

# Rosyth Waterfront Development Framework



Approved - December 2017

# Rosyth Waterfront Development framework

## 1.0 Introduction

### 1.1 Role of this development framework

Scottish Ministers asked that the following text was added to the Fife Local Development Plan prior to adoption:

***A Development Framework for Rosyth Waterfront will be prepared to coordinate the range of sites and uses at this strategic location.***

This document has been developed in order to discharge this requirement. The development framework sets out the wider planning considerations for the Port of Rosyth, Port Babcock Rosyth and Scarborough Muir Group's Waterfront land and provides additional guidance on the development sites identified in the area.

**The framework cannot change the land use designations set out in FIFEplan** but it does build in a degree of additional flexibility regarding the location of the mix use development proposal.

This development framework builds on and incorporates parts of earlier work carried out by Ironside Farrar (*Rosyth Waterfront Development Framework -February 2016*). The rest of this earlier document acts as a technical addendum to this framework.



## 1.2 Context

The Rosyth port and waterfront area is a nationally important, world class, economic development area focussed on advanced marine engineering, energy, port and logistics activity. The international port facilities form a gateway linking Scotland to the rest of the world - making it a valuable asset not just for the Fife economy but for the Scottish economy as a whole. This is recognised in National Planning Framework 3 which identifies the proposal for additional freight handling facilities at Rosyth as a national development.

The Port of Rosyth, Port Babcock Rosyth and Scarborough Muir Group's Waterfront land are capable of accommodating a diverse range of nationally significant key economic sector uses such as energy, renewables, tourism, food and drink and financial or business services and is a dedicated investment zone for Fife.

The Development Framework area covers an area of 600 acres (243ha) of port and development land south of Rosyth and immediately west of the Forth Road Bridge and the Queensferry Crossing development making it a highly accessible transport, engineering, energy and logistics hub for Scotland and beyond. The land is predominantly in the ownership of Forth Ports, Babcock International Group and Scarborough Muir Group (SMG) and is currently being promoted by the three landowners; Fife Council; and Scottish Enterprise through the Gateway Rosyth Initiative.

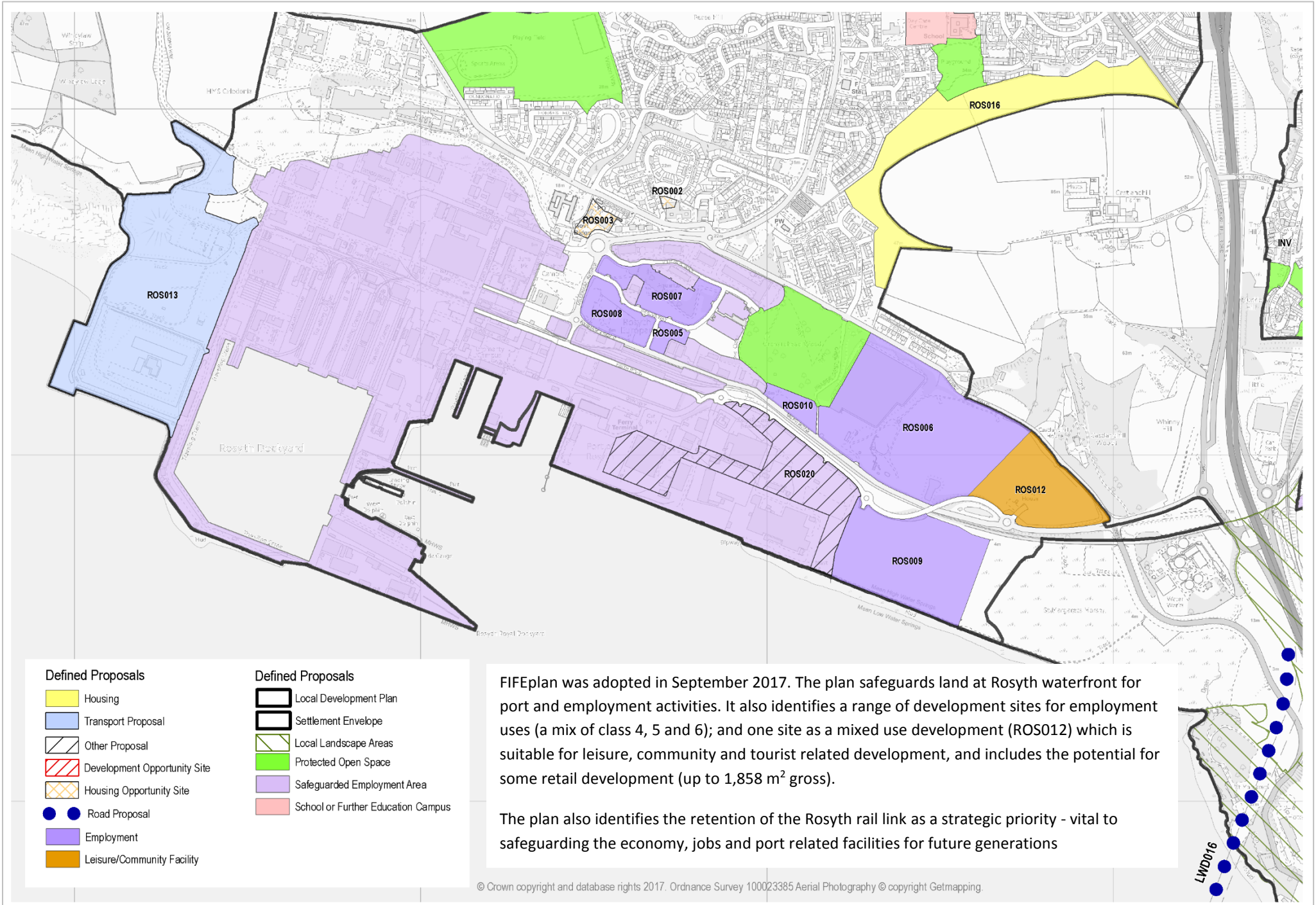
The [Fife Local Development Plan - FIFEplan](#) provides the policy context for development in the waterfront and port areas. The plan safeguards the existing employment land and port facilities and allocates a number of sites for future employment or investment opportunities. The plan also safeguards the existing rail freight line to enable the future sustainable movement of goods to or from Rosyth waterfront. This is particularly pertinent to the ongoing business of the Port of Rosyth, which is an operational port and Port Babcock Rosyth which has approval for an International Container Terminal that could be served directly by improved rail connections

