



Fig. 5.0: Photograph of existing Granton Waterfront looking east



# 5. KEY SPACES AND INTERFACES

This chapter of the report expands further upon the high level strategies to provide principles and a design approach to key public spaces, streets and interfaces which connect the character areas.

- 5.1 Key Spaces and Interfaces Overview
- 5.2 Key Spaces
- 5.3 Key Streets and Interfaces



# 5.1 Key Spaces and Interfaces Overview



Fig.5.1: Location of key spaces, streets and location of illustrative sections

## Key Spaces and Interfaces Overview

### Key Spaces

- (A) Coastal park
- (B) Gas holder link
- (C) Station building

### Key Interfaces

- 1 Coastal Edge
- 2 Harbour Road
- 3 Waterfront Broadway
- 4 Diagonal
- 5 Forthquarter Park Edge
- 6 Residential Street
- 7 Marine Drive
- 8 West Granton Road
- 9 Typical Lane (across site)

### This section establishes design principles for key spaces and interfaces highlighted within the Development Framework.

Three key open spaces: the coastal park, gas holder link and station building are considered integral to the Development Framework. These are described in more detail in this chapter.

9 key interfaces or street are also identified. Some of these relate to new streets, others illustrate upgrades to the existing street profile. In all cases, these key streets and spaces pass through and connect the character areas. The location of the spaces and streets are identified opposite, (Fig. 5.1).

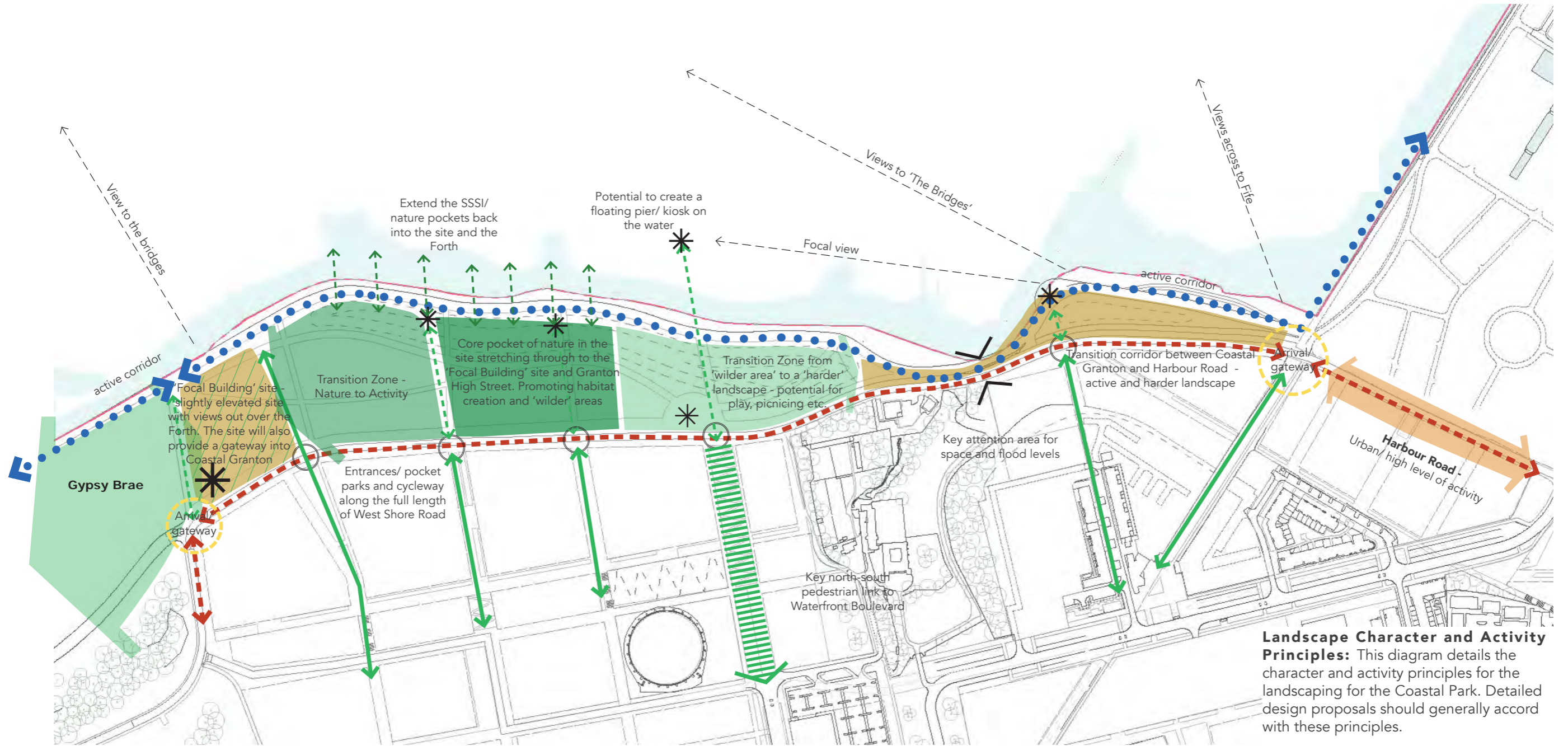
The following general principles apply to all open spaces and interfaces:

- Building frontages should actively address street / lanes and be urban in character.
- Block boundaries / private space should be clearly delineated with small buffer zones to residential units or spill out spaces to non-residential uses.
- Focus on active travel, safe and pleasant pedestrian and cyclist routes and public transport.
- Streets and spaces should accord with the Development Framework strategies and character areas set out in preceding chapters.

The plans, sectional drawings and precedent images in this section demonstrate possible approaches to the implementation of the Granton principles and high level strategies in each area. Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of Edinburgh Design Guidance.

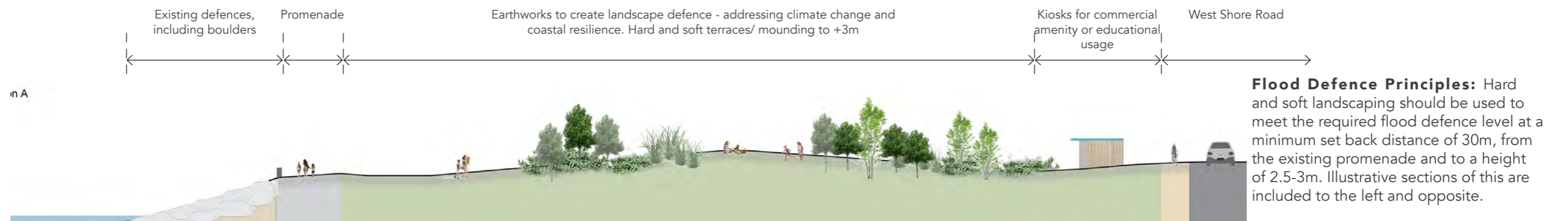


# 5.2 Key Spaces



**Landscape Character and Activity Principles:** This diagram details the character and activity principles for the landscaping for the Coastal Park. Detailed design proposals should generally accord with these principles.

Fig. 5.2: Illustrative plan of coastal park landscape principles, diagram by LUC Indicative proposal subject to consultation with HRA and SEA.



**Flood Defence Principles:** Hard and soft landscaping should be used to meet the required flood defence level at a minimum set back distance of 30m, from the existing promenade and to a height of 2.5-3m. Illustrative sections of this are included to the left and opposite.

Fig. 5.3: Section A-A through flood defence landform, diagram by LUC Indicative proposal subject to consultation with HRA and SEA.



