



# PUBLIC REALM STRATEGY



**FOUNTAINBRIDGE**  
Edinburgh

PUBLIC REALM STRATEGY

22nd February 2007

Prepared by **EDAW**

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# INTRODUCTION



Figure 1.1: Fountainbridge Development Brief: Site 1 Fountain Brewery and Environs

## 1.1 Background

Following the closure of the Scottish and Newcastle brewery at Fountainbridge the City of Edinburgh Council resolved to prepare supplementary planning guidance to the Local Plan for the Fountainbridge area. On 3 November 2004 the City of Edinburgh Council Planning Committee approved the Fountainbridge Development Brief (Figure 1.2). This established the principle of the redevelopment of the Brewery sites to a mix of uses. It also established general parameters in terms of public space, development massing and transport infrastructure issues.

During 2005, further work was undertaken by S&N in relation to the brewery sites to investigate various implementation issues related to the Development Brief. This resulted in a formal amendment to the Development Brief being approved on the 1 December 2005 (Figure 1.3).

Following the report to the 1 December planning committee, City of Edinburgh Council officials have since requested further details on the public realm strategy in relation to Fountainbridge. This present document has been prepared in discussion with City development officials to address this issue.

It has been the subject of workshop consultation with the local Community Council and other local amenity and development interest groups.

## 1.2 Aims and Objectives

The aim of this strategy document is to focus on the public realm aspects of Fountainbridge and to provide future developers with an understanding of the planning authority's aspirations and vision for the site.

This strategy aims to build on the existing requirements set out in the approved Development Brief for public realm and will establish parameters for use of materials and street treatment which will help in the determination of future reserved matters applications for the Fountainbridge site.

With the closure of the Scottish and Newcastle's Fountain Brewery the opportunity exists to create a new high quality urban environment, drawing on the sites existing characteristics and its strategic location within the City of Edinburgh. The vision is to re-establish a thriving mixed use community focused on the distinctive canal side position and the new linkages created through the reconfigured Fountainbridge area. The potential exists to create a new urban quarter set within a balanced development mix, providing opportunities for an exciting range of residential, commercial and leisure developments.

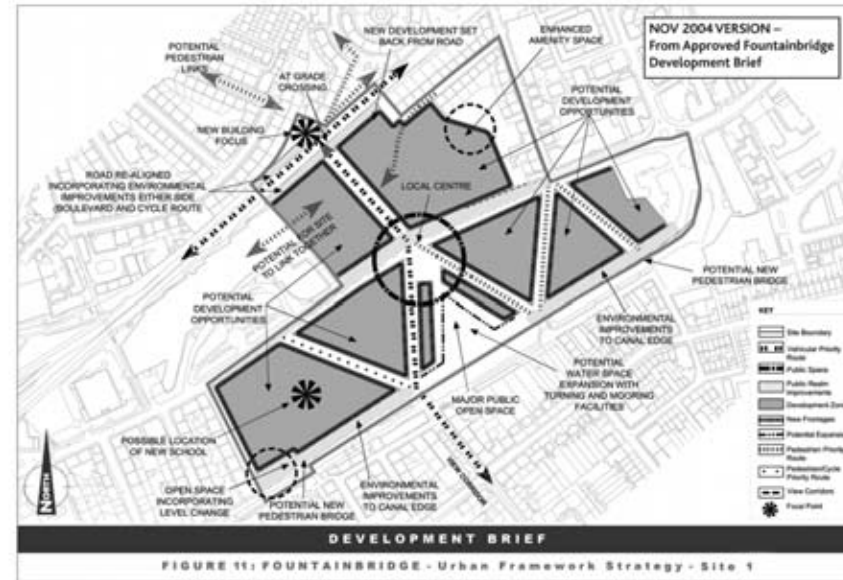


Figure 1.2: Draft Fountainbridge Development Brief - Nov 2004



Figure 1.3: Amended Fountainbridge Development Brief - Dec 2005

## 1.3 Purpose of the Strategy

The purpose of the strategy is to provide the following:

- Confidence in a consistent level of quality over the entire development;
- A structure for a range of parameters, including for example the use of materials, whilst also allowing for flexibility in the development; and
- Guidance for the determination of future detailed or reserved matters applications.