## 1.3 Relevant actions from *Fife's Economic Strategy 2017-2027*:

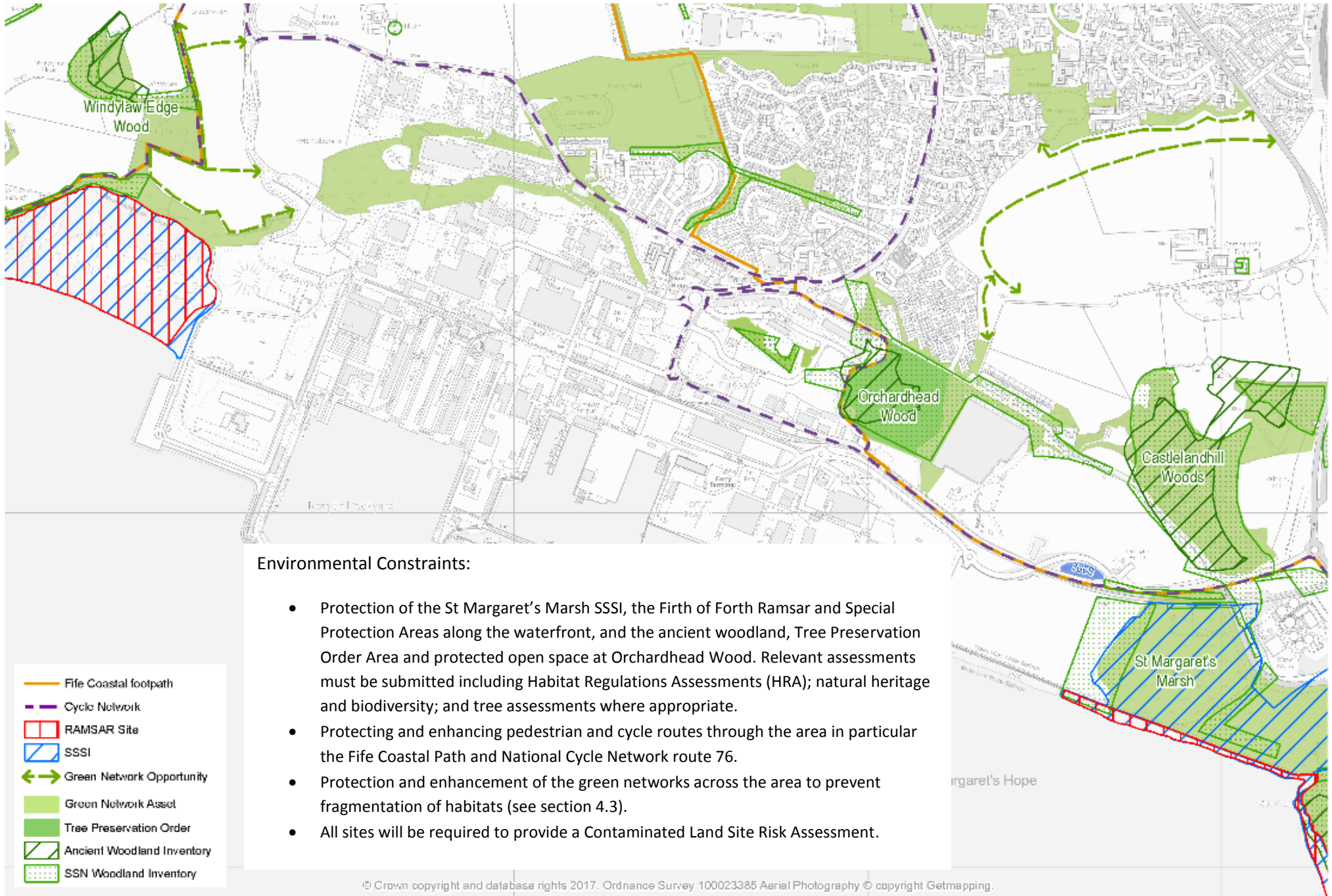
- Support the development of Rosyth and the Bridgehead area as an international container terminal, logistics hub and ferry link to Europe in order to boost Fife's connectivity to national and international markets; maximising the potential of the port access to attract investment.
- Maximise the potential of Rosyth Waterfront as a world leading marine engineering hub
- Bring areas of vacant and derelict land back into productive use.
- Build on Fife's competitive advantage in energy and renewables to encourage further international investment and innovation, and target the emerging decommissioning sector.
- Maximise the opportunities arising from the opening of the new Queensferry Crossing and future growth of Edinburgh airport
- Maximise tourism growth from new national assets such as the Forth Bridge World Heritage site



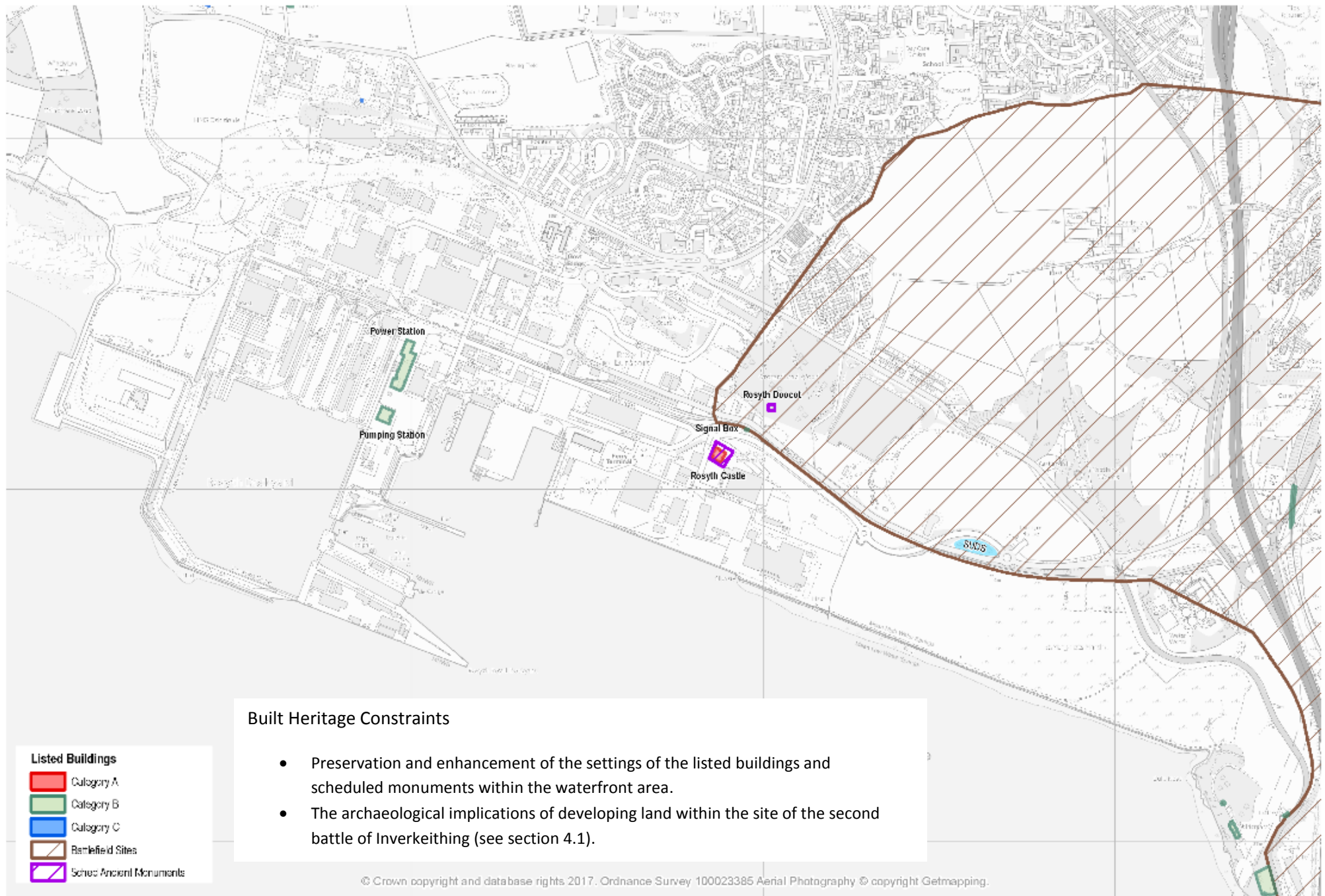
## 1.4 The Fife Local Development Plan (FIFEplan) position:



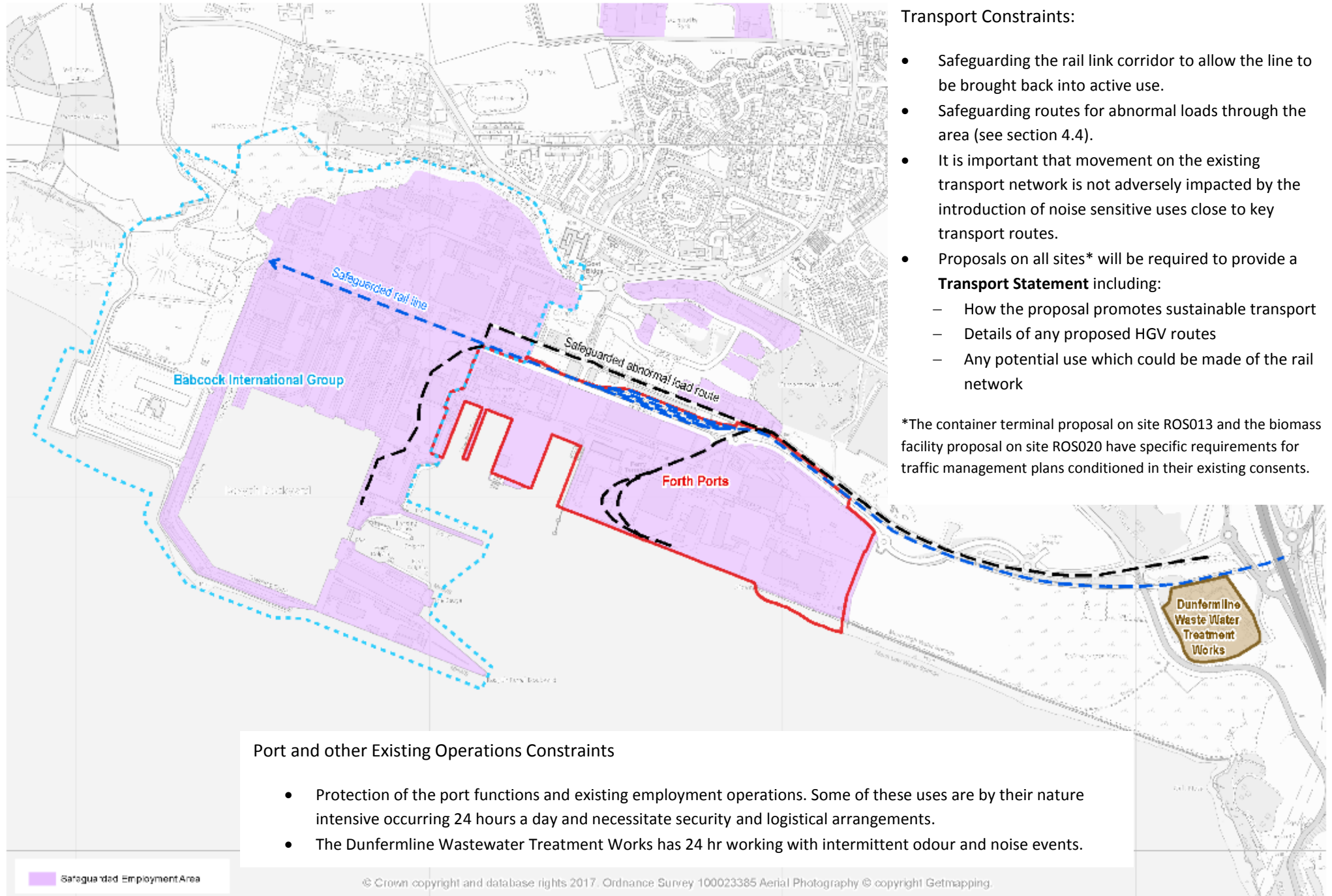
## 2.0 General planning considerations for the waterfront area: Environmental Constraints



## General planning considerations for the waterfront area: Built Heritage constraints



## General planning considerations for the waterfront area: Transport, Port and other Existing Operations constraints



### Transport Constraints:

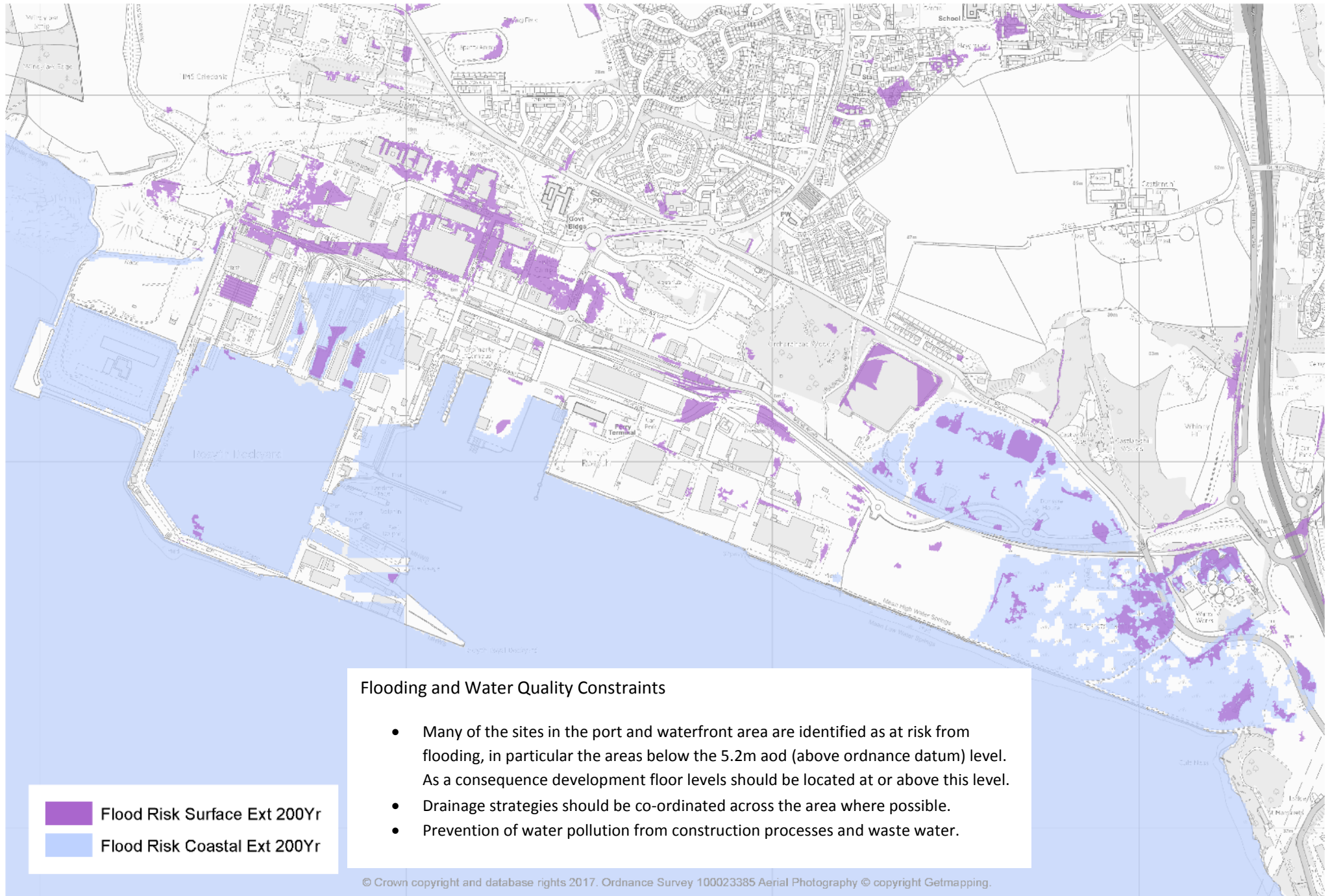
- Safeguarding the rail link corridor to allow the line to be brought back into active use.
- Safeguarding routes for abnormal loads through the area (see section 4.4).
- It is important that movement on the existing transport network is not adversely impacted by the introduction of noise sensitive uses close to key transport routes.
- Proposals on all sites\* will be required to provide a **Transport Statement** including:
  - How the proposal promotes sustainable transport
  - Details of any proposed HGV routes
  - Any potential use which could be made of the rail network

\*The container terminal proposal on site ROS013 and the biomass facility proposal on site ROS020 have specific requirements for traffic management plans conditioned in their existing consents.