Key Spaces

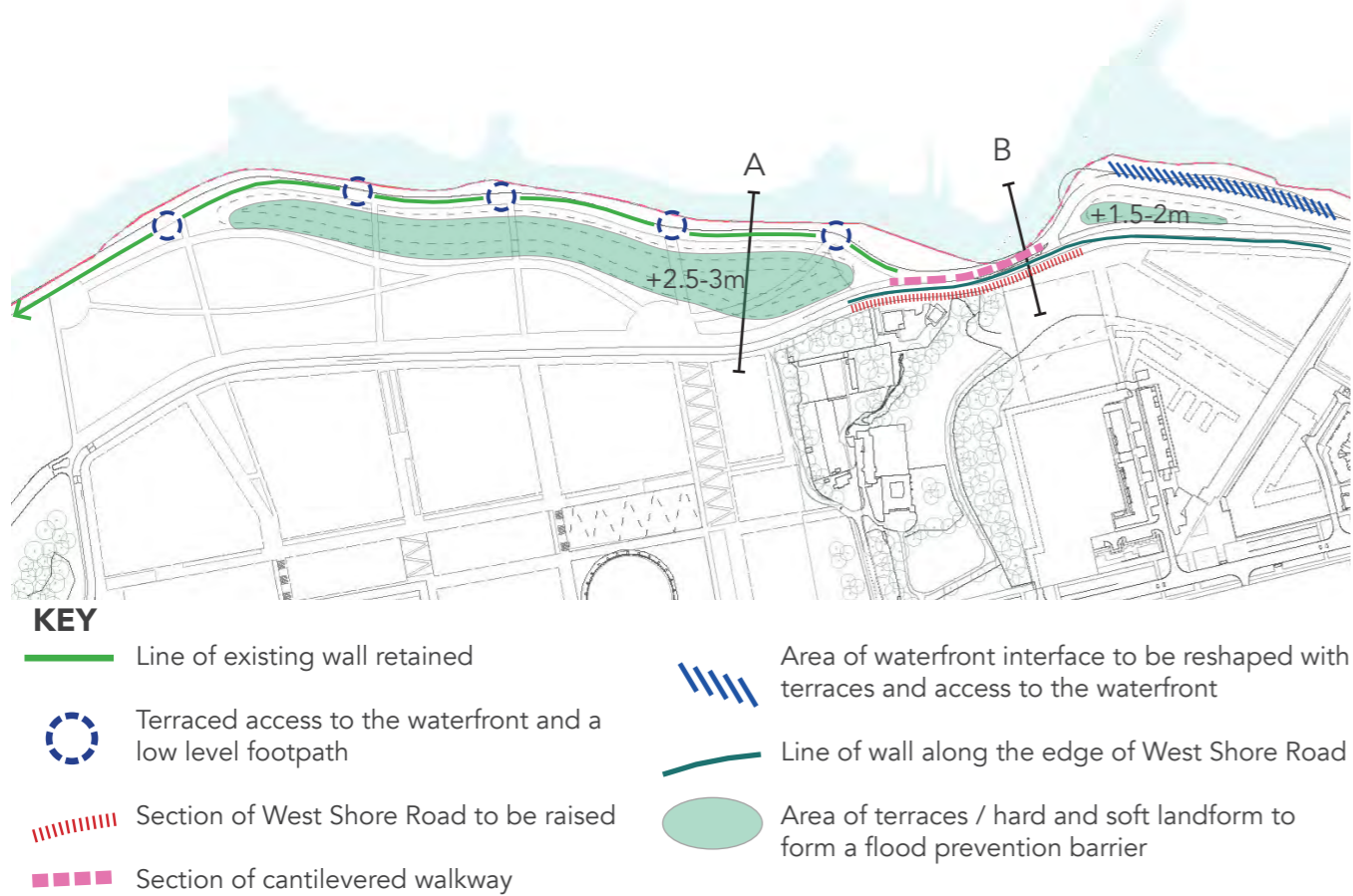


Fig. 5.4: Illustrative plan of flood defence principles, diagram by LUC.

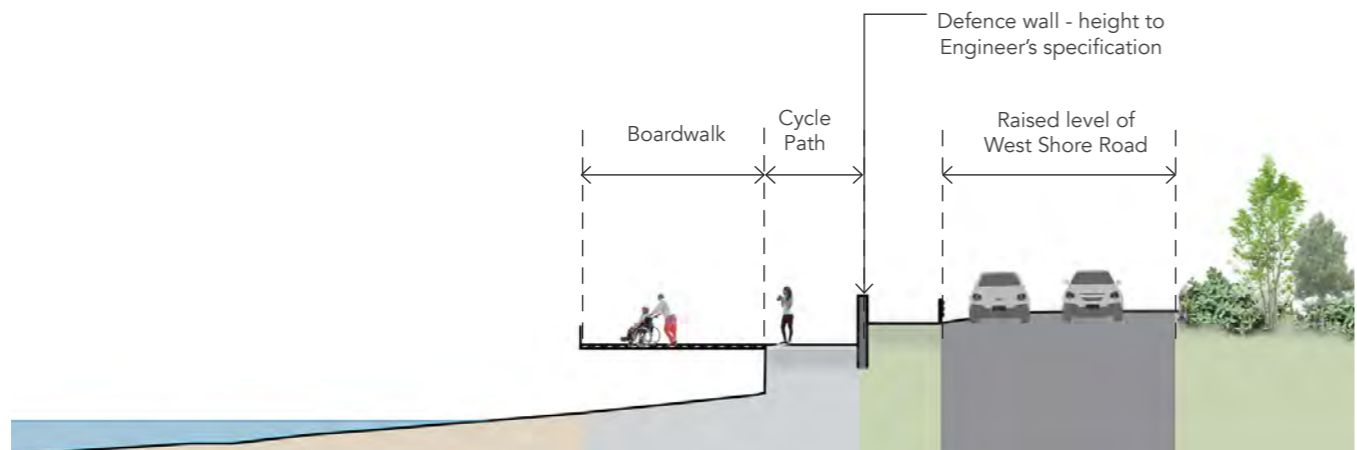


Fig. 5.5: Section B-B through cantilevered walkway, diagram by LUC. Indicative proposal subject to consultation with HRA and SEA.

Coastal Park

The waterfront is a key asset for the neighbourhood and the wider city and should be an integral part of the Development Framework. A series of design principles have been developed for the proposed coastal park, which should inform detailed design proposals. The principles are identified below and in the adjacent diagram, (Fig. 5.2-5.5).

- Design should take account of climate change. Hard and soft landscaping should be used to meet required flood defence level.
- The coastal park should provide sustainable, high quality facilities for residents and visitors and consider opportunities to create a city and local scale recreational destination.
- The park should provide an east-west connection - continuing the active corridor from Cramond to Portobello and north-south connections from the water to the city. The provision of water connections to the wider Firth of Forth should be considered.
- Views out across the Firth of Forth and beyond should be enhanced and framed using planting.
- The coastal park abuts a number of landscape and ecology designations and the relevant discussions with Scottish Natural Heritage and other parties should be undertaken prior to planning.
- Any redevelopment, according to SEPA guidance should be redevelopment for 'least vulnerable uses.'
- The coastal park has the opportunity to provide an educational asset, providing a platform for outdoor learning.
- The park should provide a multi-functional landscape to accommodate a range of spaces - from harder landscape through a central 'wilder' landscape to open activity space in the west.
- A Habitats Regulation Appraisal (HRA) and Strategic Environmental Assessment (SEA) will be required to further inform impact, scope and relevant mitigation of proposals



Fig. 5.6: Location of coastal park space



## Key Spaces

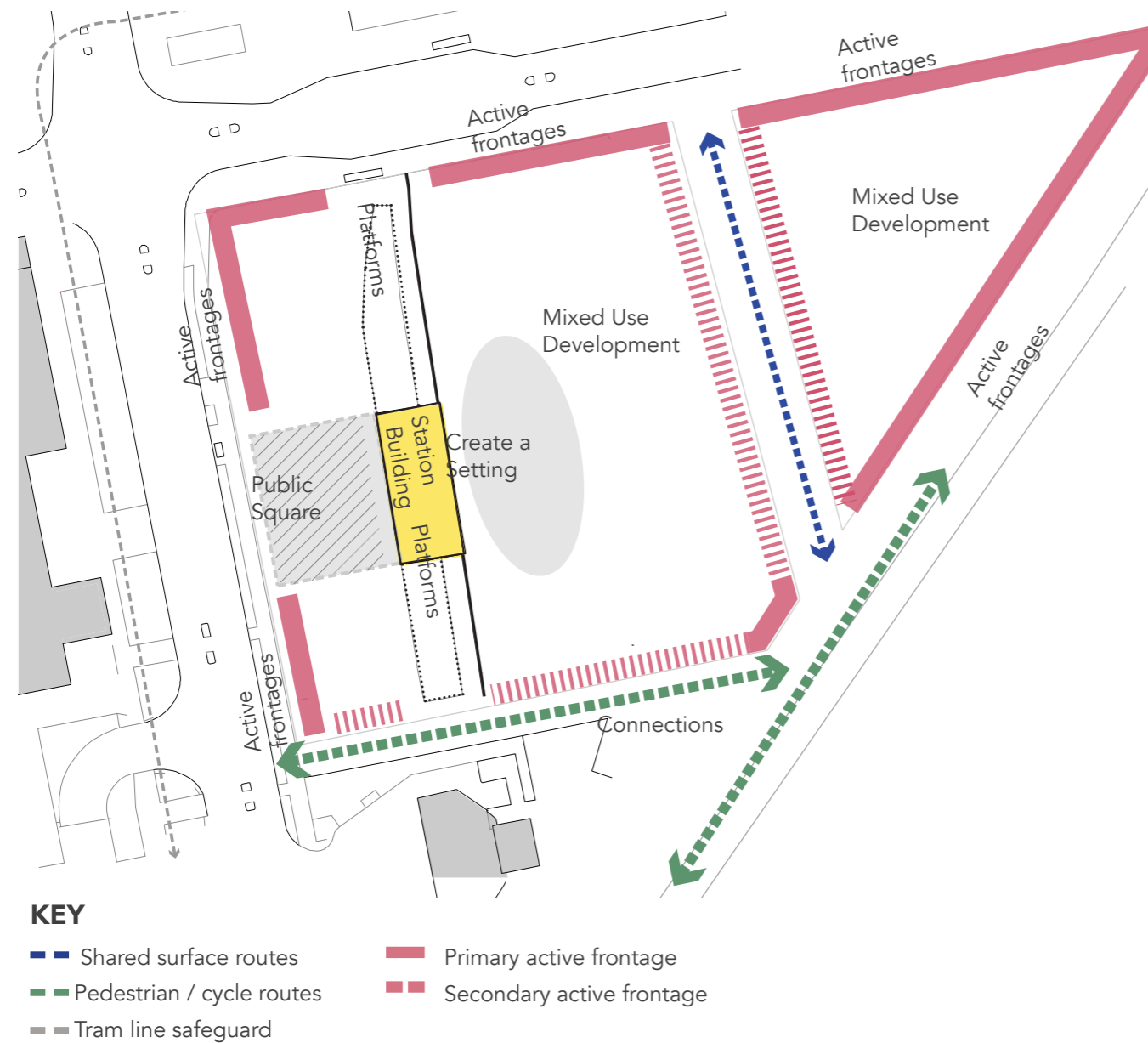


Fig. 5.7: Illustrative plan of key principles for station building.

### Station Building

The former Granton Gasworks Station Building is a category 'B' listed building constructed between 1898-1904. The Station Building is a key heritage assets, which sits at a pivotal position between Waterfront Broadway and the diagonal. It has the potential to strengthen the Waterfront Broadway character area. Importantly, the space around the former station is also considered to be of value. For this reason, the 'setting' to the building and its boundaries should be carefully considered.

