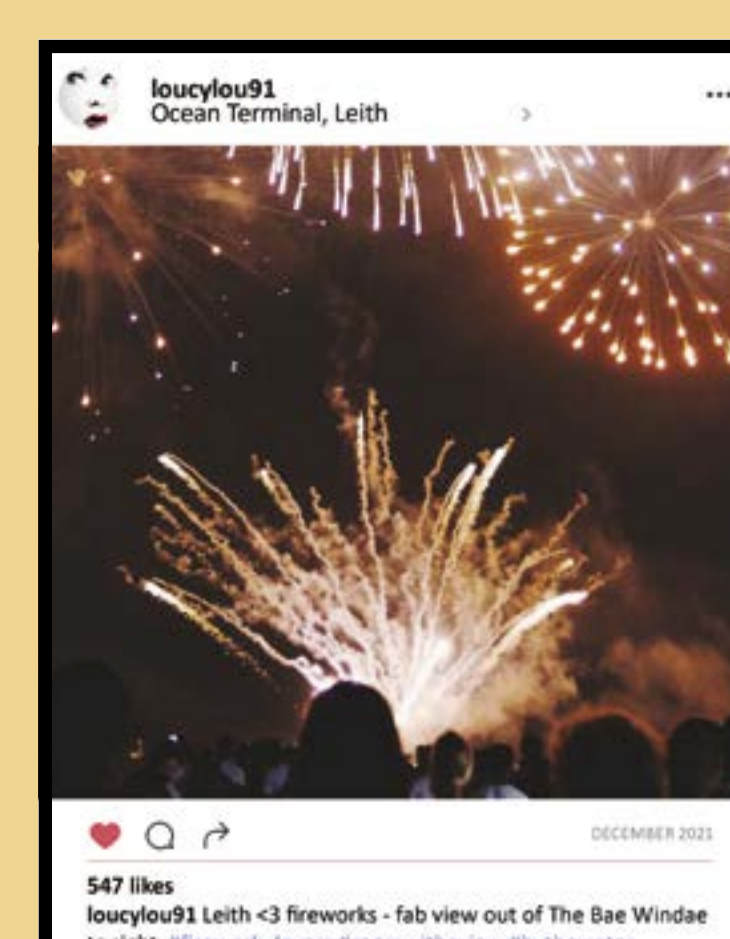
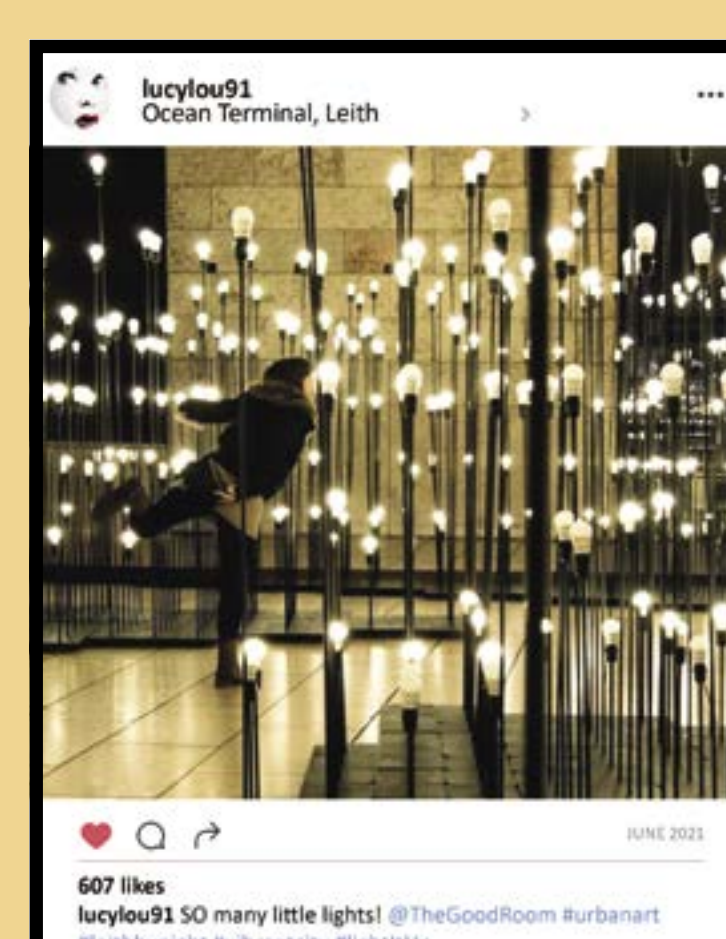
- Tram route (proposed)
- Tram stops (proposed)
- Public transport hub (tram and bus - proposed)
- Paths on safeguarded route (shared ped, cycle)
- Key pedestrian routes
- Shared pedestrian/cycle
- On-carriageway cycling (tram works provision)

'A DAY AT HOME IN LEITH'

A range of amenity and activity, building upon the Ocean Terminal offering, creating a useful and enticing space for local people and those from further afield.



- Charlie and Alice:** Get the tram down from town. Visit a friend. Pick up a prescription. Get a coffee. Take a trip to the Royal Yacht. Catch the tram home.
- Declan and Andy:** Walk and cycle from Constitution Street. Visit Granny. Play at the park. Pick up dinner. Walk and cycle home.
- Kenny:** Lives in new development. Checks his veg in the garden. Takes his bike to be fixed at OT. Sets off on a ride to Cramond, picking up a snack to keep him going.
- Suzzi:** Lives in new development. Works in OT. Hangs out with friends in outdoor bar, gets a pizza before home, stopping to listen to busker.
- Anja, Steven and Pip:** Live across the road. Pick Pip up from a friend in new development. Take her to play, then to the cinema, getting sweets on the way.



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‘AT HOME IN LEITH’ NEW PUBLIC REALM CONCEPT

New public realm is proposed to the north of the retained portion of Ocean Terminal – this opens up previously inaccessible land, views and routes while providing a range of amenities for local people and visitors. The ‘At Home in Leith’ concept will facilitate key spaces for people such as:

1. BAY WINDOW

- New public access to the waterfront
- Long views out and big skies
- Connecting to the existing path along the Albert Dock Basin

2. LIVING ROOM

- An open, larger space
- For events and special occasions

3. LANDING

- An orientation and connecting space

4. HALLWAY

- A bustling, busy space
- A space to meet and socialise
- Commercial spill-out and public amenity

5. FRONT GARDEN

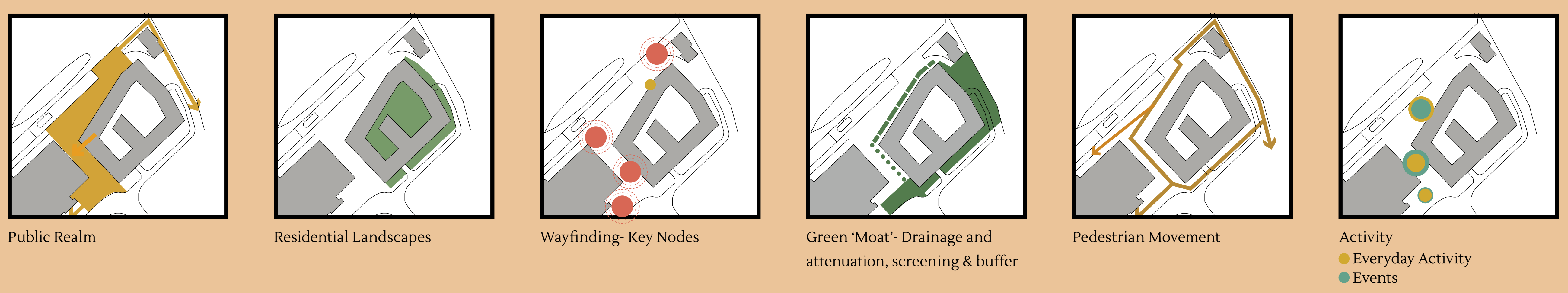
- A space for activity and play
- A welcoming space with a sense of arrival
- A green space, reflecting the Discovery Garden at the other end of Ocean Terminal

SPACE ACTIVATION: EVENTS

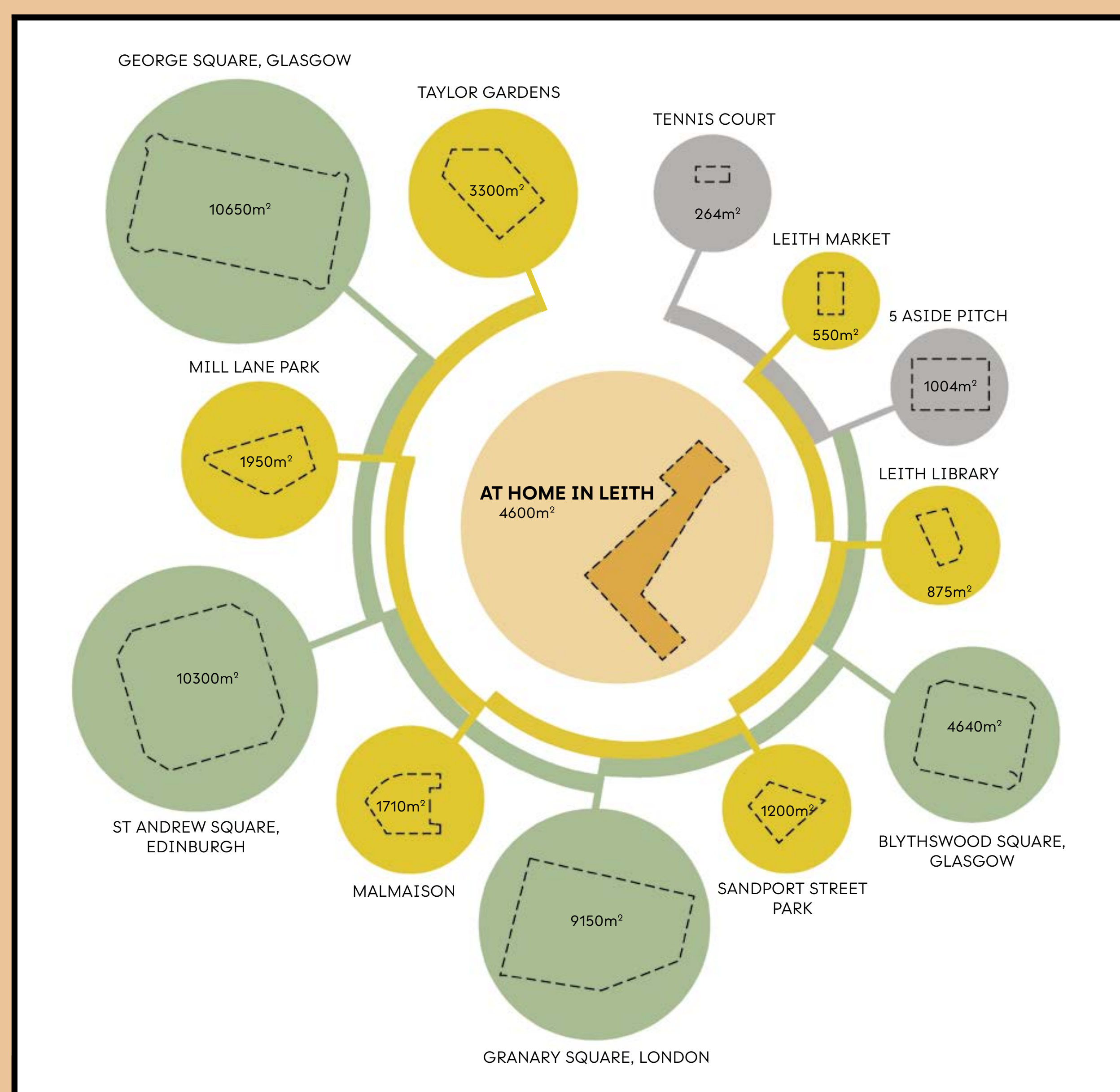
- Events at a range of scales, both recurrent and seasonal, will encourage activity throughout the week and year
- Inclusive community events will cast a wide net, forging and strengthening local connections and encouraging repeat visits



