



Scottish Canals
Moorings Site Options Appraisal

Introduction

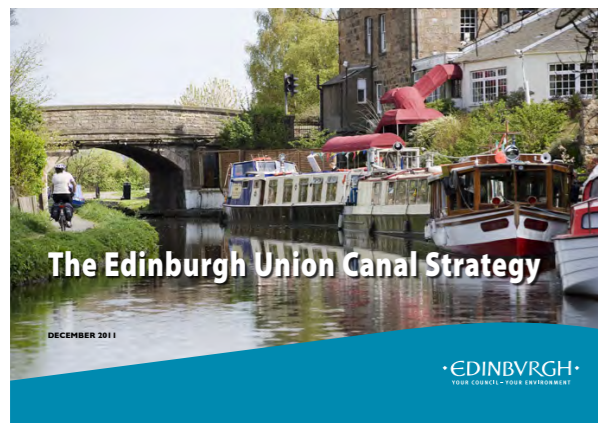
This report reviews the opportunities for development of boat moorings along the east end of the Union Canal, Edinburgh. It indicates a mix of mooring types that will help build a diverse community of users of the shared water space; commercial, visitor, residential, operational, hotel boats, charity/community and leisure moorings. New moorings establish a strong waterway community and can include residential moorings where residential amenity can be achieved and the existing local amenity and the environment will not be compromised.

This report should be read in conjunction with the City of Edinburgh Council's Union Canal Strategy, 2011 which it takes as its reference point. One of the aims and objectives from that earlier strategy was to present opportunities for development along the length of the Union Canal in particular at the areas defined as 'canal hubs', seven of which fall within the scope of this report (located between Harrison Park and Lochrin Basin).

Key site plans of the canal hub areas from the Edinburgh Union Canal Strategy 2011 are included in the appendix to this report.

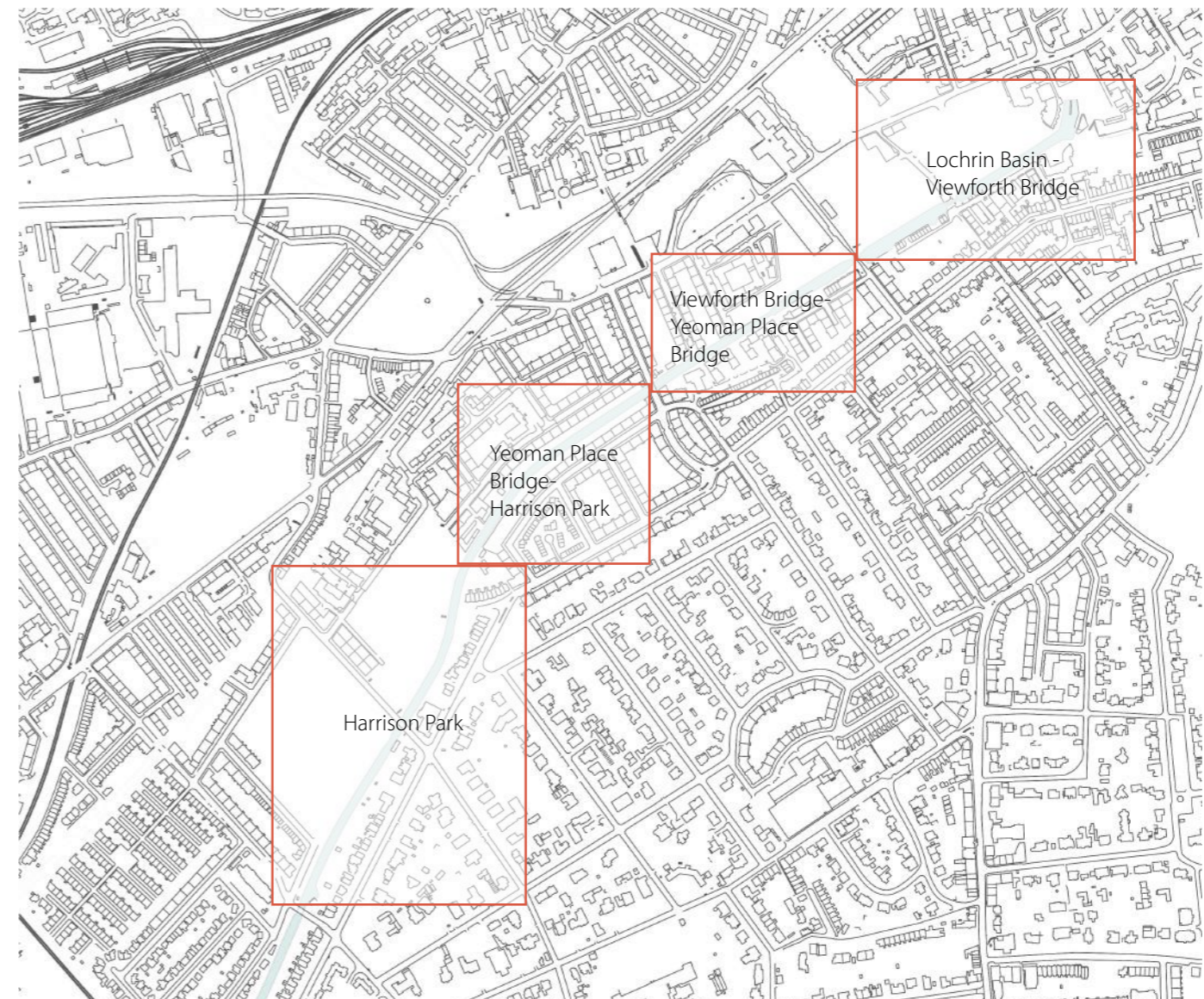
The Strategy noted the following principles for canal development: Canal side and waterway developments should:

- Respect the setting of the canal as a scheduled ancient monument
- Accept that the waterway, towing path and environs are an integral part of the public realm of new waterside development in terms of both design and management
- Treat the canal as a space and leisure and commercial resource in its own right not just a setting or backdrop for development.
- Be orientated so that of buildings optimise views of the water, generate natural surveillance of water space, and encourage and improve access to, along and from the water.
- Be designed to include for water-based development, use and enhancement.
- Maintain or provide public access to the canal edge and towpath and enhance access for pedestrians, cyclists, canoeists, rowers and boaters.
- Encourage the creation of canal side communities with a range of complementary uses and space for activity
- Strike a balance between the range of mooring types and between mobile and static commercial boats.
- Include designs which enhance biodiversity value e.g. green roofs, sustainable urban drainage systems, vegetated areas which link to the canal and new buildings including nestboxes for species such as swallows and house martins.

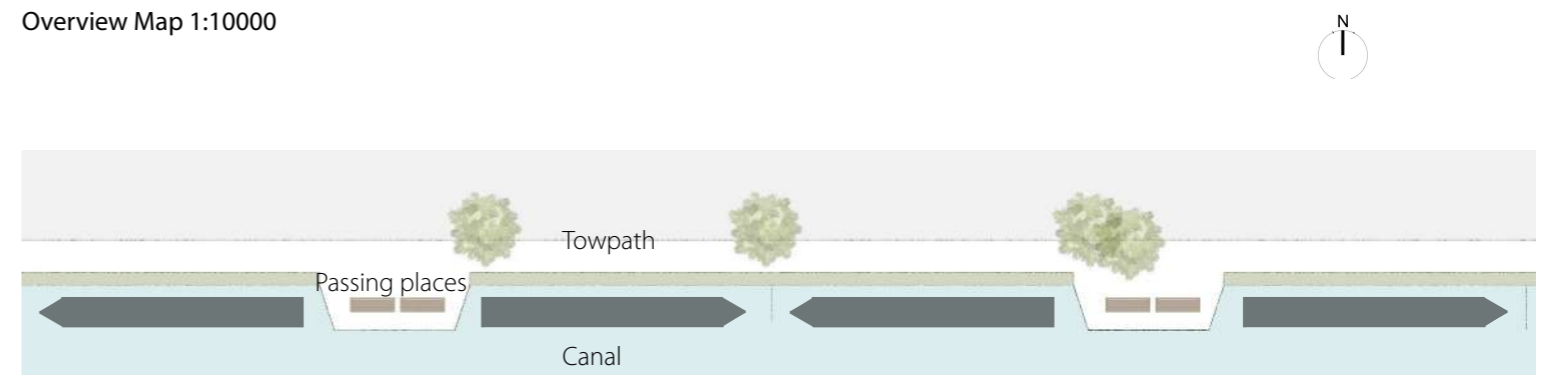


The Edinburgh Union Canal Strategy, December 2011

This Report takes the Edinburgh union canal strategy 2011, as its reference and shows the evolving plan for more moorings. See Appendix A.