The key design principles that should be considered are detailed below and illustrated in the diagram to the left, (Fig. 5.7).

- The site should be developed to provide an adaptive re-use that takes into account the building's architectural and social value.
- Development should respond to the existing building in line with its Category B listed status.
- Proposals should retain the setting to Waterfront Broadway via the creation of a new public square which supports active uses such as markets, creative use, enterprise and learning.
- A 'no build zone' over and around the existing platforms should be retained.
- New buildings around the station building should provide active uses to primary and secondary frontages.
- The public pathway to the south of the site should be retained and routes should tie into the diagonal pedestrian / cycle route.
- Ideally the building should have a publicly accessible function. However, commercial or residential uses could be acceptable with sufficient consideration of quality intervention and setting. Blocks surrounding the station building should be mixed use and incorporate housing.

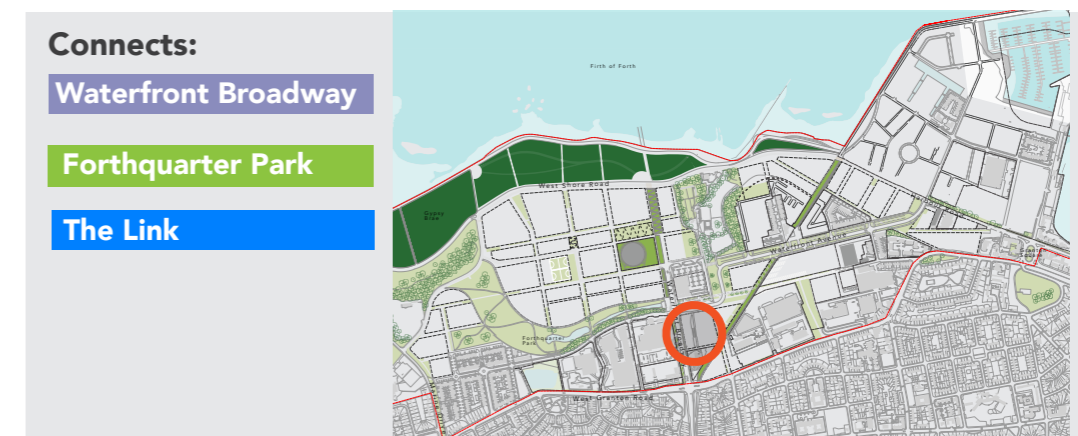


Fig. 5.8: Location of station building space



## Key Spaces

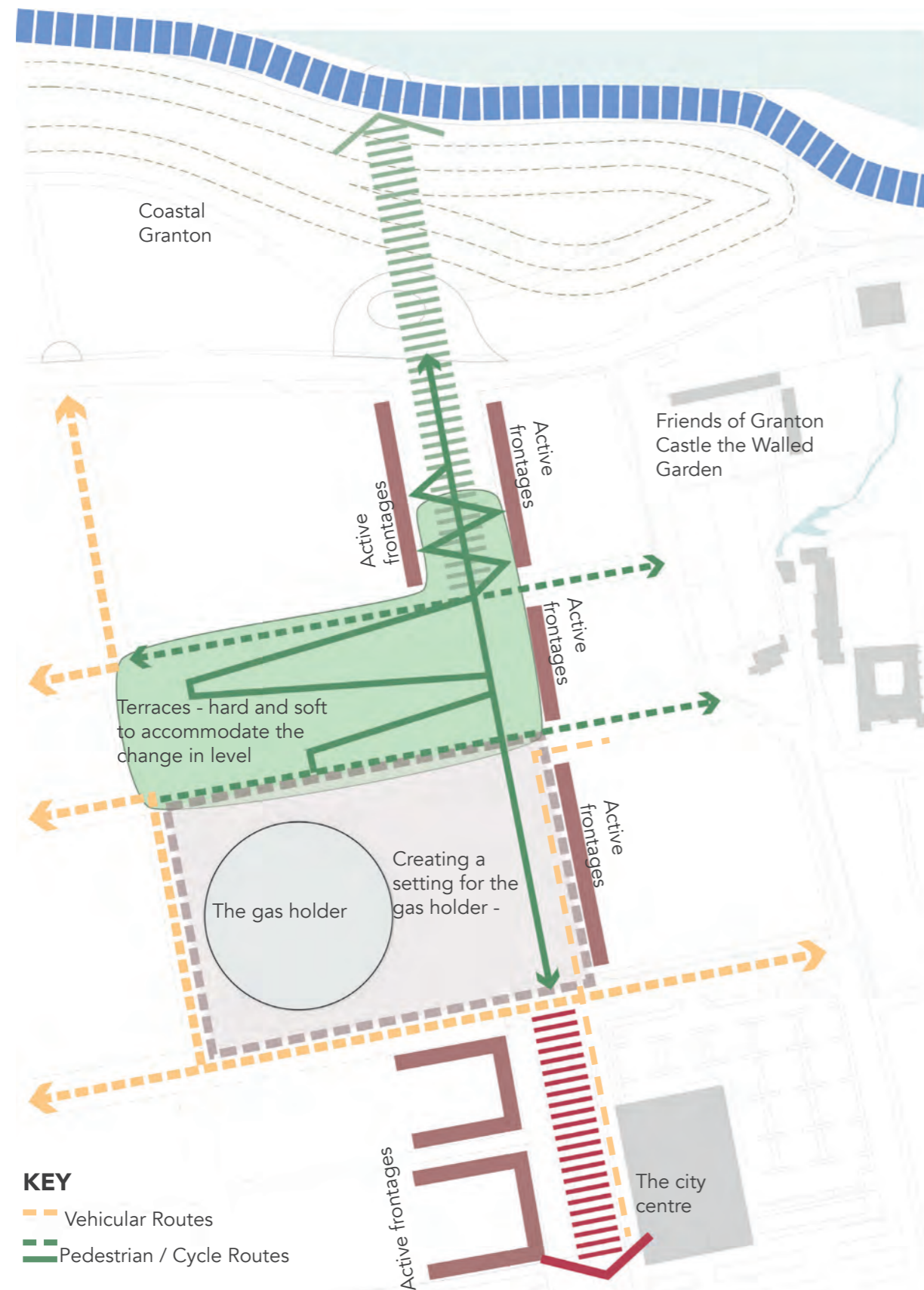


Fig. 5.9: Illustrative plan of key principles for station building, diagram by LUC

### Granton Gas Holder Link

The gas holder link is an important route and green space connecting Waterfront Broadway and the coastal park. A series of design principles have been developed for this area. These set out key landscape principles and connections which should inform detailed design proposals. The principles are detailed below and illustrated in the diagram to the left, (Fig. 5.9).

- This area should provide an essential pedestrian and cycle route to the waterfront from Upper Granton at the heart of the Development Framework. This should be linked to a number of key east to west routes linking Upper Granton, Forthquarter Park and the Link/Avenue.
- It should address the very steep topography and drop in level between the gas holder's northern edge and West Shore Road (approx. 10-15m) with a cascading, ramped landscape.
- The gas holder link should create a sense of place and identity within the central commercial core of Granton Waterfront. It should create connections - both visually and physically - whilst enhancing green infrastructure and active travel.
- It should also form an important setting to the gas holder with links to existing assets such as the existing walled garden and the new coastal park.
- New buildings facing the link should provide active frontages and ground floor uses.



Fig. 5.10: Location of gas holder link space

## Key Streets and Interfaces



Fig. 5.11: Illustrative section and plan for the coastal edge, West Shore Road and coastal park

### 1. Coastal Edge - West Shore Road

This new coastal boulevard defines the southern edge to the coastal park and West Shore character area. It is part of the key strategic route connecting the east and west of the delivery plan area linking the coastal promenade and West Harbour Road.

#### Key principles:

- Edinburgh Waterfront Promenade should be continued to approved design code.
- Segregated cycle route should be provided to north of West Shore road (in line with CEC guidance and to connect to existing cycle routes where possible).
- Limited on street parking should be provided to south of West Shore Road. Parking should be incorporated between street planting, cycle parking or other features.
- Road should be sized and designed to meet CEC requirements for Mass Rapid Transport (MRT) / bus routes.
- MRT/ bus stops should be incorporated into street at key locations.
- New development to south of interface should be 5 storey average with some minimum of 4 storey and maximum of 6 storey. Key gateway blocks at locations identified in Fig. 3.59, p.58.