### Port and other Existing Operations Constraints

- Protection of the port functions and existing employment operations. Some of these uses are by their nature intensive occurring 24 hours a day and necessitate security and logistical arrangements.
- The Dunfermline Wastewater Treatment Works has 24 hr working with intermittent odour and noise events.

## General planning considerations for the waterfront area: Flooding and Water Quality constraints

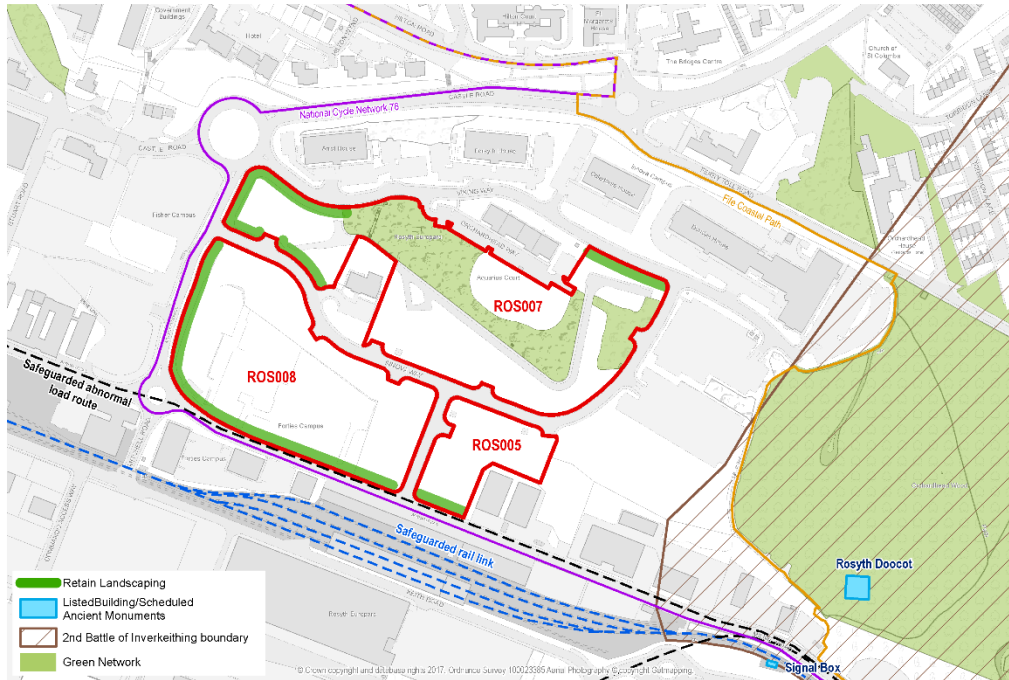




### 3.0 Development sites: Europarc sites

#### Contribution towards Fife's Economic Strategy:

- Bringing areas of vacant and derelict land back into productive use



#### ROS007: Rosyth Europarc 1

**Potential uses:** Classes 4 (business), 5 (general industrial), 6 (storage & distribution)

#### Development principles and considerations:

- Trees and woodland on the site should be incorporated into the design of the development to maintain habitat connections
- Preserve the existing landscaping features (trees, hedges, fencing) to Innova Way, Viking Way and Millennium Avenue
- Habitat Regulation Appraisal: mitigation measures
  - Proposals must comply with Local Development Plan policies 1, 3 12 and 13

Details of water discharge management are required (see section 4.2)

#### ROS008: Rosyth Europarc 2

**Potential uses:** Class 4 (business uses)

#### Development principles and considerations:

- Trees and woodland on the site should be retained where possible and incorporated into the design of the development
- Preserve the existing landscaping features (trees, hedges, fencing) to Innova Way, Barham Road and Millennium Avenue
- Habitat Regulation Appraisal - mitigation measures:
  - Proposals must comply with Local Development Plan policies 1, 3 12 and 13
  - Details of water discharge management are required (see section 4.2)
- A Flood Risk Assessment is required

Proposals must safeguard the route for abnormal loads which has been identified (see section 4.4)

#### ROS005: Rosyth Europarc 3

**Potential uses:** Class 4 (business uses)

#### Development principles and considerations:

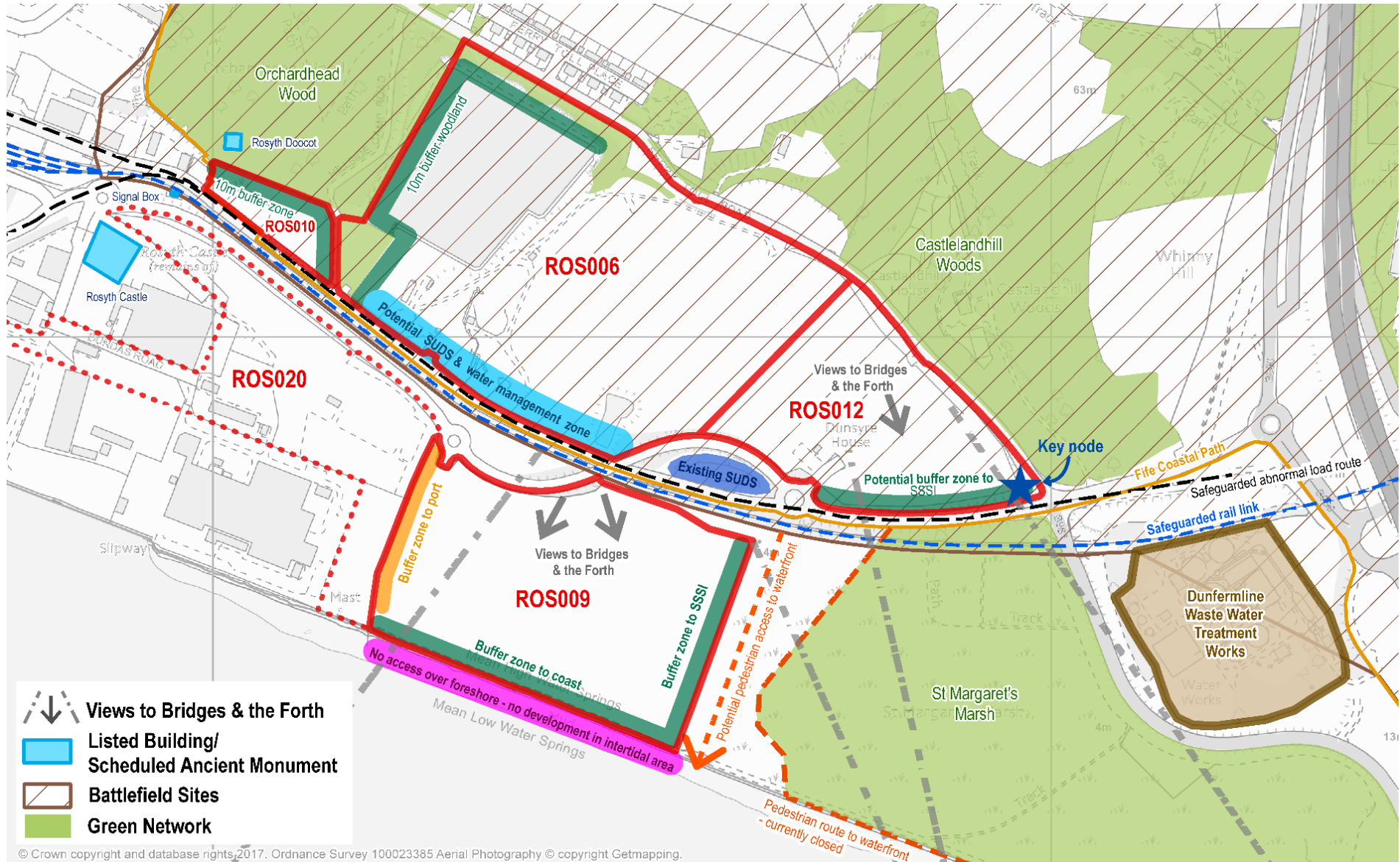
- Trees and woodland on the site should be retained where possible and incorporated into the design of the development
- Preserve the existing landscaping features (trees, hedges, fencing) to Innova Way and Barham Road
- Habitat Regulation Appraisal: mitigation measures
  - Proposals must comply with Local Development Plan policies 1, 3 12 and 13
  - Details of water discharge management are required (see section 4.2)
- A Flood Risk Assessment is required
- Proposals must safeguard the route for abnormal loads which has been identified (see section 4.4)