Overview Map 1:10000



Passing Places Diagram at 1:1000

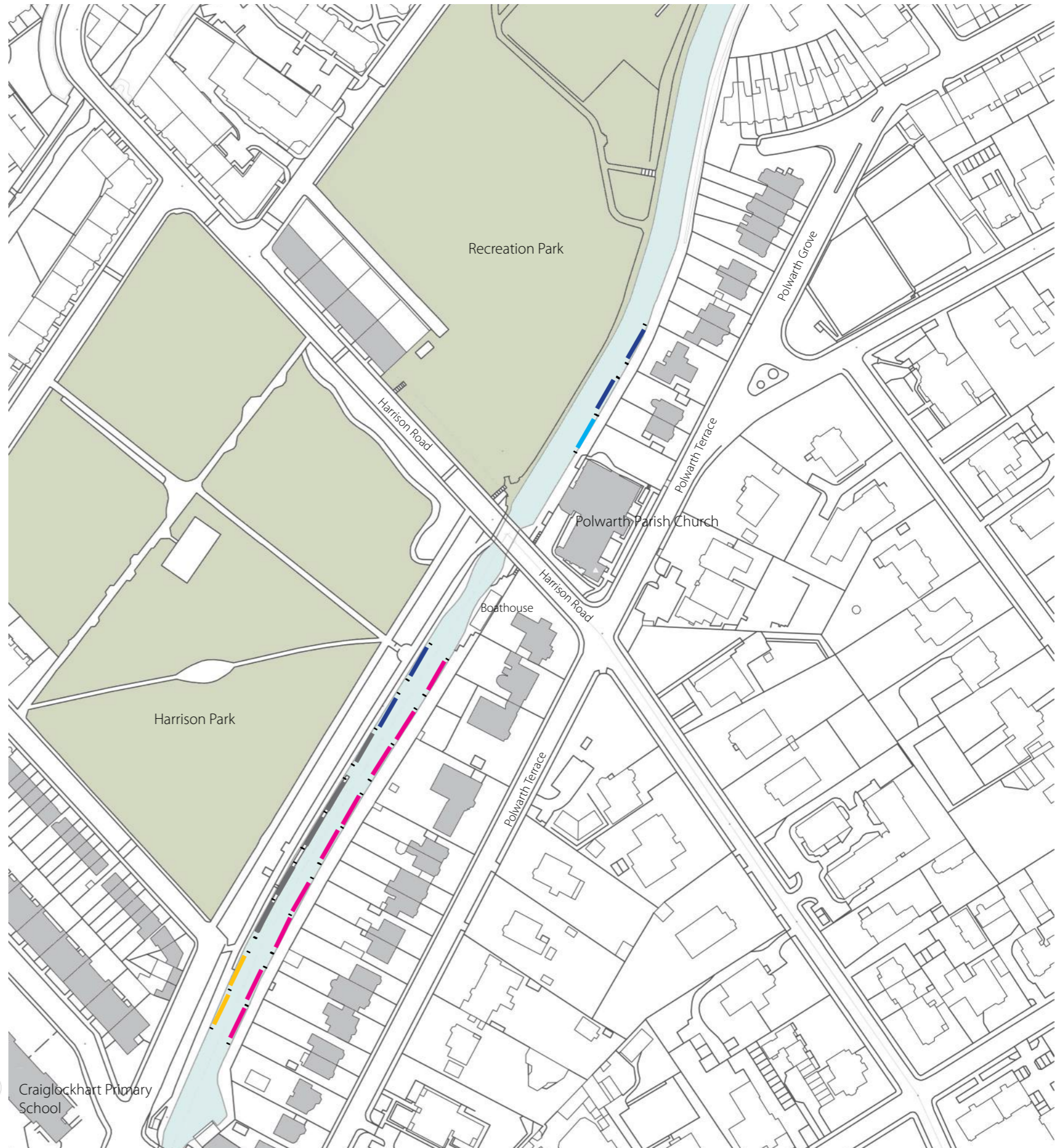
An outcome from the 2011 canal report was a wish to create wider zones for passing places to allow pedestrians and cyclists usage of the towpath. This study makes allowances for a number of passing places along the towpath.



Key - Mooring Types

- Commercial
- Visitor
- Residential
- Operational
- Hotel Boat
- Charity / Community
- Leisure
- Pontoon
- Bays
- Mooring service

0 20 40 100 200 (m)
Scale at 1:2000



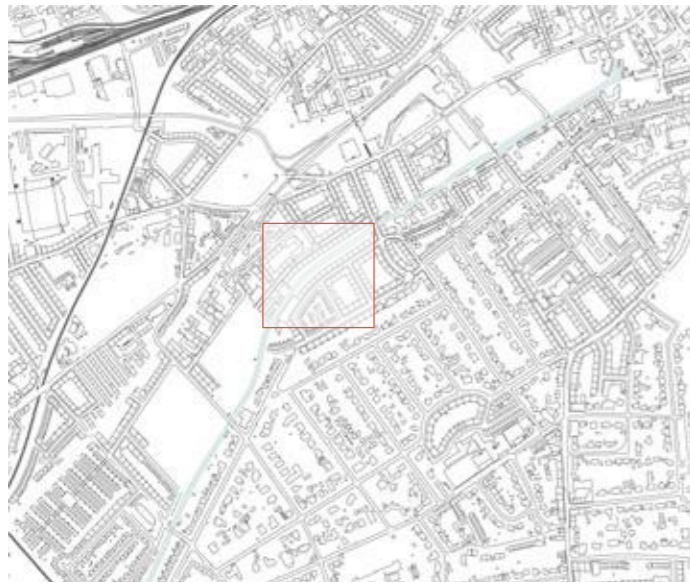
PROPOSED

Please see Appendix A1 for Existing
Please see Appendix B2 and B3

Harrison Park
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Moorings Site Options Appraisal

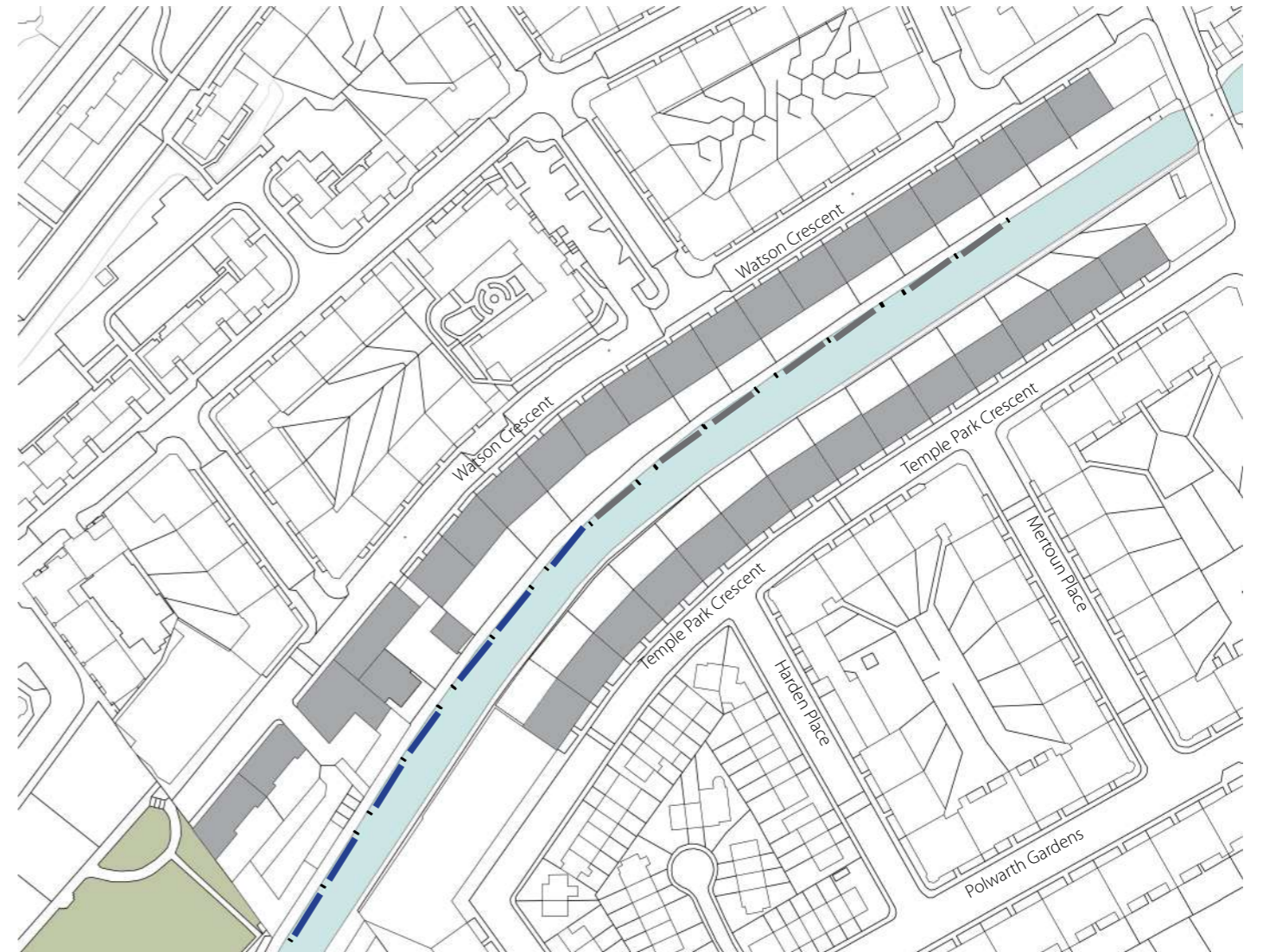
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Chapman
Architects



