

APPROVED FOUNTAINBRIDGE DEVELOPMENT BRIEF

1.0 Introduction

- 1.1 The Fountainbridge area has undergone considerable change in recent years, in terms of both land use and urban form. With the announcement that Scottish and Newcastle intend to close Fountain Brewery **by mid 2005**, the area will continue to be the subject of development pressure. The area occupies a strategically important location to the west of the city centre, close to the Exchange and Haymarket and incorporating the Union Canal. It is also a very significant area in terms of its relationship to surrounding communities. In recognition of the importance of the area and the scale of redevelopment envisaged, the Council decided to prepare a development brief for Fountainbridge.
- 1.2 The purpose of the development brief is to establish a comprehensive townscape and infrastructure framework for the Fountainbridge area. It sets out the main planning and design principles on which development in the area will be based, and seeks to maximise the benefits of regeneration for local communities and the City as a whole. The opportunity exists to create a quality urban environment, exploiting and enhancing its distinctive canal side location and establishing important linkages through the site and beyond. A key objective will be to re-establish a community in Fountainbridge by creating an environment where people can enjoy living, working and relaxing.

2.0 Description of the Area

- 2.1 The area included in the development brief covers 32.5 hectares and encompasses a wide range of uses. (Figures 1 and 2) The existing townscape is dominated by brewery buildings and structures, all of which are likely to be redundant **by mid 2005**. Adjacent to Lochrin basin, which is the modern day terminus of the Union Canal, new office and residential developments are currently under construction (Figure 3). Existing residential properties in the Grove Street area and around Gilmore Place/Lochrin Place are located adjacent to some of the key redevelopment opportunity sites. Other existing uses provide a mix of predominantly commercial, leisure and industrial premises, some of which are underused or vacant.
- 2.2 The area is well served by three main east-west transport routes. The West Approach Road and Dundee Street/Fountainbridge both carry high volumes of vehicular traffic into and through the area. The Union canal provides an important pedestrian and cycle link through the area, with the potential for greater use by boats as part of the Millennium Link. North-south links are much less well defined (Figure 4).

3.0 Policy Context

- 3.1 The development plan covering the Fountainbridge area is the Central Edinburgh Local Plan (adopted May 1997) **and the Edinburgh and the Lothians Structure Plan 2015 (approved June 2004)**. The Council has started work on the preparation of a new Edinburgh City Local Plan. **Once approved, the development brief will be used as supplementary planning guidance and will be a material consideration in the determination of planning applications in the Fountainbridge area.**
- 3.2 In terms of the adopted Local Plan, the majority of the site falls within an “existing industrial area” designation. In general, business and industrial development, including office and storage/distribution uses, are supported and uses incompatible with this designation will not be allowed. The area around Lochrin Basin lies within a “mixed activities zone” and is promoted as a major opportunity site with preferred uses identified as housing, commercial, leisure and small scale business.
- 3.3 The Union Canal is recognised as a valuable asset and proposals are therefore required to protect and, where possible, enhance its archaeological, wildlife, recreational and amenity interest. The Local Plan identifies two cycle routes in this area as part of the Council’s aim to achieve a comprehensive cycle network. The Local Plan also sets out broad objectives for the quality of new development covering such matters as design, landscaping, accessibility, building heights and materials.
- 3.4 **The approved Structure Plan supports office development in the strategic business centre of Edinburgh City Centre, the boundaries of which will require to be defined in the new Edinburgh City Local Plan. Office development should be high density while ensuring conservation and townscape requirements are met and the amenity of residential areas respected. The Structure Plan indicates that sites for a minimum of 1100 houses in the Edinburgh Urban Area are needed to meet strategic housing land requirements in the period to 2015.**
- 3.5 More detailed planning guidance is provided in the Council’s non-statutory Development Quality Guidelines. The following guidelines are of particular relevance to this site:
- Affordable Housing.
 - Biodiversity.
 - Community Safety.
 - Daylighting, Sunlight and Privacy.

- Developer Contributions for Investment in Schools.
- Development Affecting Setting of Listed Buildings.
- High Buildings and Roofscape.
- ***Open Space and Ancillary Facilities for New Housing Developments.***
- Quality of Landscaping in Developments.
- Site Planning for Sustainable Development.

3.6 Recent national planning policy has set a new emphasis on raising the design quality of new development. The Council's Edinburgh Standards for Urban Design reinforce this emphasis at the local level. Planning applications for the development of sites should be accompanied by a design statement prepared in accordance with Planning Advice Note 68 Design Statements.

3.7 In 2002, the Scottish Executive published a paper entitled "Scotland's Canals : an asset for the future" which seeks to raise awareness of the canal network and encourage debate on its regeneration, sustainable development and leisure potential. In addition, British Waterways has produced a Waterspace Strategy for the Union Canal.

3.8 There are a number of ongoing transport initiatives which may have implications for proposals in the Fountainbridge area. These include the West Edinburgh Bus Strategy (WEBS), tram proposals and the proposed extension of the Controlled Parking Zone. Reference should be made to "Movement and Development", the Council's traffic and transport design guideline and "Capitalising on Access – An Access Strategy for the City of Edinburgh", which provides a framework for developing opportunities for walking, cycling and horseriding in Edinburgh.

4.0 Environment and Infrastructure Considerations

Architectural Interest

4.1 The statutorily listed buildings in the development brief area are (Figure 8):

- 158-164 Fountainbridge and 90-92 Grove Street – 3 storey tenement with bell-cast mansard attic, Frederick T. Pilkington, 1864. Listed Category A.

- 70-76 Grove Street – 4 storey tenement, Frederick T. Pilkington, 1864, Listed Category C(S).
- Gilmore Park and Fountainbridge, Former North British Rubber Company Limited, 1894, 2 storey and basement, 16 bay painted brick. Listed Category C(S).
- 8 –24 Gilmore Place – early 19th century terrace of 2 storey with attic, 3 bay houses. Listed Category B.
- 26 –28 Gilmore Place – pair of mid 19th century 2 storey with attic, 3 bay houses. Listed Category B.
- 44 and 46 Gilmore Place two early 19th century houses Listed Category C(S).
- 48 Gilmore Place and 3 Lower Gilmore Place – early 19th century 2 storey 2 bay house with later alterations (now divided).

4.2 Proposals should take full account of the special architectural or historic interest of these buildings and how this may be protected. They should give consideration to how an appropriate setting can be retained or created.

Archaeological Interest

4.3 The Union Canal is a Scheduled Ancient Monument. Scheduled Ancient Monument Consent is required from Historic Scotland for works affecting the canal ***including new crossings, towpath improvements and the creation of additional waterspace. With towpath improvements and bridge construction, there will have to be archaeological mitigation procedures before and during works.***

4.4 ***It is believed that the in-filled remains of the original Lochrin Basin are located at 10–12 West Tollcross (Arnold Clark site). In addition, Fountainbridge has been an important area for industry and in particular brewing since at least the 18th century. Other sites of archaeological interest include the land and buildings of Fountain Brewery and land at 20-22 Lochrin Place. Development proposals affecting sites of archaeological interest should seek to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.***

- 4.5 There is an opportunity for proposals to reflect the industrial heritage of the area – for example through reuse of the brewery war memorial, the brewery clock and murals. The history of the canal itself provides the opportunity for proposals to incorporate imaginative interpretation schemes which would enhance the attractiveness of the area for visitors and local residents

Contaminated Land

- 4.6 Past and existing industrial land uses in the area are potential sources of land contamination. Prior to development taking place in the area an intrusive site investigation and risk assessment will be required to be undertaken in accordance with guidance contained in Planning Advice Note 33 : Development of Contaminated Land, BS 10175:2001 Investigation of Potentially Contaminated Sites, and other current best practice guidance. Further information on this issue is available from the Council's Environmental Health (Air Quality/Contaminated Land) Service.

Noise

- 4.7 Until such time as Fountain Brewery closes, the noise impact associated with its operations may constrain the type and form of development on adjacent sites. Consideration may therefore have to be given to the timing and phasing of redevelopment proposals.

Water and Drainage

- 4.8 ***Scottish Water advise that extension to the existing water mains network will be required and that each property will need a separate connection to the new main. Development sites will require to be drained on a separate system.*** Proposals should include sustainable drainage systems for the attenuation and treatment of surface water and to ***reduce*** the risk of flooding, unless local conditions prevent such an approach. The appropriate SUDS specification will be dependent on detailed site conditions and should be determined ***in accordance with best practice and in consultation with the Council, SEPA and Scottish Water. Existing water mains and sewers may need to be diverted to accommodate the new urban layout proposed in the brief.***

- 4.9 Construction works associated with development proposals could have a significant impact on the canal system and SUDS features. SEPA therefore recommends that a construction method statement be prepared in accordance with best practice. Developers will be required to submit a full soil investigation to Scottish Water for assessment to ensure that material selection for pipework is suitable to the ground conditions.**

Waste and Energy

- 4.10 Proposals should make adequate provision for facilities for the separation and recycling of waste. The efficient use of resources in construction is important, and the reuse and recycling of construction materials is encouraged. Opportunities to incorporate technology relating to energy efficiency and renewable energy in the design of new buildings should be taken up wherever possible.**

Nature Conservation

- 4.11 The Union Canal is one of 12 Habitat Action Plans included in the Edinburgh Biodiversity Action Plan. The Council encourages developers to consider opportunities for habitat creation/enhancement, for example through the planting of native species. Consideration should also be given to the sympathetic and long term management of habitats.**

Education

- 4.12 The development brief area falls within the catchment areas of Orwell and Tollcross Primary Schools and James Gillespie's and Tynecastle High Schools. The denominational schools serving this area are St Cuthbert's Primary and St Augustine's Primary. The following paragraphs assess the likely impact of development on education provision in the area based on 2002 Start of Session School Rolls and the Housing Land Audit 2001.
- 4.13 Proposals to merge Orwell Primary with Dalry Primary (on the Dalry site) have recently been the subject of consultation. Depending on the final number of houses proposed and the timescale of development, Dalry Primary School may require expansion and developer contributions would be required. St Cuthbert's Roman Catholic Primary is currently operating above capacity and Tollcross Primary School is forecast to reach capacity by 2007. Depending on the scale and mix of house types and the phasing of development, developer contributions may be required towards alleviating accommodation pressures at this school.

- 4.14 In the secondary sector, there would be spare capacity at Tynecastle and St Augustine's Roman Catholic High Schools to accommodate development in this area. James Gillespies High School is currently operating at capacity and a developer contribution would be required for the part of the site which falls within this catchment area.
- 4.15 ***The Council has commenced a review of the catchment areas for Tynecastle, James Gillespies and Boroughmuir High Schools in September 2004. Reference is made in the consultation material on the schools catchment review to the possible relocation of Boroughmuir High School to a site in the Fountainbridge area.***

Transportation

- 4.16 ***The potential scale of development in Fountainbridge is such that Scottish and Newcastle commissioned consultants to undertake a traffic modelling exercise as input to the preparation of the development brief. The model was based on an initial examination of existing conditions in the area, looking at the road network, public transport services and the results of a comprehensive traffic survey. Consideration was then given to the levels of traffic likely to be generated from the amount and type of development proposed in the brief. Given that the brief sets out a flexible development framework rather than rigid land use allocations, a number of different scenarios were tested. The model concluded that, subject to the introduction of modest traffic management initiatives, the traffic impact associated with the general land use mix proposed in the brief was acceptable.***
- 4.17 ***The consultants were not able to fully test the traffic impact of the proposed vehicular link from the West Approach Road to Viewforth as part of this study. The report did however conclude that the network would operate within acceptable limits, provided that the level of additional trips did not exceed a certain level.***
- 4.18 ***This initial study identifies no traffic reasons why the proposals set out in the development brief should not be taken forward. However, development proposals will need to be supported at the planning application stage by a comprehensive transport assessment. This should assess the cumulative transport impact of proposals and give more detailed consideration to trip forecasting, mitigation measures, an area wide traffic management strategy, sustainable transport initiatives and forthcoming Council transportation schemes.***
- 4.19 Development proposals should comply with the Council's transportation policies and objectives which seek to discourage private car dependency, especially journeys to work, and encourage more sustainable alternatives, principally the use of public transport, walking and cycling. ***Walking and cycling should be encouraged through***

the provision of direct, wide and well-lit paths which, where possible, are overlooked by housing.

4.20 In order to avoid overspill parking onto neighbouring streets, proposals must make adequate provision for car parking. Car and cycle parking should be provided in accordance with the Council's parking standards. Developers are encouraged to explore the opportunities for "car-free" or "car-reduced" housing, and shared car parking arrangements, in consultation with the Head of Transport. ***Streets in housing developments with traffic levels of less than 100 vehicles per hour will require to be designed as "Home Zones". Appropriate traffic calming measures should be provided on other roads.***

4.21 ***Under the terms of the Land Reform (Scotland) Act 2003, all proposed non-vehicular routes should be made suitable for all abilities and all user groups. Where this is not achievable, routes should be as multi-use as possible and the use of tailored disabled access points is welcomed.***

5.0 Potential Uses

- 5.1 The area's enviable location adjacent to the canal and in close proximity to the city centre provides an exciting opportunity to create a new urban quarter involving mixed use development. Development proposals for the area as a whole could incorporate a wide range of uses including residential, office, business, retail, leisure, community and **tourist**/visitor facilities.
- 5.2 It is not the purpose of the development brief to establish rigid land use allocations. Rather, it seeks to set out broad land use principles providing a flexible approach within which high quality proposals can evolve. In assessing future planning applications in the Fountainbridge area, the Council will take account of the following land use considerations :-

Residential

- 5.3 In seeking to re-establish a sense of community in Fountainbridge, residential use will be a key component of the overall redevelopment proposals. In order to achieve an appropriate development mix and create an urban environment predominantly residential in character, between 50% and 60% of development land should be for residential use.
- 5.4 A mix of housing types including housing suited to family accommodation should be developed. Affordable housing will require to be provided in accordance with the Council's DQ guideline on Affordable Housing. The land in Scottish and Newcastle's ownership (Figure 11 site 1) falls within the definition of a "major site", that is expected to deliver more than 500 units. Accordingly, 25% of housing development should be affordable, of which 70% should be for social rent. On smaller sites in the development brief area, at least 15% affordable housing should be provided on all developments of more than 40 units. ***It is recommended that the type of affordable housing provided is in accordance with the Council's New Build Target Standards , ie 10% to wheelchair accessible standard and 10% to be suitable for older people. Furthermore, 25% of affordable housing should provide "family" homes of 3 or more bedrooms.***

Employment Uses

- 5.5 The cessation of brewery operations at Fountainbridge will have a detrimental impact on the local economy and employment opportunities in this area. Whilst the retention of all of the brewery for industrial purposes would be not be an appropriate or sustainable use of such a large scale, strategically located site, redevelopment proposals for this site must incorporate a significant element of business development. This should be clearly addressed in an outline application.