#### Applies to Character Area(s) :

Coastal Granton

West Shore

#### Provides access to:

Blocks C1-7 and E1, E7 and E8. (see p.54)



Fig. 5.12: Location of street and illustrative section cuts



# Key Streets and Interfaces

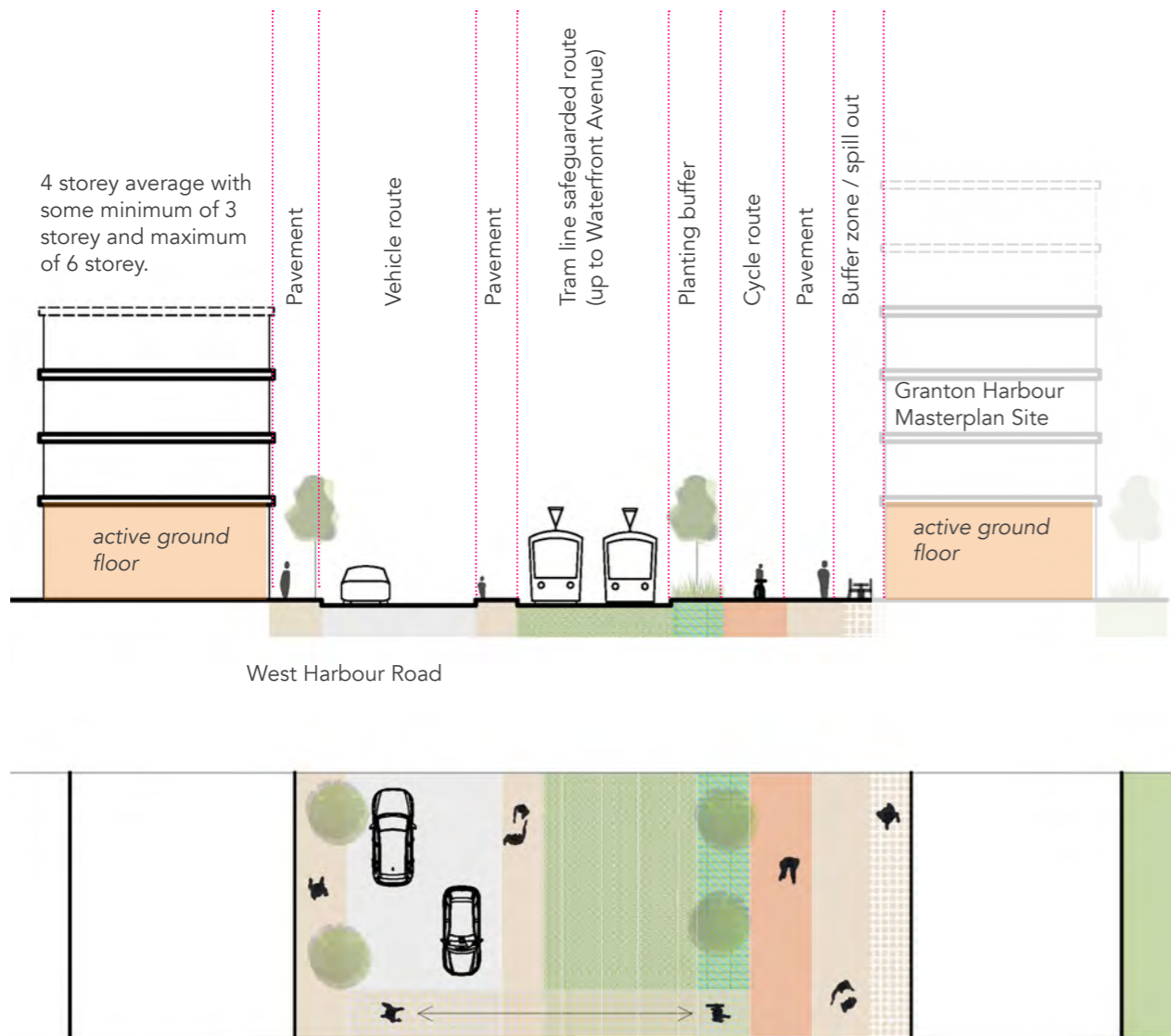


Fig. 5.13: Illustrative section and plan for West Harbour Road

## 2. West Harbour Road

This road acts as a key urban anchor and route to the wider masterplan area for those travelling from east to west. It is mixed used in character and optimises its south-facing edge for active travel and social activity.

### Key principles:

- Segregated cycle route should be provided to north of Harbour Road (in line with CEC guidance) to complete the 'missing link' between current CEC work on cycle route on Lower Granton Road and commencement of the coastal edge.
- Tram line safeguarded route should be retained.
- Existing road and pavement surfacing should be upgraded.
- Road should be sized and designed to meet CEC requirements for bus/MRT routes.
- MRT / bus stops should be incorporated into street at key locations.
- Granton Square proposed as transport interchange hub.
- Interface should be developed in consultation with Granton Harbour masterplanning team.
- Active uses should be positioned at ground floor. Opportunities for activity to 'spill out' onto street along south-facing edge should be considered.

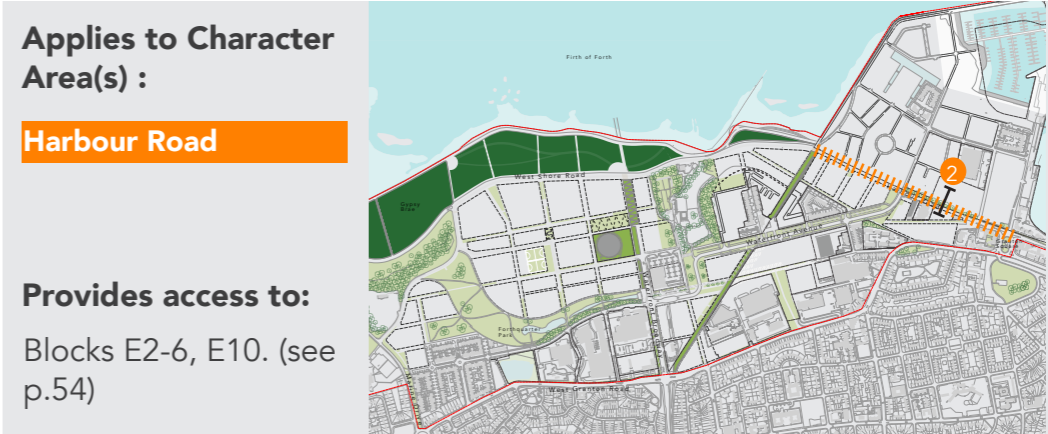


Fig. 5.14: Location of street and illustrative section cuts

## Key Streets and Interfaces

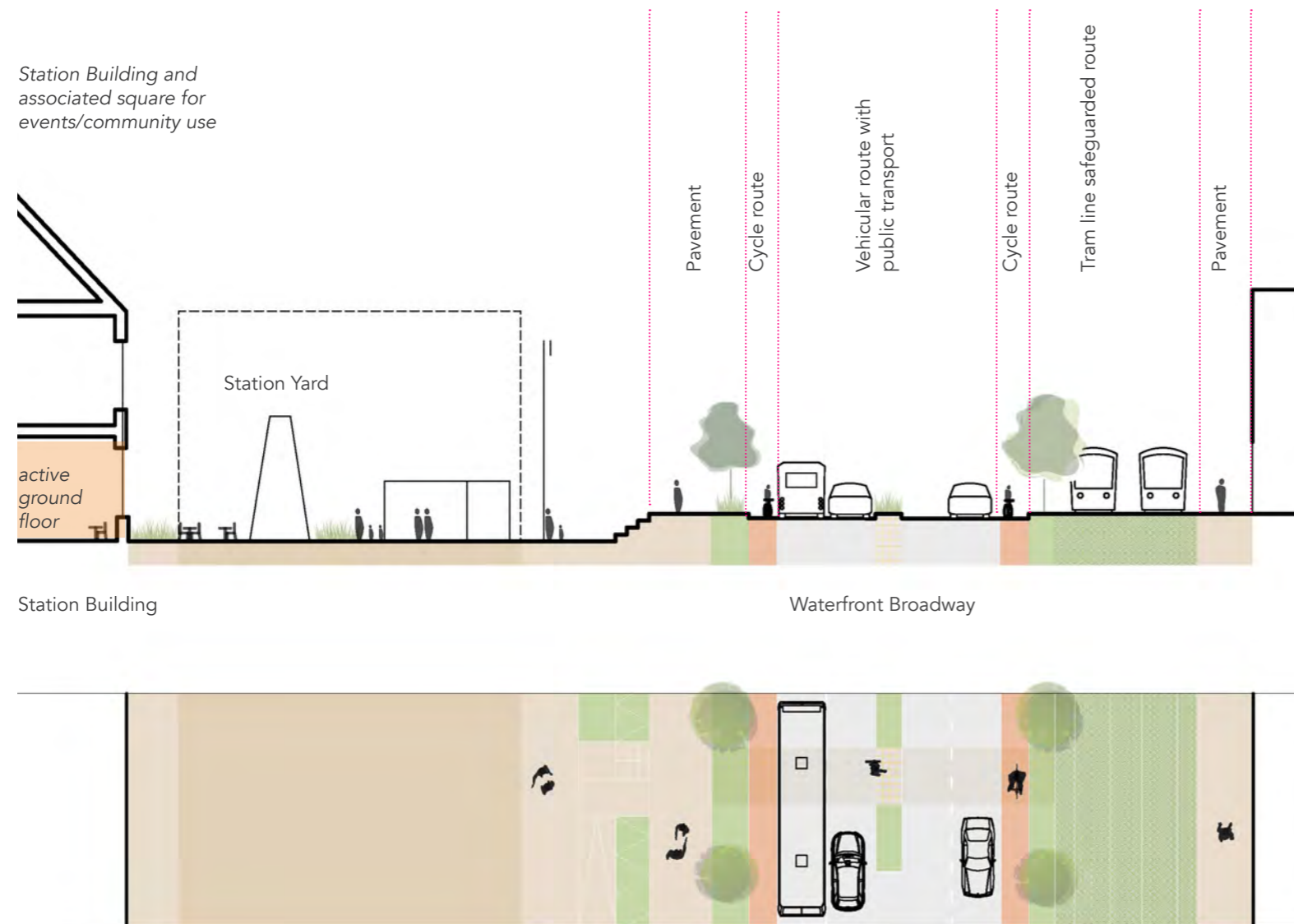


Fig. 5.15: Illustrative section and plan for Waterfront Broadway

### 3. Waterfront Broadway (upgrades around station building)

Waterfront Broadway is an existing road that forms part of the main north to south connection through Granton Waterfront. It connects through the proposed gas holder link down to the coastal park.