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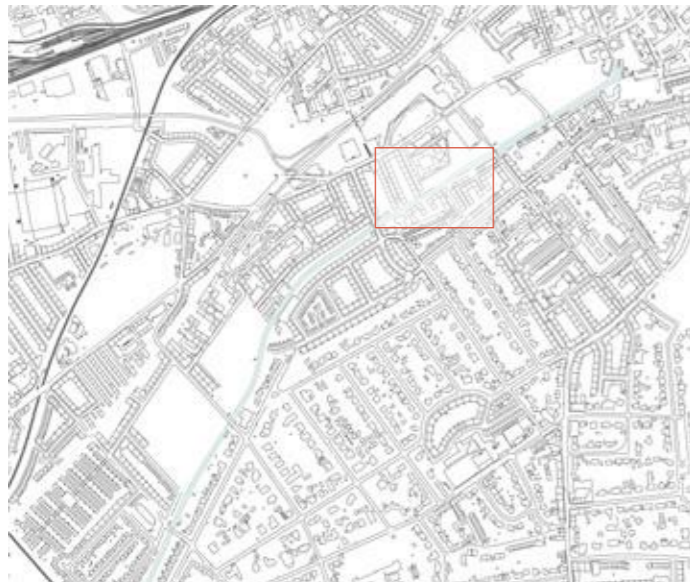
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PROPOSED

Please see Appendix A2

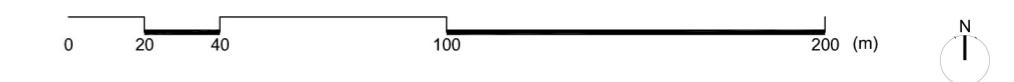
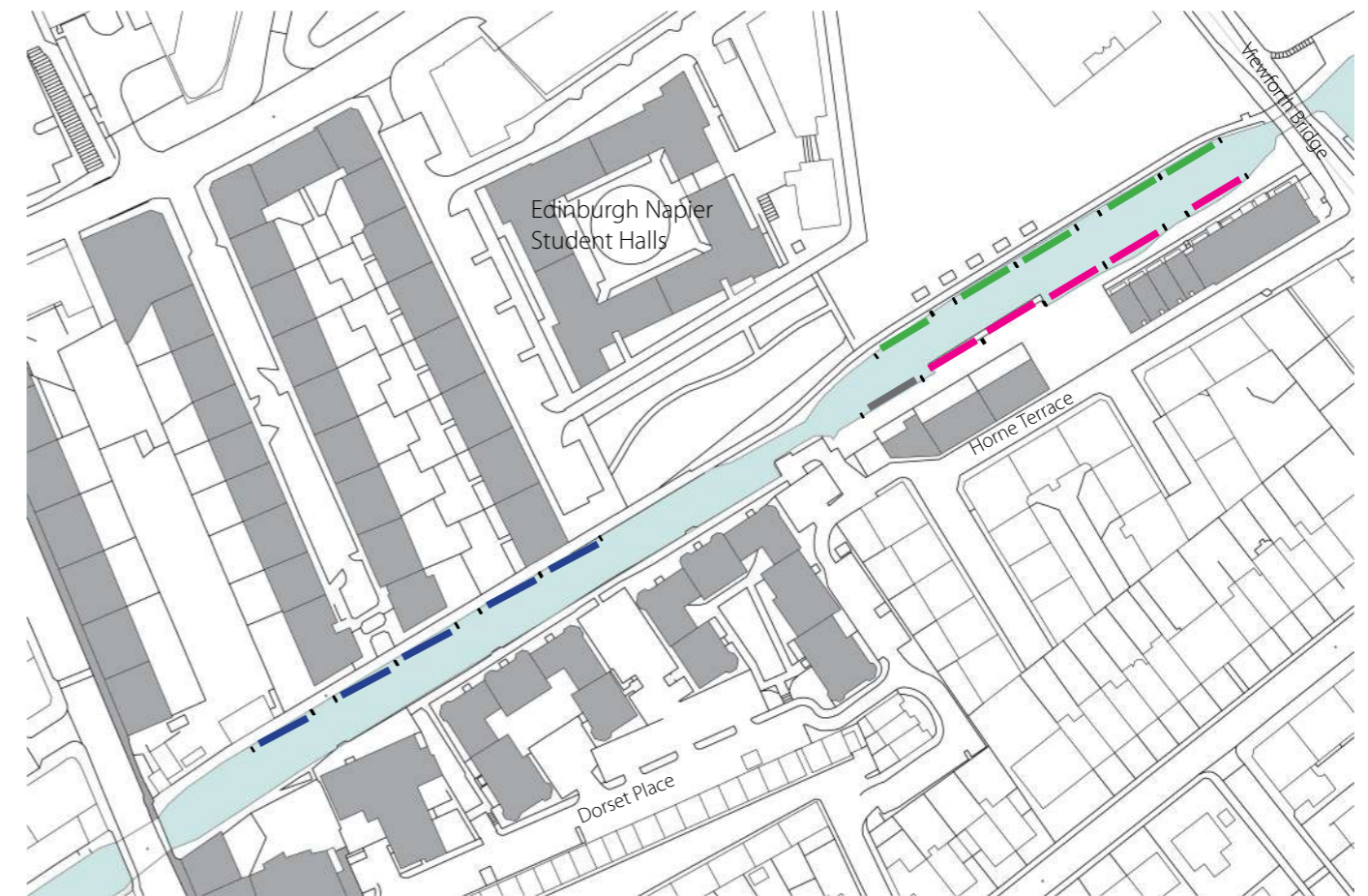
Harrison Park - Yeoman Place Bridge
 Scottish Canals
 Moorings Site Options Appraisal

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 Oliver Chapman Architects



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Scale at 1:2000

PROPOSED

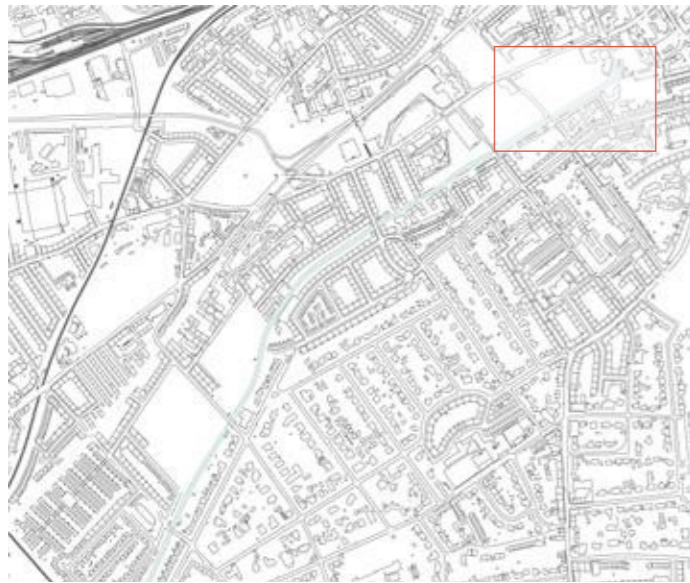
Please see Appendix A3 for Existing
Please see Appendix B4