PUBLIC REALM BREAKDOWN



SCALE COMPARISONS



- Local Leith public realm
- City scale spaces
- Standard comparators

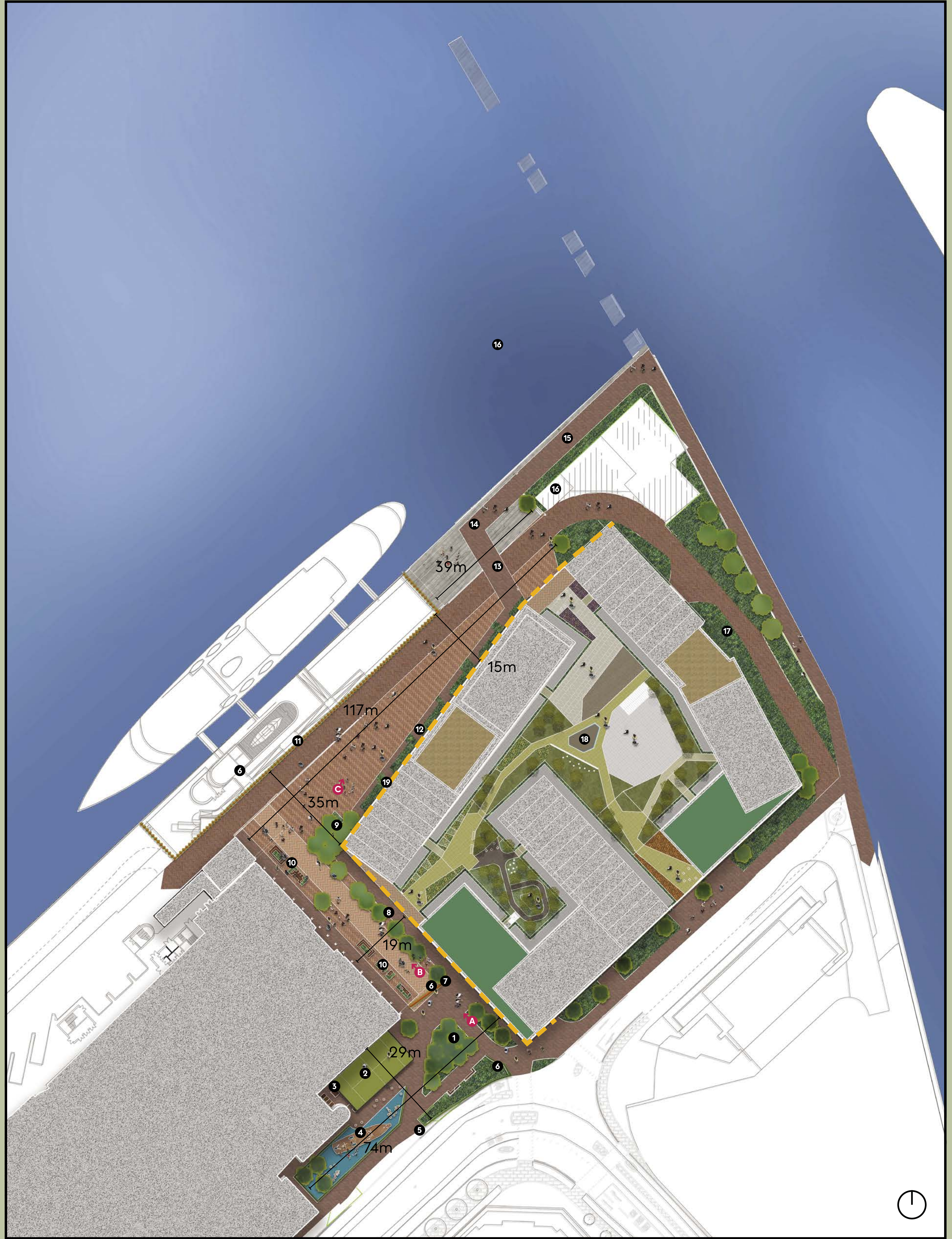
The new public areas proposed at Ocean Terminal are equivalent in scale to key public open spaces around Leith.

OPENING — UP THE WATERFRONT

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DEVELOPING LANDSCAPE PLAN



DEVELOPING PUBLIC REALM

- Urban thicket: a density of trees, a balance to the retained Discovery garden
- Padel tennis court: activating the 'front garden'
- Secure storage/changing: supporting padel tennis
- Play area: activities for children, referencing the site's maritime history
- Coach drop-off
- Key node (visual connections): a visual draw along and down Ocean Drive
- Front door: a nod to Leith's archways – defining the new space
- Green edge (green moat): allowing soft, sustainable drainage
- Wind filtration bed: planting and structures filtering the wind at the corner
- Spill-out seating: bespoke, flexible outdoor spaces
- RVB 'reveal', interpretation panels: a new fence, softening views to the yacht
- Soft drainage (green moat)
- Connections to water's edge and waterfront promenade
- Opened views: new public access to the waterfront
- Opened promenade: a new connection to the Albert Dock Basin pathway
- Utilisation of water: leisure; sustainability – a broader ambition
- Private gardens (green moat): a buffer between residences and public realm
- Residential courtyard: amenity for residents of the proposed development
- Colonnade edges (dashed line): a colonnade around the public realm, offering shelter

10. KIT OF PARTS

- A modular and flexible suite of site furniture, defining space and reflecting the eclectic mix of ground-floor uses facing onto the public space
- Able to be moved, removed, stacked and stored, as well as modified seasonally to extend time spent outdoors
- Creation of more pleasant microclimates for users



11. ROYAL YACHT BRITANNIA

- Replacing the opaque Royal Yacht Britannia (RYB) security fencing: from screen to reveal
- Opening views to RYB and beyond: RYB Exhibition areas more visible
- Bringing the RYB and public space together, while maintaining security
- Reflecting light and life, always changing
- Integrated historical interpretation – history of the site and dock



16. WATERSIDE ZONES

- Long views and big skies
- Public seating
- High quality path around water's edge – becoming a key connection in the 'Edinburgh Waterfront Promenade'
- New visual and potential future physical access to water's edge
- Opportunities to support sustainability measures to improve water quality – e.g. oyster baskets, reed beds



'A DAY AT HOME IN LEITH': WALK-THROUGH



A new arrival at the front garden and a warm welcome awaiting through the front door



Commercial spill-out and public seating in the hallway, with tree planting and space for events



An 'urban beach' event in the living room

OCEAN TERMINAL

AMBASSADOR GROUP

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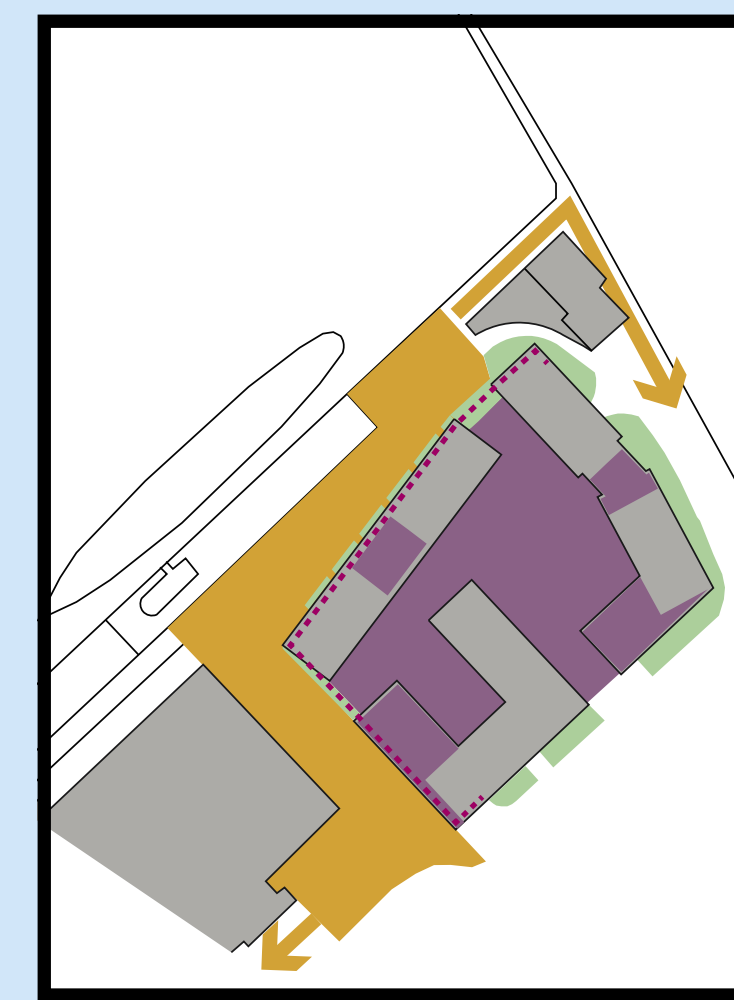
‘AT HOME IN LEITH’ RESIDENTIAL LANDSCAPES

As well as public areas, the new development will provide residential landscapes for the benefit of occupiers of the new housing development. The private gardens and amenity courtyard continue the ambition of embedding the landscapes within the community and ensuring that residents feel at home.



1. Sea lookout
2. Ocean Terminal lookout
3. Leith lookout
4. Main path
5. Entrance path
6. Central feature
7. Plaza
8. Deck area
9. Community Hub / Greenhouse
10. Community Activity area
11. Secret garden – contemplative space
12. Sensory planting
13. Informal play
14. Seating area
15. Amenity roof terraces (accessible)
16. Amenity roof terraces (visual/ecological amenity)
17. Green edge (green moat)
18. Soft drainage (green moat)
19. Private gardens (green moat)
20. Private gardens

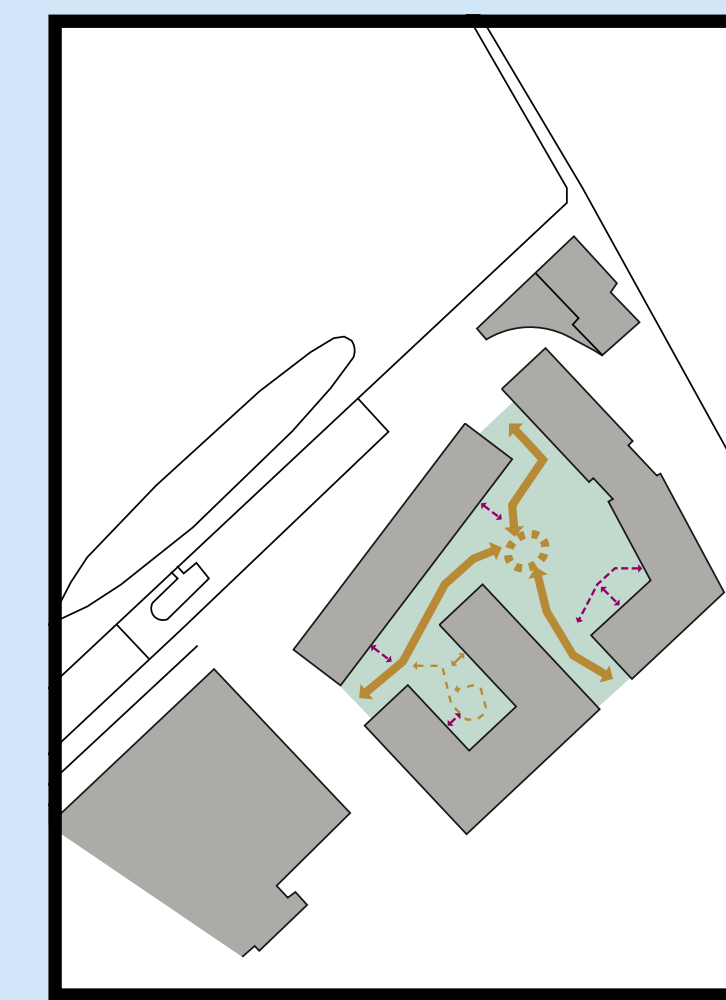
PUBLIC AND PRIVATE



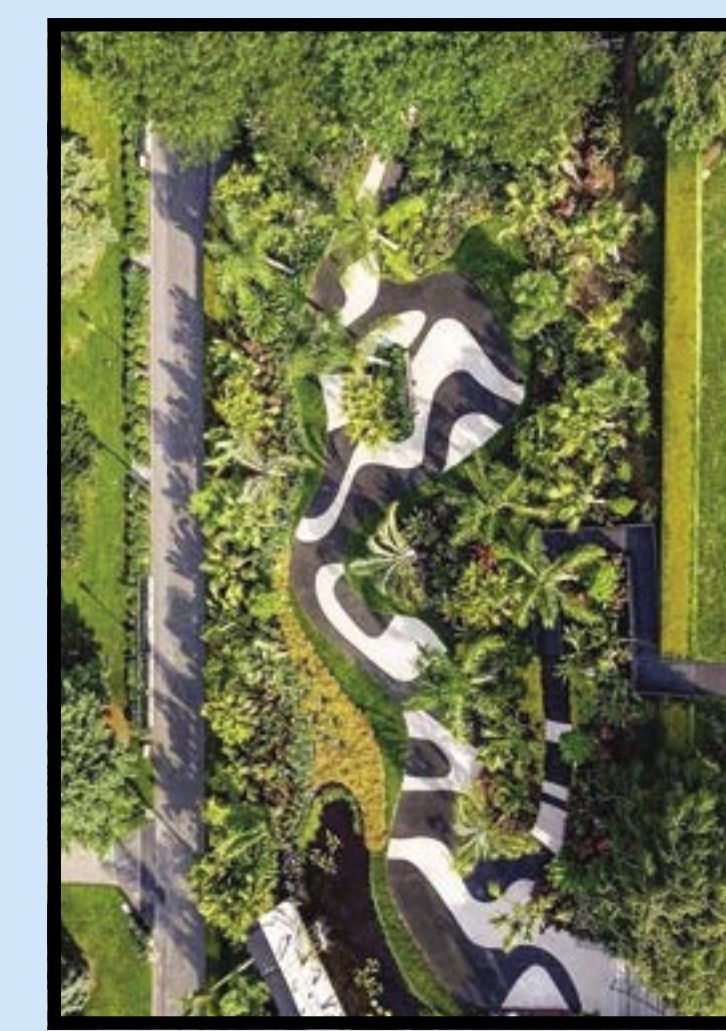
- Public amenity
- Semi-Private amenity
- Private amenity