The potential for job creation as part of canal related regeneration proposals is also a key objective of the Millennium Link project. The area is suitable for a range of business and industry uses from major office development to small scale light industrial (Class 4) premises.

- 5.6 The area is a suitable and appropriate location to make a significant contribution to the supply of land for major office development. It is situated in close proximity to Haymarket, a key strategic public transport node and the Exchange area which has been a focus for major office development in recent years. The Fountainbridge area has the potential to become part of the city centre strategic business centre and play an important role in meeting future demand for office space in Edinburgh. Accordingly, at least 40000m² (gross) of commercial office floorspace should be provided as part of the overall redevelopment proposals.
- 5.7 In order to create a vibrant living and working environment in Fountainbridge, to avoid large areas of mono-use, and to respect the residential character of neighbouring communities, office development should form part of mixed use schemes. In view of the area's potential role as part of the strategic business centre, an element of this provision should be as large floorplates. However in considering the scale and form of proposals for office development, the Council will seek to achieve a balance between meeting the needs of the commercial business sector and recognising the concerns of local communities regarding impact on residential amenity.
- 5.8 In addition to meeting the strategic need for office space, provision should also be made for more modest office premises and small business/light industrial uses. People living in the Fountainbridge area should have convenient access to employment opportunities and the services/products provided by small businesses. The brief seeks to address the concern that small business uses are being forced out of central locations due to high land values. ***The provision of premises for canal-related businesses such as boat services and tourist facilities, social firms and artist studios is encouraged, in recognition of the positive contribution these would make to the local economy and the ambience and character of the area.***

Retailing and Commercial Leisure Uses

- 5.9 Existing local shopping facilities within the Fountainbridge area are fairly limited. Improved transport linkages, as part of redevelopment proposals, will increase the accessibility of the area to existing town centres at Bruntsfield, Tollcross and Dalry. The opportunity exists for the development of new convenience shopping facilities such as a small supermarket to meet the needs of local residents and small scale

retail units aimed at comparison/specialist retailers, perhaps adjacent to the canal.

The potential to create a new local centre in the area to accommodate such uses and provide a community focus should be pursued. Proposals for large supermarket, or retail warehouse developments are unlikely to be acceptable in terms of retail policy, particularly with regard to potential impact on existing centres.

- 5.10 A range of commercial leisure uses are located at Fountainpark. Proposals for further major commercial leisure development in the Fountainbridge area will require to be assessed in accordance with the sequential approach set out in the approved Structure Plan and NPPG8. The provision of small scale commercial leisure uses, such as pubs, cafes and restaurants, is generally encouraged in order to meet the objective of creating an urban environment where people can enjoy living, working and relaxing. However it is important that care is taken to minimise the impact of late night activity on the amenity of existing and new residents living in the area.**

Canal Related Development

- 5.11 Enhancing the role and accessibility of the Union Canal and realising the potential for increased canal-related activity, both on the water and on adjacent land, are key objectives of the development brief. The concept of extending the water space of the canal into adjacent sites to provide more mooring and turning facilities for boats and create more “canal side” development land is *strongly* encouraged. *Planning permission has already been granted to extend the waterspace at Leamington Wharf on the southern side of the canal (Figure 14) The brief identifies two further potential opportunities to create additional navigational water space in Sites 1 and 2. (Figures 11 and 12). However, it is recognised that alternative proposals aimed at meeting the overall objective of extending the canal space may come forward. Developers are encouraged to discuss their proposals with the Council and British Waterways at an early stage.***
- 5.12 Historic Scotland has indicated that the widening of the canal on the towpath side in site 1, as shown in Figure 11, is unlikely to receive scheduled ancient monument consent. However, given the considerable benefits that increased waterspace would bring to the area, the Council is keen that this opportunity is explored further. Developers are advised to discuss their proposals with Historic Scotland at an early stage, addressing issues such as the impact on the historic character of the canal and the number of additional moorings created. If the heritage concerns of Historic Scotland cannot be overcome, consideration should be given to the provision of amenity rather than navigational water space.**

- 5.13 ***The regeneration of Fountainbridge has the potential to make the Union Canal and Lochrin Basin a major visitor/tourist destination.*** There is an opportunity for the development of a range of leisure, retail and other appropriate uses to improve the “canal experience” for those visiting, living or working in the area. Proposals affecting the canal should complement and where possible enhance the ***built*** heritage, ***biodiversity***, and amenity value of the canal. ***The recent planning appeal decision at 10-12 West Tollcross highlights that proposals adjacent to the canal should make a direct positive contribution to enhancing the canal’s recreational potential. In addition, British Waterways has advised that waterside development should take into account the operational, navigational, maintenance and engineering requirements of the waterway.*** British Waterways is developing a themed interpretative strategy which is being incorporated in public art proposals as part of the Edinburgh Quay development. There may be an opportunity to extend this strategy into adjacent sites.

Education and Community Facilities

- 5.14 Boroughmuir High School, situated on Viewforth is currently operating above capacity on a constrained site with limited scope for expansion. The Council has recognised the need to improve facilities at Boroughmuir in order to meet its current standards and has for some time been seeking to identify a suitable site to develop a replacement school. Land within the area of the Fountainbridge development brief may provide the opportunity to meet this requirement and improve education provision in this part of the city.
- 5.15 An initial consultant’s study has concluded that a site of less than 2 hectares would be sufficient to achieve a new four storey high school. A development block capable of accommodating a new Boroughmuir High School is included in the development brief. Should the Council decide that the site is not required for education purposes, alternative uses which accord with the provisions of the development brief will be acceptable.
- 5.16 The development of a new High School will enhance the provision of community facilities in the area. Proposals for other community uses, such as a healthcare services, childcare ***and pre-school*** facilities, community meeting places, and ***cultural facilities*** will generally be encouraged as part of the overall regeneration of the area. Where it is judged that development proposals will place unacceptable pressure on existing community facilities and amenities or accentuate current deficiencies, developers will be required to make appropriate provision to meet identified community needs.

Open Space

- 5.17 High quality, usable open space will be an important element of the redevelopment proposals. ***Provision should be made in accordance with the Council's guideline on Open Space in New Housing Developments, (approved August 2004). It indicates that open space in excess of a 20% minimum will be required in major housing development proposals and that a site brief with accompanying design statement on open space should be prepared. Subject to discussion with the Department of Culture and Leisure, part of the open space provision for development at Fountainbridge could be met through proposals which would extend and enhance Gorgie/Dalry Community Park. This would contribute to meeting the usable open space needs of residents of the proposed new development, improve the quantity and quality of open space provision for existing residents and also assist in improving connections between Fountainbridge and Gorgie/Dalry. Detailed designs for the area should assume that an extension to Gorgie/Dalry Community Park could contribute to the open space provision, but not the existing park without substantial enhancement.***

6.0 Contextual Analysis

- 6.1 The regeneration of Fountainbridge provides the opportunity to reflect and, where possible, enhance the positive attributes of the existing environment and to address current weaknesses. The legacy of industrial use in Fountainbridge has resulted in poor accessibility and weak permeability. However, there is a strong tradition of streets and spaces in the area and this should be reflected in the new urban pattern. With the exception of the canal, there are relatively few historic features to protect or enhance. However, there are a number of key views from within and across the area which proposals should protect and/or enhance (Figure 6).
- 6.2 The existing character of the three main east-west transport corridors raises a number of key issues to be addressed in redevelopment proposals. The West Approach Road is characterised by fast vehicular speeds, long stretches without crossing points and buildings turning their backs on the road frontage. Existing north-south connections are weak in this area and the "barrier" presented by the West Approach Road is a major contributing factor. On Fountainbridge/Dundee Street, the opportunity exists to enhance the appearance of development along the road frontage, improve the quality of the streetscape and introduce more activity at street level. North-south connections from this route to both the West Approach Road and the canal are presently poor. The canal itself which dates back to 1822, is currently something of a "hidden asset", poorly integrated into the surrounding urban grain.

Redevelopment proposals provide an opportunity to enhance this important environmental and recreational corridor, improve access to and over the waterway and introduce high quality canal-side development.

- 6.3 A key issue for the development brief is how proposals will integrate with the surrounding context through the scale and massing of the architecture. The Fountainbridge area is characterised by buildings of greatly differing scales. These range from Edinburgh Quay, a very tall building creating an individual landmark in the skyline, to four storey traditional tenements and small scale terraced housing. The challenge for new development is to respect the height and scale of neighbouring properties whilst creating a lively roofscape typical of Edinburgh's skyline.

7.0 General Development Principles

- 7.1 The brief offers a vision of how Fountainbridge could be developed to create an outstanding urban village which complements the surrounding commercial areas and existing communities. This strategy is intended to facilitate a development which enhances the existing assets and overcomes the difficulties presented by the existing infrastructure, to create a truly outstanding place. Figure 9 illustrates the design concepts from which the development brief has evolved.

Objectives

- 7.2 The overall objectives of the development brief are:

Sense of Place – the creation of an outstanding environment where people can enjoy living, working and relaxing, and which utilises the unique quality of the canal.

Integration - to enable the integration of developments into surrounding communities, through increased permeability and appropriately located uses.

Movement - to improve north south linkage and enhance access for pedestrians and cyclists to key transportation nodes. Transport requirements must be incorporated within high quality public realm.

Heart – the creation a new focal point, through a mix of community and commercial uses, forming a strong relationship with the waterspace and Fountainbridge.

Space - the creation of a number of high quality civic and public open spaces. These spaces should be integral to the overall urban form and should be safe, usable and accessible.

Key components

- 7.3 The following paragraphs set out the key components required to fulfil these objectives. They provide a general development framework for the Fountainbridge area as a whole and form the basis for the site specific guidance provided in Section 8 of the brief. Proposals should seek to incorporate these key components to ensure that individual developments contribute to the overall objectives of the brief and that together they will form a high quality, coherent townscape.

Sense of Place

- 7.4 In order to create a “sense of place”, proposals should incorporate the key components listed below:

- Implementation of a coherent framework for the entire study area.
- Creation of a legible townscape grain and unified public realm which enhances the character of the neighbourhood through a planned development pattern. The townscape should complement the 4 storey traditional tenements of the area.
- The Union Canal offers the opportunity to give this area a unique spatial quality. Proposals should seek to create a vibrant canal quarter and incorporate additional water space and canal related facilities.
- Developments must form direct and positive relationships with the water space and focus a variety of uses along the water edge, to promote a vibrant pedestrian friendly environment.
- ***The choice of materials for buildings and spaces should contribute positively to a sense of place and cohesion. Whilst use of modern materials will be appropriate, the predominance of stone in the surrounding area should form the key reference point for the design of new proposals.***
- ***A cohesive landscape strategy using a limited palate of high quality materials should be consistently applied throughout the study area.***

Integration

- 7.5 In order to ensure the physical and social integration of new development with existing communities, proposals should incorporate the key components listed below:

- Significant levels of residential accommodation provided throughout the area to strengthen existing communities. A mix of house types, sizes and tenures should be provided to create an inclusive community.
- An appropriate mix of uses to create a vibrant urban quarter; but minimise potential conflict between late night activity and residential amenity.
- Ensure greater permeability between the study area, Dalry and Bruntsfield, including a new boulevard between the West Approach Road and Fountainbridge. Proposals should also seek to achieve maximum physical and visual permeability to the canal space from all the surrounding area.
- Reduce the barrier effect of the West Approach Road through realignment, to enable a boulevard treatment, and the orientation of new buildings towards the canal.
- Enable townscape and massing which enhances existing and potential views in wider environment. A plan of key viewpoints is contained in Figure 6.
- ***The architectural vocabulary and choice of materials should integrate the development into the immediate and wider context***

Movement

7.6 In order to improve linkages and movement into and through the area, proposals should incorporate the key components listed below and illustrated in Figure 18:

- Implement a development framework which enables maximum pedestrian **and cycle** permeability to surrounding environment, along safe routes which are based on predicted desire lines (Figure 5).
- Enable quality pedestrian **and cycle** links to Haymarket Station and proposed tram line.
- Facilitate access to Fountainbridge from West Approach Road.
- Rationalise road network around Gorgie/Dalry Community Park.
- Enhance route of National Cycle Network and create links to existing cycle routes.

- Facilitate maximum accessibility to canal towpath **for all users** through new points of access, crossing facilities and enhanced towpath environment.
- Create naturally traffic calmed public realm through development framework, incorporating safe routes to school.
- Accommodate the majority of car parking underground to enable a pedestrian priority public realm.

Heart

7.7 In order to create a focus for the new community in Fountainbridge, proposals should incorporate the key components listed below:

- Creation of a major public open space to the north of the canal which can act as focal point between the Viewforth and Leamington Corridors.
- Concentrate community and commercial activities around a new local centre and the major public open space

Space

7.8 In order to ensure space is an integral element of the new development, proposals should incorporate the key components listed below:

- A strong definition and hierarchy of key spaces, including :
 - Primary: Canal Corridor, Fountainbridge corridor and West Approach Road.
 - Secondary: North-South Link Road, Local Centre, Major Public Open Space and the existing Canal Basin.
- The creation of a linkage of spaces and vista through planned townscape - for example north to south from the West Approach Road through to the Canal Space.
- ***A balance of private, semi-private and public spaces, including socialising and recreational space. The enhanced Gorgie/Dalry community park has the potential to be a key component in the provision of recreational space for existing and new residents.***

8.0 Site Specific Development Principles

General

- 8.1 In order to assist the interpretation and implementation of the development brief and in recognition that proposals are likely to come forward through a number of separate planning applications, the Fountainbridge area has been divided into 7 smaller sites. Site specific development principles based on the general objectives and key components outlined in Section 7 of the brief are set out below.
- 8.2 Guidance is providing on massing and layout for each site. However, given the extent of the study area and complexity of the sites, it is not intended to be a definitive solution. All applications within the area of the brief should be accompanied by a detailed design statement in accordance with PAN 68.
- 8.3 In general, the area should be developed relatively intensively, in order to achieve a critical mass of development which can support a local centre and achieve a well defined city centre townscape. The guidance provided on heights should not be used as a rule book or a method of calculating the maximum development potential of sites. This guidance refers to maximum heights and it is expected that lower buildings will form an important part of the townscape of this area. ***These heights are intended to create a scale and proportion of development which sits comfortably within its context. The creation of mono height roofscape is not desirable. (Heights are measured from ground level and are based on a residential floor to floor height of no more than 3 metres and a commercial floor to floor height of no less than 4 metres.)***
- 8.4 Given the size of the area and the scale of redevelopment involved, it may be difficult to visualise how Fountainbridge may look in the future. Figures 19 –27 provide indicative illustrations and sections which have been included to assist the understanding and interpretation of the guidance contained in the development brief.