#### Key principles:

- Existing cycle routes should be re-painted or upgraded (in line with CEC Design Guidance) and should be connected into proposed new cycle routes in Upper Granton.
- New development around the Granton Station Building should deal sensitively with setting of station and platform in line with its listed status.
- The area in front (west) of Granton Station should be considered for a variety of outdoor / temporary uses which complement the Waterfront Broadway character area.
- The safeguarded Mass Rapid Transport (MRT) route Waterfront Broadway between West Granton Road and Waterfront Avenue should be retained.
- As Waterfront Broadway passes north of Waterfront Avenue the route should be extended via widening of the urban realm for walking and cycling as detailed in guidance for the gas holder link, p.89.
- A transport hub should be incorporated along or in the vicinity of this route.

#### Applies to Character Area(s) :

- Waterfront Broadway
- Forthquarter Park
- Upper Granton

#### Provides access to:

Blocks D1, D2, D3.  
(see p.54)



Fig. 5.16: Location of street and illustrative section cuts



# Key Streets and Interfaces

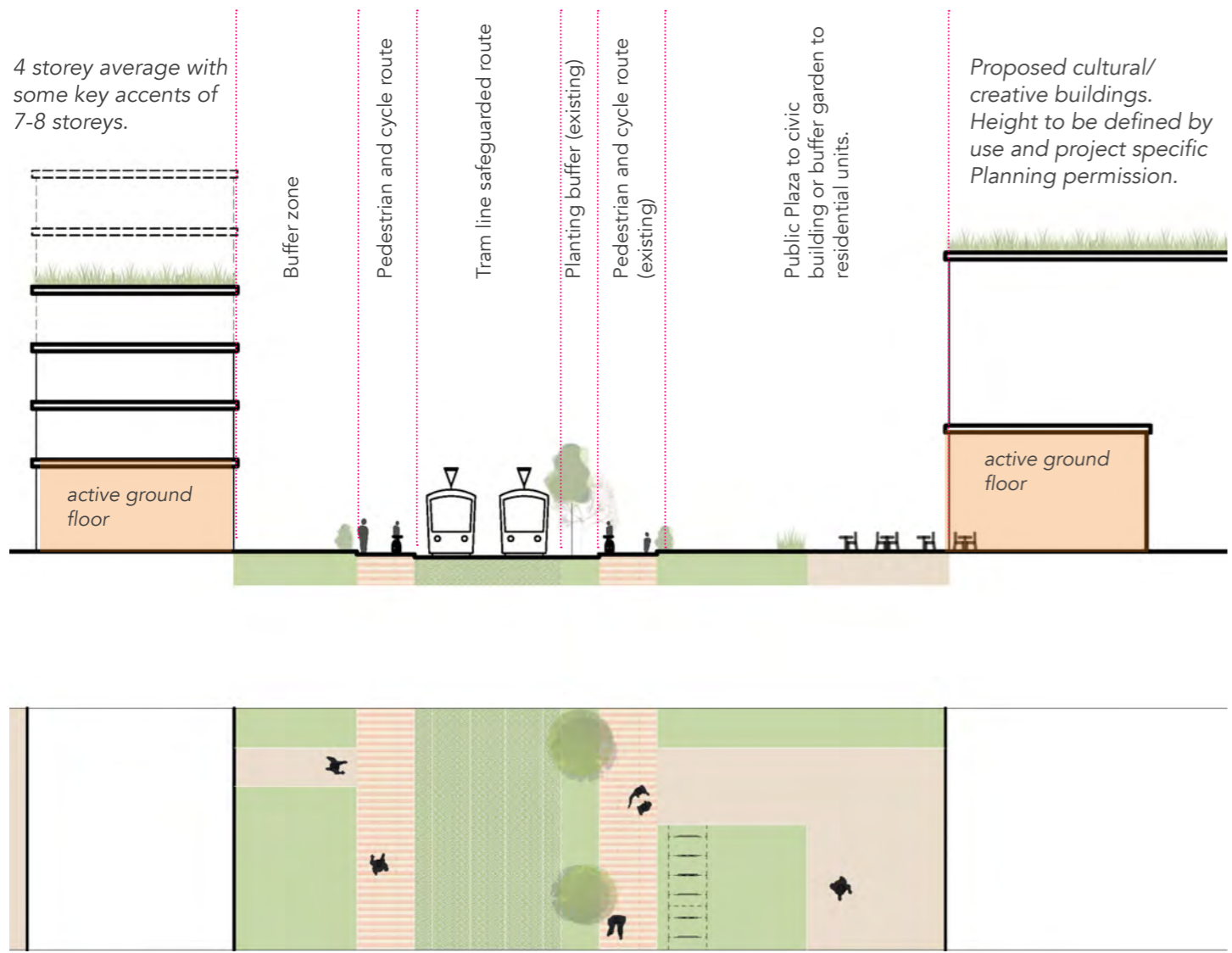


Fig. 5.17: Illustrative section and plan for the Diagonal Route

## 4. Diagonal

The Diagonal is an existing pedestrian green route. One section of this incorporates the tram line safeguarded route. It connects West Granton Road to the coastline and should be activated on both sides.

### Key Principles:

- Building frontages should be active at ground floor and urban in character.
- Uses, boundaries and lighting should provide a secure and overlooked feel for pedestrians and cyclists.
- Consideration should be given to boundary treatments with an awareness to both security and place-making principles. Where possible, consider the use of 'buildings as fences' to National Museums Scotland site and position active uses facing key routes.
- Tram line safeguarded route should be maintained.
- Existing active travel route along the diagonal should be strengthened and enhanced with planting and bike parking incorporated at key locations, see (Fig. 5.31, p.99) example of active travel route.