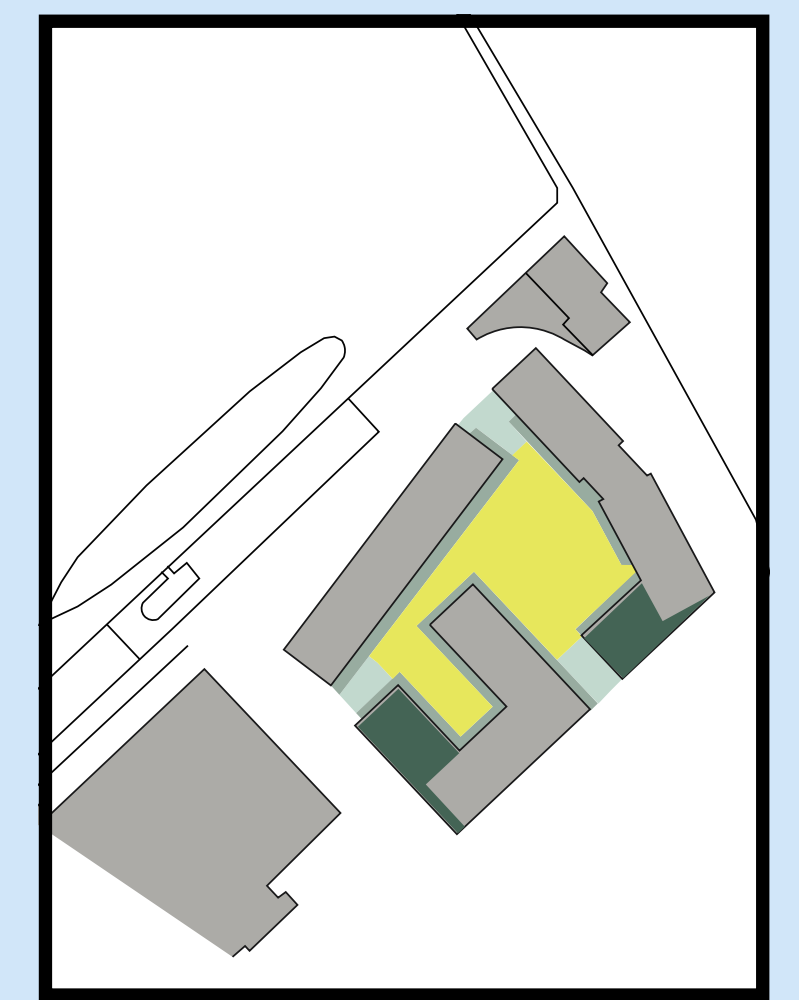
CIRCULATION



- Private courtyard
- Main circulation
- Secondary circulation
- Entrances to Residential Blocks



ZONING

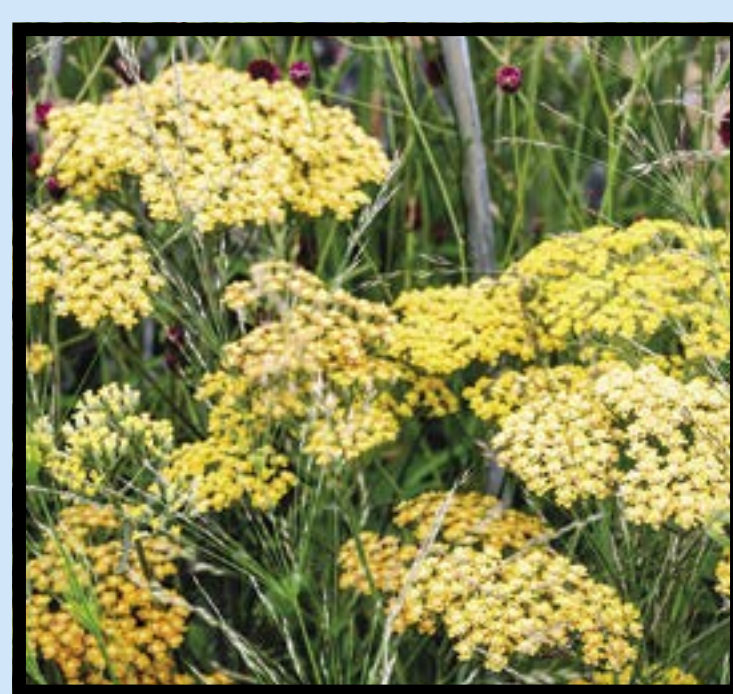


- 'Belvedere', vantage points
- Communal space
- Private gardens
- Accessible roof terraces



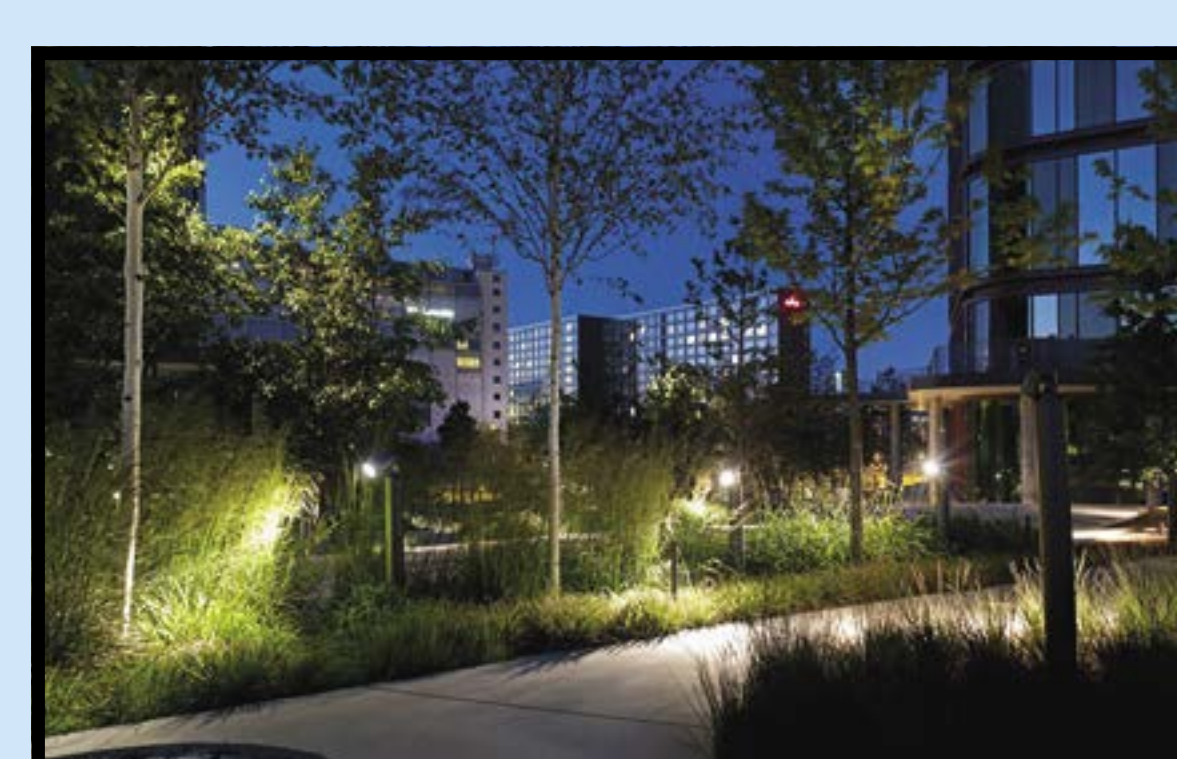
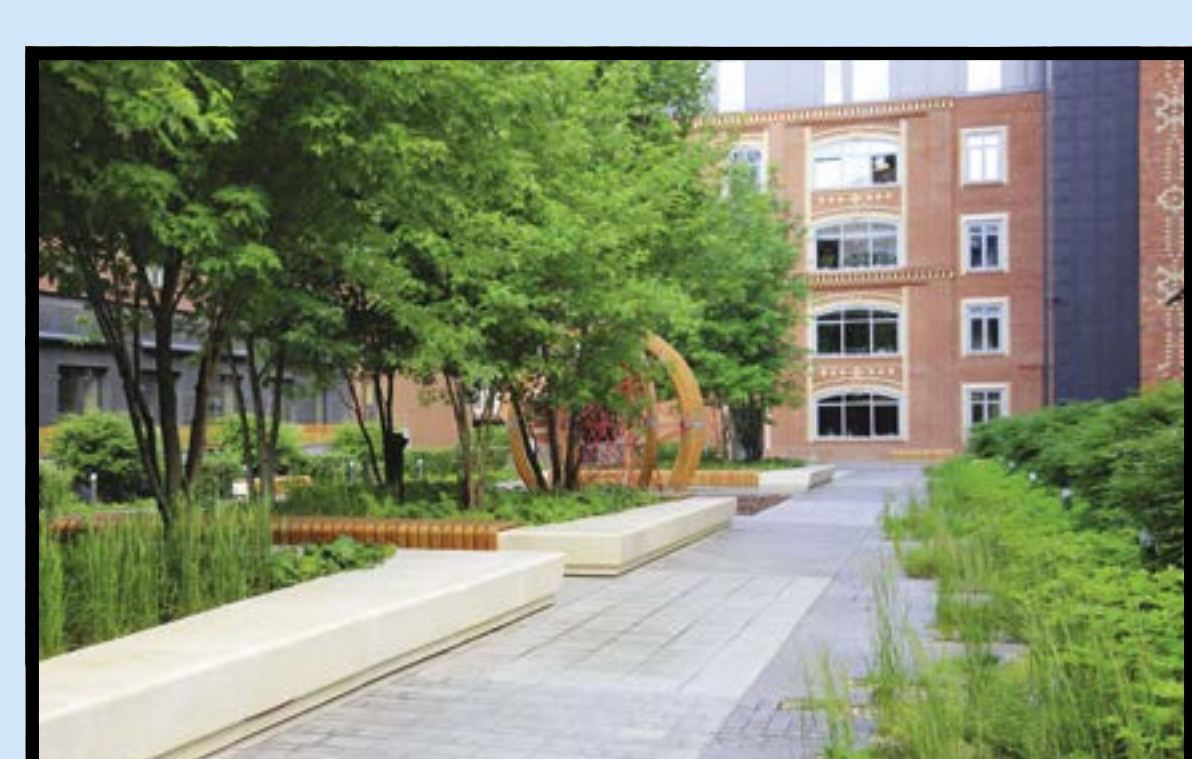
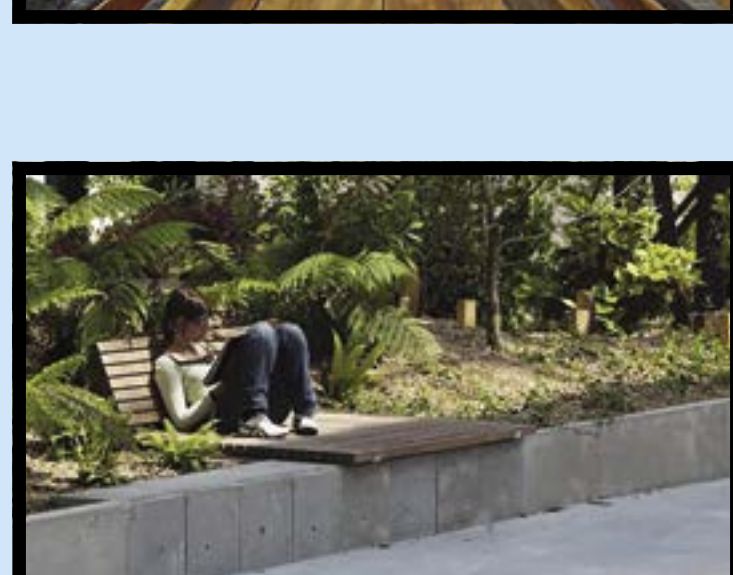
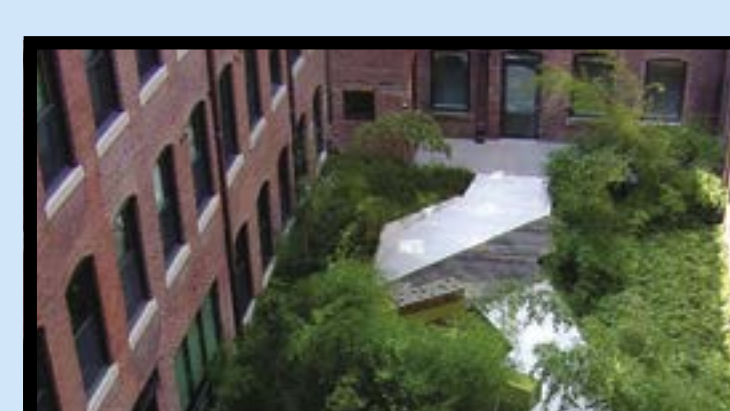
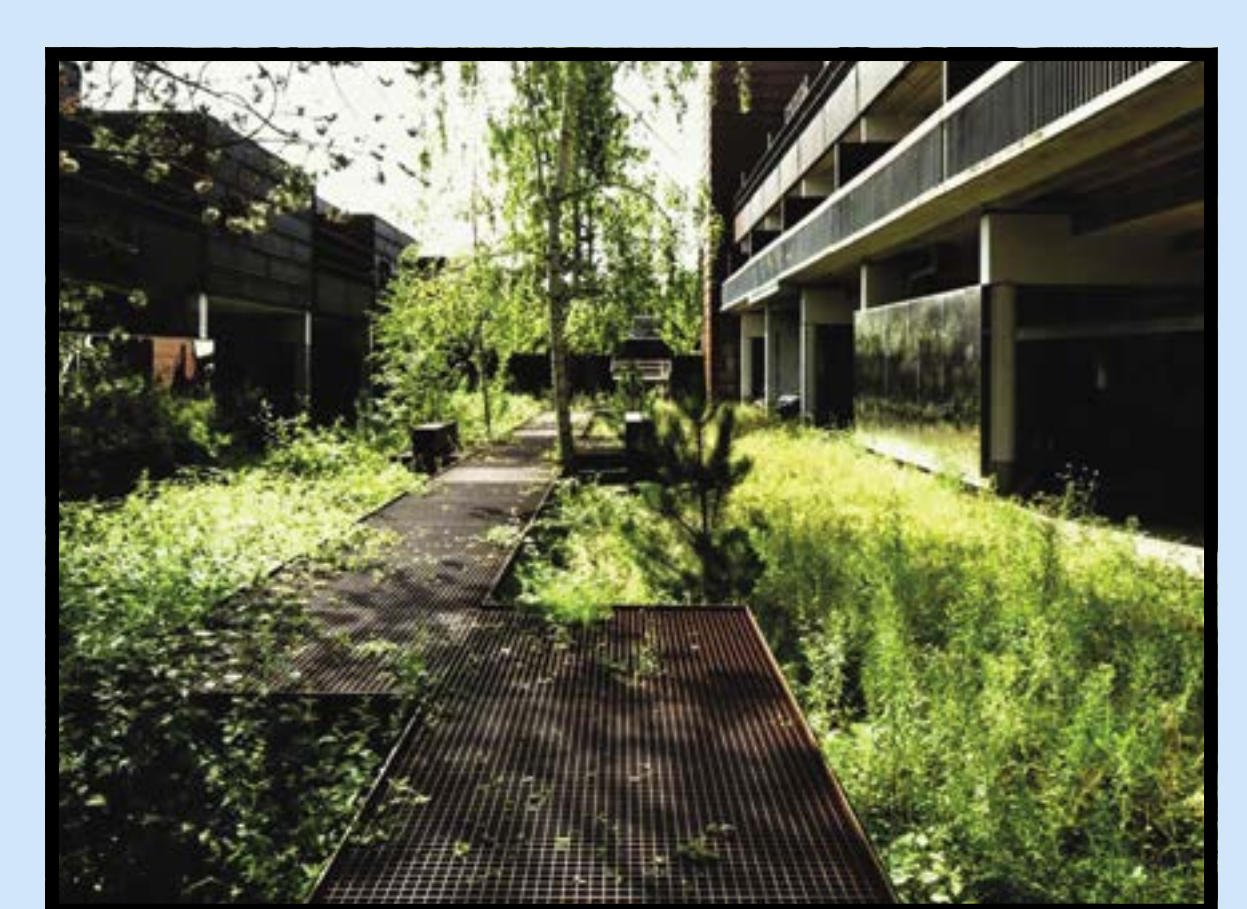
PLANTING