SITE 1 : FOUNTAIN BREWERY AND ENVIRONS

- 8.5 The main areas of land within this site are the West Approach Road, Fountainbridge and the land holdings of Scottish and Newcastle. In addition, at the west end of Fountainbridge, there are a number of business units and a small public open space.

Key Components

8.6 In order to contribute to the overall objectives of the development brief, proposals for Site 1 should incorporate the key components listed below and illustrated in Figure 11:

- An appropriate mix of uses in accordance with Section 5 of the brief. Local retail facilities and services should be concentrated at the civic square, major public space and Fountainbridge frontages. Land is to be reserved for the possible provision a new high school within the western section of this site.
- A hierarchy of routes and spaces based on predicted desire lines which encourage a high degree of permeability through the entire site.
- Overall urban realm improvements with emphasis on attractive and safe pedestrian environments.
- A new civic space at the junction of Fountainbridge and the new north south link.
- A major public open space, creating additional focal point for canal-related activity and potential for extension of water space.
- A sequence of linked spaces from West Approach Road to the Union Canal through the new transport route, civic square and major public open space.
- Enhancement or re-siting of the amenity space to the west of Grove Street.
- A pocket park at southern end of Gibson Terrace incorporating access to canal towpath.
- Enhancement of West Approach Road by creating a boulevard through setting back of the building line and urban realm improvements.
- Urbanisation of West Approach Road through development which positively addresses the road and encourages pedestrian activity.
- Formation of pedestrian **and cycle** linkage to upper Grove Street, to facilities access to civic space.
- Additional **non-vehicular** links over Union Canal.

- The opportunity to incorporate a pedestrian/**cycle** route across the site to improve linkages between Edinburgh Quay and Haymarket should be explored.
- Enhanced visual permeability from Fountainbridge to the Union Canal.
- Enhancement of view corridors from Fountainbridge and west end of Dundee Street to Edinburgh Castle ; and from Leamington and Viewforth, to new development and beyond.

Massing/Layout

8.7 In order to establish a hierarchy of spaces within the study area, a number of planned building heights and street widths are to be incorporated. Buildings should generally be set out to reflect a building height of 16m to eaves and 19m to ridge, with a street width of 20m from ground level, (figure 24). The following detailed principles are intended to guide proposals within site 1.

- The highest buildings should be located around the local centre.
- The North-South Link should have a width of 24m and a building eaves height of 19m. The central section of Fountainbridge should also have these proportions. The east and west sections of Fountainbridge should have a lower eaves height of 16m to reflect the scale of the neighbouring buildings.
- Buildings addressing the realigned west approach road could step up to 19m at eaves, if views to Edinburgh Castle are not adversely impacted upon.
- It is anticipated that the five new diagonal routes will contain significant quantities of residential accommodation. To ensure these units receive adequate amenity, building height should generally not exceed 16m at eaves and 19m at ridge with a street width of 20m, figure 24. However, this planned layout creates opportunities for focal points and nodes, for example the views looking north from Viewforth and Leamington, where it may be beneficial to the townscape to moderately exceed 16m at eaves.
- The southern section of the major public open space should be open to the canal. Development adjacent to the potential waterspace expansion should be relatively modest in height to created a sun filled space and attractive human scale; a maximum eaves level of 16m is to be applied.

SITE 2 : LOCHRIN BASIN

- 8.8 Site 2 includes land in the ownership of a number of parties - Arnold Clark, **Rank Group (owners of Mecca Bingo)**, the Council and Miller Homes. A residential development by Miller Homes at Lower Gilmore Place is currently under construction. The Arnold Clark and Mecca Bingo sites address Lochrin Basin and important street frontages. **To the east is a key area linking the Lochrin Basin with Tollcross.**

Key Components

- 8.9 In order to contribute to the overall objectives of the development brief, proposals for Site 2 should incorporate the key components listed below and illustrated in Figure 12:
- Buildings which positively address the Basin and create a quality of place worthy of the start/end of the Millennium Link.
 - **Proposals should make a direct, positive contribution to enhancing the recreational potential of the canal.** In particular, the opportunity for creating additional water space should be explored.
 - The creation of vibrant building frontages along public routes through a mix of ground floor uses.
 - Public realm improvements and traffic calming of routes from the Basin to Tollcross.
 - Formation of a public space at the end of Lochrin Place through the stopping up of the road.
 - Creation of a new pedestrian/**cycle** link to Lochrin Basin from Tollcross.
 - Additional **non-vehicular** bridge over the canal adjacent to Lower Gilmore Place.
 - Retention of the view corridor from the south bank of the canal, adjacent to Lower Gilmore Place to Edinburgh Castle over the existing Mecca Bingo.
 - **Proposals should recognise the redevelopment potential, and linkages through, the area to the east.**

Massing/Layout

- 8.10 For the purposes of providing guidance on massing and layout, Site 2 is subdivided into 3 zones (Figure 12) The following detailed principles are intended to guide proposals within each zone:

Zone 1

- Buildings should generally be the equivalent of five modern domestic storeys.
- The frontage to Fountainbridge should relate directly to the heights of the buildings to its east and west.
- Adjacent to the canal basin it is anticipated that the building will be lower in order to retain and enhance the view to Edinburgh Castle.
- Part of this zone lies on axis with the approach to the canal basin. This offers the opportunity to create a focal building and it is anticipated that this building will exceed the general height.
- Where the route through to Tollcross is created, building massing should acknowledge the importance of this route by stepping up to the canal edge.

Zone 2

- Buildings should generally be the equivalent height of the adjoining tenement properties on Lochrin Place, at eaves and ridge level.

Zone 3

- Buildings should generally be the equivalent of five modern domestic storeys.
- There should be no development, adjacent to the rear gardens of properties on Gilmore Place. The only exceptions shall be a new west frontage, which should not exceed four storeys at eaves, and a new east frontage, which should not exceed three storeys at eaves. Where the route through to Tollcross is created, building massing should acknowledge the importance of this route by stepping up to the canal edge.

8.11 There is an opportunity for redevelopment proposals, improvements to the public realm and the creation of strong linkages between the canal and Tollcross in the area immediately to the east of Site 2 (as shown on Figure 12). While the broad land use principles for the Fountainbridge development area are appropriate for this site, and Figure 12 defines the key linkages, the Council intends to examine the potential of this area in greater detail through a separate study.

SITE 3 : LOWER GILMORE PLACE

- 8.12 This site includes a number of small business units in multiple ownership on the southern side of Lower Gilmore Place. A 4m wide section of land running parallel to, and between, Lower Gilmore Place and the canal is controlled by British Waterways and is understood to be required for operational purposes.
- 8.13 The brief does not actively seek the relocation of the existing businesses. Rather its purpose is to indicate how potential redevelopment proposals would provide the opportunity to create canal side improvements

Key components

- 8.14 In order to contribute to the overall objectives of the development brief, proposals for Site 3 should incorporate the key components listed below and illustrated in Figure 13:
- Public realm improvement to enable creation of pedestrian priority environment within Lower Gilmore Place.
 - Visual permeability between Lower Gilmore Place and the waterspace.
 - Creation of high quality development to southern side of Lower Gilmore Place, as frontage to canal.
 - Enhancement of view corridor from Gilmore Place

Massing/Layout

- 8.15 The following detailed principles are intended to guide proposals within site 3:
- Development should not exceed 10m at eaves and 13m at ridge to reflect the relatively modest established building form within this urban block. Perimeter development, with amenity space to the rear, is encouraged.
 - Development should not exceed 10m at eaves and 13m at ridge, to reflect the relatively modest established building form within this urban block. Buildings should be linear, with frontages to Lower Gilmore Place and amenity space to the rear. Any building located on the west most section should be designed to protect neighbouring residential amenity.

SITE 4 : LEAMINGTON WHARF

8.16 This site includes St Kentigern's Church, which has recently been marketed for sale. The remainder of the site is in the control of Edinburgh Quay. Consent has been granted for a number of dwellings in conjunction with canal moorings and a winding hole.

Key Components

8.17 In order to contribute to the overall objectives of the development brief, proposals for Site 4 should incorporate the key components listed below and illustrated in Figure 14:

- ***Creation of a non-vehicular link from Leamington Lift Bridge through to Viewforth.***
- Enhancement of view corridors from canal space to the former church and the established landscaping contained within the gardens of dwellings on Gilmore Place.
- Improvements to west end of waterspace including potential relocation of substation.
- Retention and appropriate reuse of St Kentigern's church as a high quality historic landmark adjacent to canal route.
- ***Protection of existing boundary walls, fences and hedges which separate the private gardens along Gilmore Place from canal side development***

Massing/Layout

8.18 The following detailed principles are intended to guide proposals within site 4:

- Any new development to the waterfront should be restricted to three residential storeys, in keeping with the consented development and open aspect of this canal bank.
- Any additional development adjoining St Kentigern's church should be no greater than single storey, to respect the constraints of the site and neighbouring land. Large areas of hardstanding should be avoided.
- Additional accommodation, within the grounds of St Kentigern's Church, should not exceed one and a half domestic storeys, to ensure a sympathetic relationship with the adjoining domestic properties.

SITE 5 : HORNE TERRACE

- 8.19 This site incorporates existing business premises along the north east section of Horne Terrace. The brief does not actively seek the relocation of these businesses. Rather its purpose is to indicate how potential redevelopment proposals would provide the opportunity for canal side improvements and enhancement to Horne Terrace.

Key Components

- 8.20 In order to contribute to the overall objectives of the development brief, proposals in Site 5 should incorporate the key components listed below and illustrated in Figure 15:
- Development with positive frontages to canal space and Horne Terrace.
 - Additional ***non-vehicular*** canal crossing.
 - Enhancement of view corridor from Viewforth.
 - Additional visual permeability between Horne Terrace and canal space.
 - Enhanced pedestrian crossing to open space at east end of Horne Terrace.

Massing/Layout

- 8.21 The following detailed principles are intended to guide proposals within site 5:
- Development should not exceed 10m at eaves and 13m at ridge, to reflect the relatively modest existing building on the south side of Horne Terrace and retain the open characteristic of the south canal bank. A continuous line of development will not be acceptable.
 - Buildings should respect the building line on Viewforth.
 - The west most section should reflect the eaves and ridge height of the adjoining tenement. The remaining development should not exceed 10m at eaves and 13m at ridge, to reflect the relatively modest existing building on the south side of Horne Terrace and retain the open characteristic of the south canal bank. A continuous line of development will not be acceptable.
 - Buildings should respect the building line on Viewforth by stepping back from the road.

SITE 6 : FOUNTAINPARK

8.22 This site incorporates the existing leisure uses at Fountainpark and a section of the West Approach Road. The brief does not actively promote the redevelopment of the Fountainpark site. However, in preparing a framework for the long-term regeneration of the area, it is appropriate to provide guidance for the **possible redevelopment of all or part of this major site**. If Fountainpark is not to be redeveloped, the nature and character of the site and its contribution to the broader area should be discussed further with the owners. This does not commit the Council to any particular course of action, or others who have an interest in the Fountainpark site.

Key Components

8.23 In order to contribute to the overall objectives of the development brief, proposals for Site 6 should incorporate the key components listed below and illustrated in Figure 16:

- Enhancement of West Approach Road by creating a boulevard through setting back of the building line, **provision of cycle route** and urban realm improvements.
- Urbanisation of West Approach Road through development which positively addresses the road and encourages pedestrian activity.
- New north-south link between West Approach Road and Fountainbridge.
- Creation of urban frontage to west boundary addressing existing pedestrian route and possible future vehicular access.
- Creation of new civic space at intersection of north south link and Fountainbridge, as part of sequence of spaces along Fountainbridge and linking with route to the canal crossing at Viewforth.
- **Redevelopment of the eastern end of the site provides the opportunity to create better physical and functional linkages and enhance pedestrian permeability between Fountainpark and new development on neighbouring sites.**

Massing/Layout

8.24 In order to establish a hierarchy for spaces within the study area a number of planned building heights and street widths are to be incorporated. Buildings should generally be set out to reflect a building height of 16m to eaves and 19m to ridge, with a street width of 20m from ground level, (figure 24).

The frontage to Fountainbridge should also have these proportions as a continuation of the townscape set out in site 1. Buildings addressing the realigned west approach road could step up to 19m at eaves, if views to Edinburgh Castle are not adversely impacted upon.

SITE 7 : WESTERN GATEWAY

- 8.25 Existing uses within this site include the West Approach Road, Gorgie/Dalry Community Park, Scottish Courage office and Victor Paris Showroom. Whilst the site is located on the edge of the brief area, its redevelopment would provide the opportunity to achieve high quality linkages between neighbouring communities and create an attractive “gateway” to Fountainbridge and the City Centre. Subject to discussion with the Department of Culture and Leisure, the opportunity may exist to extend and enhance Gorgie/Dalry community park to serve the residents of new development and for the benefit of existing communities.
- 8.26 The guidance provided in the brief illustrates how this area could potentially be regenerated. ***The impact of these proposals on the surrounding road network will require to be considered in detail through a Transport Assessment.***

Key Components

- 8.27 In order to contribute to the overall objectives of the development brief, proposals for Site 7 should incorporate the key components listed below and illustrated in Figure 17:
- Realignment of West Approach Road to facilitate environmental improvements including boulevard treatment ***and creation of cycle route.***
 - Creation of entrance public park and recreational amenities.
 - Removal of a ramp from Dundee Street to West Approach Road.
 - New and redirected pedestrian ***and cycle*** routes through park space.
 - New frontages which define the park space, positively address the edges and encourage pedestrian activity.
 - Enhancement of pedestrian environment, linked to potential vehicular route between Dundee Street and West Approach Road.

- Enhancement of Dundee Street frontage, including introduction of commercial ground floor uses.
- Strengthen view corridors to enhance public park from Dundee Street.
- Enhancement of view corridor from Dundee Street to Edinburgh Castle.

Massing/Layout

- 8.28 Buildings should generally be set out to reflect a building height of 16m to eaves and 19m to ridge, with a street width of 20m from ground level, figure 24. Development along Fountainbridge should not exceed 16m at eaves to respect the tenement properties opposite. Frontages to the park can potentially extend to 19m in height, in parts, to create a good level of definition to this space.