Yeoman Place Bridge - Viewforth Bridge

Scottish Canals
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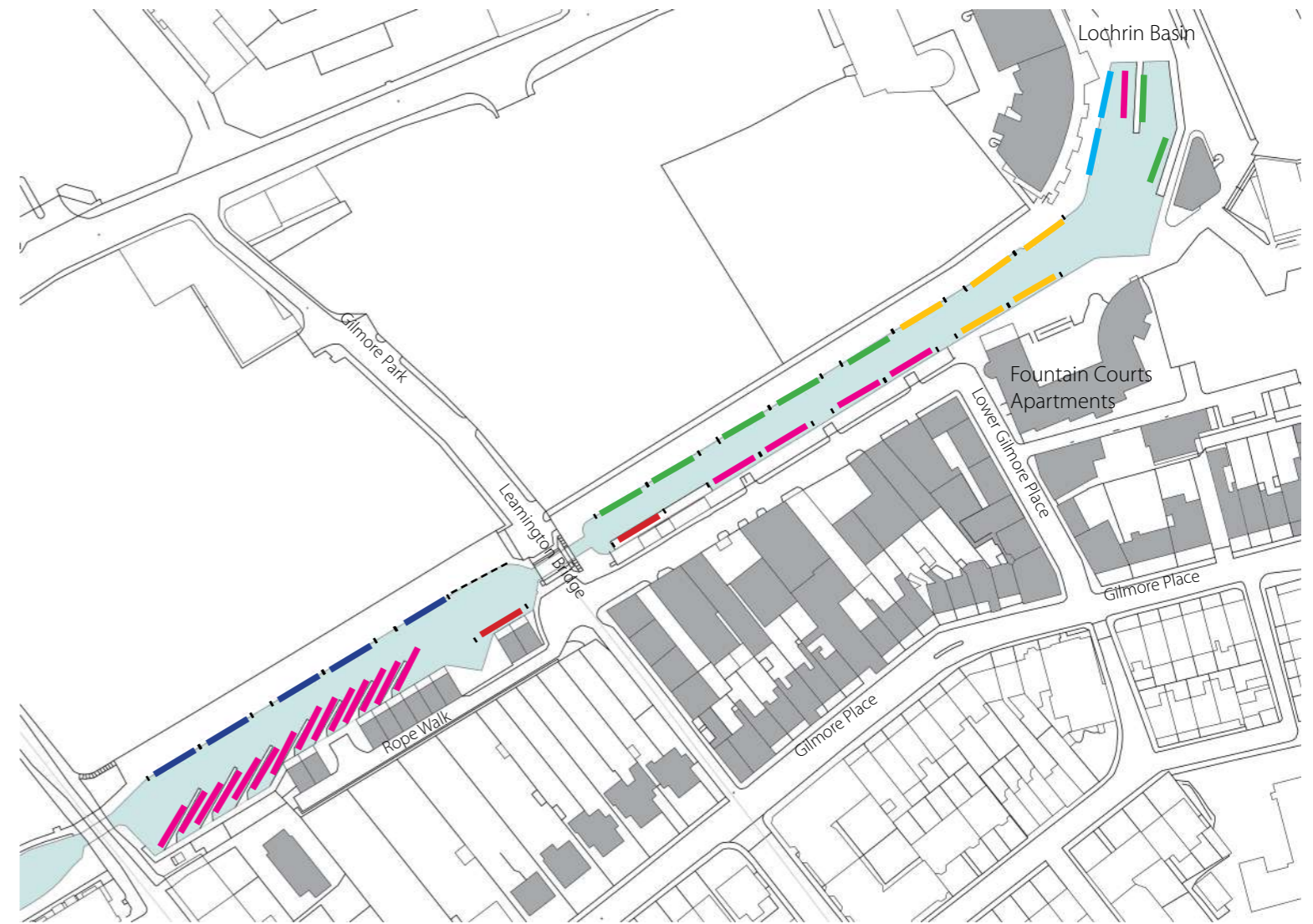
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Scale at 1:2000

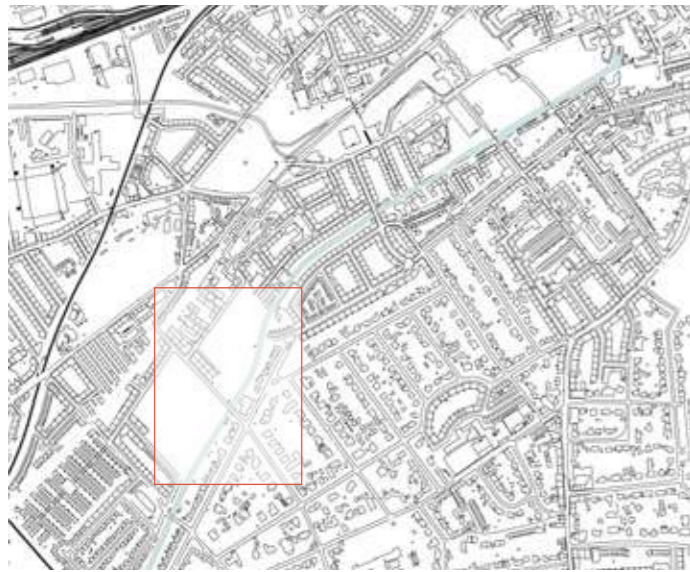
PROPOSED

Please see Appendix A5 for Existing
Please see Appendix B5

Viewforth Bridge - Lochrin Basin
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Moorings Site Options Appraisal



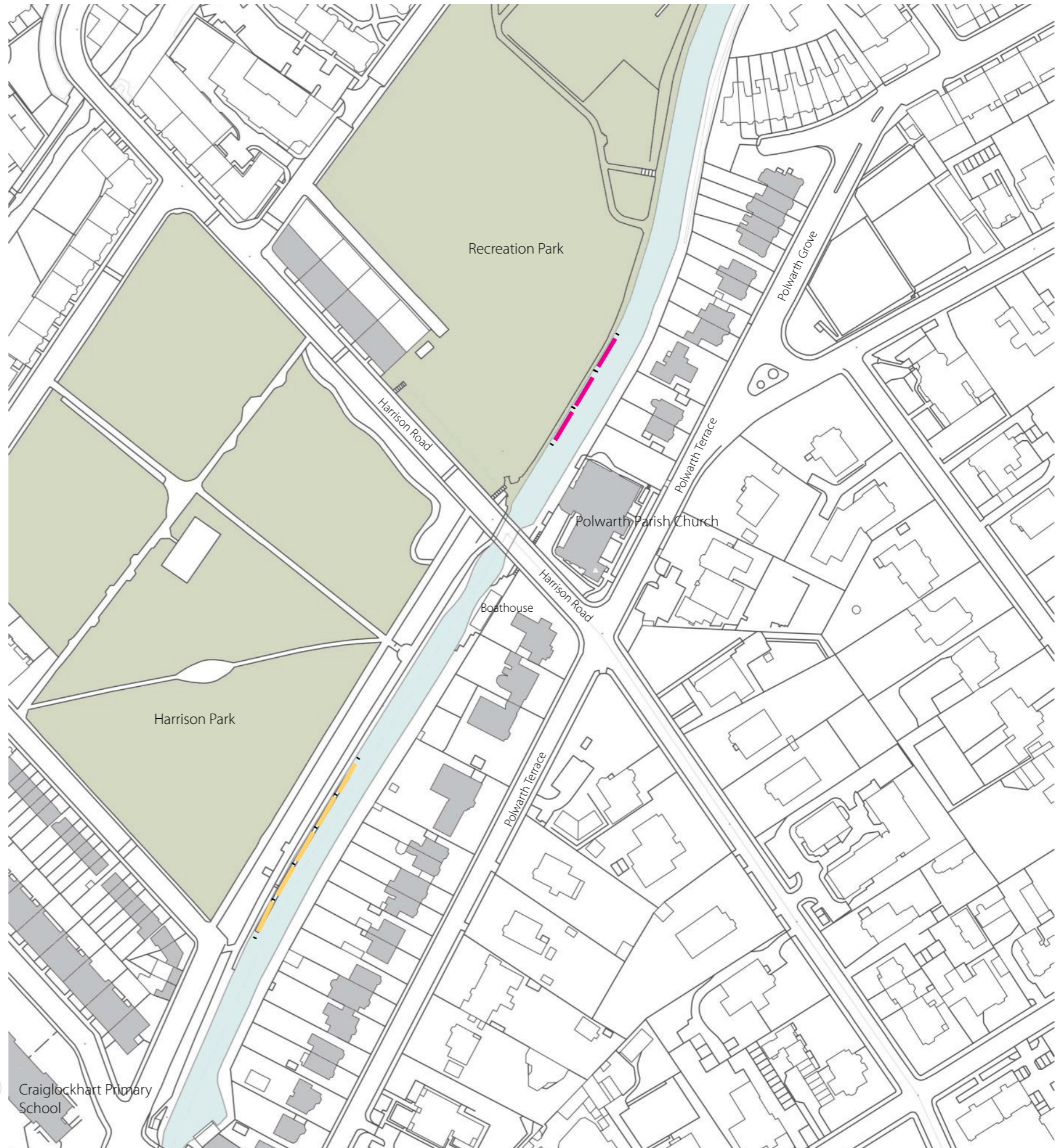




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- Pontoon
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0 20 40 100 200 (m)
Scale at 1:2000