Planting within the public and residential areas will be chosen to suit the very particular conditions around site, with plants with high tolerance to coastal conditions placed to seaward.



PRIVATE GARDENS

- A skirt around the inside and outside of residences, allowing privacy and amenity and softening the foot of the building, transitioning into more public/communal areas.
- 'Water gardens' with integrated SUDS serving access roads and paths
- Planted for dramatic movement and wind filtering
- Serving as private gardens for residents
- Useable, useful spaces



CENTRAL RESIDENTIAL AMENITY COURTYARD

- Communal residential amenity- the heart of the development. Places to relax, play or exercise, singly or in groups. A hierarchy of multi-use spaces. A podium area, maximising amenity space and concealing infrastructure below.
- Residential and visual amenity
- Strong forms, readable from above
- Play, activity and relaxation focussed according to micro climatic conditions
- Communal gathering spaces, with shelter
- Spaces for growing, including a community greenhouse as a hub and focal point of the garden, extending the time that can be spent comfortably outdoors

OPENING — UP THE WATERFRONT

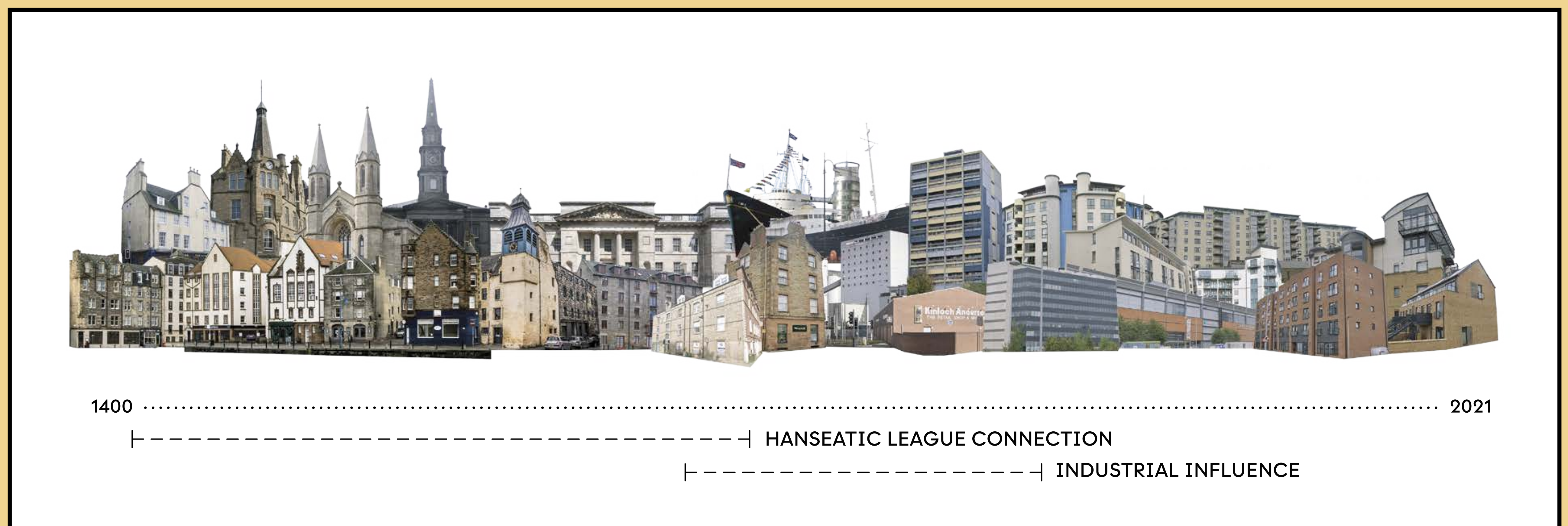
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HEIGHT, SCALE & MASSING – CITY CONTEXT

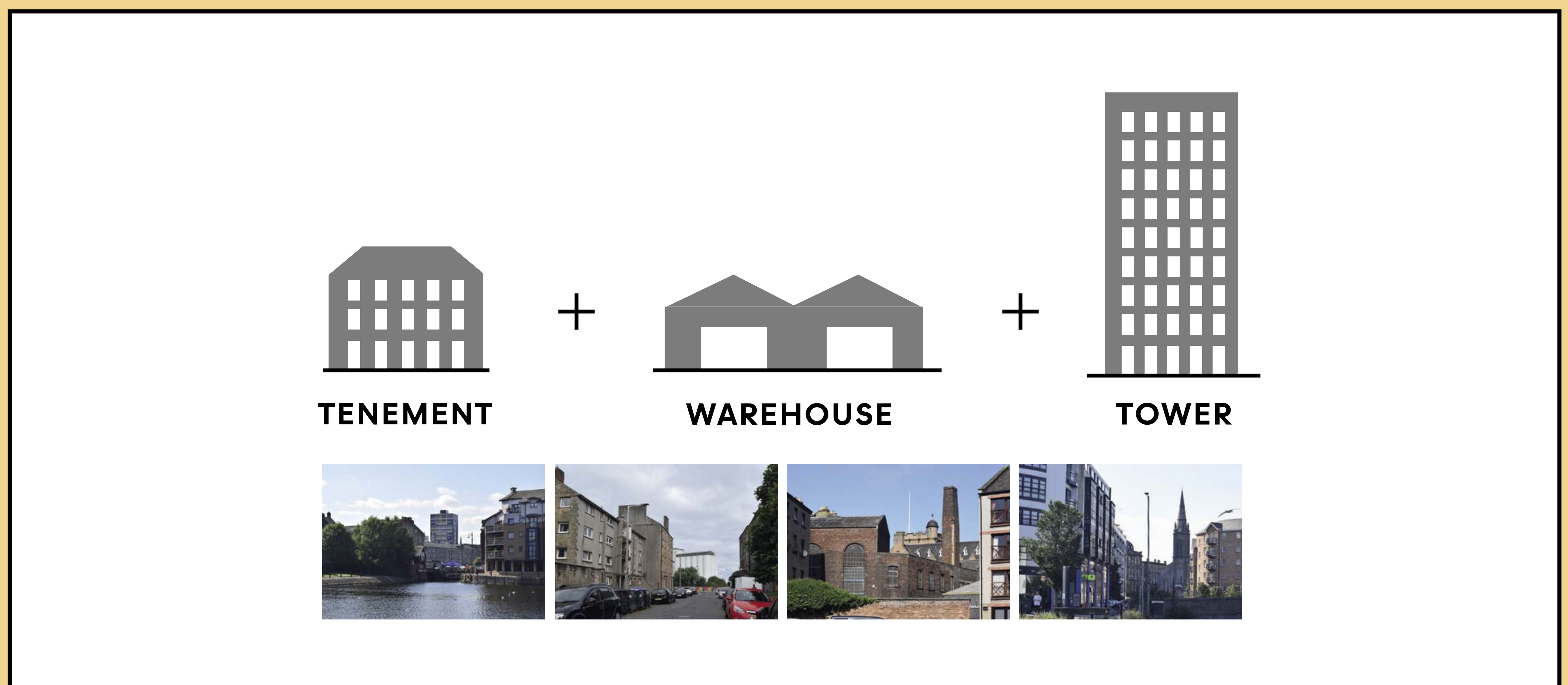
The proposal creates a unique sense of place and proposes a family of buildings to provide individual identity within a collective whole. This feeling of neighbourhood, created through providing a considered mix of tones, materials, massing and roof scape, roots the masterplan in its context and in the wider residential community within Leith. This approach enables the development to tie into the existing and future residential language developing in the area, whilst evoking the industrial past of the site. The urban design and architectural expression of the developing scheme is firmly rooted in Leith and takes cognisance of the urban morphology and unique vibrant character of the area.

ARCHITECTURE OF LEITH



Three main urban typologies have emerged from the historic and existing context analysis, namely the tenement, warehouse and tower. The VU.CITY platform is being utilised by the design team to analyse the developing massing from key sightlines. This has informed the strategic placement of height and mass at nodal points to act as city markers, as well as highlighting the importance for a more human scaled datum and civic frontage. Key sightlines and views have been identified in order to test the developing massing in the future context of the immediate site area, Leith and the surrounding area, and further afield from the Seven Hills of Edinburgh and Fife.