9.0 Implementation

Environmental Impact Assessment

- 9.1 ***In accordance with the Environmental Impact Assessment (Scotland) Regulations 1999 and Circular 15/1999, the Council as planning authority must screen every planning application in order to determine whether EIA is required. The basic test of the need for EIA in a particular case is the likelihood of significant effects on the environment. It is anticipated that proposals in this area may require EIA on the basis of the scale of development involved and/or the impact on the Union Canal which is a Scheduled Ancient Monument.***

Planning Agreements

- 9.2 ***Development on the scale envisaged in the Fountainbridge area will have a significant impact on the provision of infrastructure and essential services in the City. Developers will therefore be expected to enter into legal agreements to secure an appropriate contribution to meeting identified requirements. Reference should be made to the following Council guidelines in terms of contributions to education and transport infrastructure and services:***

- ***Developer Contribution for Investment in Schools.***

- **Movement and Development.**
- **Tram Project : Developer Contributions**

9.3 ***In order to meet the overall objectives of the development brief, the Council is seeking to achieve significant improvements to the public realm. One mechanism for securing these improvements is likely to be through developer contributions. The Council will endeavour to establish, at an early stage, the detailed requirements for developer contributions and how these will be apportioned to the individual development sites/proposals.***

Proposals for Site 1

9.4 ***Scottish & Newcastle currently owns Site 1, which is at the heart of the proposals outlined in the brief. This site incorporates key north-south linkages, the opportunity to increase water space and a significant length of canal-side frontage. The redevelopment of site 1 will be a critical to the successful implementation of the brief and the regeneration of the Fountainbridge area as a whole. The Council seeks to ensure that the redevelopment of site 1 is undertaken in a co-ordinated manner and that matters affecting the site as a whole, such as proposed road, cycle and footpath links, access to and expansion of the canal, services and infrastructure provision and developer contributions, can be addressed.***

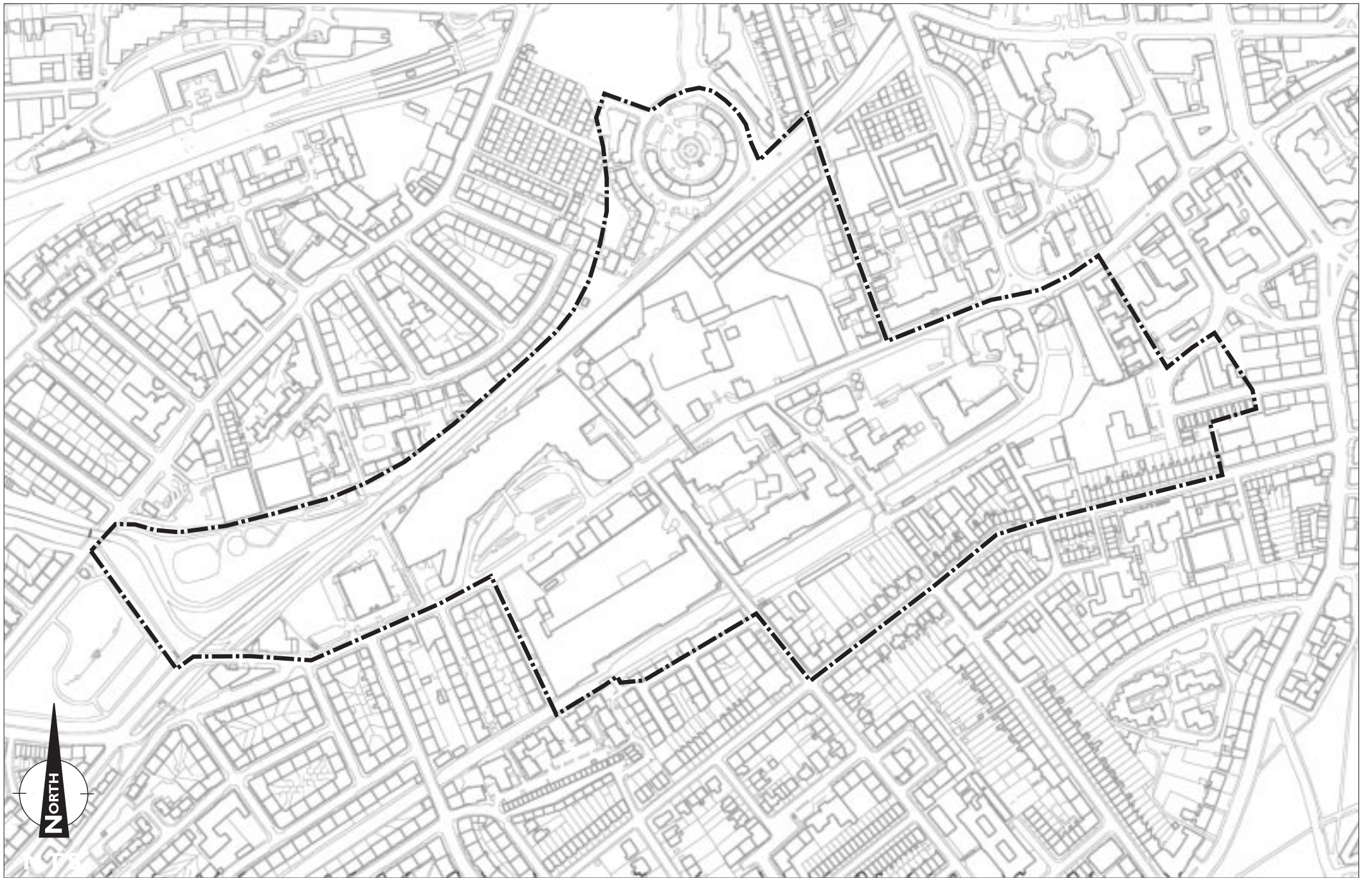
9.5 ***It is the Council's preference that proposals for Site 1 come forward in the form of a single planning application. However it is considered that the objectives of the brief could also be achieved through the subdivision of this area into two sites, one to the north and one to the south of Fountainbridge/Dundee Street. It is anticipated that proposals for "Fountain North" will come forward through a single outline planning application. If a similar approach is not possible for "Fountain South", then an implementation strategy and masterplan covering the southern part of site 1 must be submitted for consideration by the planning authority prior to the granting of individual consents.***

Transportation

9.6 ***The Council, through its Transportation function, will prepare road layout proposals for the study area and associated road network. The primary areas for consideration are the West Approach Road and Fountainbridge and associated junction improvements. These details will guide the development of neighbouring sites and therefore any necessary works will require to be identified at an early stage. It is anticipated that these works will be undertaken by developers or enabled through financial contributions.***

Compulsory Purchase Orders

- 9.7 If necessary, the Council is prepared to make use of its Compulsory Purchase Order powers to assist the satisfactory implementation of the development brief.***



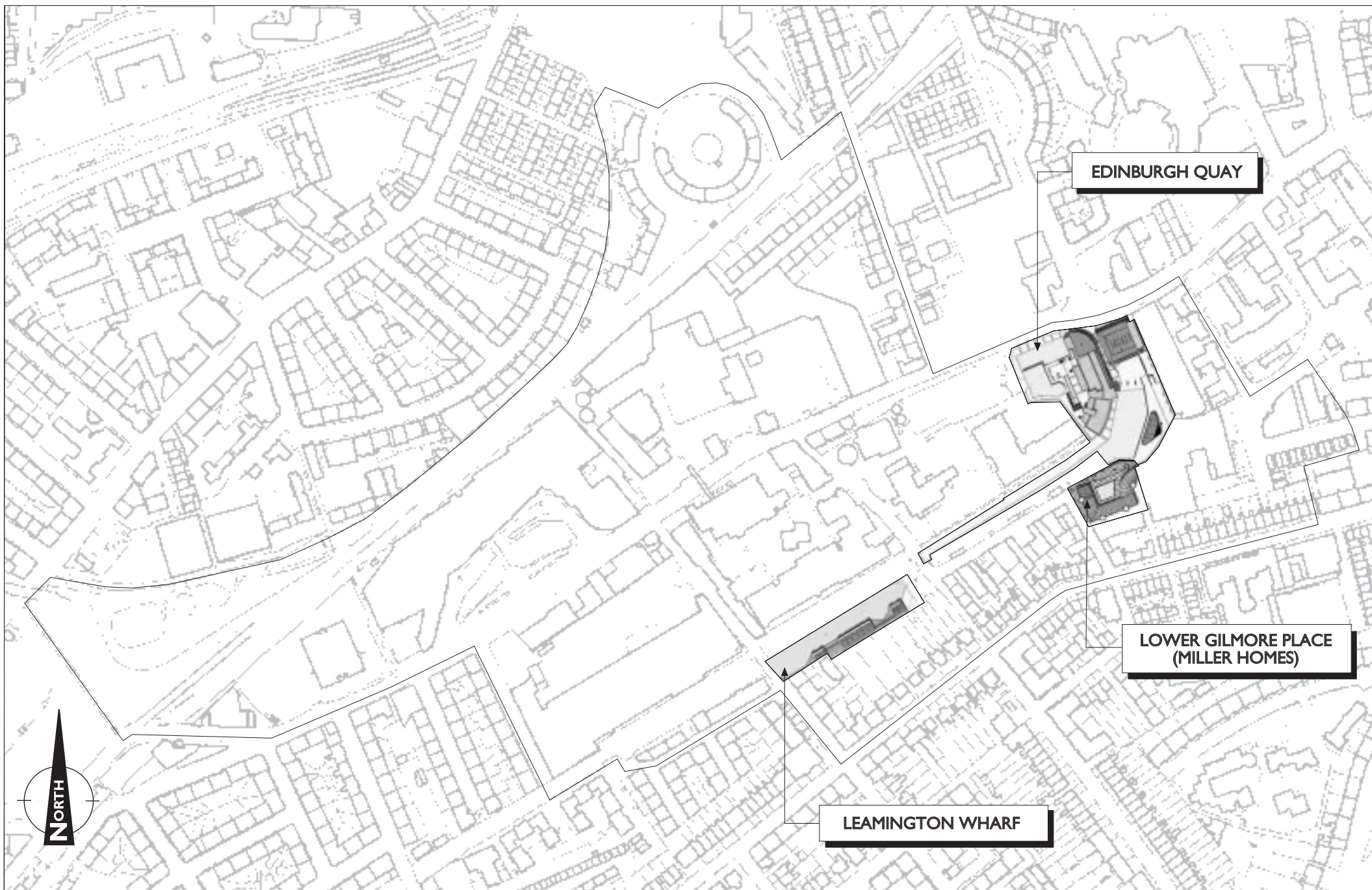
DEVELOPMENT BRIEF

FIGURE 1: FOUNTAINBRIDGE - Study Area



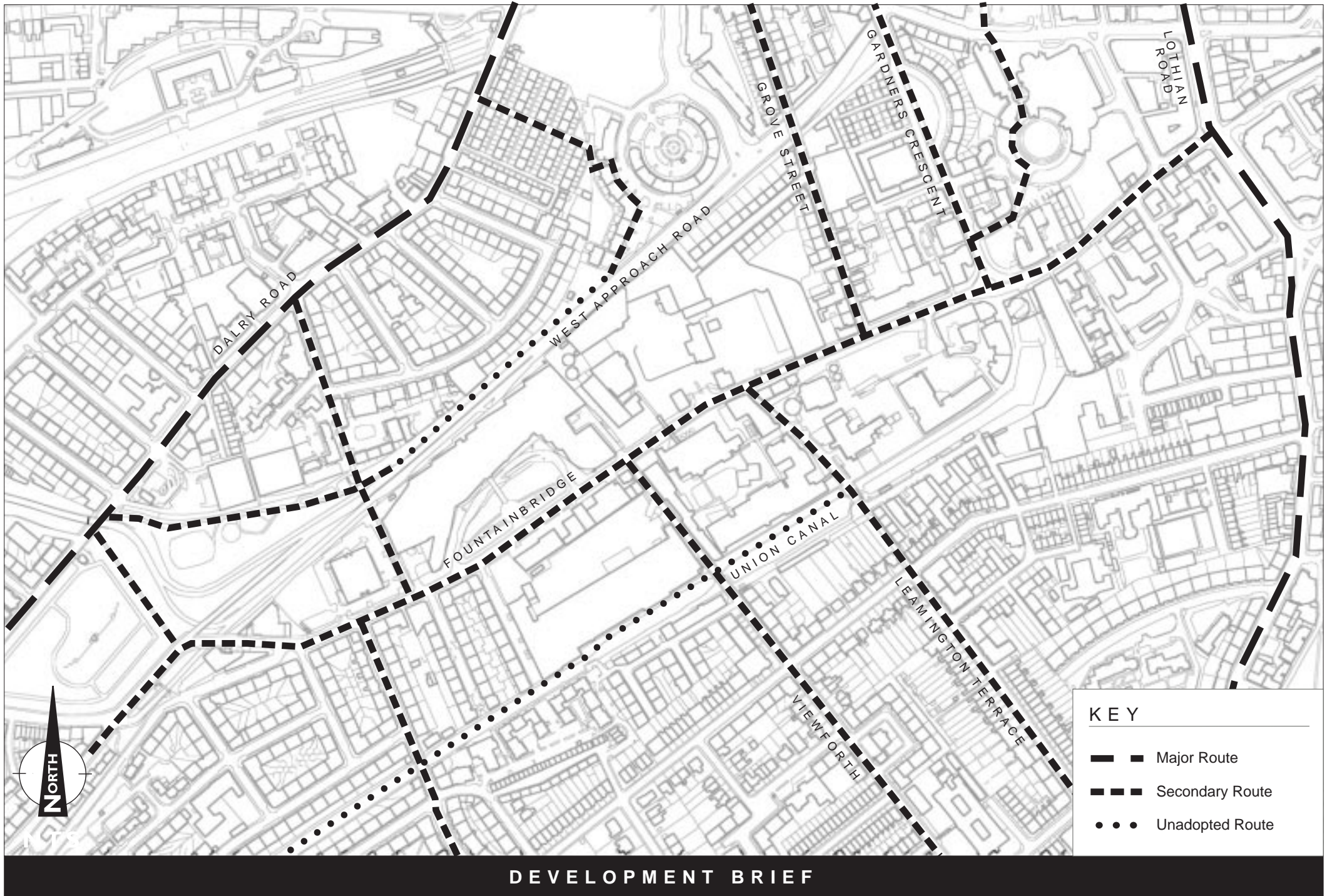
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FIGURE 2: FOUNTAINBRIDGE - Aerial View