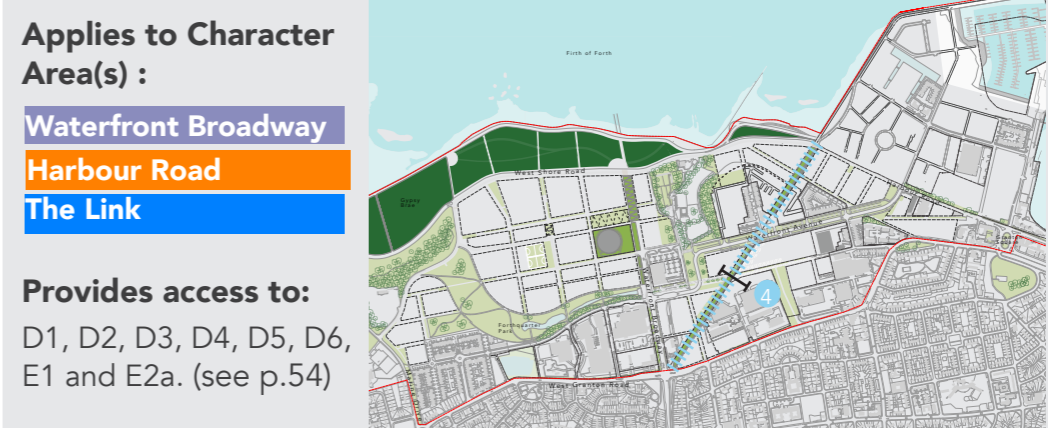


Fig. 5.18: Location of street and illustrative section cuts

## Key Streets and Interfaces

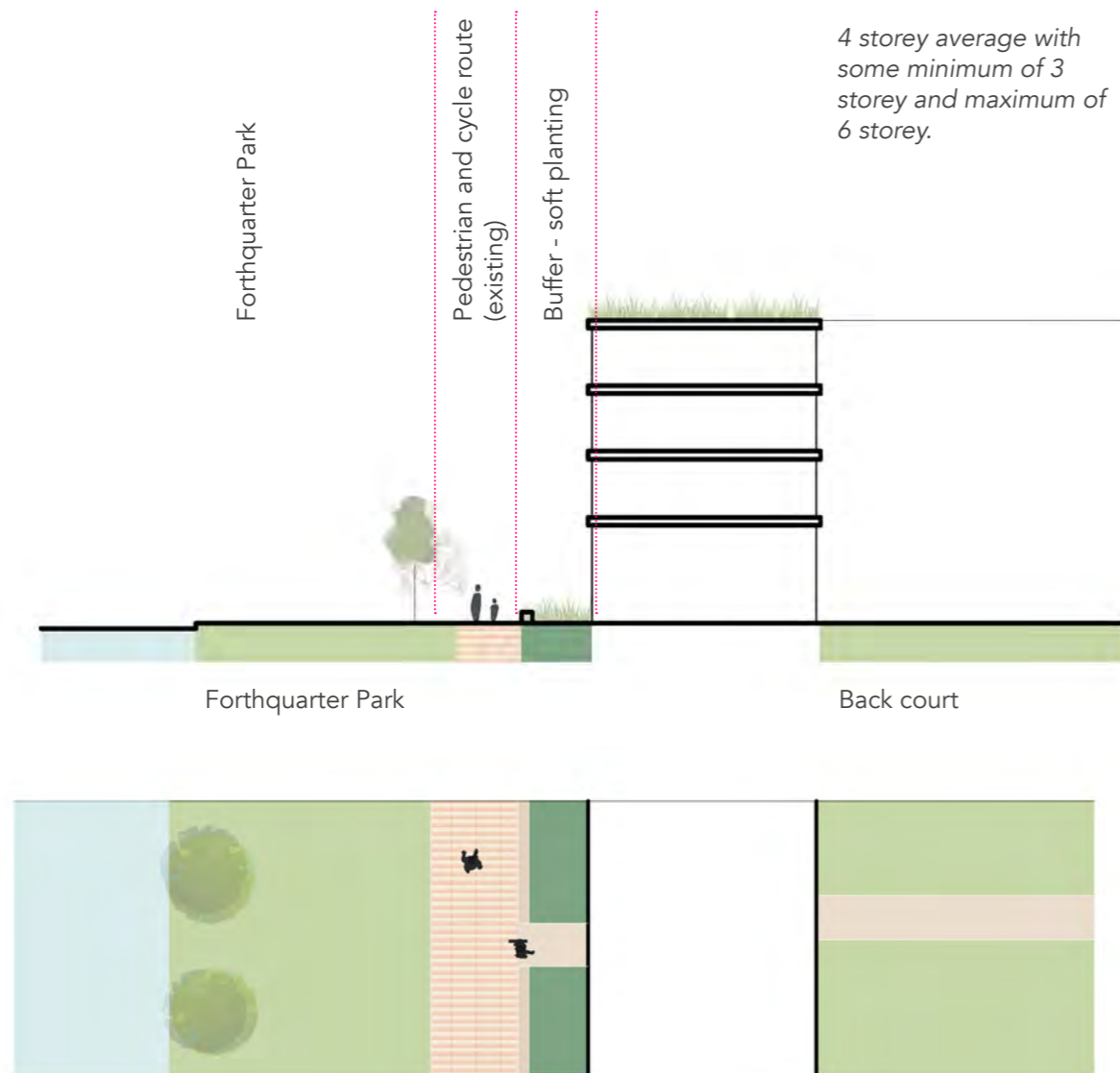


Fig. 5.19: Illustrative section and plan for Forthquarter Park edge

### 5. Forthquarter Park Edge

This boundary edge provides the interface between Forthquarter Park and proposed development in Upper Granton. It enhances the existing park and pathways to provide perimeter definition, overlooking, active frontages and safe access into Upper Granton and beyond.

#### Key principles:

- A soft privacy strip, between 3-5m, should be planted to provide a 'green edge' to the blocks connecting into the existing Forthquarter Park. Wild-flower planting is recommended, see (Fig. 5.32, p.99) for precedent image.
- Buildings along the existing park should incorporate green walls/roofs where possible (in line with blue-green infrastructure strategy, Fig. 3.16, p.40)
- Existing cycle/pedestrian routes within park should be maintained and connected to new routes.
- North-south routes leading to park should be designed to be pedestrian/cycle focused, limit vehicle speeds and provide local access only.
- Perimeter blocks should define private back courts with residents gardens and service lanes where appropriate.

#### Applies to Character Area(s) :

- Waterfront Broadway
- Forthquarter Park
- Upper Granton

#### Provides access to:

B1, B2, B4, B6, B7, A4, A5 and A6. (see p.54)



Fig. 5.20: Location of street and illustrative section cuts



## Key Streets and Interfaces

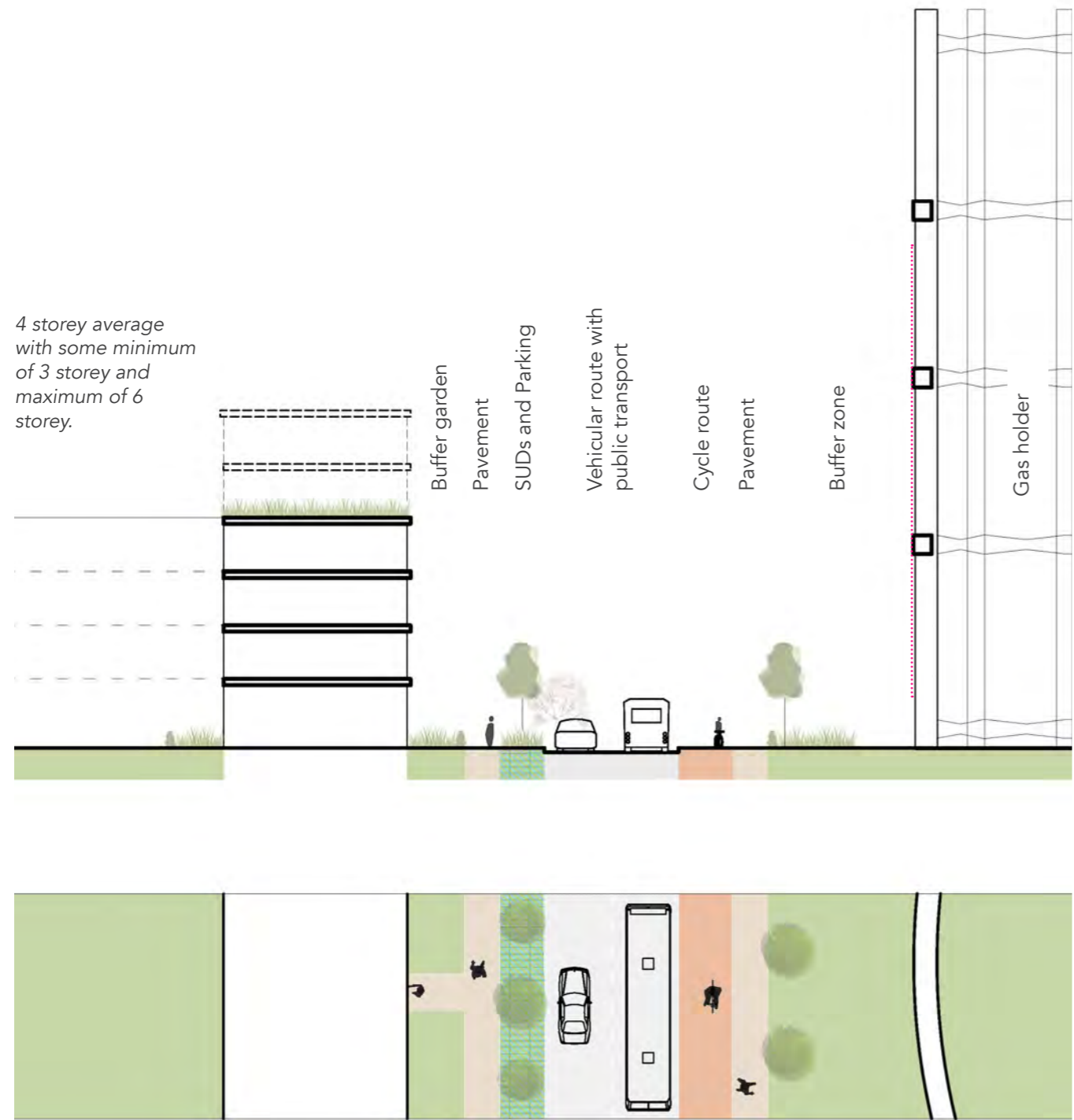


Fig. 5.21: Illustrative section and plan for residential street (shown here within Upper Granton)

### 6. Residential Street incorporating Public Transport Route

This section provides an indicative approach to the primary vehicle route through Upper Granton. It allows for an accessible route which connects the end of Waterfront Broadway to West Shore Road and the Coastline.

**Key principles:**

- Limited on street parking should be provided to south side of road. This should be incorporated between street planting, cycle parking or other features to serve limited visitor / disabled parking requirements.
- Road should be sized and designed to meet CEC requirements for MRT / bus routes. Bus stops should be incorporated into street at key locations.
- Street should incorporate SuDS in locations in line with the Development Framework's proposed blue-green infrastructure strategy, (Fig. 3.16, p.40).
- Segregated cycle route should be provided to north of road (in line with CEC guidance and to connect to existing cycle routes where possible).