The aim is to provide clear guidance on the rationale behind the Fountainbridge public realm proposals and to set parameters for future developers within the development brief area.

The guidance will help to achieve a better quality of development, speed up the delivery of the planning process through detailed and reserved matters applications and provide greater certainty to the City of Edinburgh Council and the future developers of the site.

The Public Realm Strategy has been commissioned by Scottish and Newcastle, who will be joint applicants in future planning applications for Fountain South, and has been agreed with City of Edinburgh Council Officials.

It will also form the basis upon which formal planning submissions in relation to the detailed matters on public realm associated with reserved matters applications for the Fountain North site; and future planning applications for the Fountain South sites in 2007.

Future planning applications are likely to be accompanied by Design Statements, which will take reference from this public Realm Strategy.

# INTRODUCTION

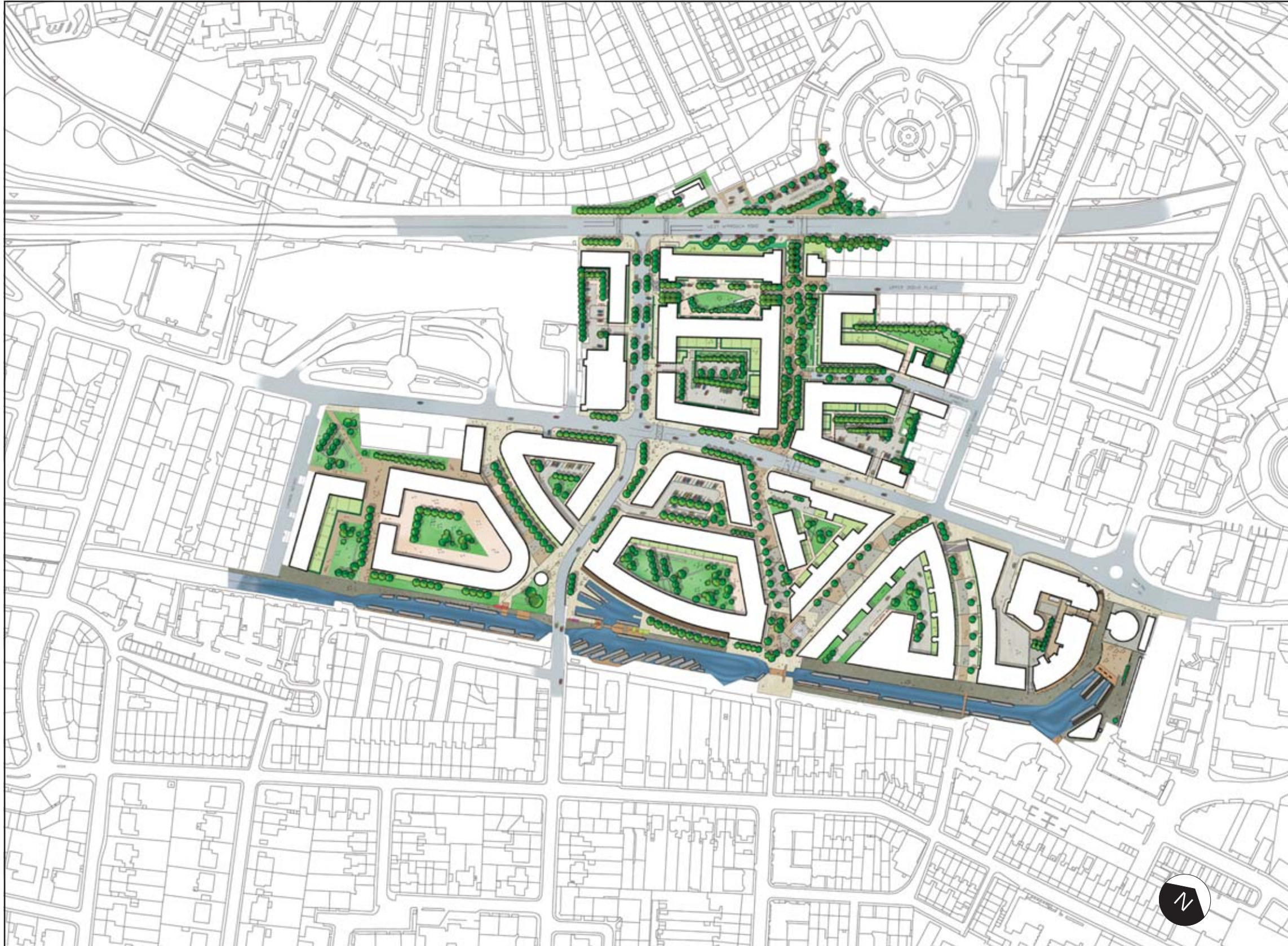


Figure 1.4: Fountainbridge - Emerging Illustrative Site Layout

Please note that the above plan is based on the amended Fig 11 Development Brief and is indicative only, in particular the proposed water space configuration is for illustrative purposes only. Throughout this document all figures/diagrams highlighted with an asterisk \* are similarly caveated.



## 1.4 The Application Process

To date, following the approval of the amended Development Brief (Dec 2005), outline planning permission has been granted for the Fountain North element of the plan (Figure 1.5). In developing this strategy document elements of these existing or pending consents have been considered to ensure synergy. The details within these existing schemes have guided or will be guided by this overall strategy.

Throughout the application stages for Fountain North, through ongoing dialogue with the City of Edinburgh Council Planning team, the principles and aspirations set out in the original Development Brief have been followed. The creation of an overarching Public Realm Strategy enforces these proposals, but more importantly aims to ensure that future developments within the Fountainbridge area continue to follow and work to the same vision.