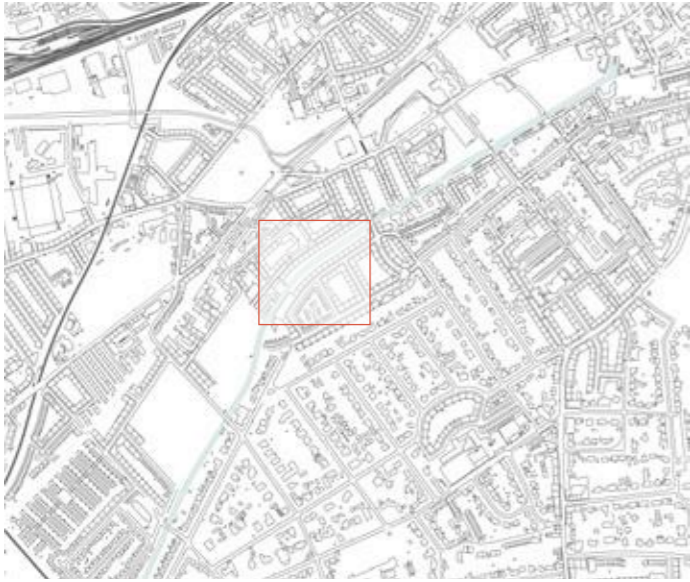


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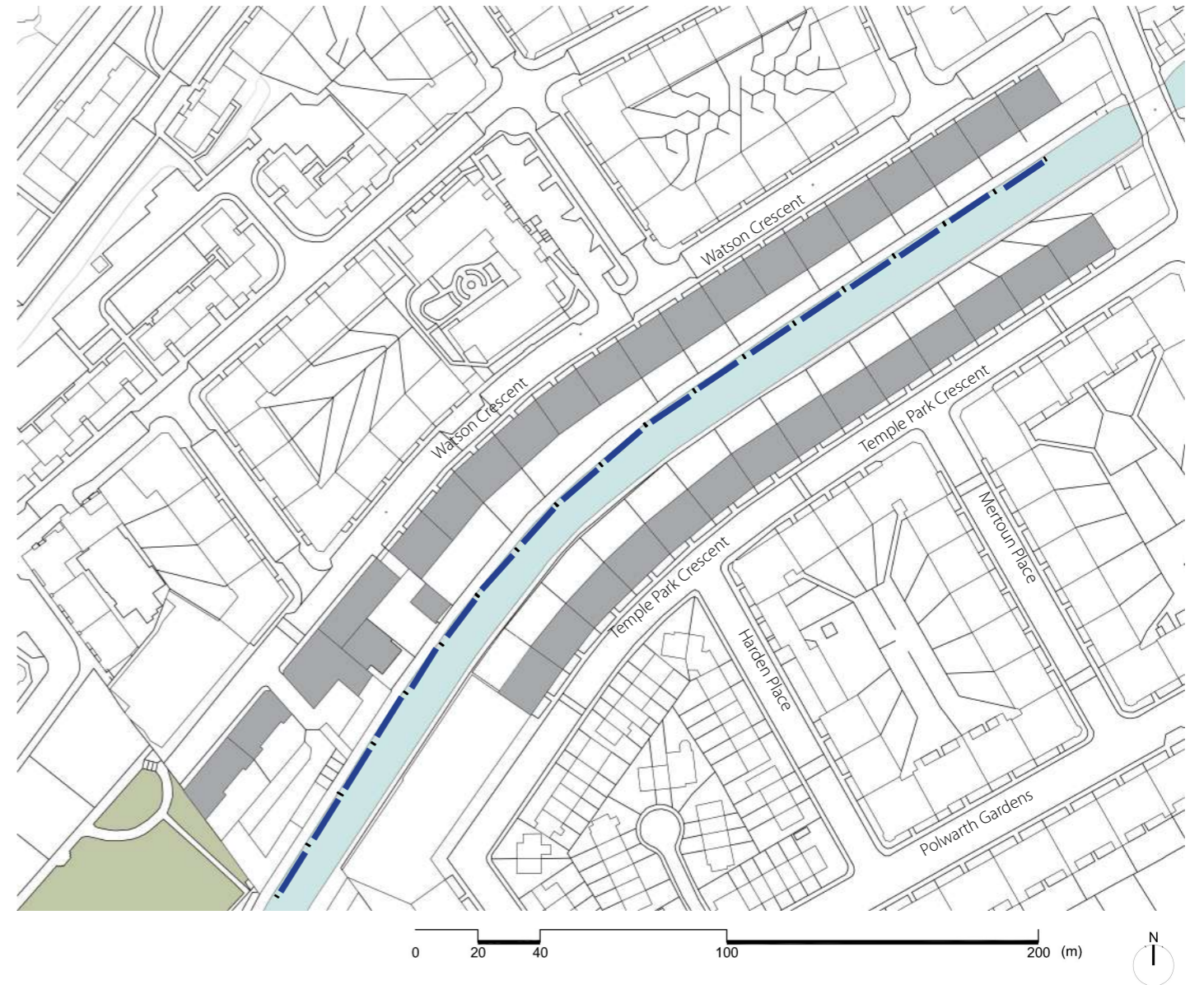
Harrison Park
Appendix A1

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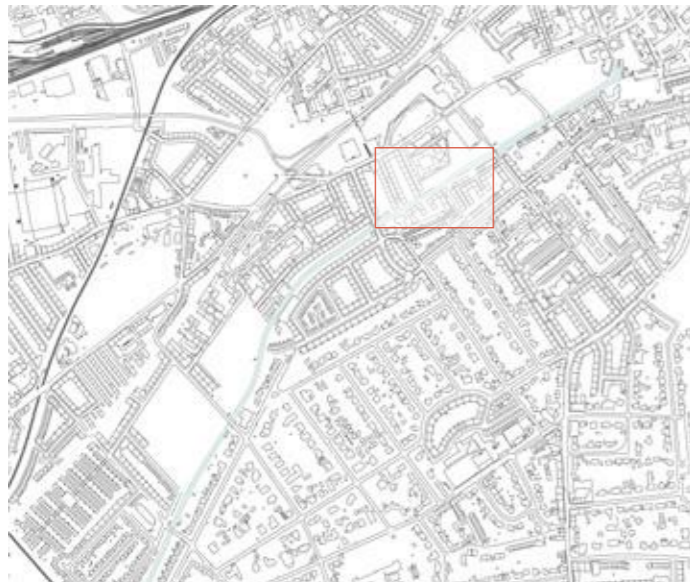


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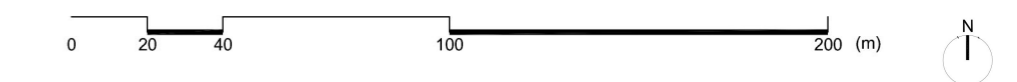
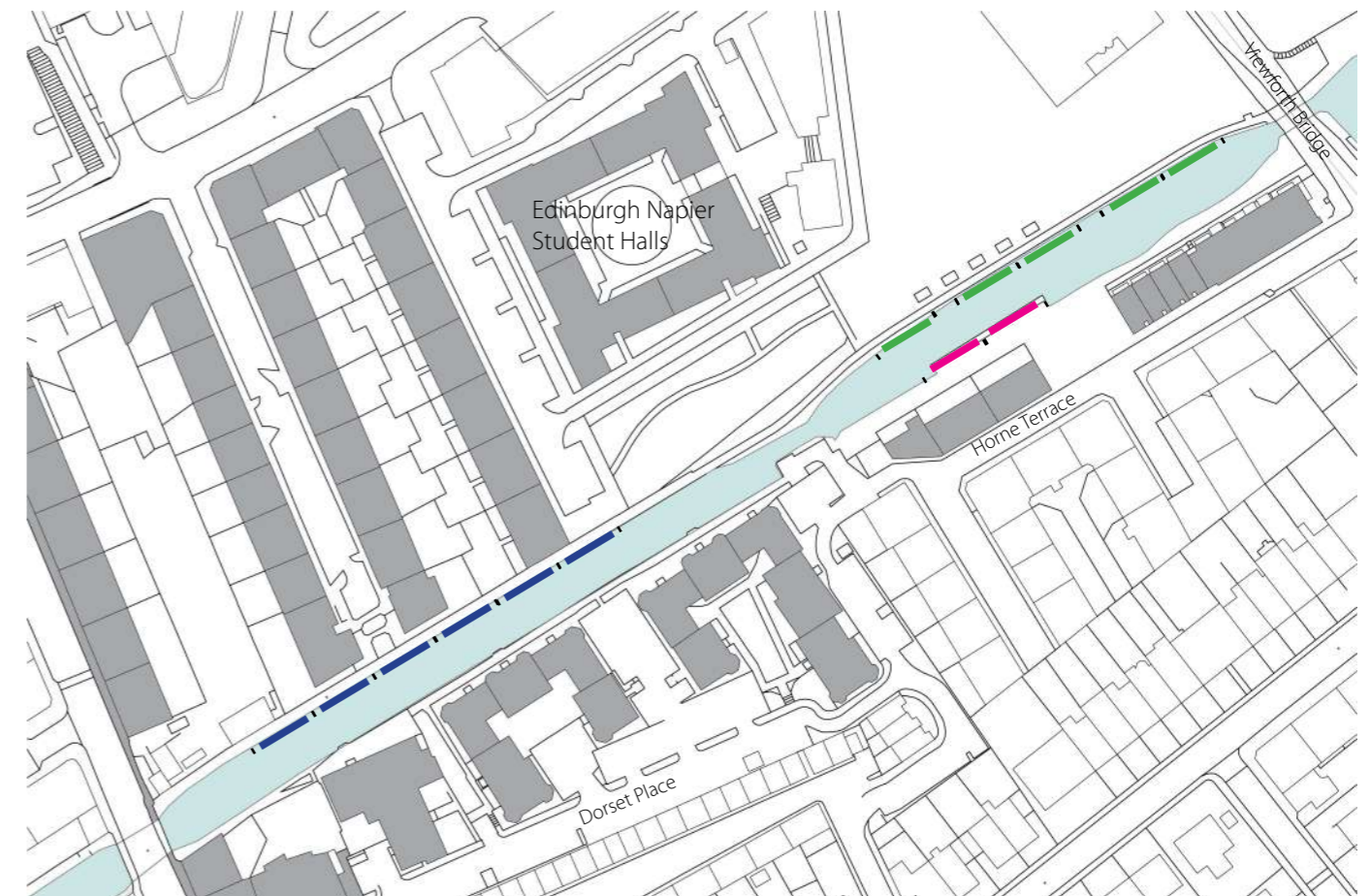
EXISTING