Please note this site is **not** within the site of the second battle of Inverkeithing

## Development sites: Waterfront sites

### Contribution towards Fife's Economic Strategy:

- Bringing areas of vacant and derelict land back into productive use
- Maximise the potential of Rosyth Waterfront as a world leading marine engineering hub
- Maximise the opportunities arising from the opening of the new Queensferry Crossing and future growth of Edinburgh airport
- Maximise tourism growth from new national assets such as the Forth Bridge World Heritage site



## ROS006: Rosyth Waterfront 1

**Potential uses:** Classes 4 (business), 5 (general industrial), 6 (storage & distribution)

### Development principles and considerations:

- Trees and woodland on the site should be incorporated into the design of the development to maintain habitat connections
- A 10m buffer area is required between the woodland and any development
- Habitat Regulation Appraisal: mitigation measures
  - Proposals must comply with Local Development Plan policies 1, 3 12 and 13
  - Details of water discharge management are required (see section 4.2)
- This land is within the site of the second battle of Inverkeithing (see section 4.1)
- A Flood Risk Assessment is required
- SuDs solutions for this site should be co-ordinated along with proposals for sites ROS009, ROS010 and ROS012 – the opportunity for the SuDs to enhance biodiversity and create an attractive landscape setting should be investigated (see section 4.3).
- Proposals must safeguard the route for abnormal loads which has been identified (see section 4.4)

## ROS009: Rosyth Waterfront 2

**Potential uses:** Classes 4 (business), 5 (general industrial), 6 (storage & distribution)

### Development principles and considerations:

- Habitat Regulation Appraisal – further HRA and appropriate assessment work will be required
- HRA mitigation measures identified:
  - Proposals must comply with Local Development Plan policies 1, 3 12 and 13
  - Details of water discharge management are required (see section 4.2)
  - Development and works must not take place in the intertidal area. Access must not be taken over the foreshore;
  - As a precautionary measure all works on/along the sea wall will be restricted to avoid the winter period (September – March) when SPA birds will use the intertidal area;
  - Detailed proposals including Planning Permission in Principle must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans or projects.
- Development sites on the waterfront should be set back providing an undisturbed buffer along the coastal edge to reduce disturbance to the intertidal area and provide opportunities for wildlife e.g. roosting sites. The width of this buffer will depend on what is proposed for the site and the use/activity level proposed along the waterfront and will be assessed on a case by case basis.

- Development should be separated from St Margaret's Marsh by an appropriate buffer distance. The width of this buffer will depend on what is proposed for the site and will be assessed on a case by case basis.
- A Flood Risk Assessment and comprehensive drainage strategy is required. Any proposed non employment uses in this respect will necessitate 2 levels of surface water treatment to occur and industrial uses 3 levels of surface water treatment.
- SuDs solutions for this site should be co-ordinated along with proposals for sites ROS006, ROS010 and ROS012
- Provide an appropriate buffer along the boundary to the port
- This site has a single access point from Milne Road
- Detailed assessments of ground conditions present on or below ground will be required - incorporating as a minimum a barrier (to an agreed width or material) to address potential adverse impacts from adjoining land uses, separating new land uses from the existing and proposed industrial uses. Contaminated land site risk assessment and mitigation measures are necessary as are building foundation solutions which do not create new source-pathway-receptor linkages for contamination.
- This site is in close proximity to wastewater treatment works which are known to operate over a 24 hour period with intermittent noise and odour events.
- In the event that noise sensitive uses are introduced on this site the Council will require noise attenuation mitigation including physical barriers or screening to an agreed location and extent. A noise report assessing emission levels and attenuation at boundaries of proposed mixed uses will be required in agreeing these measures; the results of which will be particularly important to avoid the possibility of detrimental amenity impacts.
- This site is located some distance from the existing settlement core and as such any proposals for new mixed use development blocks are constrained by not easily relating to existing services or the desirable form of growth for the settlement. The site is open in aspect and visually prominent particularly from the South therefore a Landscape and Visual Impact Assessment will be necessary as will detailed evaluation against placemaking principles set out in the Fife Development Plan, specifically Making Fifes Places' Supplementary Guidance.
- If part of the site is to be development for mixed uses a Transport Assessment will need to be undertaken. The Transport Assessment should assess person trips (not those simply car borne) and must consider the likely mix of pedestrian and cyclist movement with existing or future industrial and employment traffic. Proposed mixed use development will also require car parking provision and vehicle movement patterns to be assessed.

### ROS010: Rosyth Waterfront 3

**Potential uses:** Classes 5 (general industrial), 6 (storage & distribution)

**Development principles and considerations:**

- Demonstrate that the integrity of the settings of the scheduled monuments Rosyth Castle and Rosyth Doocot are preserved or enhanced
- A 10m buffer area is required between the woodland and any development
- Habitat Regulation Appraisal - mitigation measures
  - Proposals must comply with Local Development Plan policies 1, 3 12 and 13
  - Details of water discharge management are required (see section 4.2)
- SuDs solutions for this site should be co-ordinated along with proposals for sites ROS006, ROS09 and ROS012 – the opportunity for the SuDs to enhance biodiversity and create an attractive landscape setting should be investigated (see section 4.3).
- This land is within the site of the second battle of Inverkeithing (see section 4.1)
- Proposals must safeguard the route for abnormal loads which has been identified (see section 4.4)

### ROS012: Rosyth Waterfront 4

This site offers the opportunity to develop a **Gateway to Scotland** and other tourist and community related developments

**Potential uses:** Leisure/Community/Tourist related development. Any retail development is to be tourist related and limited to no more than 1,858 m<sup>2</sup> gross floorspace