LEITH TYPOLOGIES



CONTEXT IMAGES



GRAND TRUSSES / BRACING



METAL FORMED SHEDS



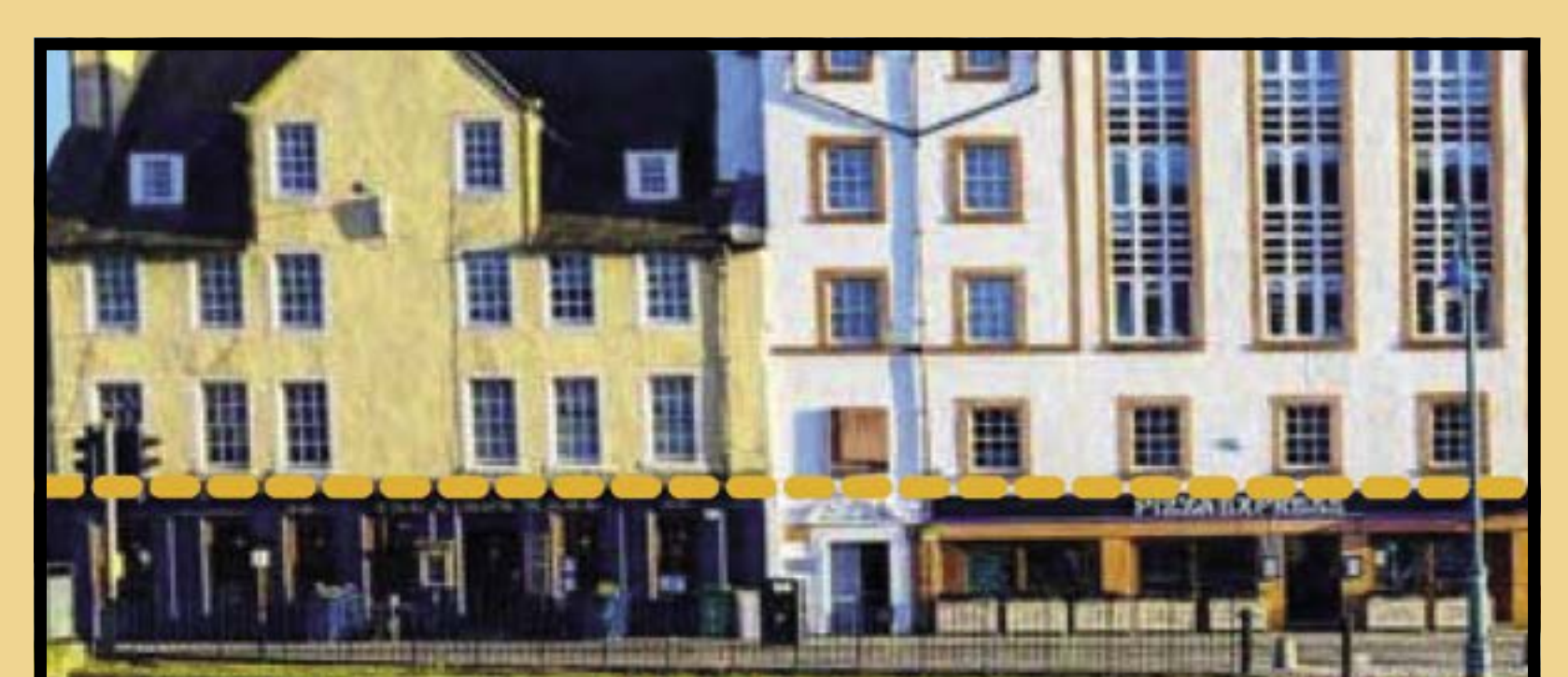
SHIPBUILDING FRAMES



ACTIVE FRONTAGE



VARIED SHOP FRONTAGE



FOOD AND BEVERAGE USES SPILLING OUT



MIXED MATERIAL PALETTE



MODERN MATERIAL INTERVENTIONS



OCEAN TERMINAL FRAMEWORK

OCEAN TERMINAL


AMBASSADOR
GROUP

OCEAN TERMINAL 2ND PUBLIC EXHIBITION

HEIGHT, SCALE & MASSING – LOCAL CONTEXT

The design team have begun a positive engagement process with CEC Planning Officers to develop the strategic urban vision, disposition of blocks, placement of height and the outline massing and form of the developing residential scheme.

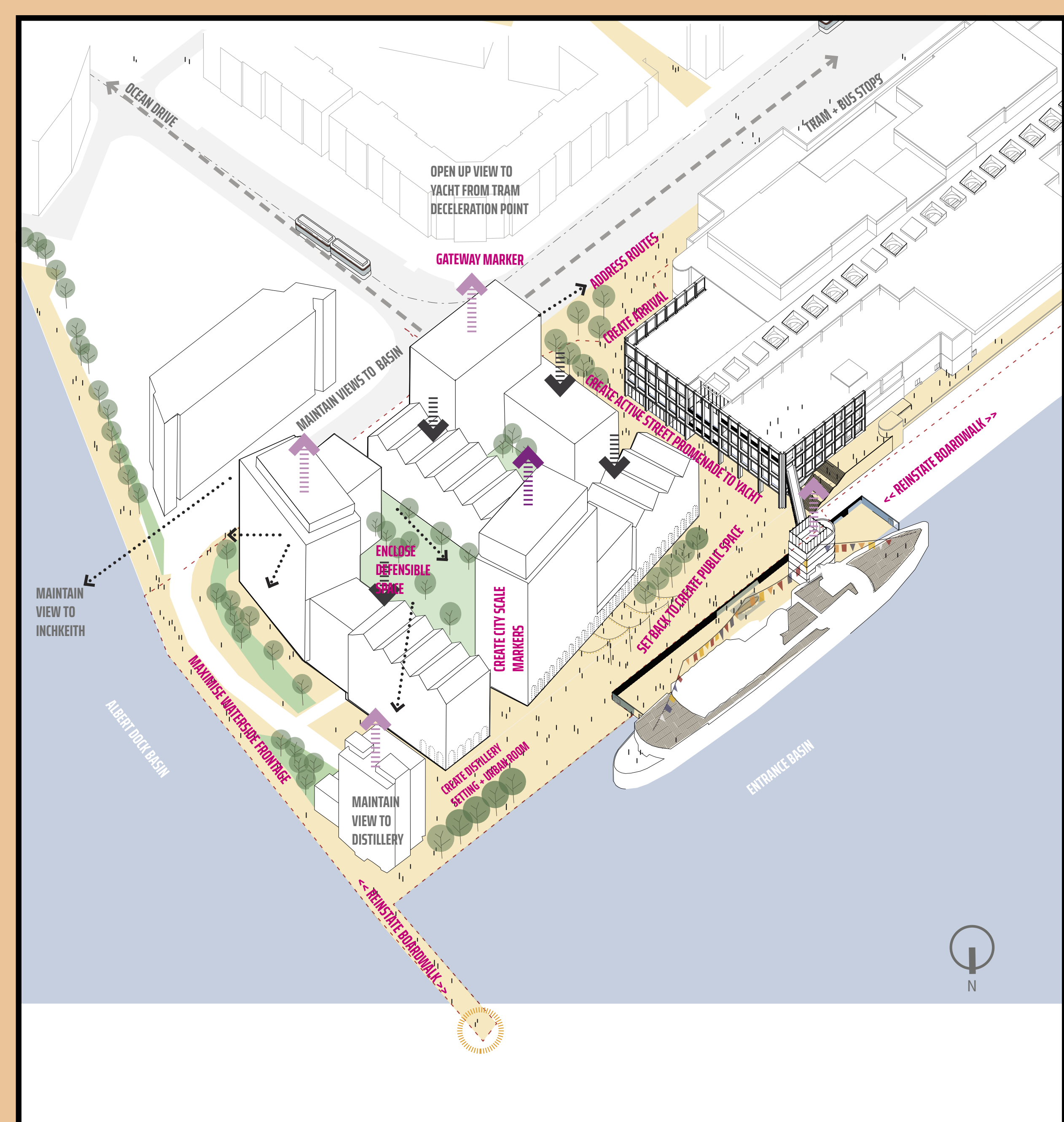
The aim of the masterplan is to establish a framework for mixed use development on the waterfront and seeks to create a successful and sustainable neighbourhood through a focus on the pedestrian, placemaking and variety. A legible streetscape is created by activating desire routes and acknowledging key views, identifying key nodes and creating meaningful public space.

The principal building height is located at key nodes to create urban markers and maximise waterfront views. The other blocks are lower in height to maximise South and West light ingress into the courtyards and mirror the datum set up by Ocean Terminal and surrounding residential development. The built forms throughout the site divide it into a variety of terraced public and private spaces, avenues, private courtyards and lanes. This hierarchy of routes creates a safe and vibrant space for pedestrians within the site.

A strong street edge is established, whilst still allowing for physical and visual permeability. Enhanced public space re-activates the waterfront and a hierarchy of enclosed semi public and private space is created.

At ground floor, commercial activity and residents' amenity space addresses the main public routes and spaces. A more private residents' garden space is lifted up over cycle and car parking, forming two interconnected courtyards. Roof terraces on upper levels maximise views across the water and back to the city.