It should be noted that, although the Public Realm Strategy will establish certain key parameters for future development, it will be the individual detailed planning applications which ultimately provide the final detailed proposals.

In the case of Fountain North, the planning application already approved (as denoted by the red line area in Figure 1.5) has established a level of on-site public realm and streetscape / permeability works for the site itself and for the West Approach Road and Fountainbridge. These works will be delivered with the reserved matters applications for the Fountain North site.

Reserved Matters applications for Fountain North are due to come forward in January 2007 (Figure 1.6). These will include details of the public realm and landscaping, building upon the parameters set out in this Public Realm Strategy Document. Following this, it is anticipated that planning applications will come forward for the remainder of the Fountain South sites including, Fountain South Central and Fountain South West. These applications will be accompanied by an overarching Environmental Assessment and planning strategy document. They will also be informed by this Public Realm Strategy, and will be accompanied by more detailed Design Statement documents.

Figure 1.4, Fountainbridge - Emerging Illustrative Site Layout Plan, outlines the basis upon which a future detail plan may evolve for the entire site. This illustrative layout provides a framework against which this Public Realm Strategy is based.

It is anticipated that the next phase of planning applications will be advanced in early 2007, following agreement with City Development officials on a number of outstanding site development issues including the potential location for a school on the South West Site and various transportation and waterspace requirement issues.

S&N will advance these discussions with City Development officials during 2007.