**Development principles and considerations:**

- Habitat Regulation Appraisal: mitigation measures
  - Proposals must comply with Local Development Plan policies 1, 3 12 and 13
  - Details of water discharge management are required (see section 4.2)
- Development should be separated from St Margaret's Marsh by an appropriate buffer distance. The width of this buffer will depend on what is proposed for the site and will be assessed on a case by case basis.
- A Flood Risk Assessment is required
- SuDs solutions for this site should be co-ordinated along with proposals for sites ROS006, ROS009 and ROS010 – the opportunity for the SuDs to enhance biodiversity and create an attractive landscape setting should be investigated (see section 4.3).
- The far eastern corner of the site forms an important gateway point as the waterfront area is approached from the east – this key node must be designed to be distinctive and attractive through the use of a distinctive built form, landscaping and public art
- This land is within the site of the second battle of Inverkeithing (see section 4.1)
- Proposals must safeguard the route for abnormal loads which has been identified (see section 4.4)

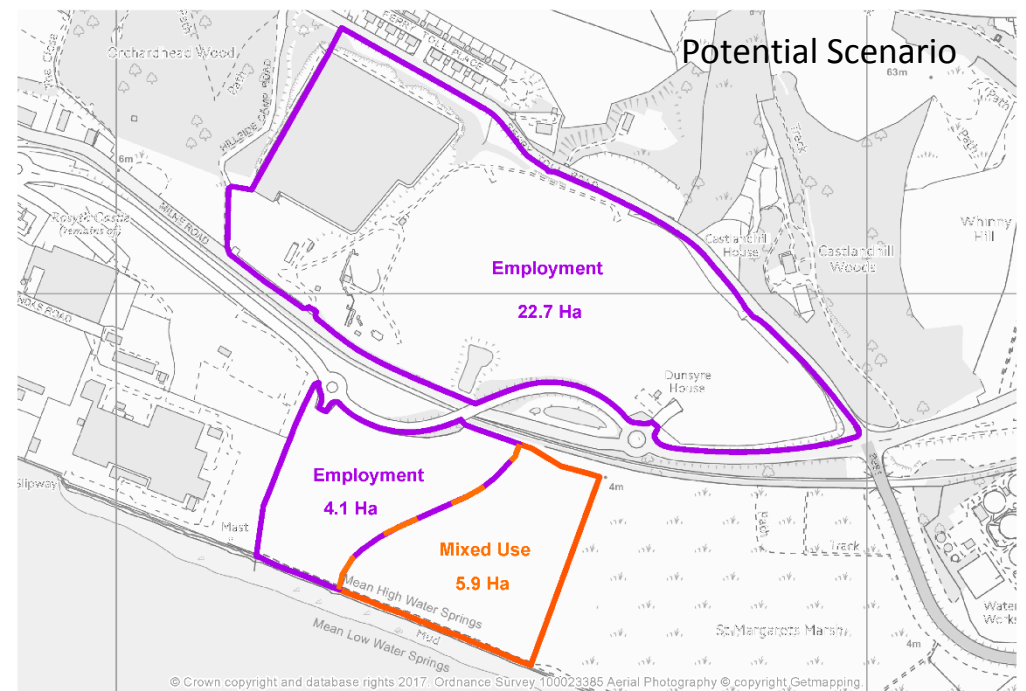
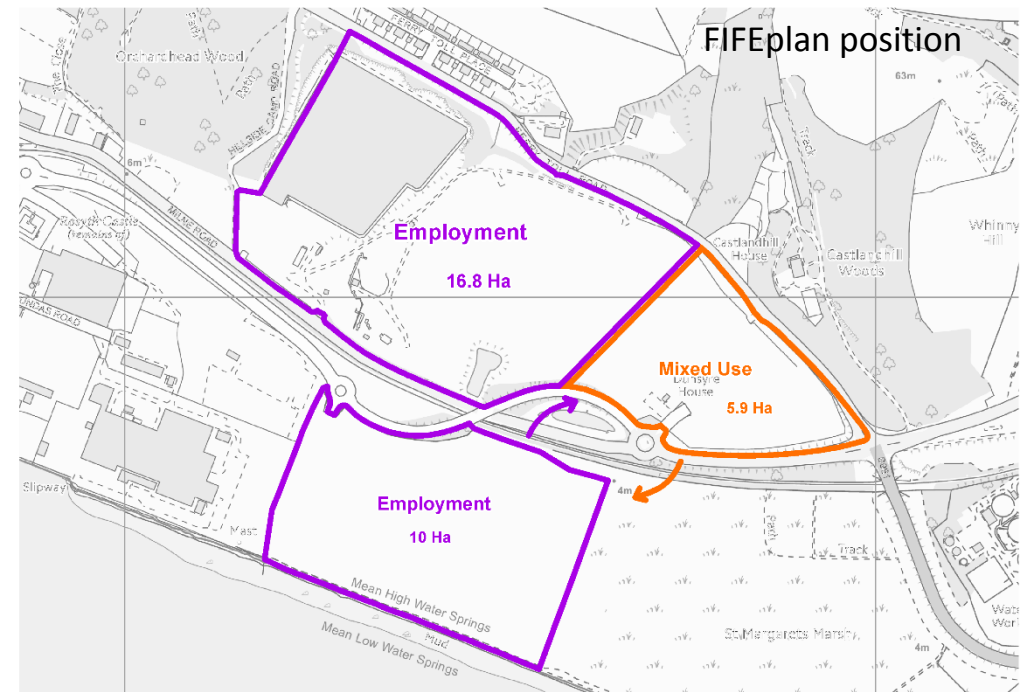
## Mixed Use Area - flexibility

In FIFEplan site ROS012 is shown as being an appropriate location for a mixed use development of 5.9Ha. However it is recognised that the mixed use area may be better located in an alternative area such as the waterfront, which would allow the mixed use element to be combined with public access to the waterfront. Submissions made to the proposed FIFEplan made it clear that there is a community aspiration for public access to be provided to the waterfront, so that it becomes *an area the people of Rosyth can visit and enjoy*.

There is therefore a degree of flexibility over the location of the 5.9ha of Leisure/Community/Tourist related development within the Rosyth Waterfront area (sites ROS006, 009 (eastern side only) and 012) **whilst ensuring that and existing and proposed port functions and employment operations are protected and are not compromised**. Any mixed use development must comply with the uses set out in proposal ROS012.

The diagram opposite demonstrates how the flexibility regarding the location of the mixed use development might be put into practice.

Any masterplan or development proposals should carefully consider the safeguarded and proposed employment designations when justifying the location of mixed land uses within the waterfront area and allow for public access to the waterfront area.