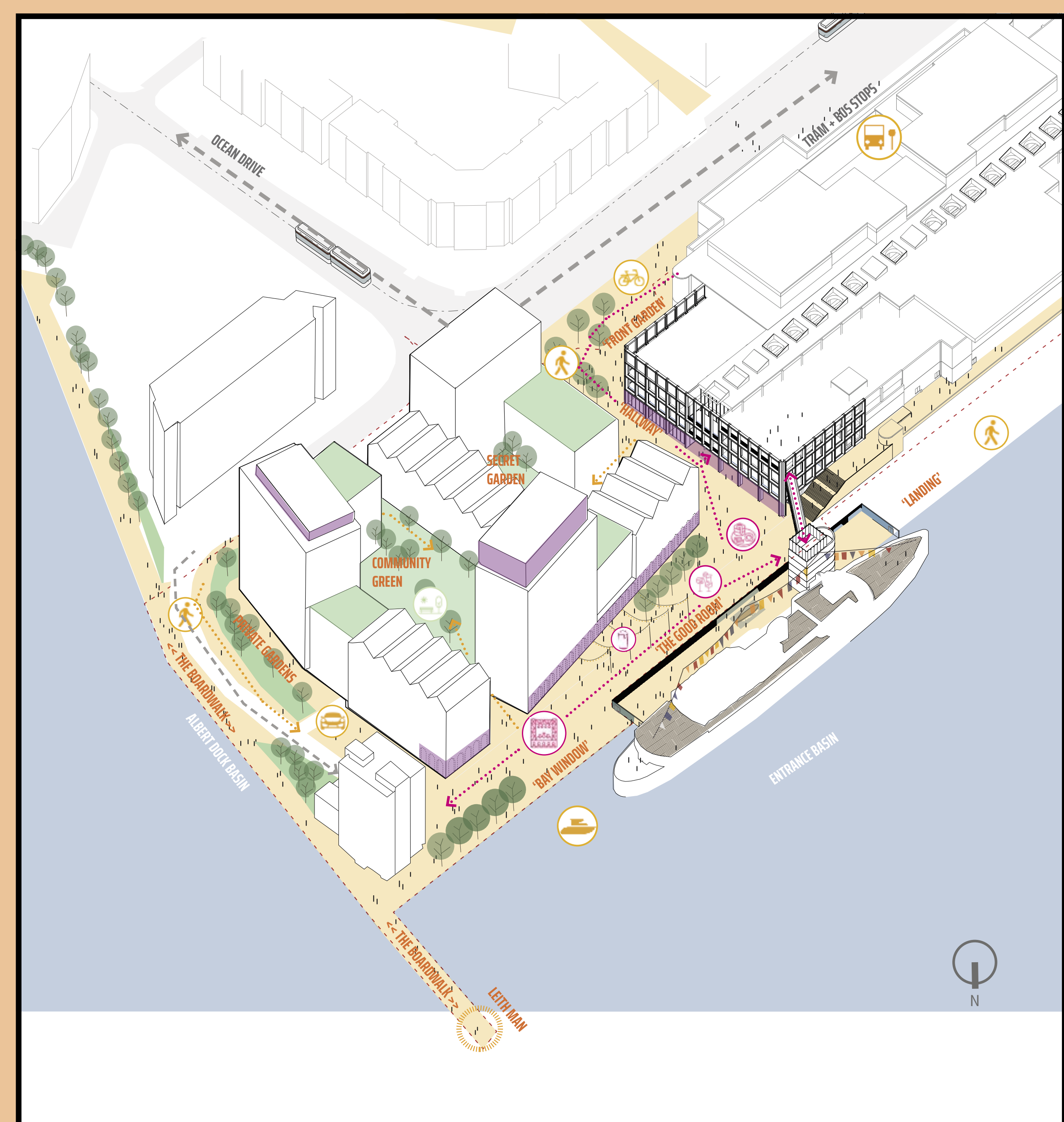
MASSING STRATEGY + URBAN RESPONSE



STOREY HEIGHT + CHARACTER AREAS



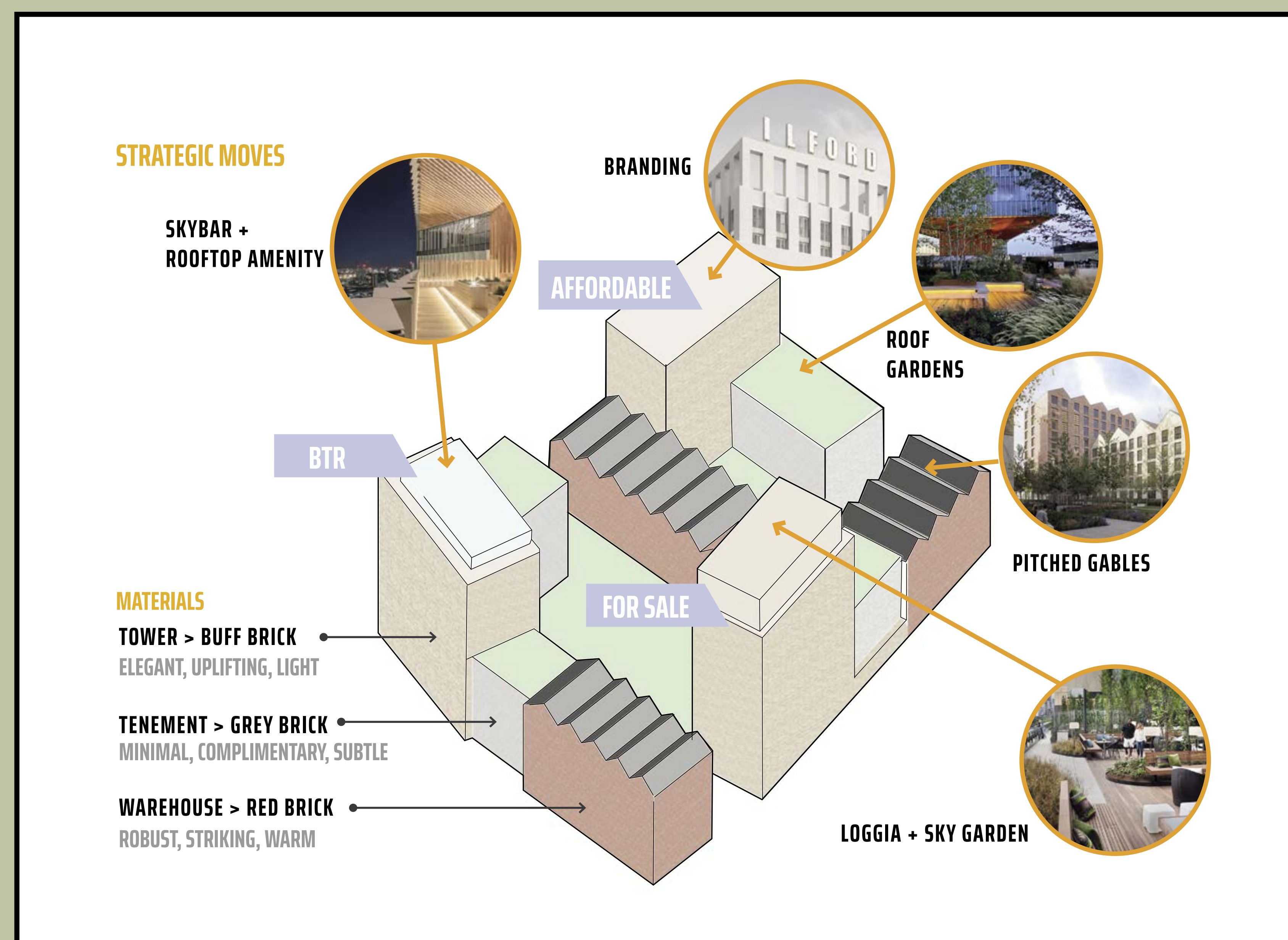
HIERARCHY OF ROUTES + ACTIVE FRONTAGE



OCEAN TERMINAL 2ND PUBLIC EXHIBITION

ARCHITECTURE AND MATERIALS

The architectural proposal seeks to create a family of buildings to provide individual identity within a collective whole. This will evoke a feeling of neighbourhood through providing a mix of materials, massing and roof scape inspired by a contextual analysis of Leith. In order to create a sense of place and identity, the proposed materials should signal the residential purpose of the new buildings and tie into the existing and future residential language developing in the area, whilst evoking the industrial past of the site.



Residents should be able to easily identify their new apartment, with each block having a distinct character defined by roofscape, material or colour. The proposed development will seek to incorporate high quality materials throughout that have longevity and will aim to achieve the highest standards of sustainable design and construction, incorporating long term plans for effective management and maintenance.



Each block typology has distinct architectural characteristics:

TOWER

- Vertical emphasis, creating a city scale beacon
- City scale viewed from key townscape views
- Feature top floor articulated
- Emphasis on verticality – grouping of 2 storeys with a slender primary frame
- Double height colonnade to create civic base

TENEMENT

- Human scaled, with a rhythmic architecture synonymous with Leith tenemental stock
- Modern interpretation of Leith typology
- Scalable, coherent and rational
- Feature stringer datum and roof gardens
- Double height colonnade to create civic base

WAREHOUSE

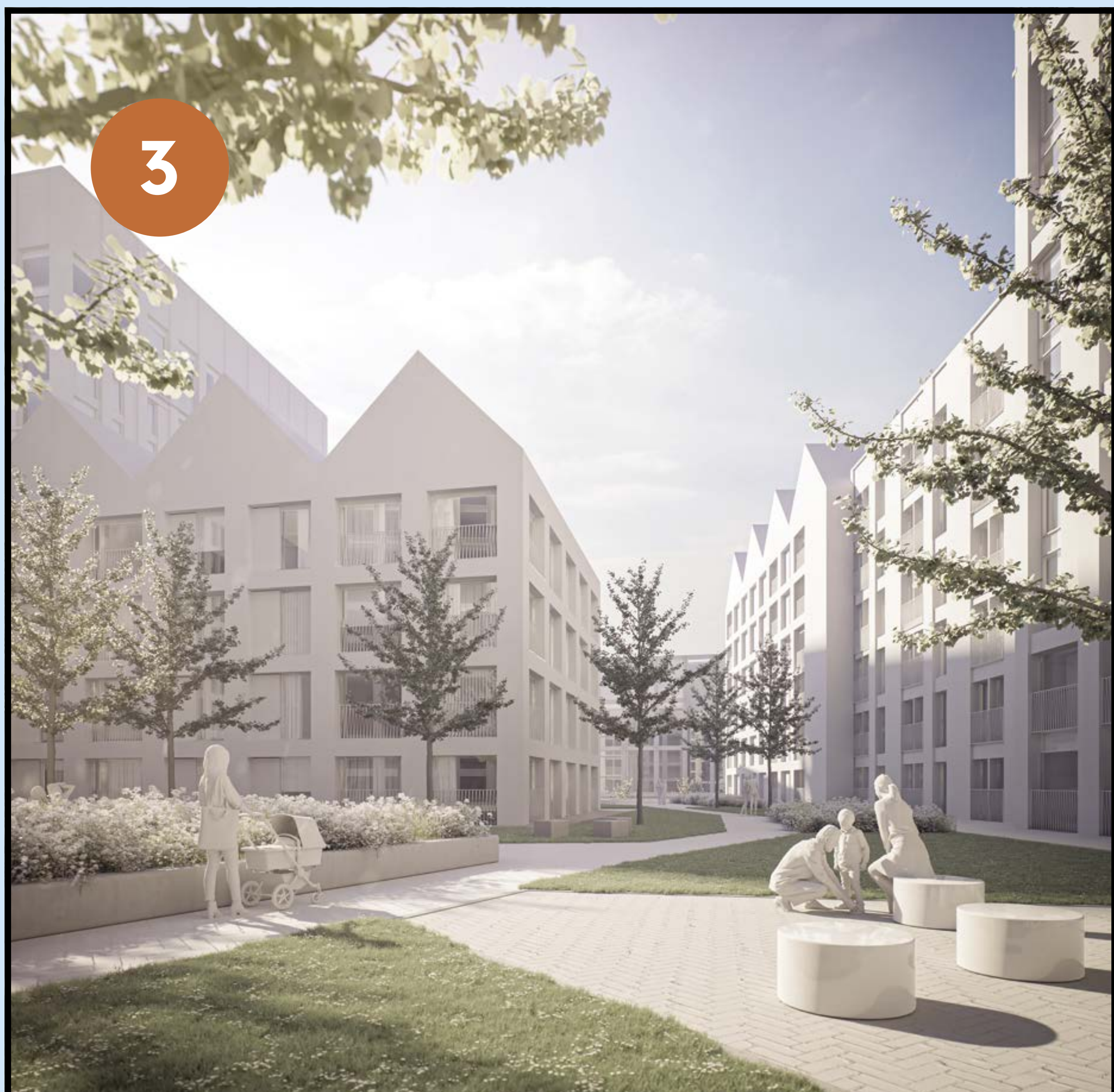
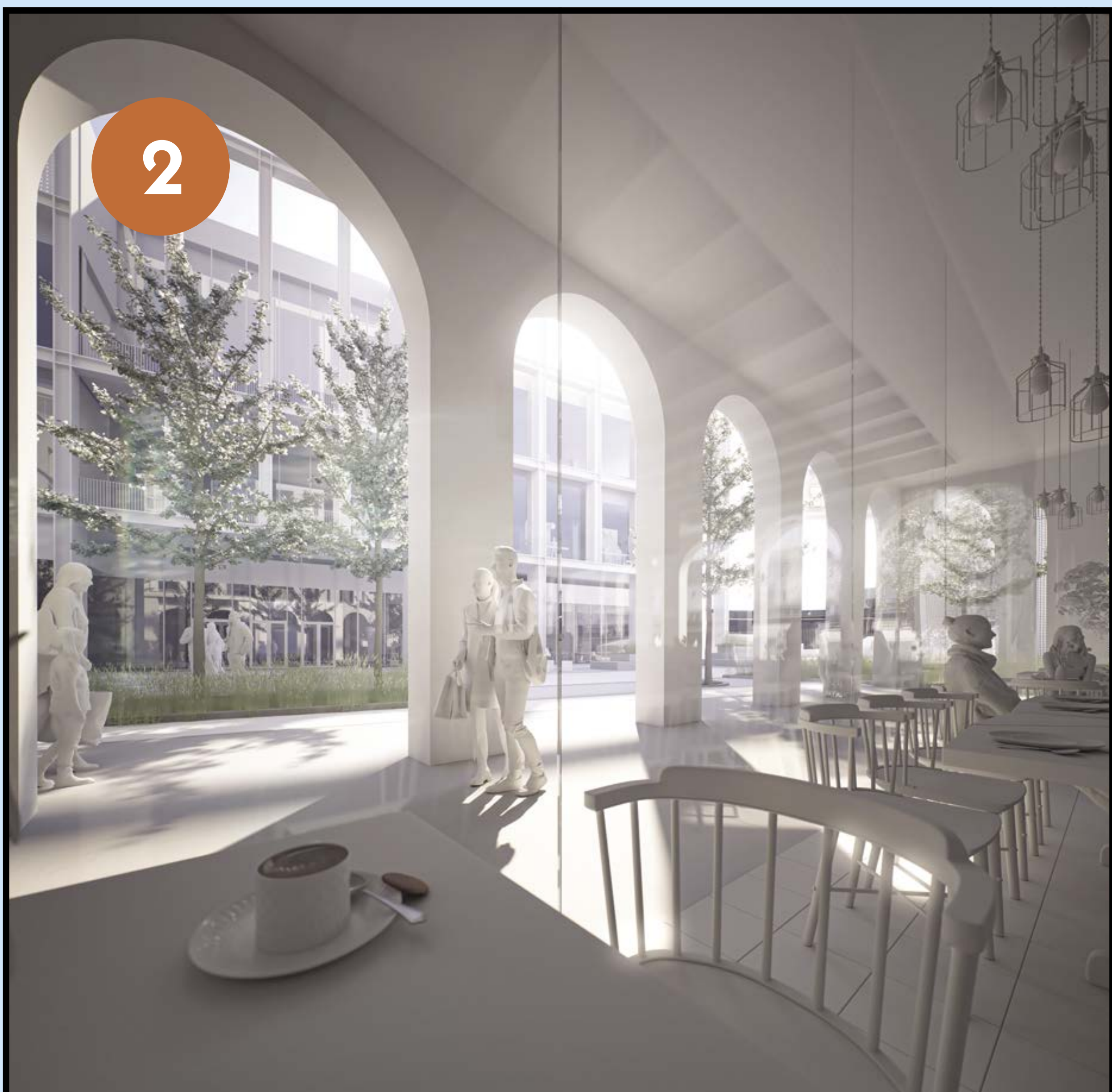
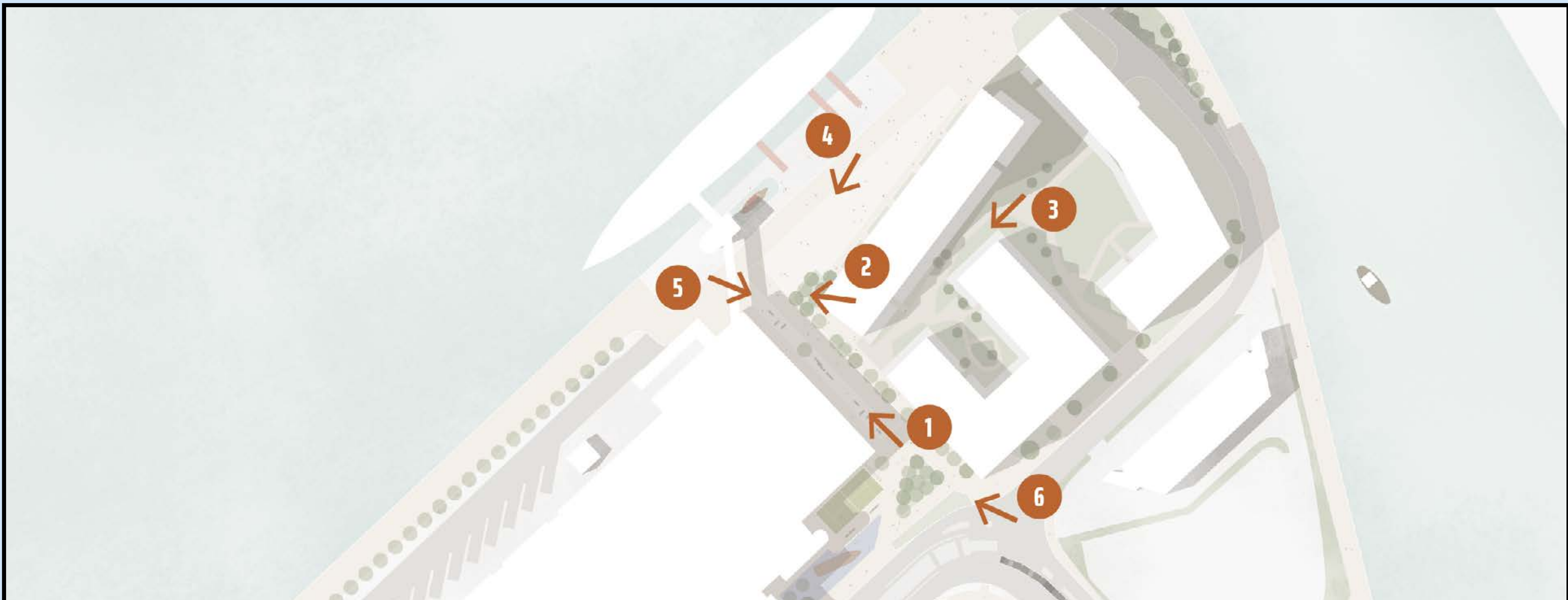
- Modern interpretation of industrial heritage
- Robust with 'punched' openings
- Feature pitched gables
- Double height colonnade to create civic base