Figure 1.5: Fountain North Outline Application

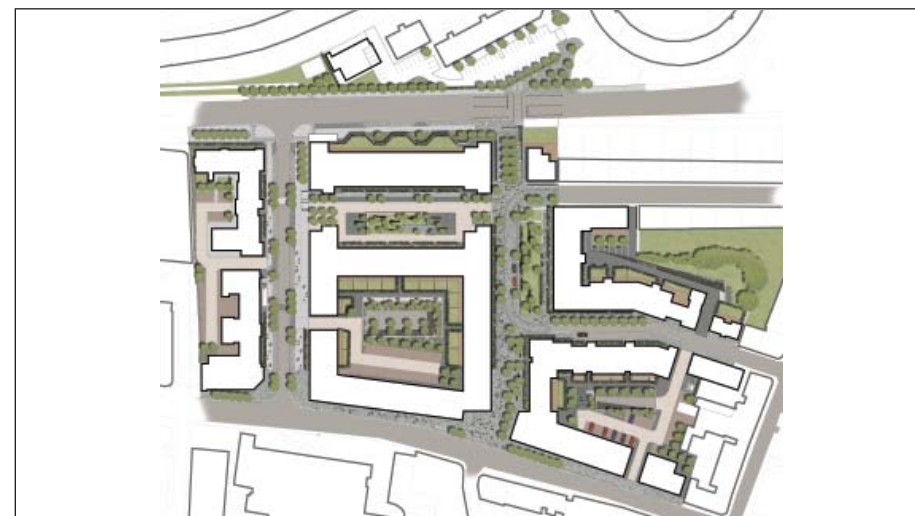


Figure 1.6: Fountain North Reserved Matters Application





# PUBLIC REALM

## 2.1 What is Public Realm?

A key component to the renaissance and ultimate success of Fountainbridge will be the quality and character of the new environment. The character will undoubtedly be drawn from the existing setting and the new building forms and styles, however, a key part of this will also be the public realm – the spaces between and around buildings. Public realm includes all the spaces between buildings that can be freely accessed, it encompasses all outdoor areas including roads, parks, squares, pedestrian routes and cycleways.

People live and work in buildings, however, they also interact in the spaces between them. The aim at Fountainbridge is to prioritise the public realm, by designing and siting buildings so as to contribute to its success. Outdoor space should stimulate the senses, yet remain comfortable and human in scale. Spaces should be clearly defined and achieve a useful purpose. The state and quality of our streets and communities have a major impact on our quality of life, it is therefore important to understand how design and quality development can help to create successful places.

## 2.2 What Makes Good Public Realm?

The following document seeks to provide a guide to future developers on how the urban realm for Fountainbridge can play a key role in its future success. Good design is about making places that are functional, durable, viable and reflect the character and style of the local area. Different components will contribute to the success of the public realm, including paving, lighting, shelter, signage and street furniture, however, the design and components alone are not the only key to success. How attractive a public space is, and how well people treat it, will partly depend on the future management regimes and ease of maintenance.

The public realm strategy for Fountainbridge aims to provide a clear set of guidelines that aim to ensure a certain quality threshold is achieved and character created throughout the area. Strategies of this nature should not be seen as too prescriptive, future developers should be permitted a degree of flexibility, however, one of the keys to success will be to establish a common design language and synergy across the new Fountainbridge area.

## 2.3 The Benefits of Good Public Realm at Fountainbridge

The experience of an individual moving through a town or city is directly linked to the accessibility, safety, legibility and quality of the spaces. Those places that positively provide these elements maximise their economic potential, whilst those that are poor, clearly fail across a range of physical and social indicators. As areas experience a renaissance, accessibility, safety, cleanliness and legibility become a significant influence on the economic health of a place. Quality of life is an important factor in determining where businesses choose to invest and where people want to live. Quality of the public realm determines and demonstrates an areas health and vitality.

It is therefore clear that a high quality public realm is becoming an essential component to the selection of a location for both residents, visitors and for business.

For all users, the priorities are predominantly safety and cleanliness; people are naturally drawn to places that are attractive, clean and safe. However, as greater choice is given, people and business become more sophisticated and demanding about where to spend time and therefore design and quality of materials become increasingly important. The physical surroundings, including elements of play, surprise, fun, rest and contemplation, for example, are therefore just as important as the uses and facilities within the buildings.

The prime objective at Fountainbridge is to acknowledge these issues and through well considered design achieve the desired solution.



## 2.4 Achieving Good Street Design

The Fountainbridge area has undergone considerable change in the last few years. Following the announcement to close the Scottish and Newcastle Brewery in mid 2005 and the development of the Lochrin Basin end of the Union Canal.

The area occupies a strategically important position to the west of the city centre, close to Haymarket and the Exchange and acts as the eastern terminus point for the Union Canal. Fountainbridge historically and physically has a strong relationship with the surrounding communities.

Historically the area developed and grew around the Union Canal, now classified as a scheduled ancient monument. Industry has been the backbone to the area, in particular brewing which has been part of the local scene since at least the 18th Century.

Following a public consultation workshop on 29 June 2006, it is clear that the local community, as well as other local interest groups, hold the area in high regard. Feedback gathered at the workshop demonstrated a strong desire to reinvigorate the area, in particular the canal and basin area, and to ensure that a successful and integrated mixed use community is created. The canal is clearly seen as a key feature and an asset to the local area, providing an opportunity to open up the old brewery site and link it to its surroundings. The redevelopment of the bridge crossings at Viewforth and Leamington Lift Bridge, together with a proposed new pedestrian bridge linking into Lower Gilmore Place and associated high quality public realm spaces will be the centrepiece of Fountainbridge's redevelopment.