**Applies to Character Area(s) :**

- Forthquarter Park
- Upper Granton

**Provides access to:**  
B1, B3, B4, B5, B6, B7, B8, C1b and C6. (see p.54)

Fig. 5.22: Location of street and illustrative section cuts

## Key Streets and Interfaces

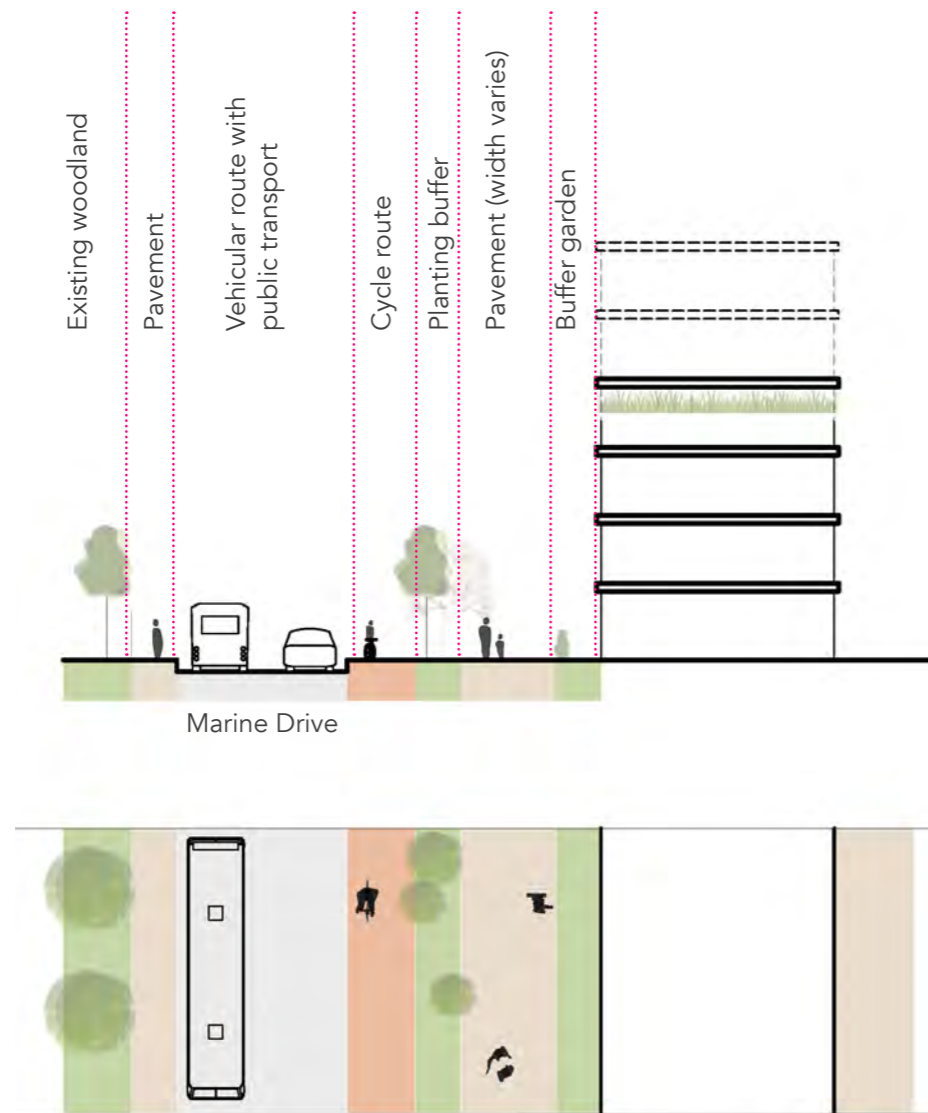


Fig. 5.23: Illustrative section and plan for Marine Drive / West Shore Road

### 7. Marine Drive / West Shore Road

Marine Drive connects the coastal edge and Harbour Road to existing communities around Pennywell roundabout.

#### Key Principles

- Cycle route should be provided (in line with CEC guidance and connecting existing routes where possible).
- Road should be sized and designed to meet CEC requirements for bus / MRT routes. Bus stops should be incorporated into street at key locations.
- Preference to signalise Pennywell roundabout to allow for cyclists and pedestrian movement with parking controls (double yellow lines) along this section of Marine Drive.
- Existing trees should be retained.
- The junction with West Shore Road may require signalisation in order to accommodate additional development traffic accessing the west of the Development Framework area.

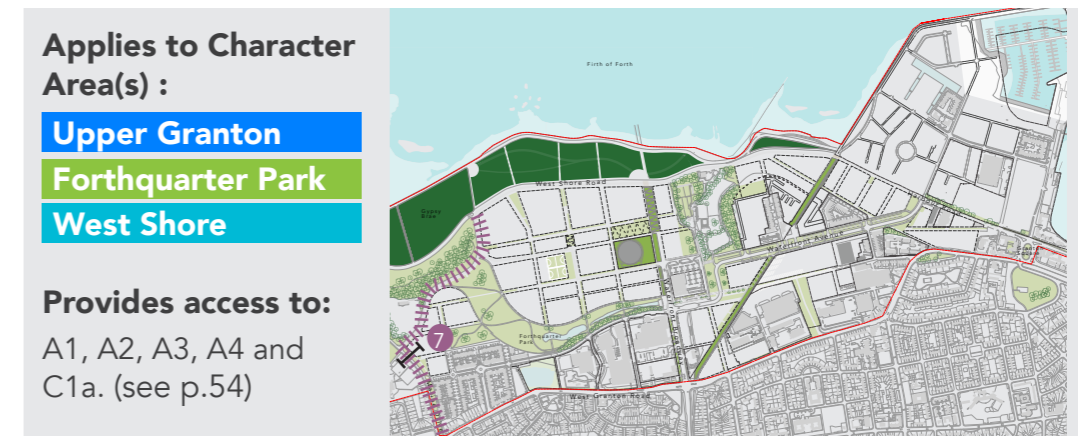


Fig. 5.24: Location of street and illustrative section cuts



## Key Streets and Interfaces

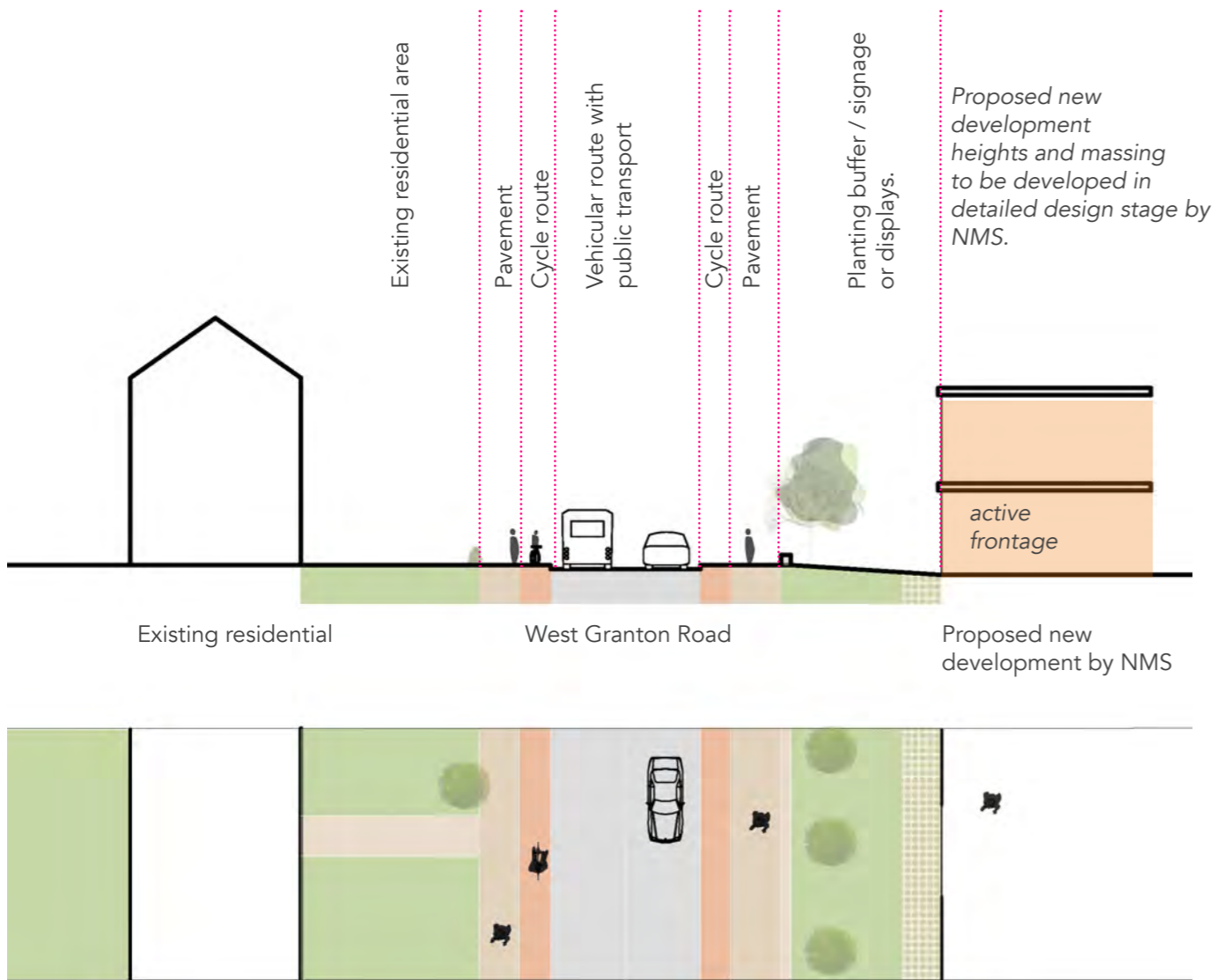


Fig. 5.25: Illustrative section and plan for West Granton Road

### 8. West Granton Road

West Granton Road currently serves as a strategic route from east to west along the southern boundary of the Development Framework area. It should continue to serve this purpose with some key improvements to better serve all.

#### Key Principles

- Boundary treatments should be improved along length of street in line with placemaking principles. New buildings should have active frontages and enhanced boundary treatment.
- Active frontages should be created along West Granton Road as illustrated in Fig. 3.51 (p. 54).
- A widened section of foot-way should be created along the length of street within the Development Framework and safe cycling routes connected to existing routes in the area should be provided where possible to ensure that the street supports active travel.
- General surface improvements should be made to the road and pavements.
- Parking controls should be considered.
- A new signalised junction should be considered at the West Granton Road / Crew Road North junction.
- The potential to incorporate signage linking new development and existing communities to provide markers to waterfront/key activities and improve way-finding along the road should be considered.