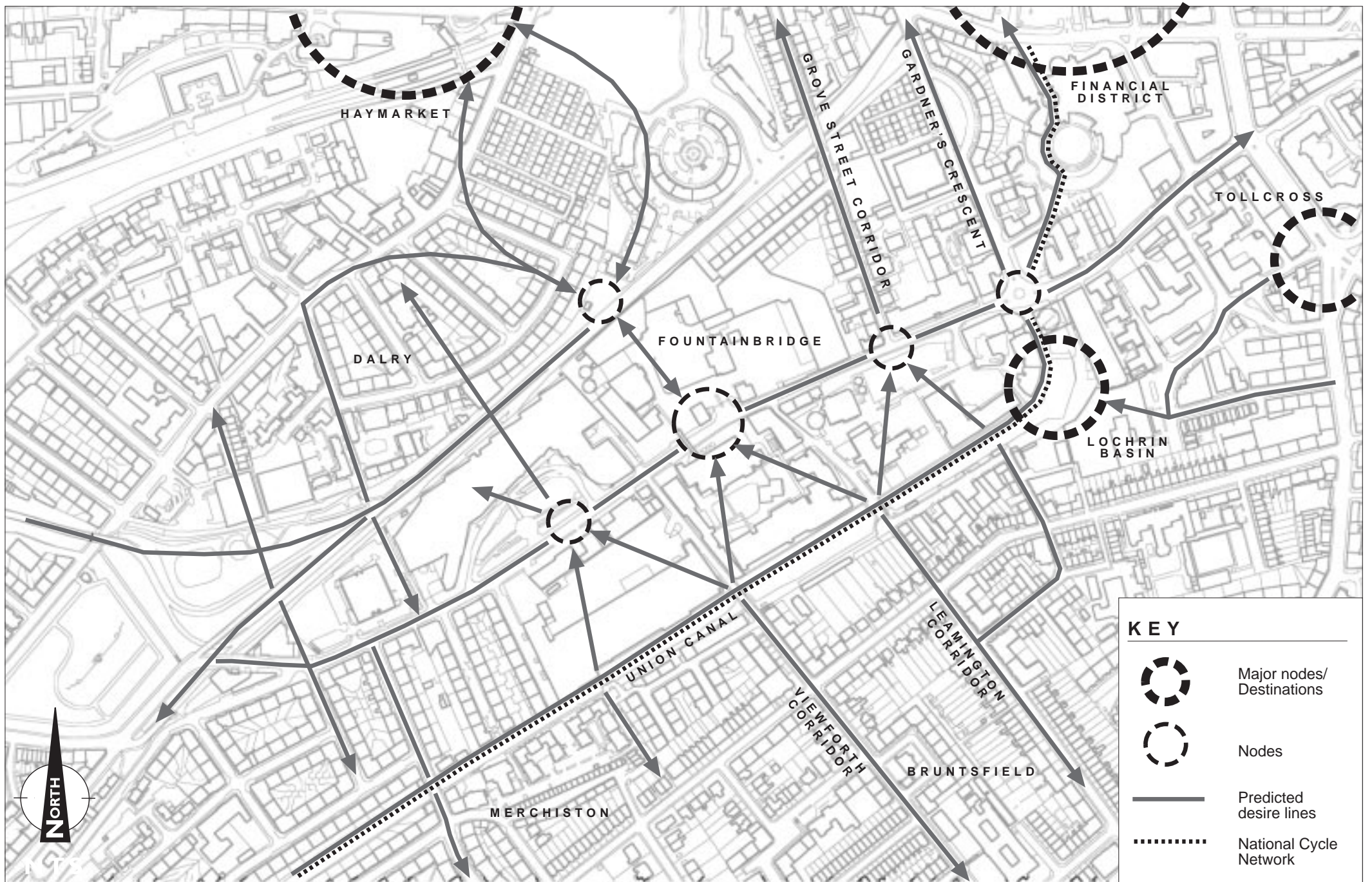
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FIGURE 3: FOUNTAINBRIDGE - Existing Planning Consents



DEVELOPMENT BRIEF

FIGURE 4: FOUNTAINBRIDGE - Existing Pedestrian Circulation



DEVELOPMENT BRIEF

FIGURE 5: FOUNTAINBRIDGE - Predicted Pedestrian Desire Lines



DEVELOPMENT BRIEF

FIGURE 6a: FOUNTAINBRIDGE - Views



View 1: Dundee Street.
View looking east along Dundee Street to
Edinburgh Castle.



View 2: Viewforth.
View looking north to Donaldson School.



View 3: Lower Gilmore Place.
View looking east to Edinburgh Castle.



DEVELOPMENT BRIEF

Figure 6b: FOUNTAINBRIDGE - Key View Analysis



View 4: Dundee Street/West Approach Ramp.
View looking east to Edinburgh Castle.



View 5: Viewforth. (Below)
Leamington Terrace.



View 6: West Approach Road. (Above)
View looking east from elevated section of west Approach Road. This is a view of the city skyline with numerous landmark structures including Edinburgh castle, Scottish Windows (Morrison Street), Miller development off Fountainbridge and Barclay Place Church.

DEVELOPMENT BRIEF

Figure 6b: FOUNTAINBRIDGE - Key View Analysis



View 7: Montpelier Terrace.

Framed view looking east to Edinburgh Castle over villas.



View 8: Gilmore Place.

View looking east at established streetscape of tenements and villas.



View 9: Merchiston Park.

View looking north towards Donaldsons School.

DEVELOPMENT BRIEF

Figure 6b: FOUNTAINBRIDGE - Key View Analysis



View 10 Palmerston Place.

Long view south to Fountainbridge building (under construction).

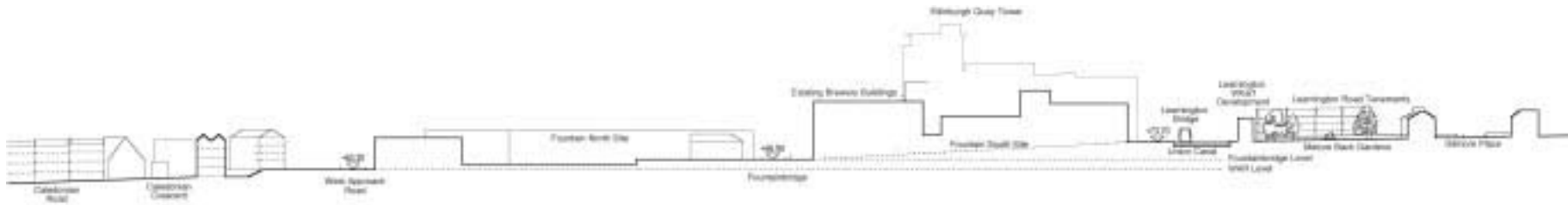


View 11 Grosvenor Street.

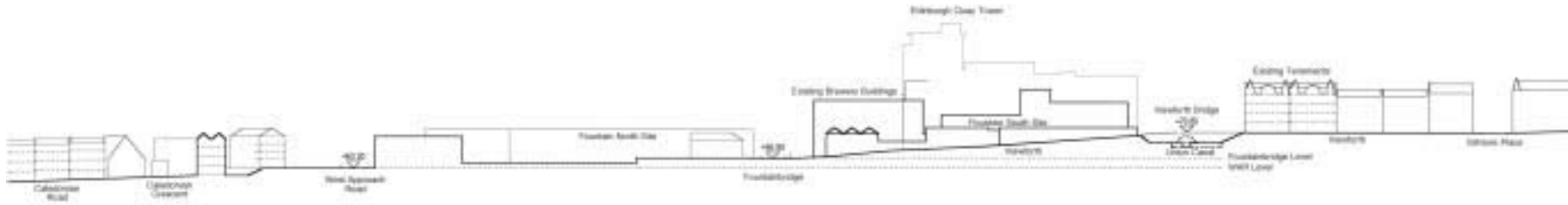
Framed view over Haymarket Goods Yard site to existing Scottish and Newcastle structure. This view extends over the Morrison Crescent and Upper Grove roovescape.

DEVELOPMENT BRIEF

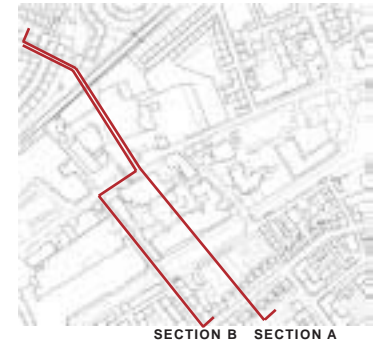
Figure 6b: FOUNTAINBRIDGE - Key View Analysis