As highlighted in the original Development Brief:

'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 has left the area with poor accessibility and weak permeability'.

Through the sound principles set out in the Development Brief the opportunity now exists to resolve these issues and create a successful mixed use community, with its own identity and purpose.

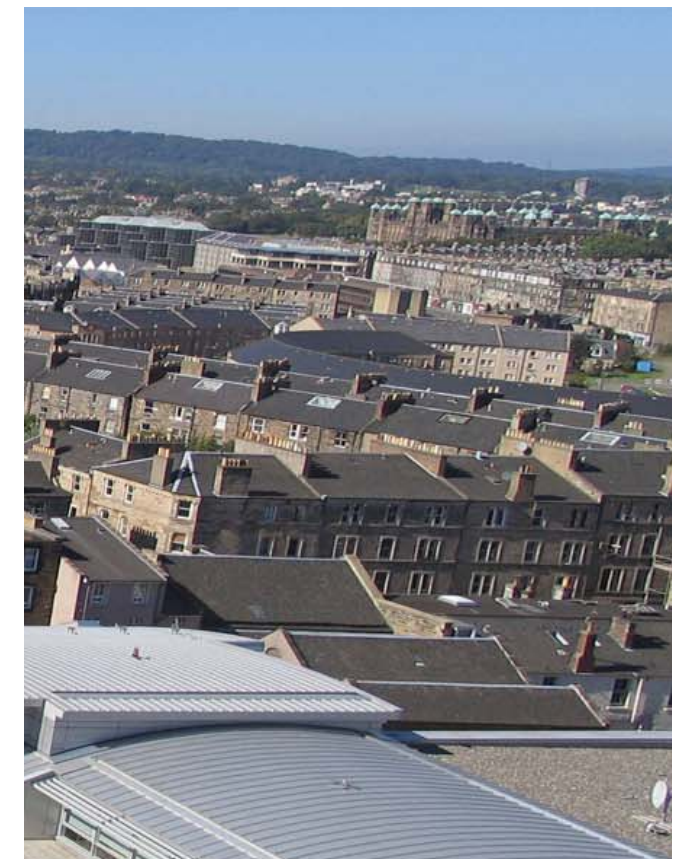
These principles are now also backed up in guidance provided by The City of Edinburgh in their recently published 'Edinburgh Standards for Streets (Finalised Version – Nov 2006)'. A strong emphasis on good design and best practice is clearly encouraged.

The aim of the Fountainbridge Public Realm Strategy is to embrace the principles and guidance set out in the new 'Edinburgh Standards for Streets'. Fountainbridge forms part of a key development area within the city centre and it is therefore important that these guiding principles are applied to ensure continuity throughout Edinburgh. A clear link needs to be achieved between 'streetscape' and 'place making' and the design process.

The 'Edinburgh Standards for Streets' sets out the following high level principles, which should be ingrained within the urban realm of Fountainbridge.

1. Preservation and enhancement of the historic fabric of the City.
2. Respecting and enhancing local character.
3. New streets to contribute to formation of recognisable urban grain.
4. Contribute to 'place making'.
5. Best Practice.
6. Achieving quality.
  - Reduction of clutter
  - Natural materials
  - Minimum palette of materials
  - Simple, clean design
  - Co-ordination of design and colour
7. Maintenance
8. A co-ordinated approach

In parallel with the City's guidance on public realm, reference should also be drawn from the Scottish Executives advice set out in the new Planning Advice Note PAN 76 'New Residential Streets'.





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# STRATEGY PROPOSALS




## 3.1 City Area Context Plan

It is clear that Fountainbridge forms only part of a series of important regeneration strategies focused around the centre of the City of Edinburgh. Although this particular urban realm strategy does not seek to align itself with other local or city wide developments the aim of the City of Edinburgh Council is to adopt certain city wide strategies related to the urban realm, such as paving materials, lighting standards, parking issues, waste and recycling policies. The City is in the process of co-ordinating a document, 'The Edinburgh Standards for Streets', through the streetscape working group, that seeks to encourage citywide best practice in terms of urban realm.

Any future developer should therefore be aware of associated regeneration developments and seek an understanding from the CEC of any overarching strategies or policies relevant to Fountainbridge.