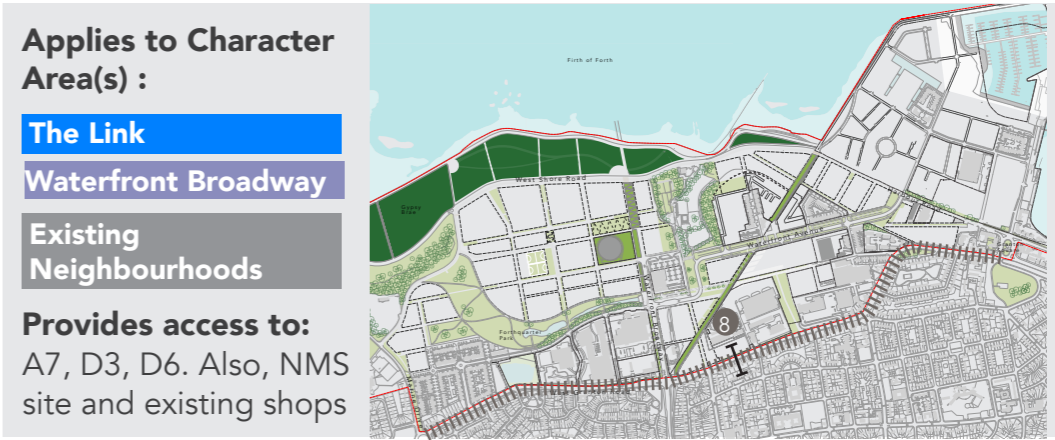


Fig. 5.26: Location of street and illustrative section cuts

## Key Streets and Interfaces

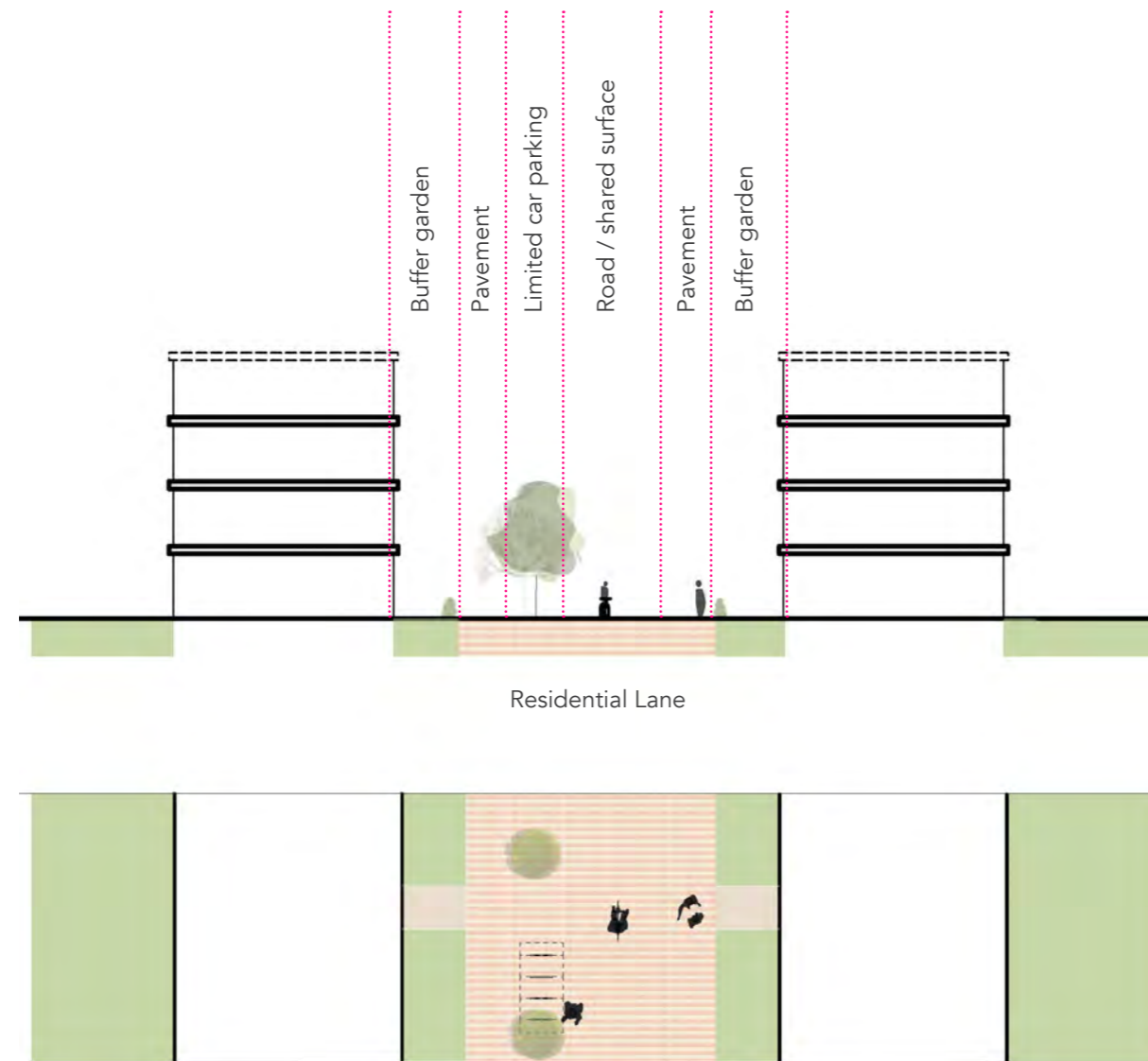


Fig. 5.27 Illustrative section and plan for internal lane

### 9. Residential Secondary Streets and Lanes

Residential secondary streets and lanes connect to the primary streets, park and waterfront. They should be cyclist and pedestrian focused with limited vehicular movement and used to provide local access to blocks.

#### Key Principles

Build line should be set back to allow for buffer gardens to ground floor flats.

- Access to back court parking should be located as near to the primary streets as possible.
- Lanes should incorporate Sustainable Urban Drainage as per blue - green infrastructure strategy, (Fig. 3.17, p.40) , see (Fig. 5.29, p.99) for example of integrated SuDS.
- Some on street parking can be provided in controlled areas and should be incorporated into street planting or other features. Where appropriate this should be incorporated on the south or shaded side of the lane. Cycle parking should be provided in key locations, see (Fig. 5.30, p.99) example of integrated cycle parking.
- Lane width should be designed to be proportionate to building height adjacent to it.
- Where vehicular access is not required lanes should be designed as pedestrian and cycle only routes.

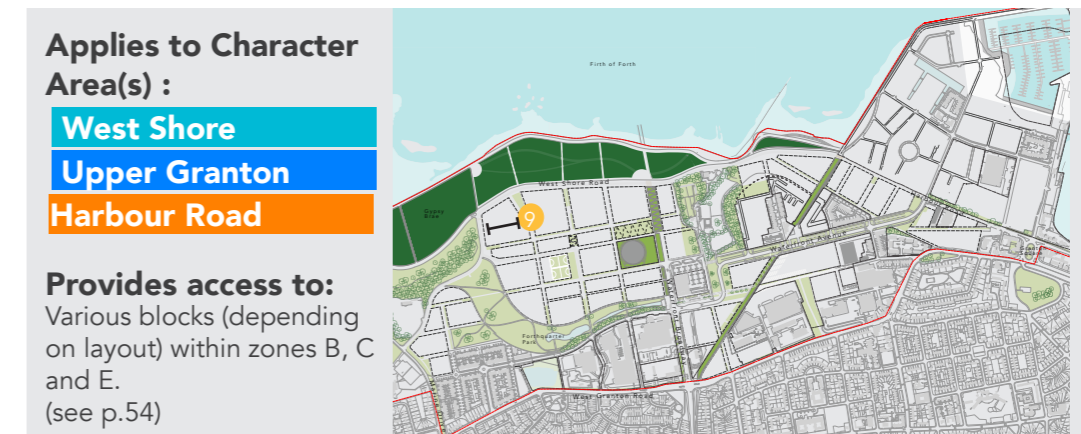


Fig. 5.28: Location of street and illustrative section cuts





Fig. 5.29: Examples of integrated SuDS



Fig. 5.30: Example of integrated cycle parking



Fig. 5.31: Example of active travel route

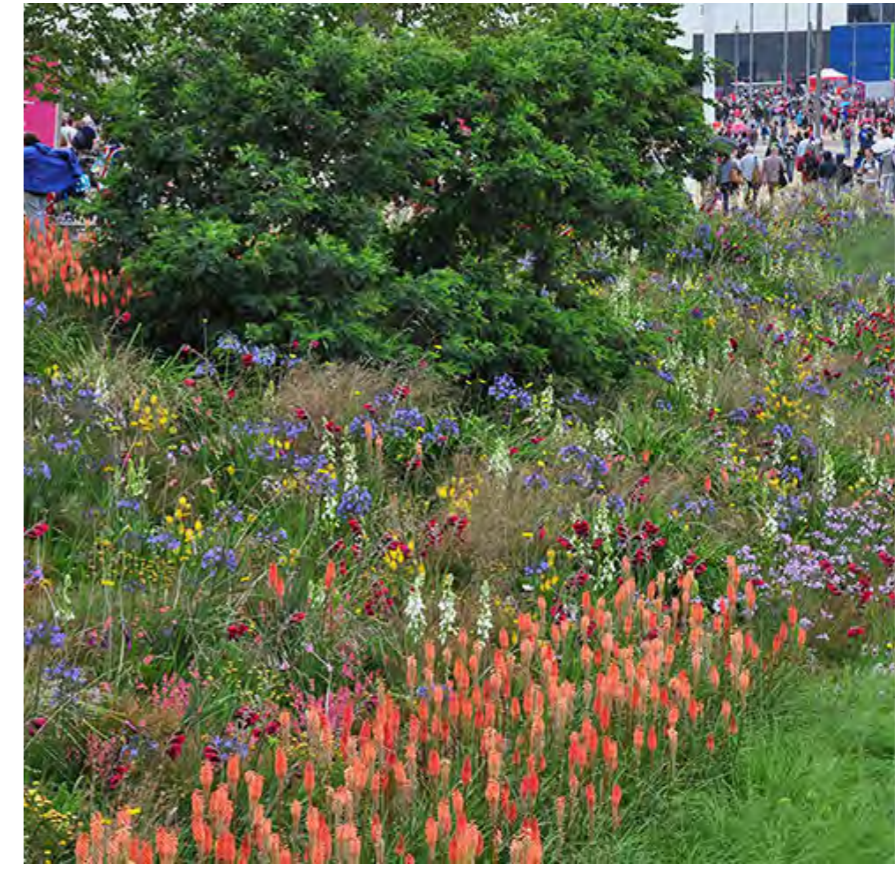


Fig. 5.32: Examples of wild flower privacy strip