Yeoman Place Bridge - Harrison Park
Appendix A2



Key - Mooring Types

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- Bays
- Mooring service



Scale at 1:2000

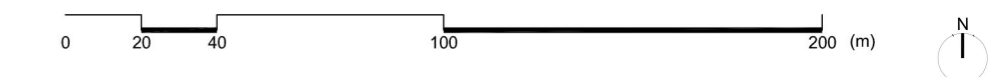
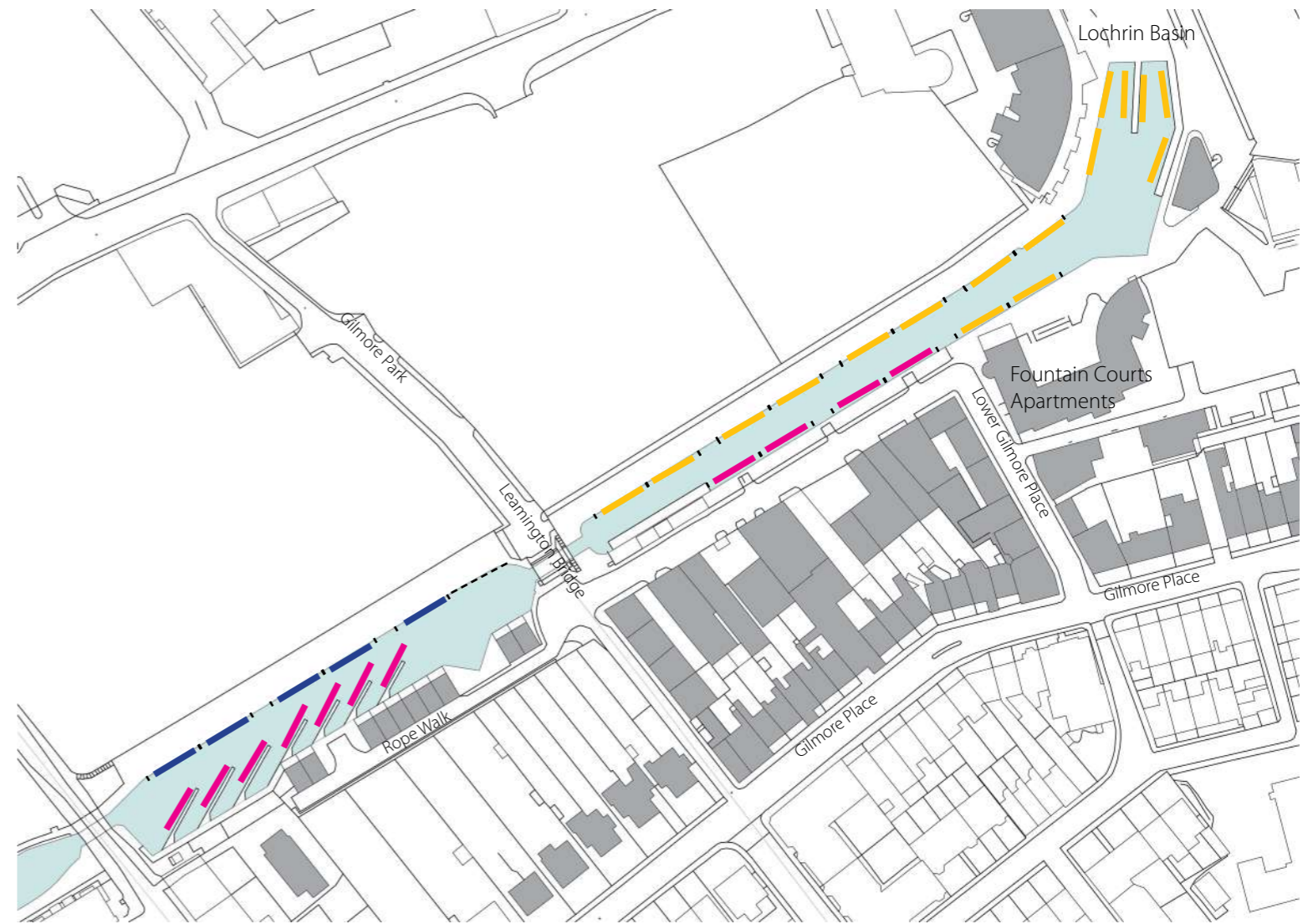
EXISTING

Yeoman Place Bridge - Viewforth Bridge
Appendix A3



Key - Mooring Types

- Commercial
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Scale at 1:2000

EXISTING

Viewforth Bridge - Lochrin Basin
Appendix A4

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The Edinburgh Union Canal Strategy

DECEMBER 2011

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Appendix
Extracts from Edinburgh's Canal Strategy 2011

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Opportunity 2 - Waterway, development and environment

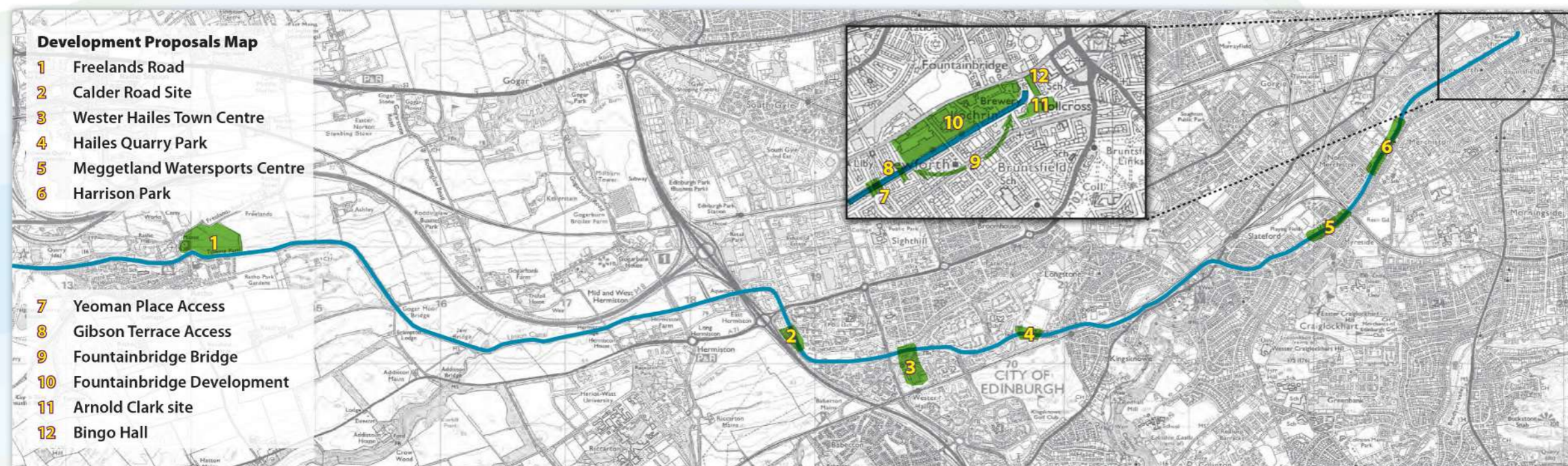
There is a challenge in promoting canal side developments whilst protecting the existing character of the proposed hubs including the village of Ratho and the canal environment at Harrison Park as well as the historic canal structure and environment and biodiversity.

Therefore it is important that the Canal Strategy promotes the proper integration between canal-side development and the canal corridor by establishing appropriate design principles both for new development on the canal banks and on the water.

The canal corridor also provides a very important landscape feature both from the natural heritage and historic environment perspective. The approach to development and management of the canal therefore has to strike a balance between the care of historic built environment features with living skin of wildlife habitats and species.