## Development sites: Other sites

### ROS013: Rosyth International Container Terminal

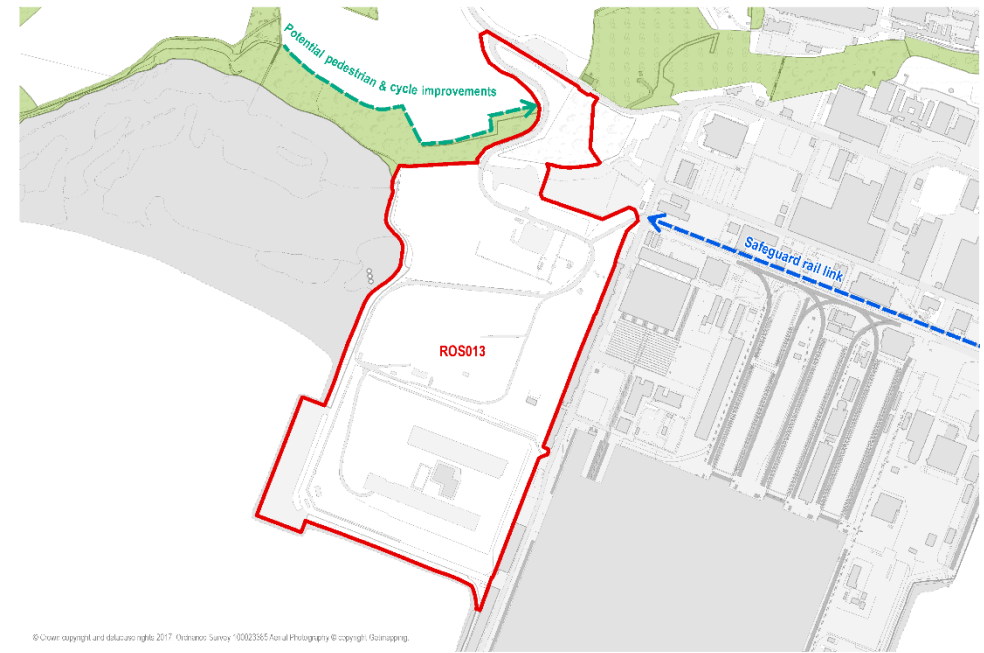
#### Contribution towards Fife's Economic Strategy:

- Bringing areas of vacant and derelict land back into productive use
- Support the development of Rosyth and the Bridgehead area as an international container terminal, logistics hub and ferry link to Europe in order to boost Fife's connectivity to national and international markets; maximising the potential of the port access to attract investment.

**Potential uses:** A port container terminal providing additional freight capacity on the Forth consistent with National Planning Framework 3 (NPF3).

#### Development principles and considerations:

- The Rosyth rail link should be safeguarded to serve the container terminal.
- A flood risk assessment is required prior to development on this site
- Protect and enhance the green network to the north of the site – investigate the potential to provide pedestrian and cycle access through this area
- Proposed development and ancillary works must be in accordance with the [Rosyth International Container Terminal \(Harbour Revision\) Order 2013](#). Subsection 5(1) of that Order being the primary reference point for permissible development or works. The 2013 Harbour Revision Order requires a number of measures to be carried out including the following:
  - A *Construction and Environment Management Plan* (to include a Traffic Management Plan) to be approved by Scottish Ministers
  - A *Contaminated Land Management Plan* to be approved by Fife Council and Scottish Environment Protection Agency
  - A *Noise Management Plan* to be approved by Fife Council



## ROS020: Rosyth Renewable Energy Plant

### Contribution towards overall objectives:

- Bringing areas of vacant and derelict land back into productive use

**Potential uses:** this site is within an established employment area, it currently has planning permission for a biomass facility but other employment uses could be considered should the biomass facility not proceed

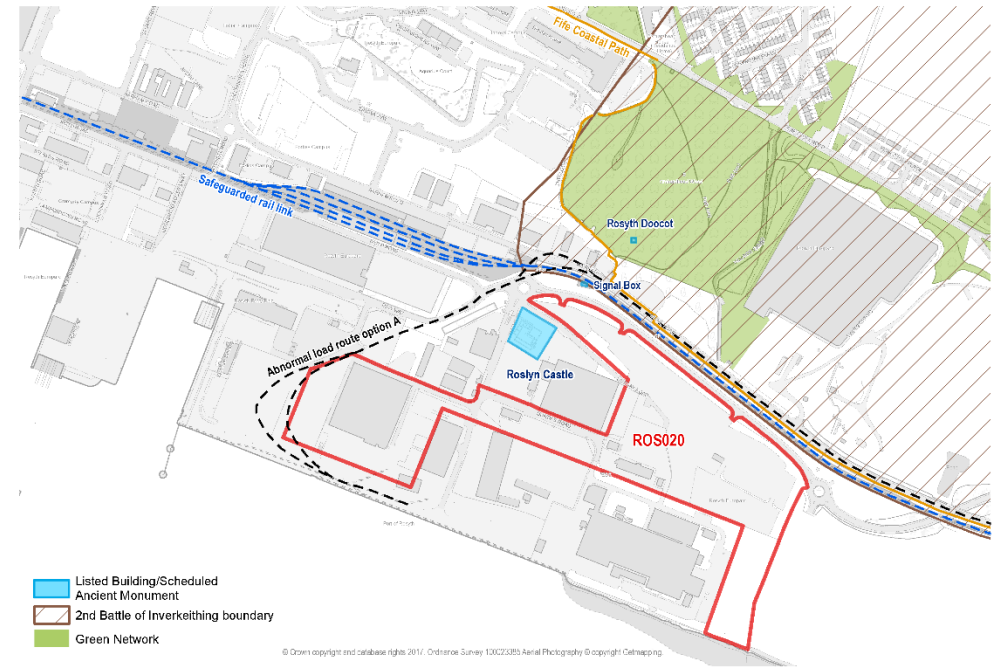
### Development principles and considerations:

For the biomass facility:

- Reflect the conditions set out in the [consent notice](#)

For alternative proposals:

- Demonstrate that the integrity of the settings of the scheduled monuments Rosyth Castle and Rosyth Doocot and the B listed Rosyth Dockyard signal box are preserved or enhanced
- A flood risk assessment is required prior to development on this site
- A SuDs strategy needs to be developed for the site, if possible this should be a co-ordinated SuDs strategy along with sites ROS006, ROS09, ROS010 and ROS012.
- Proposals must safeguard the route for abnormal loads which has been identified (see section 4.4)
- Safeguard the rail link route
- Be compatible with the surrounding employment uses



## 4.0 Additional Guidance

### 4.1 Guidance for development within the site of the Second Battle of Inverkeithing

Proposals need to consider the archaeological implications of development on previously undisturbed areas of the battlefield site. This should include strategies to mitigate the impact of development on both buried archaeological deposits connected with the battle, and strategies to mitigate the impact on those landscapes, such as the Ferryhills, which have been little altered since the battle. It should also be noted that very few of the c.1,600 killed at the battle have been recovered and that the wider area around Pitreavie still has the potential to contain significant numbers of burials connected with the battle.

#### Other sources of information:

[Historic Environment Scotland's statement about the cultural significance of the second battle of Inverkeithing.](#)

[Historic Environment Scotland - Managing Change in the Historic Environment: Historic Battlefields](#)

## 4.2 Guidance for waste water discharge management

The Habitat Regulations Assessment (HRA) carried out for FIFEplan identified that some of the development sites had a potential impact on water quality from construction operations and waste water discharges. Construction operations may result in an increased risk of pollution events and the additional development will require waste water discharge management.

The HRA proposed that this would be controlled by:

Compliance with SEPA requirements, guidelines and relevant best practise guidance will control the risk of pollution events. Any discharges to the environment from private systems will need authorisation by SEPA under the Water Environment (Controlled Activities) (Scotland) Regulations 2011.

For permission to be granted and in order to ensure no adverse effects on the Firth of Forth SPA, the proposal must comply with Local Development Plan Policies 1, 3, 12 and 13 and provide details of water discharge management. If upgrades to the present waste water treatment works are needed this will be required before development can commence.