EXISTING SECTION A



EXISTING SECTION B



SECTION B SECTION A

DEVELOPMENT BRIEF

FIGURE 7: FOUNTAINBRIDGE - Existing Indicative Sections



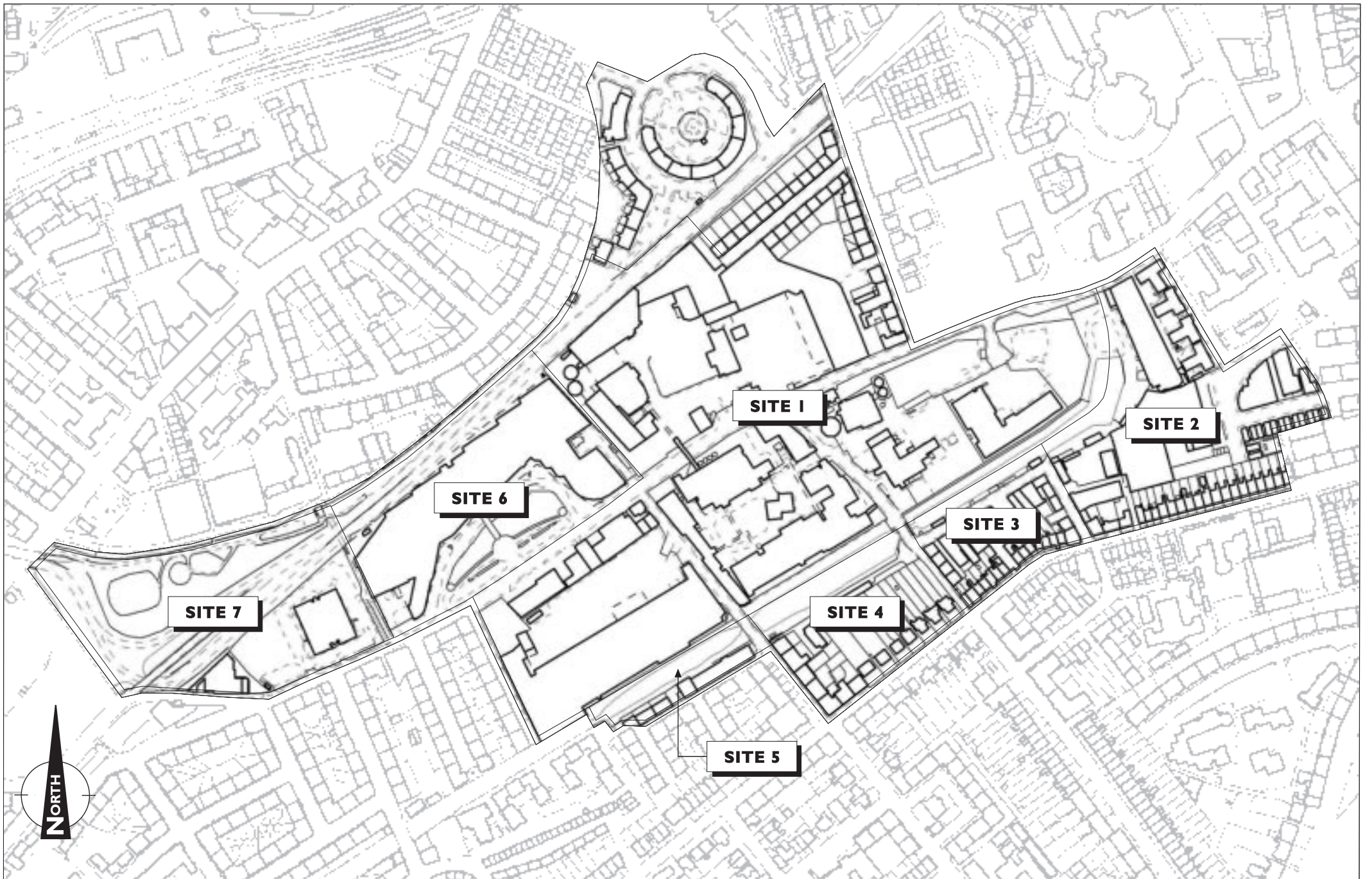
DEVELOPMENT BRIEF

FIGURE 8: FOUNTAINBRIDGE - Listed Buildings



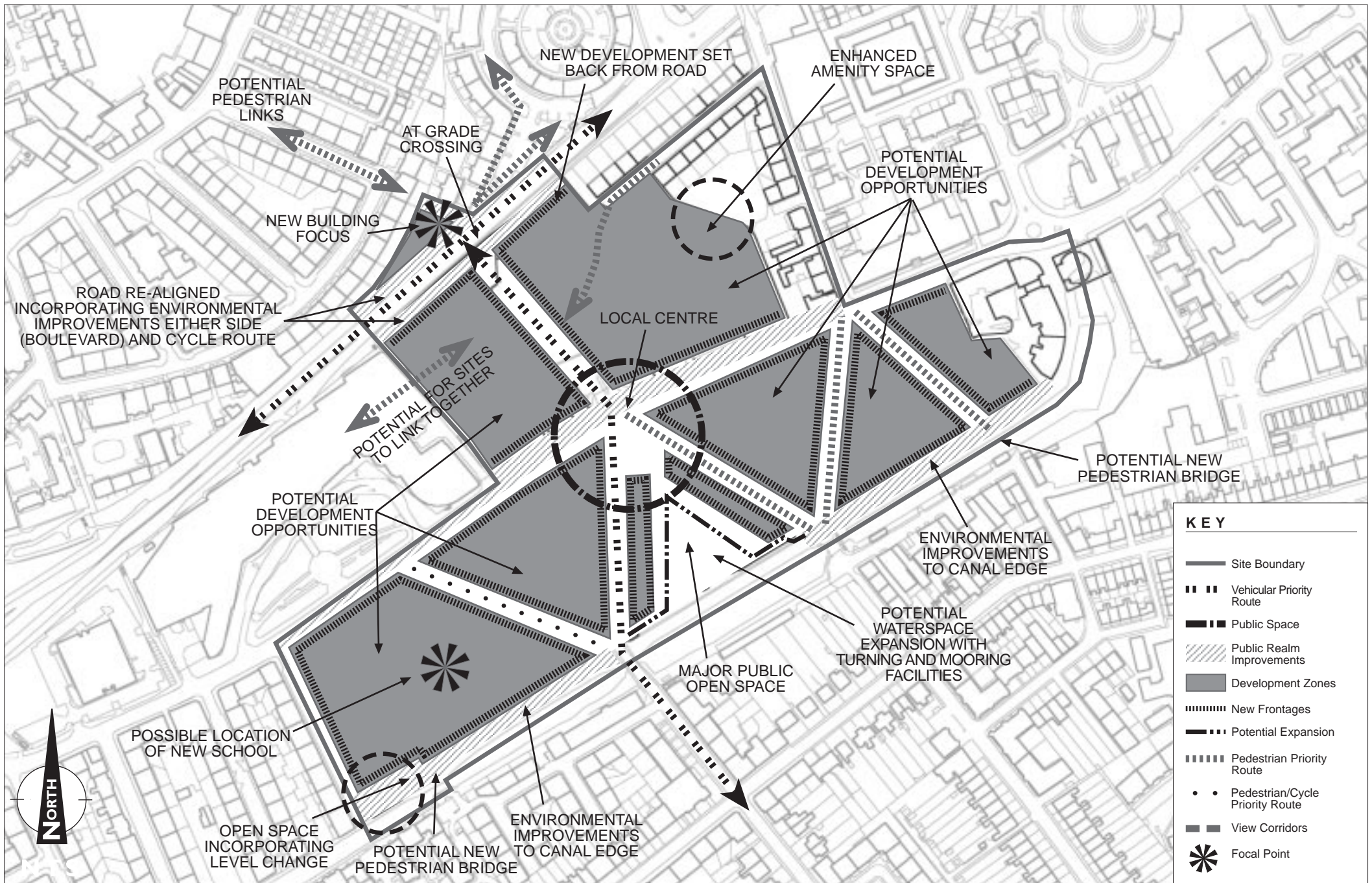
DEVELOPMENT BRIEF

FIGURE 9: FOUNTAINBRIDGE - Concept Sketch Masterplan



DEVELOPMENT BRIEF

FIGURE 10: FOUNTAINBRIDGE - Development Sites



DEVELOPMENT BRIEF

FIGURE 11: FOUNTAINBRIDGE - Urban Framework Strategy - Site 1

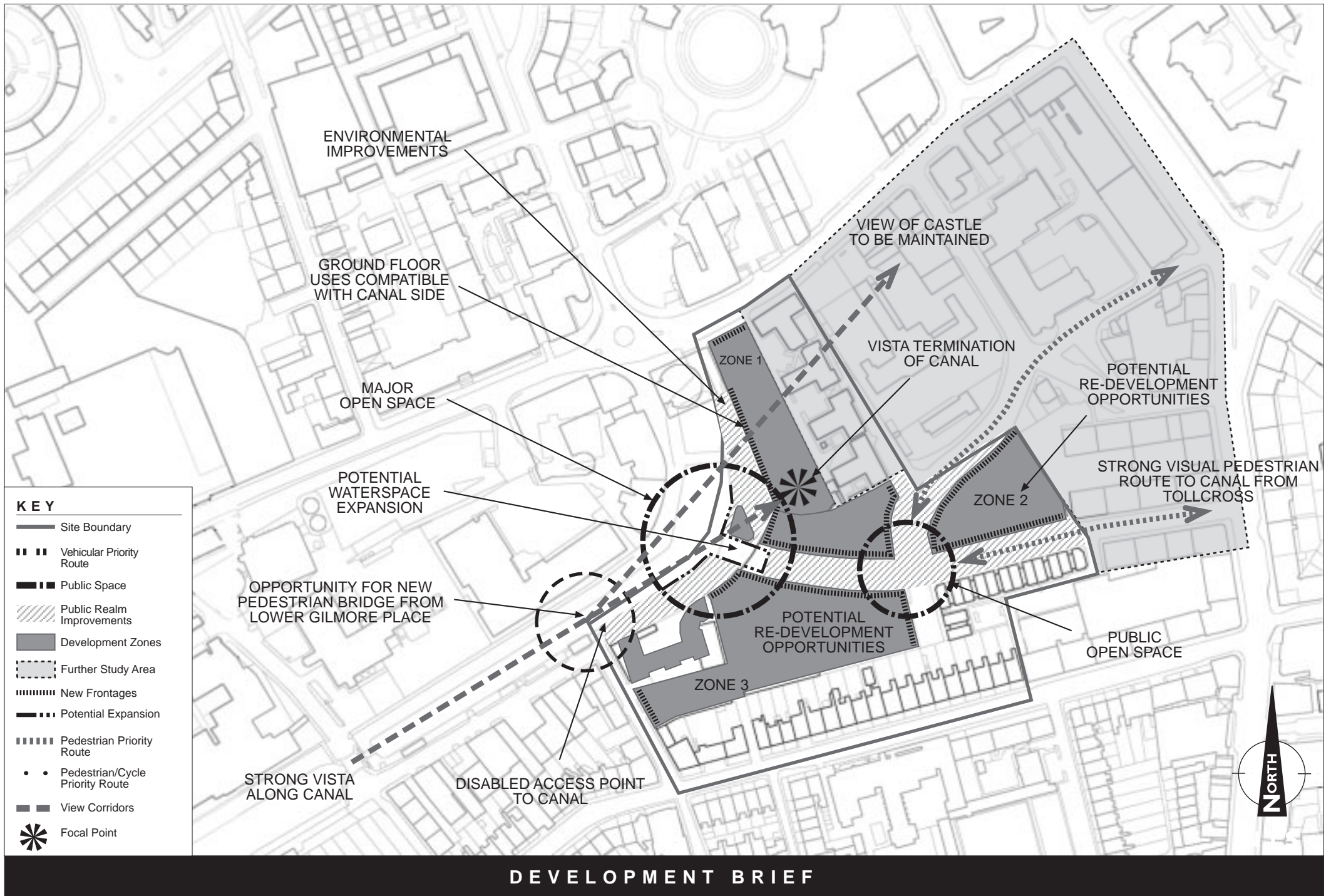
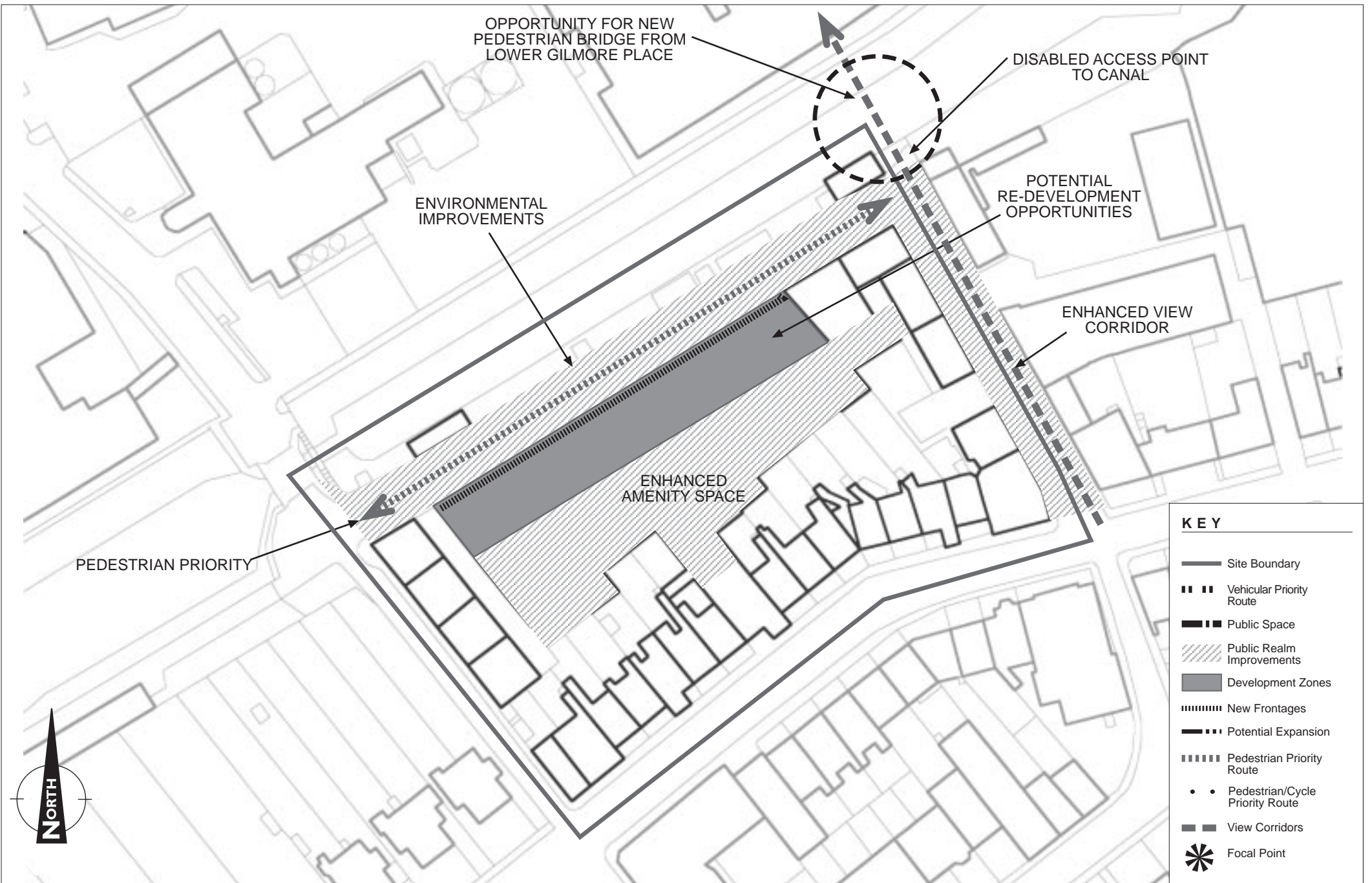
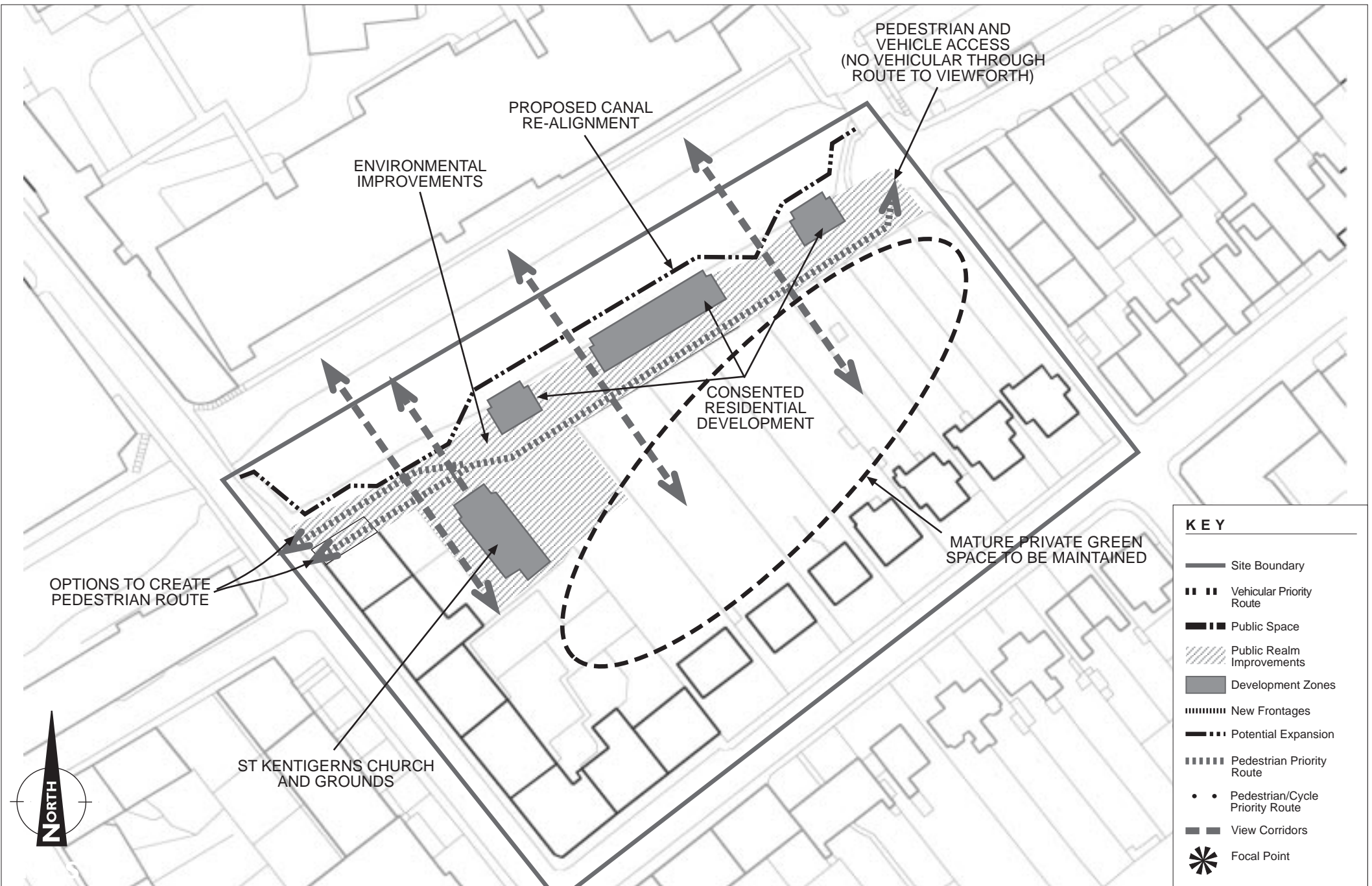