KEY OPPORTUNITIES

- Offering opportunities for large and small scale development ranging from new businesses and offices to small scale community housing and job opportunities at a number of development sites along the canal.
- Improving and developing appropriate canal-side facilities for boaters and non boaters including toilets, seating, signage, and lighting.
- Creating new waterspace and moorings where appropriate in order to establish a strong waterway community including residential moorings where residential amenity can be achieved and the existing local amenity and the environment will not be compromised.
- Securing the future maintenance of the canal and canalside environment by securing support for the canal corridor from canalside developments

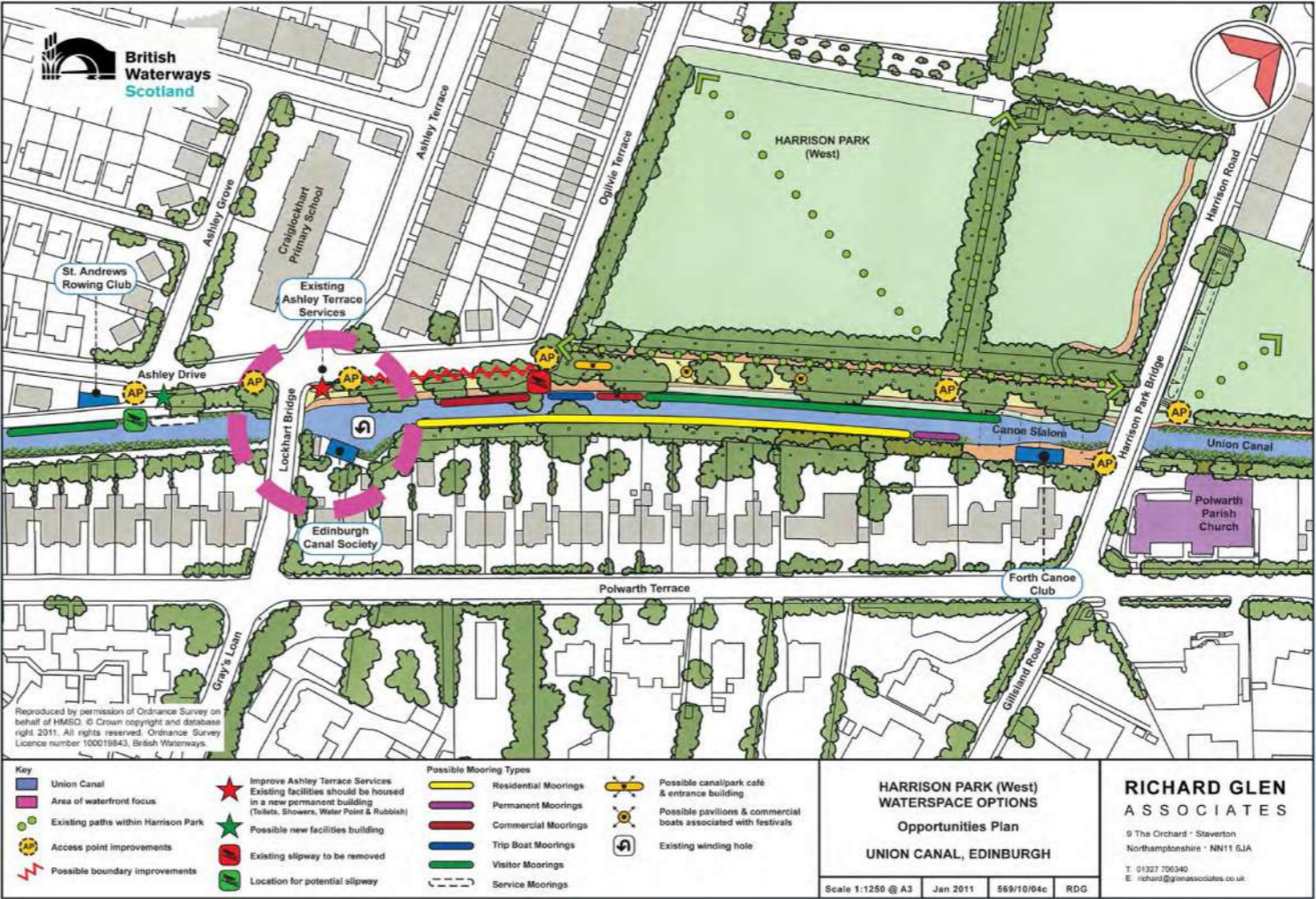


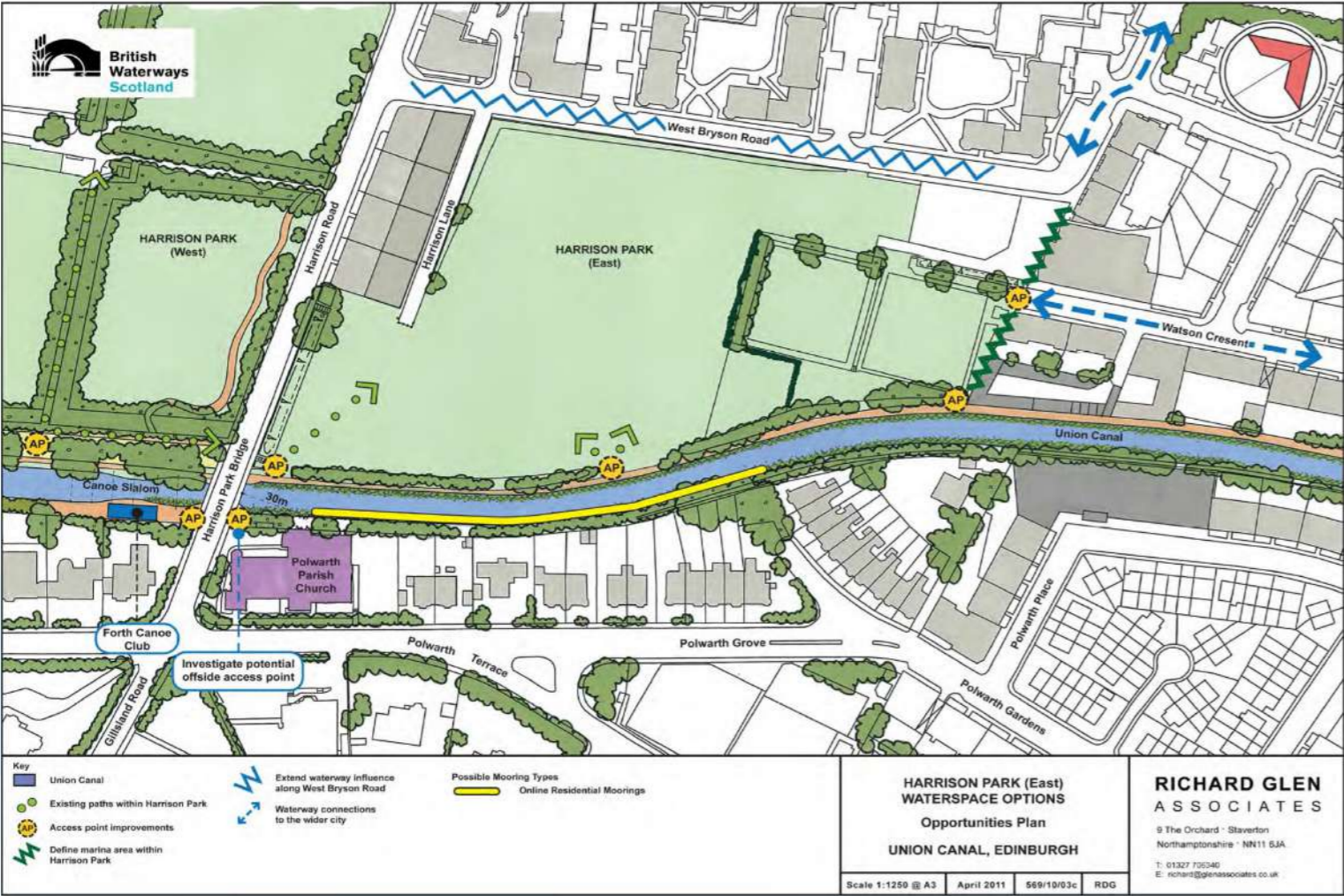
Harrison Park

Harrison Park is a relaxed green waterside space for people. To optimise the potential it is important to establish a waterway neighbourhood beside the park. This should include visitor and residential moorings, activities linking the park and support for a café and other commercial moorings.

However, it is important to protect what currently makes Harrison Park the place it is, and any development long the canal must ensure that it respects character of the park and respect existing neighbourhood amenity. Any change to the canal side at Harrison Park should be limited to access improvements or minor alterations to cater for canal uses.

It is recognised that the existing facilities block for visiting canal boats at Harrison Park is of poor quality and needs upgrading. The Strategy has identified an alternative location for this block, including the creation of a service mooring. Service blocks are provided by British Waterways Scotland as part of the operational management of the canal.