## 4.3 Green Networks

There is an existing green network which runs through the whole port and waterfront area linking Windylaw Edge woodland to habitat in the HMS Caledonia/HM Naval Base to Orchardhead Wood to Castleandhill Woods to St Margaret's Marsh SSSI to Cult Ness.

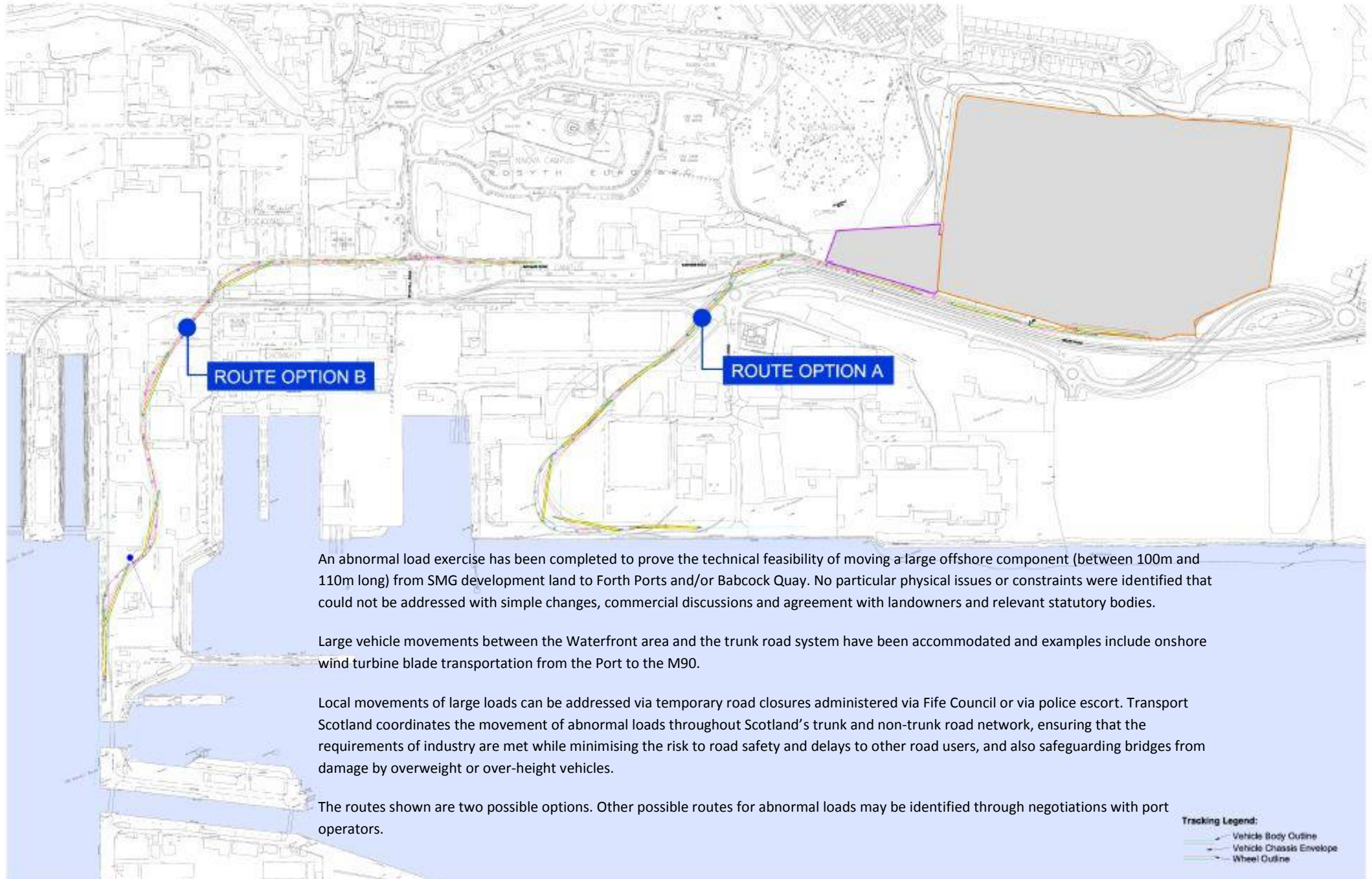
This green network provides habitat for wildlife, flooding and drainage mitigation and forms the landscape setting for the area. It is important that any development which affects the green network ensures that habitat links are retained to prevent fragmentation.

There is an opportunity to enhance the green network through landscaping works for new development. The SuDs and water management measures required to serve the waterfront area in particular have the potential to become an attractive landscape asset to give the sites to the east of Orchardhead wood an attractive and distinctive frontage along Milne Road.

The green network areas highlighted by the red ellipses on the plan below are considered to be the most at risk from future development pressures



## 4.4 Potential Routes for abnormal loads



## 5.0 Conclusions

Rosyth Waterfront is a strategic port asset and cluster for specialist advanced engineering, port related, employment, manufacturing and key sector growth companies.

The Development Framework anticipates significant growth opportunities to further develop the assets of the area into an international cluster of high value port, logistics, manufacturing, energy and marine engineering businesses.

The scale of land availability within the framework area presents opportunities for a range of employment related uses including those seeking large development footprint areas allied to port facilities and with marine access facilities. There are no other locations in Fife that can match the scale of land available for such uses with accessibility across marine road and rail modes.

The Development Framework for Rosyth recognises the important economic infrastructure of the Rosyth Site including its strategic location and synergies with proximal sites (Inverkeithing / Burntisland / Grangemouth / Energy Park Fife / Houndpoint / Port of Leith) and the ability of the landowners and stakeholders to drive further investment and value from the site.

Rosyth Waterfront is a strategic site and business location that is still underutilised in terms of land and infrastructure assets. There is also potential for an element of mixed use development at ROS 0012 or ROS009 which would be complementary to the existing employment allocation.

The site has the capacity and the supporting physical, people and corporate assets to capture further growth including opportunity to capture foreign and direct investment (FDI) associated with:

- Development of port and port related assets; quays and specialised port infrastructure
- Development of land assets linked to port / infrastructure access
- Development in key growth sectors associated with marine engineering, energy & manufacturing sectors
- Development that retains and extends employment opportunity
- Potential to promote the proposals through the Edinburgh & South East Scotland City Region Deal

The strategic location of the area relative to the national trunk road network, marine access, rail potential makes the area attractive to a wide and diverse range of users and the

support services and supports sustainable growth as defined within Scottish Planning Policy (SPP).

Rosyth is complementary to other Fife and Forth facilities and significant opportunity exists to build upon this strategic location. The site has a legacy of infrastructure investment that offers world class connectivity, physical and business infrastructure and skill sets together with large footprint development land areas to develop further industrial and manufacturing activity and support and create employment.

Scottish Enterprise (SE) as the national economic development agency supports the production of the Development Framework and proposed allocation of the Port of Rosyth, Port Babcock and Scarborough Muir Group's Waterfront land as an important location for strategic employment and development location. Energy sector opportunities which align with the recognition of the Port as a nationally significant development in NPF3 (paragraph 6.7, page 66) and as an important strategic location in SESplan (page 8) for freight and other port related activities are supported by SE. Key sector growth is envisaged in the areas of marine engineering, energy and advanced manufacturing and associated supply chain.

## 5.1 Next Steps

The Development Framework reflects a commitment from Fife Council, Scottish Enterprise (SE) and landowners to working towards a cohesive strategy for the Rosyth Waterfront. Proposals will continue to be advanced in a collaborative way by the key parties and Inward Investors reflecting the principles in this Development Framework and aligning with planning status and technical considerations.