FIGURE 12: FOUNTAINBRIDGE - Urban Framework Strategy - Site 2



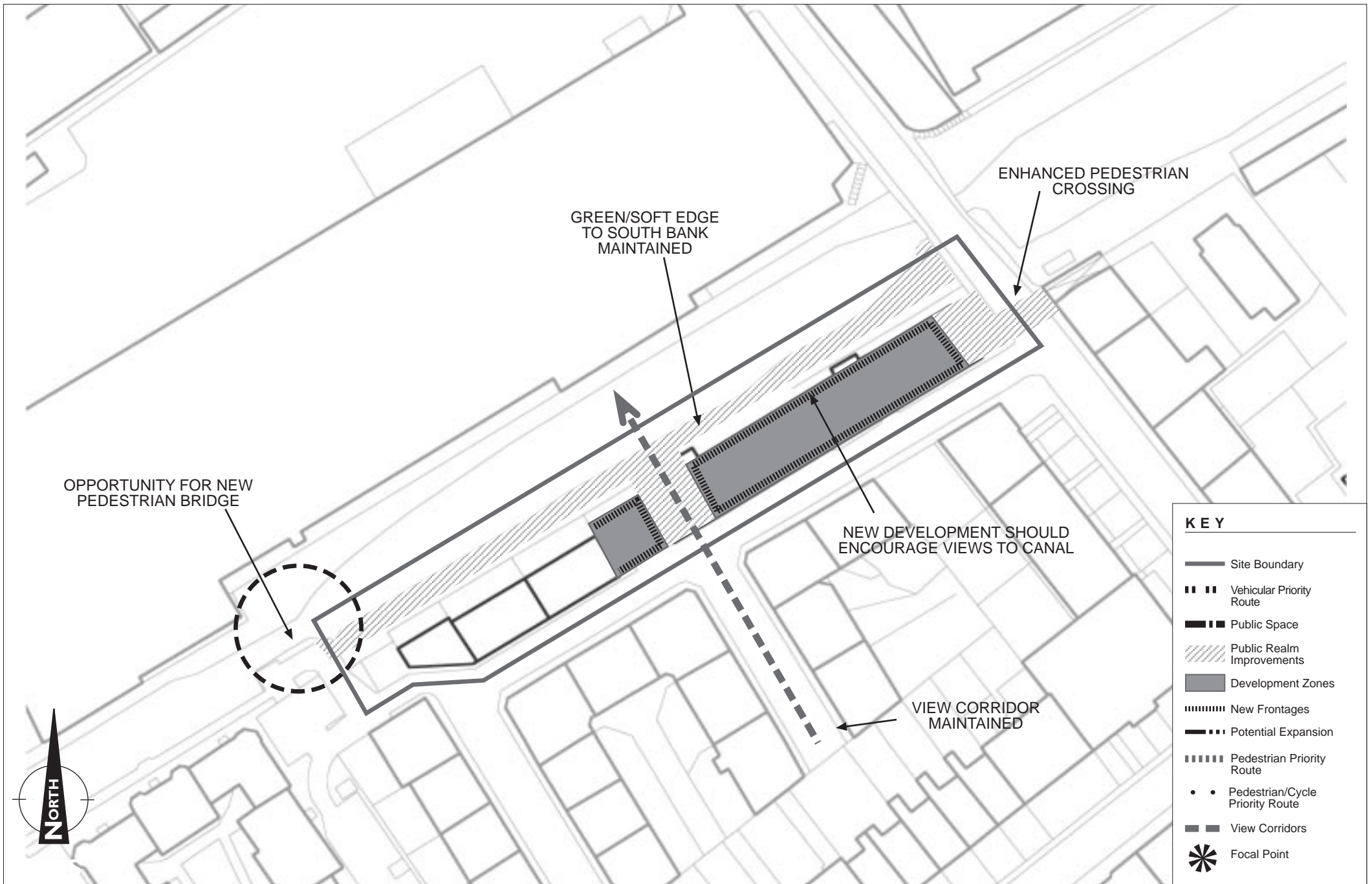
DEVELOPMENT BRIEF

FIGURE 13: FOUNTAINBRIDGE - Urban Framework Strategy - Site 3



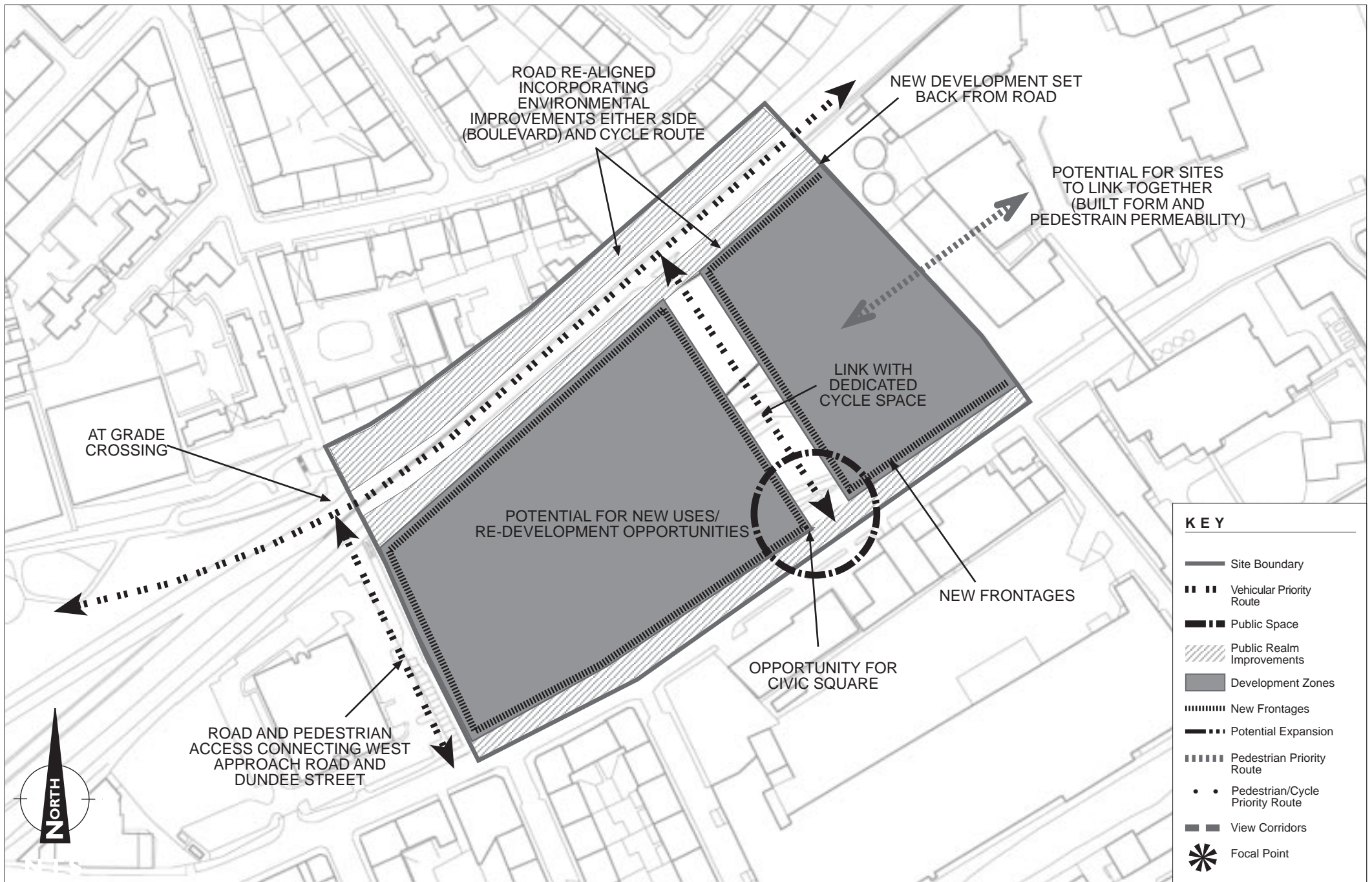
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FIGURE 14: FOUNTAINBRIDGE - Urban Framework Strategy - Site 4



DEVELOPMENT BRIEF

FIGURE 15: FOUNTAINBRIDGE - Urban Framework Strategy - Site 5



DEVELOPMENT BRIEF

FIGURE 16: FOUNTAINBRIDGE - Urban Framework Strategy - Site 6

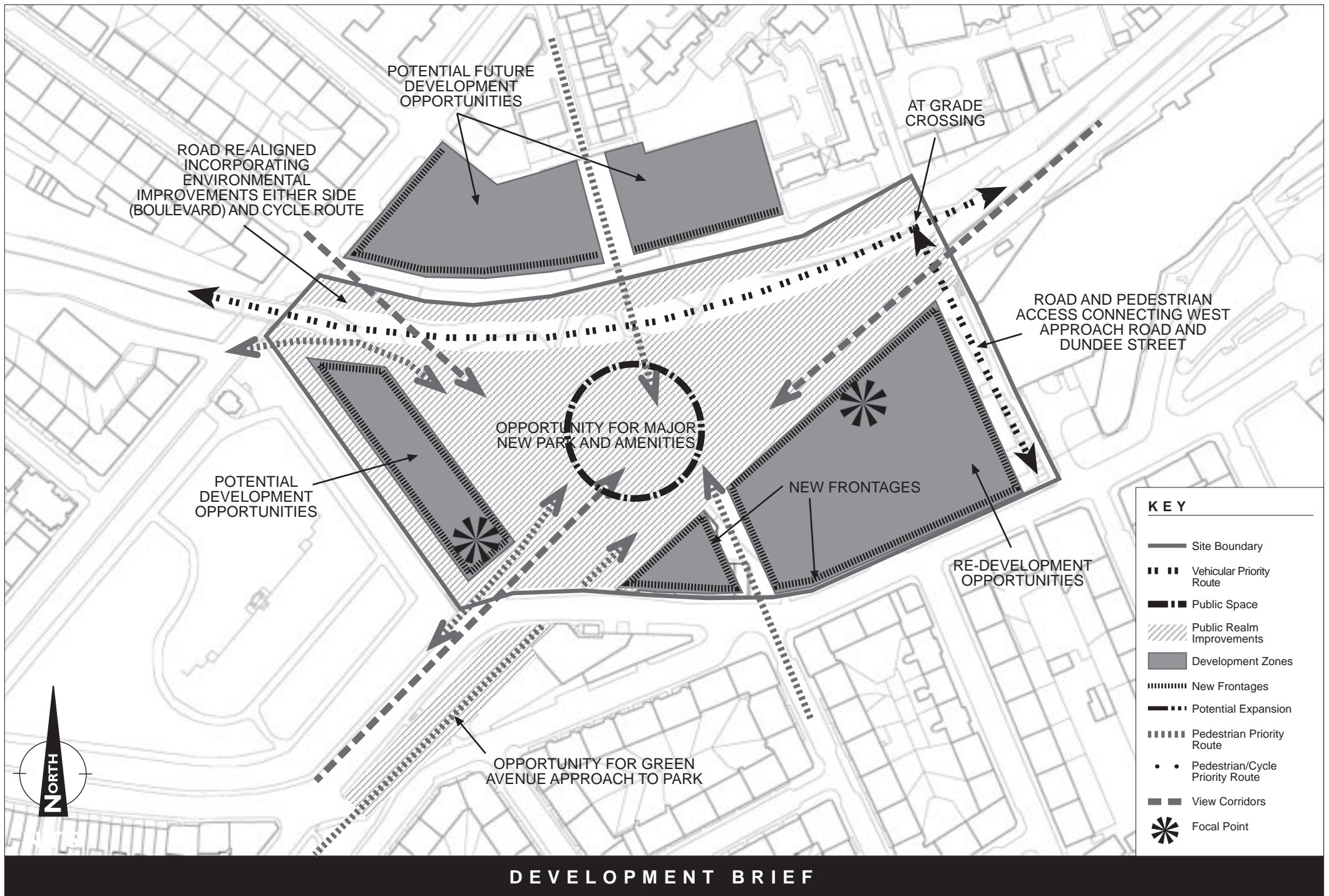
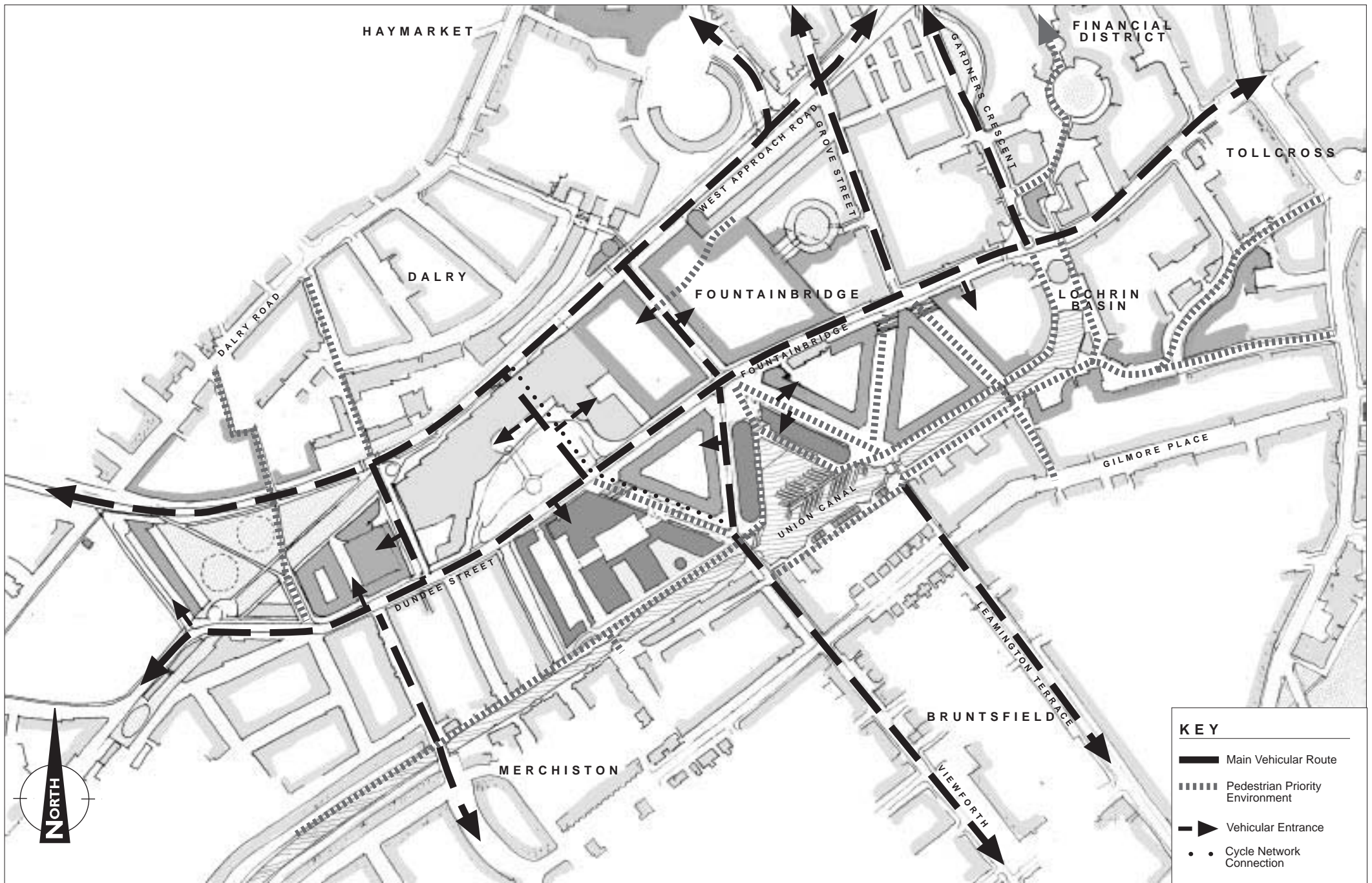