OPENING — UP THE WATERFRONT

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VISUALISATIONS

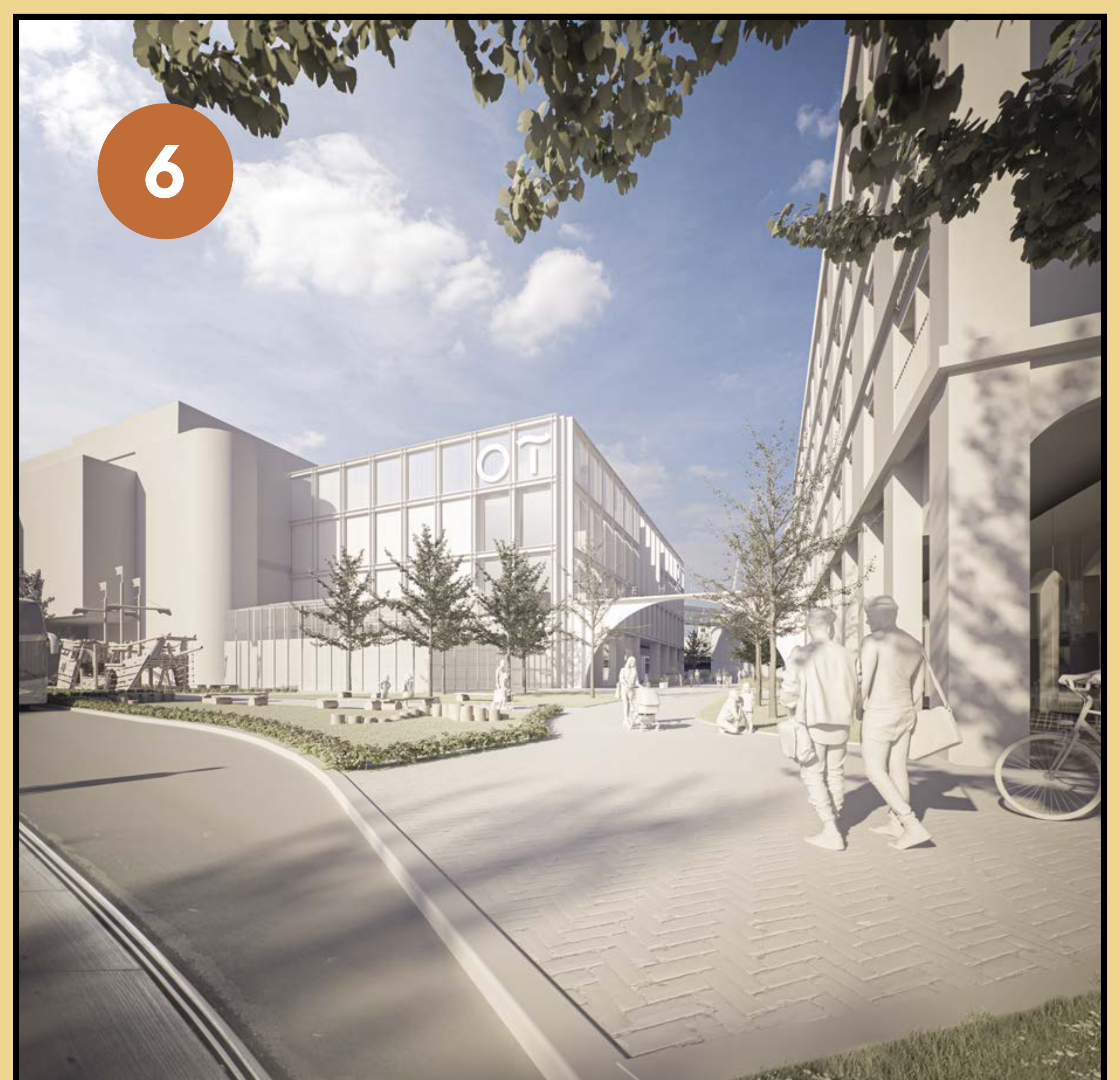
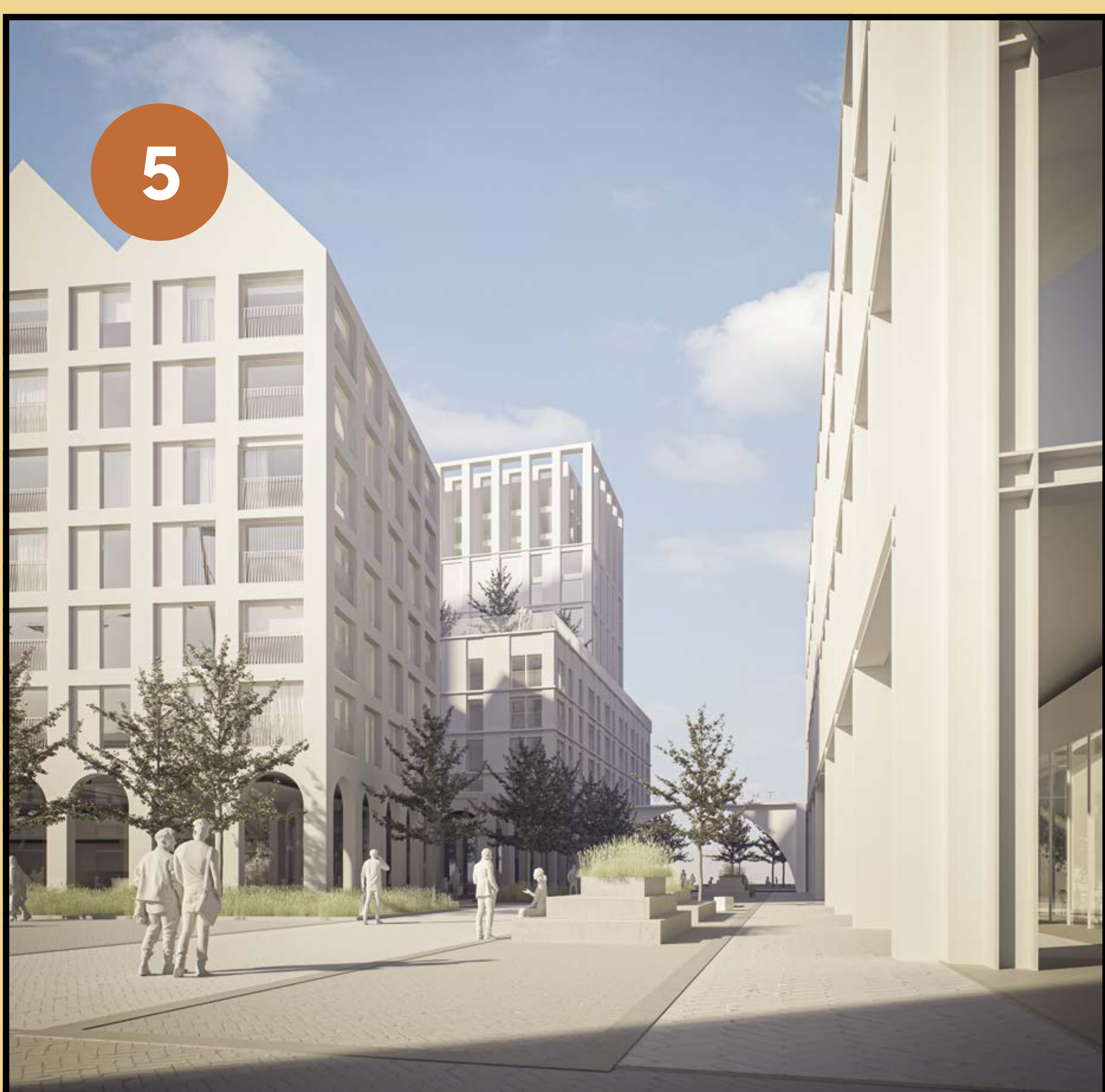
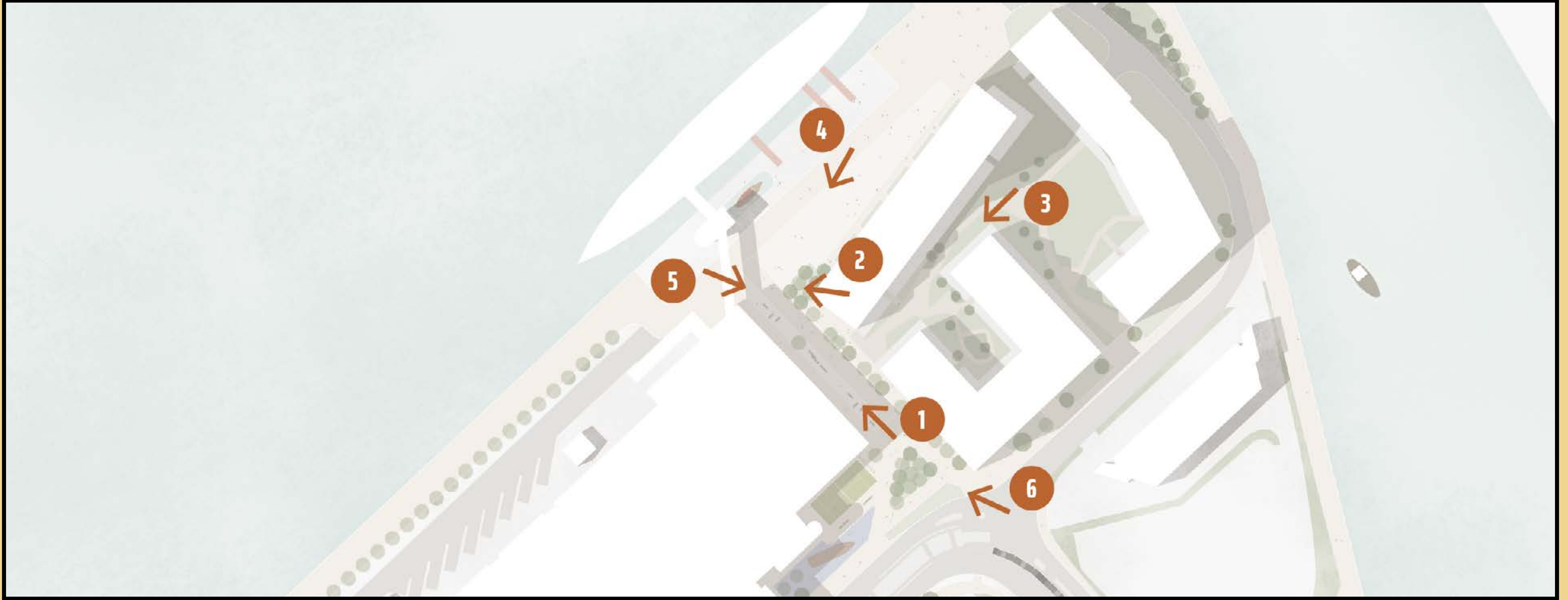


OPENING ——— UP THE WATERFRONT

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OCEAN TERMINAL 2ND PUBLIC EXHIBITION

VISUALISATIONS



OCEAN TERMINAL 2ND PUBLIC EXHIBITION

ECONOMIC BENEFITS INFOGRAPHIC

PROPOSED DEVELOPMENT:

1. Partial demolition of existing building (Debenhams end) and reconfiguration of shopping centre to accommodate new mixed commercial use.
2. Construction of a new residential development comprising 689 apartments, commercial floorspace and associated infrastructure¹.