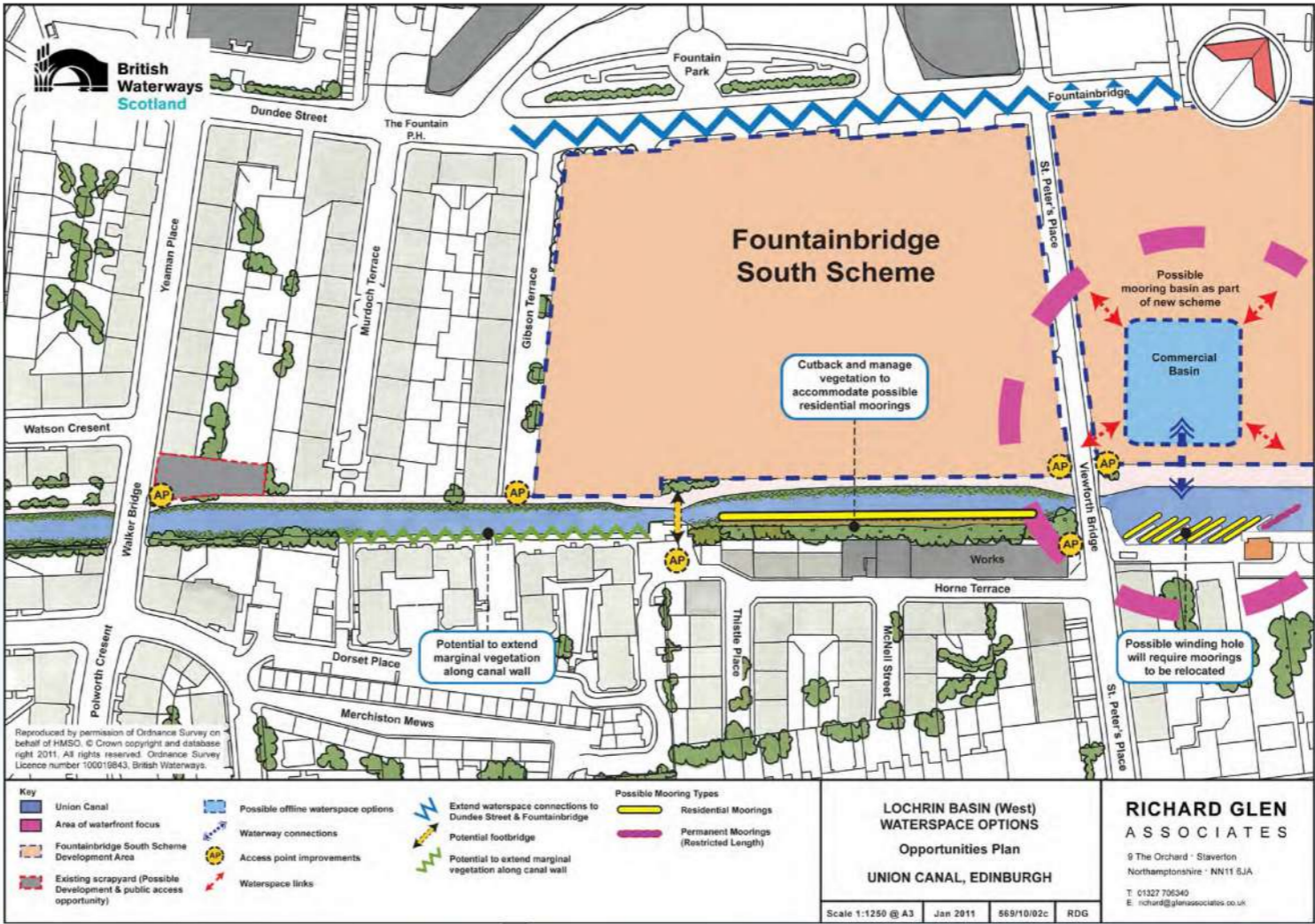
PROJECTS

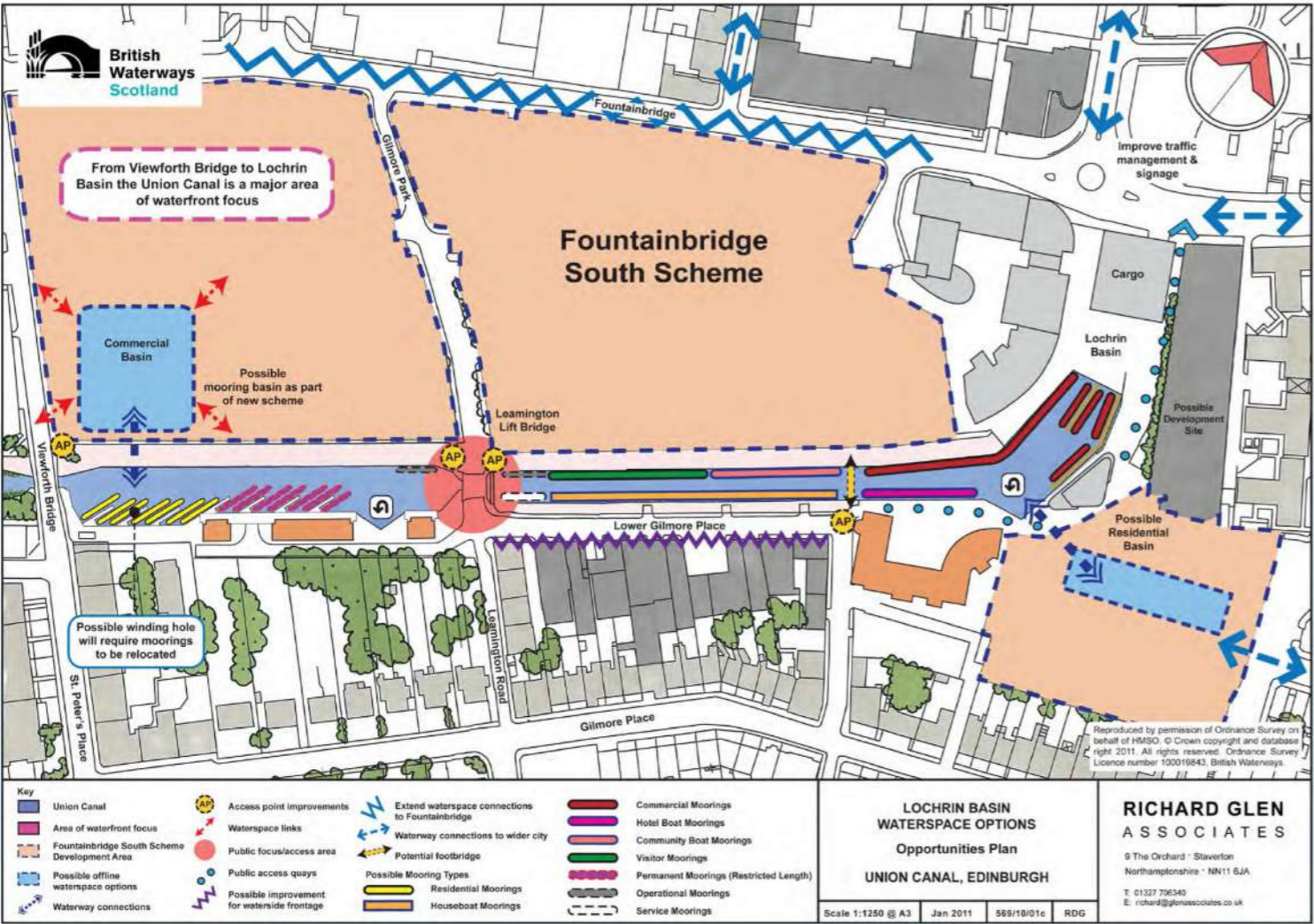
- Improving the integration of canal with the park
- Creation of new residential and visitor moorings
- Introduction of caf  s/commercial enterprises on canal
- Improvement in the quality of access to the tow path from bridges at Ogilvie Terrace and Harrison Road
- Improvement to the existing slip way and parking provision for this
- An upgraded service block for canal boat users.

Lochrin Basin

The Edinburgh Canal Quarter identifies the Edinburgh end of the Union canal and stretches from Harrison Park in the west to Edinburgh Quay at Lochrin Basin. This quarter includes the range of existing and new uses and developments coming forward at Fountainbridge, linked by new water space, and high quality public realm, in a linear route to the City Centre.

Lochrin Basin needs to generate adequate waterway traffic to animate the waterspace. High quality visitor moorings should be complimented by commercial and residential moorings to create a vibrant sustainable waterway neighbourhood throughout the year. Additionally, for the hub to be successful, the existing commercial premises at Edinburgh Quay need to be brought into use, however, over time with the development of the Fountainbridge Brewery Site providing the critical mass that is required.





PROJECTS

- The creation of a waterway destination at the terminus of the Union Canal;
- The creation of a visual/ physical link between Lochrin Place and the canal;
- Improving the balance of uses both on and off water, to increase and sustain appropriate activity;
- The creation of residential moorings;
- New links between urban area and tow path particularly at Dorset Place, New Freer Street and Walker Bridge
- Treatment of wall to rear of tenements on Watson Crescent/ or reuse of wall through art installations.
- Encourage a boat hire base,
- Improve links to existing cycle networks,
- Formalizing of canal access to Ogilvie Terrace