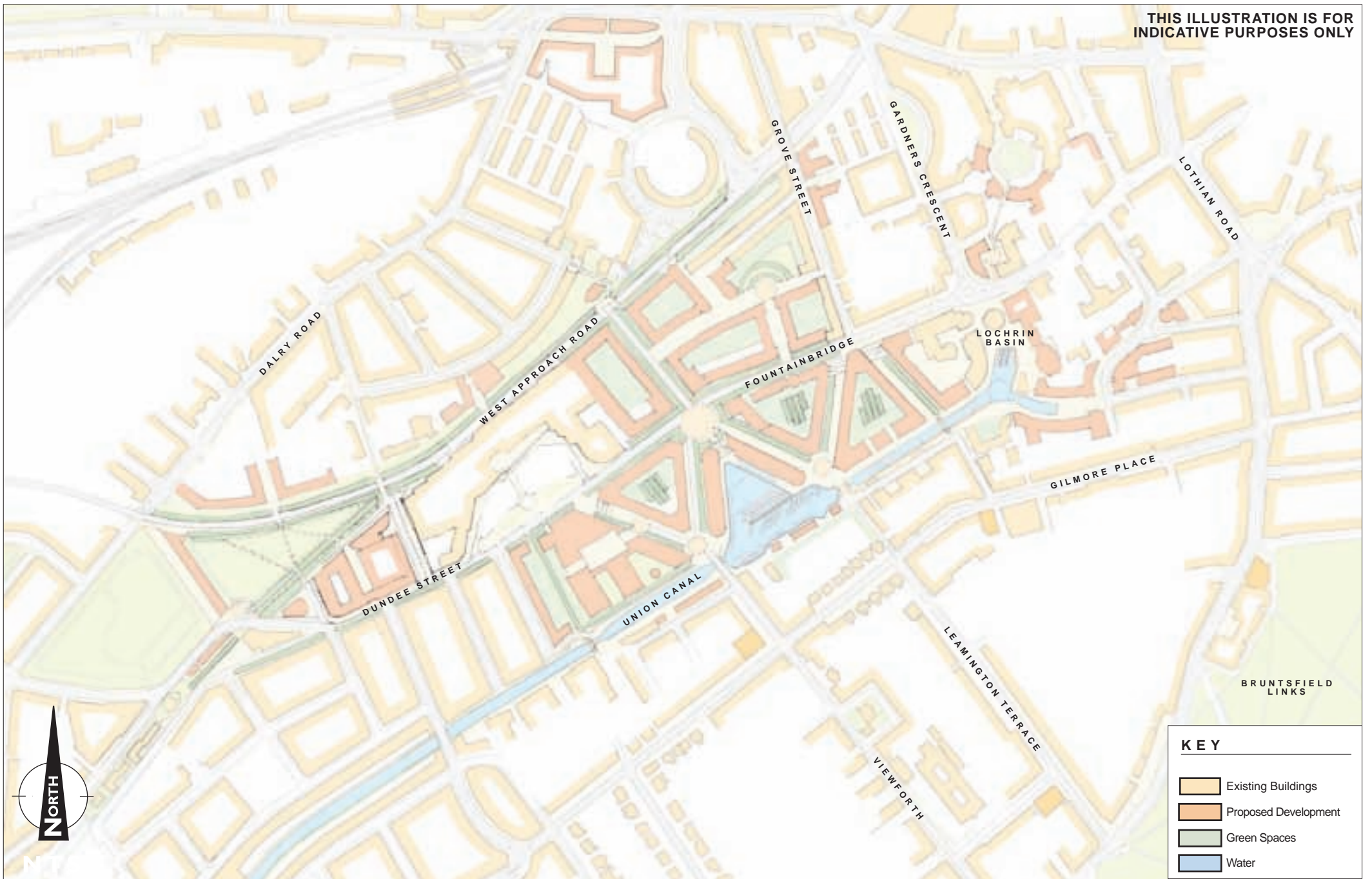
FIGURE 17: FOUNTAINBRIDGE - Urban Framework Strategy - Site 7



DEVELOPMENT BRIEF

FIGURE 18: FOUNTAINBRIDGE - Proposed Infrastructure

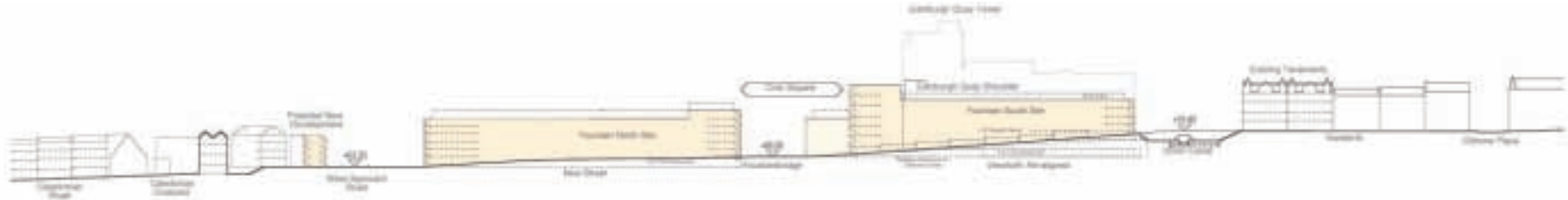
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DEVELOPMENT BRIEF

FIGURE 19: FOUNTAINBRIDGE - Concept Framework

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PROPOSED SECTION A



PROPOSED SECTION B

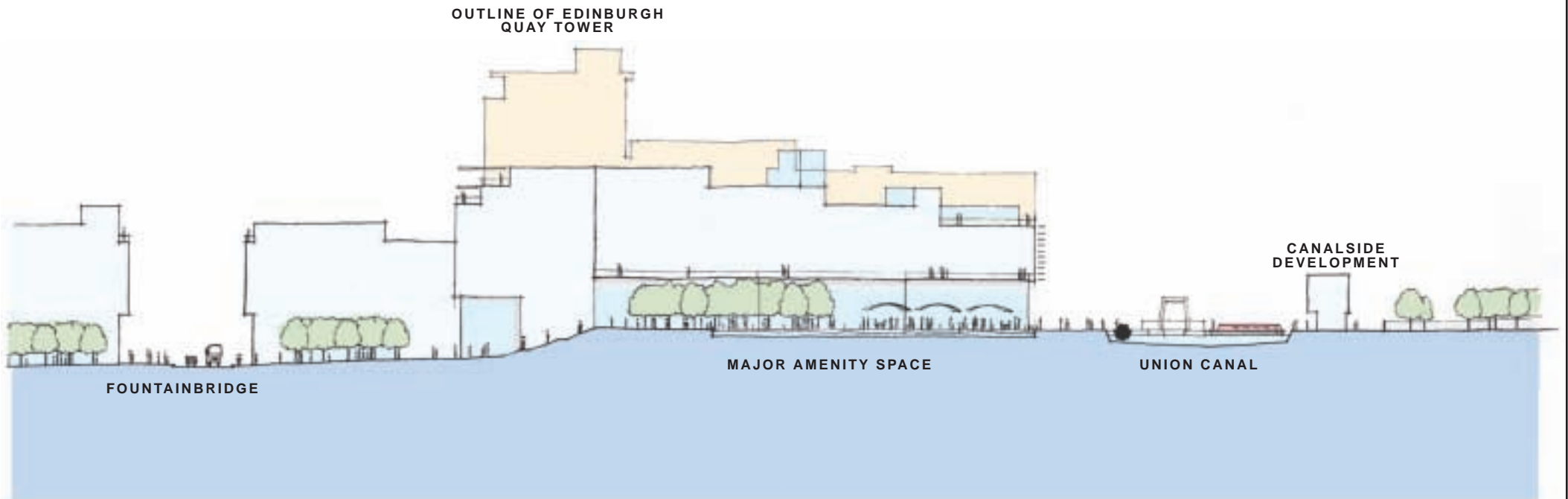


SECTION B SECTION A

DEVELOPMENT BRIEF

FIGURE 20: FOUNTAINBRIDGE - Proposed Indicative Sections

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FIGURE 21: FOUNTAINBRIDGE - Indicative Sketch Section through Central Space

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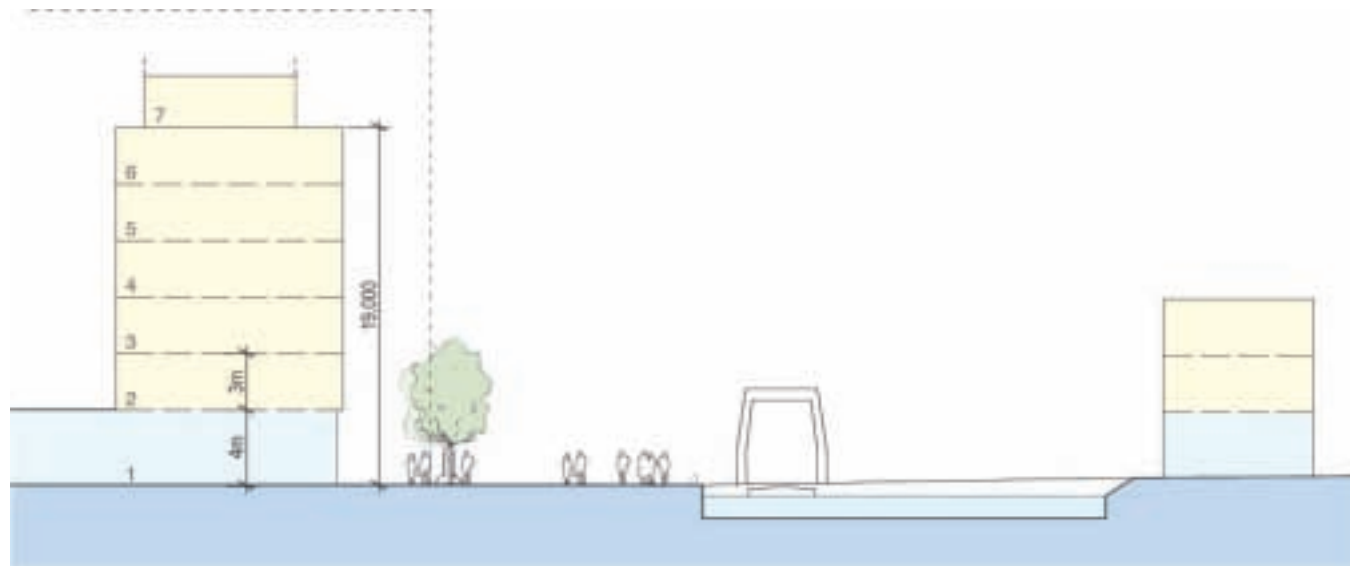
DEVELOPMENT BRIEF

FIGURE 22: FOUNTAINBRIDGE - Indicative Sketch Along Canal

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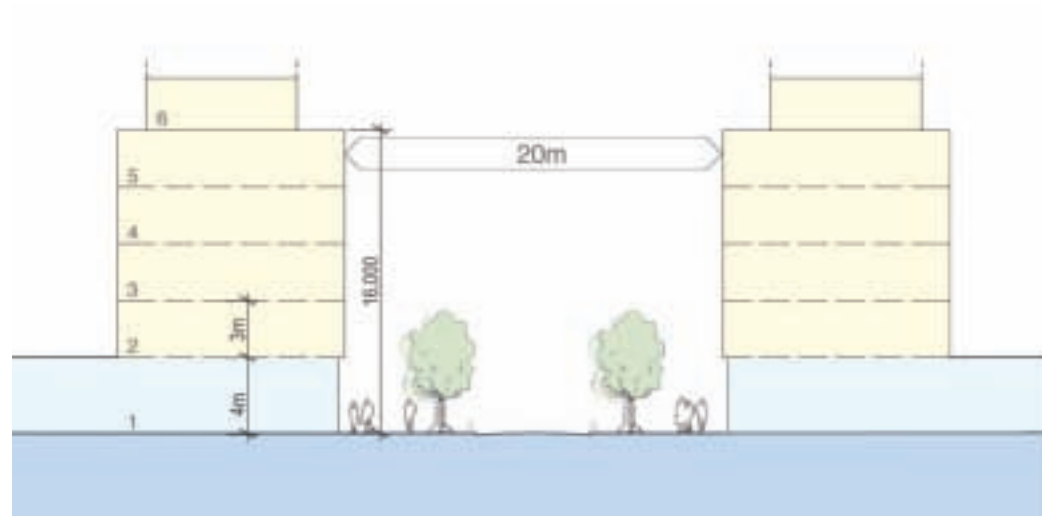
FOUNTAINBRIDGE BOULEVARD SECTION



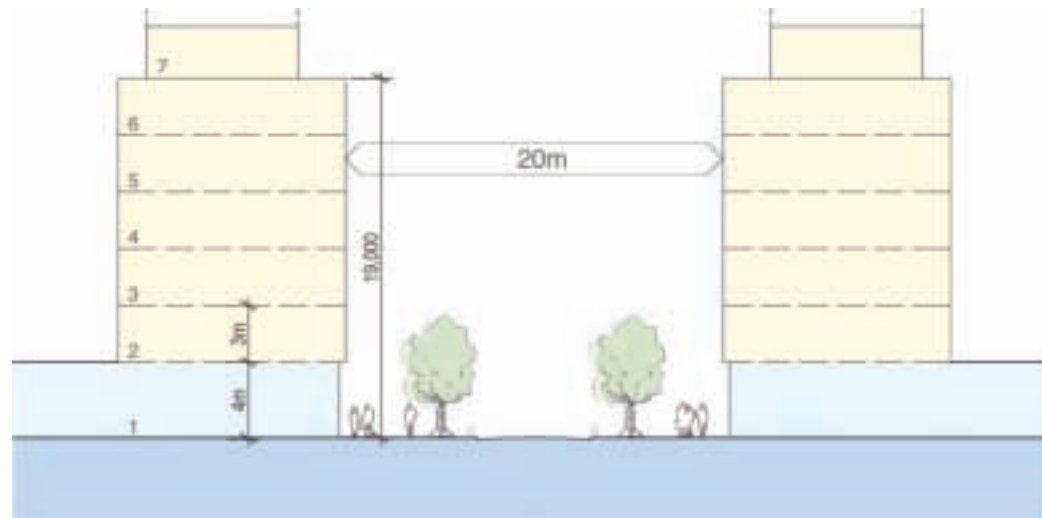
CANAL SECTION

DEVELOPMENT BRIEF

FIGURE 23: FOUNTAINBRIDGE - Indicative Street Sections



CROSS STREET - 5 STOREY PLUS ROOF



CROSS STREET - 6 STOREY PLUS ROOF

DEVELOPMENT BRIEF

FIGURE 24: FOUNTAINBRIDGE - Indicative Street Sections



DEVELOPMENT BRIEF

FIGURE 25- FOUNTAINBRIDGE - Aerial View of Masterplan

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FIGURE 26- FOUNTAINBRIDGE - Sketch of Fountainbridge Boulevard

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FIGURE 27- FOUNTAINBRIDGE - Sketch of West Approach Road Boulevard