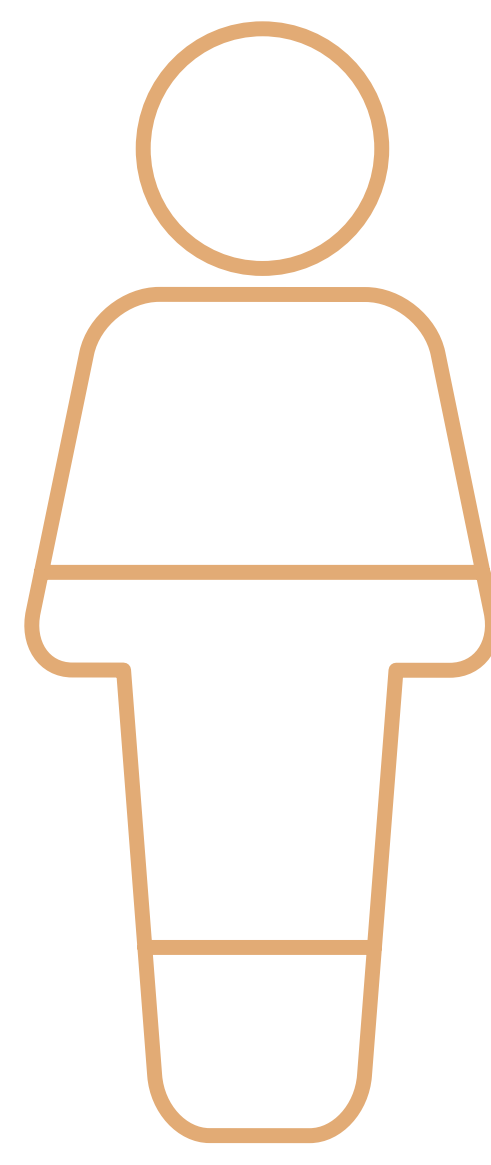
SITE LOCATION: OCEAN TERMINAL, EDINBURGH

Construction Phase



£100 million +

Investment in proposed development, including demolition, construction and reconfiguration²



485 gross direct

FTE (full time equivalent) jobs supported each year during the construction period

485 net direct

FTE jobs across Scotland, including 235 in Edinburgh

410 indirect/induced

FTE jobs across Scotland, including 60 in Edinburgh



£102.8 million

Total GVA³ economic output over the construction period, including £63.6 million in the Edinburgh area

Operational Phase



689 new homes

Including a range of studio, 1, 2, 3 and 3+ bedroom apartments, including 184 affordable homes



1,800 residents

Of whom 1,030 are likely to be in employment



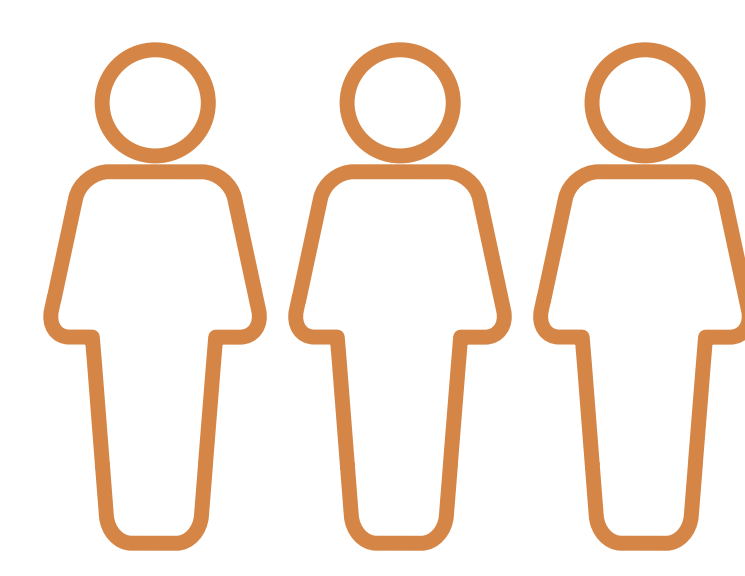
£30.0 million

Gross annual salaries of new employed residents



£19.0 million

Annual retail and leisure expenditure generated by new residents



200 jobs

Supported in retail and leisure industries by additional resident expenditure



£12.6 million

Uplift in Council Tax revenues over 10 years to Edinburgh City Council



Reconfiguration

of existing shopping centre to revitalise redundant spaces, accommodate a range of retail and leisure uses and enhance public realm



110 jobs

Provided within the additional commercial floorspace provided alongside the residential development, further supporting local employment

¹ Model does not currently quantify the economic benefits generated through the reconfiguration of the existing shopping centre as the scheme is not yet fixed. Whilst the benefits of the reconfiguration have been assumed as neutral as part of this modelling exercise, in reality, the replacement of redundant spaces in the shopping centre with refreshed, active retail and leisure uses are likely to generate net economic benefits in terms of additional job creation and economic productivity.

² Estimated construction costs based on professional judgement, including infrastructure and professional fees.

³ GVA (Gross Value Added) measure the value of output created (i.e. turnover) net of inputs used to produce a good or service (i.e. production of outputs). It provides a key measure of economic productivity. Put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes

OPENING ——— UP THE WATERFRONT

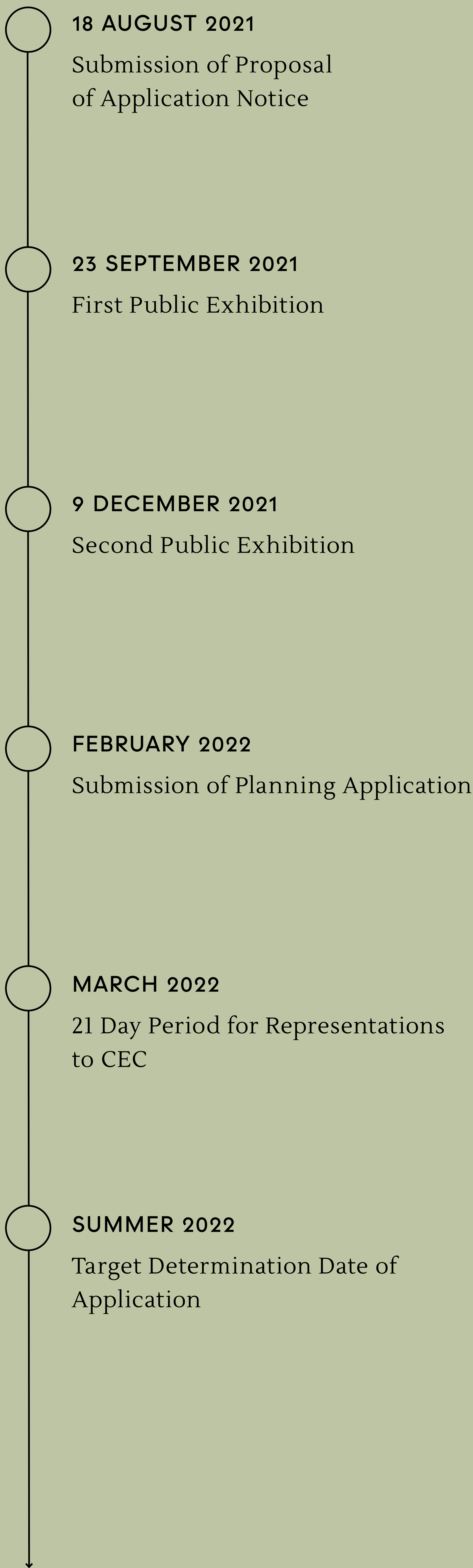
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OCEAN TERMINAL 2ND PUBLIC EXHIBITION

SUMMARY

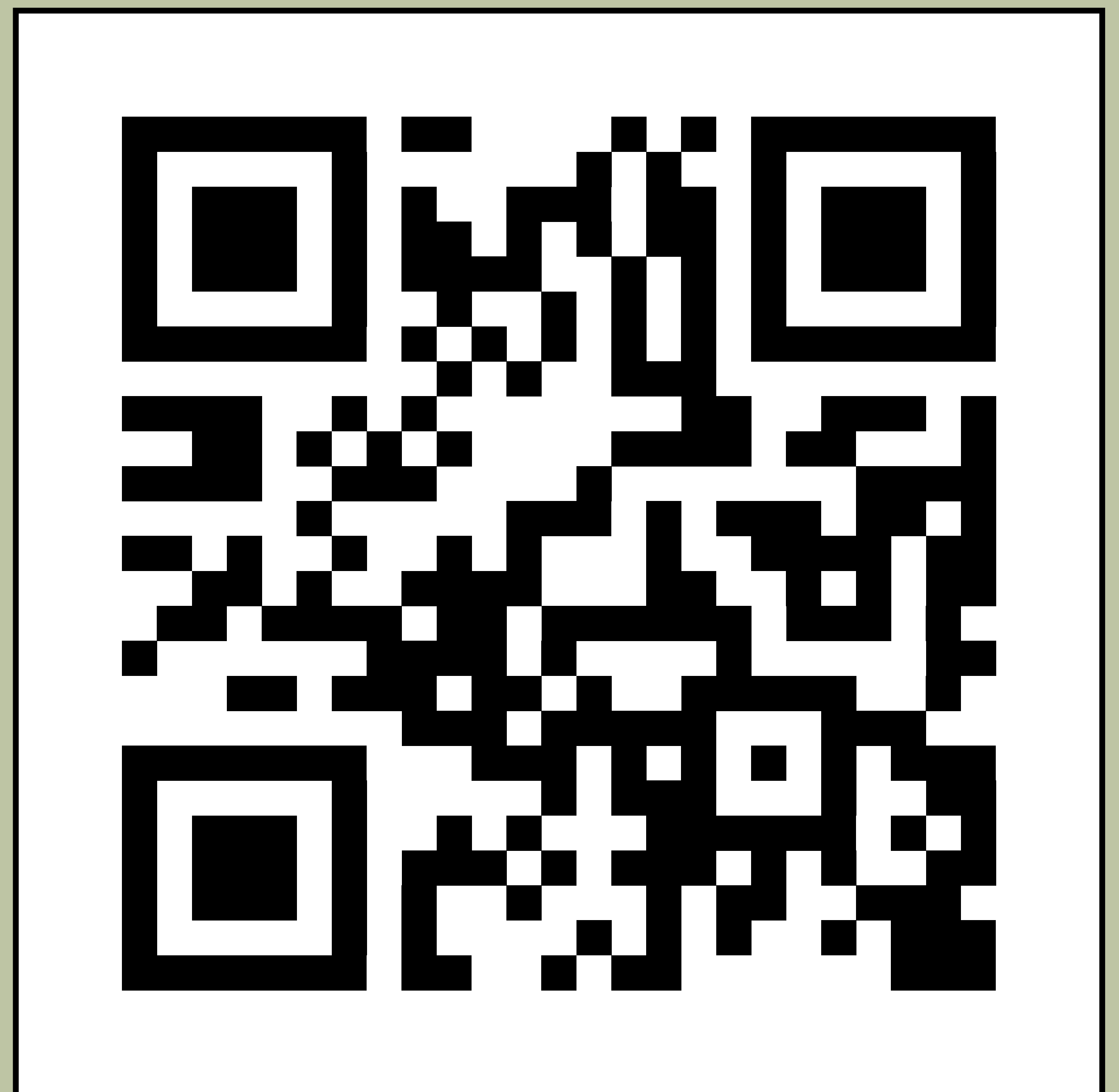
We hope that you have found this exhibition useful. We would be grateful if you could complete a feedback form to ensure that your views are recorded and can be considered as the proposals are finalised.

KEY MILESTONES



WE WANT YOUR VIEWS

We are keen to get your views on the proposed development. A feedback form can be found and submitted online via the 'Feedback' section of the project website: www.development-oceanterminal.com or scan the QR code below:



The deadline for the submission of feedback forms is Friday 24 December 2021.

If you have any questions about the content of the public exhibition or the proposal generally, there is an opportunity to submit these to the project team between 12pm and 8pm on Thursday 9 December 2021 via the project website.

If you require a paper copy of the exhibition material and feedback form, please email your request to hello@development-oceanterminal.com, along with details of your postal address. Completed paper copies of feedback forms can be posted to: Turley, 7-9 North St David Street, Edinburgh, EH2 1AW.

Alternatively, they can be emailed to hello@development-oceanterminal.com and as above, the deadline for the submission of feedback forms is Friday 24 December 2021.