### KEY

-  Development with Planning Permission
-  Potential Future Development
-  Fountainbridge Site

- 1a - Fountain South
- 1b - Fountain North
- 1c - Freer Street
- 2 - Edinburgh Quay
- 3 - Mecca Bingo Site
- 4 - Lochrin Place Residential Development
- 5 - Former Co-op Site
- 6 - Semple Street
- 7 - Edinburgh International Conference Centre Extension
- 8 - Morrison Street (Car Park)
- 9 - Haymarket
- 10 - Donaldsons
- 11 - Quatermile
- 12 - Crichton Street (Car Park) - Potterrow

Figure 3.1: City Wide Context



## 3.2 Fountainbridge Concept

The strategies established in the original Development Brief still hold strong and form an integral part of the emerging Masterplan for Fountainbridge. The key principles of pedestrian linkage and movement remain the central focus of this regeneration strategy. The establishment of a thriving mixed use community centred around a high quality urban environment remains the primary goal.

It is hoped that a robust public realm strategy for the emerging Fountainbridge area will provide the catalyst for the regeneration of neighbouring areas. The creation of new and regenerated routes across the site, combined with the character and quality of the design and implementation will lead to wider strategy enhancements in the future.

Fountainbridge should be built for the future and should take on the concept of sustainable redevelopment.

An active, animated and welcoming public realm is the indicator of a thriving place and a healthy community. After a long period of neglect, the social, functional and symbolic importance of public spaces is now understood as providing spaces for people to meet and spend active and leisure time.

The key public spaces at Fountainbridge set out to achieve much more than just high quality spaces and physical components. They should act as the cornerstones of Fountainbridge and provide the focal and meetings points within the scheme. The key spaces/nodes should provide important places for activity, diversity, social exchange and cultural enrichment.

The strong linkage routes through the development area create natural points of activity at certain key points. The important bridge crossings of the Union Canal provide two key spaces that will attract activity and diversity given the right design treatment. Any scheme therefore should integrate the Viewforth Bridge junction and the Leamington Liftbridge crossing as primary public realm spaces. The highest quality urban environments should be created that encourage a range of activities and experiences, people should be drawn to these two key locations.

Similarly, the 'local centre' junction on Fountainbridge Road should be treated as an important crossroads. The quality of the streetscape environment in this location should help to set the tone and precedent for the linking routes that feed into this crossing point.

Finally, another key element of the original development plan is the public open space and pedestrian street centred on the Fountain North site. For the local community to embrace their new environment and gain optimum benefit from the facilities and opportunities a high quality external environment is critical.

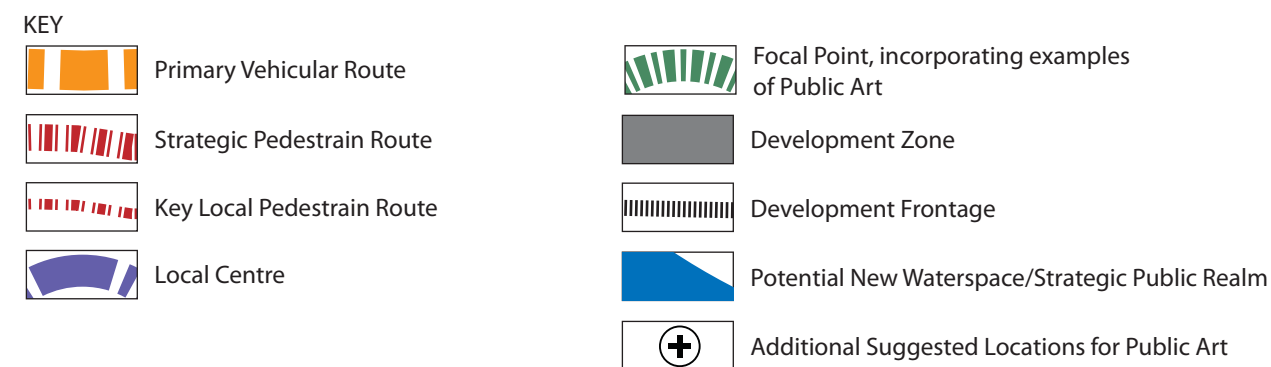
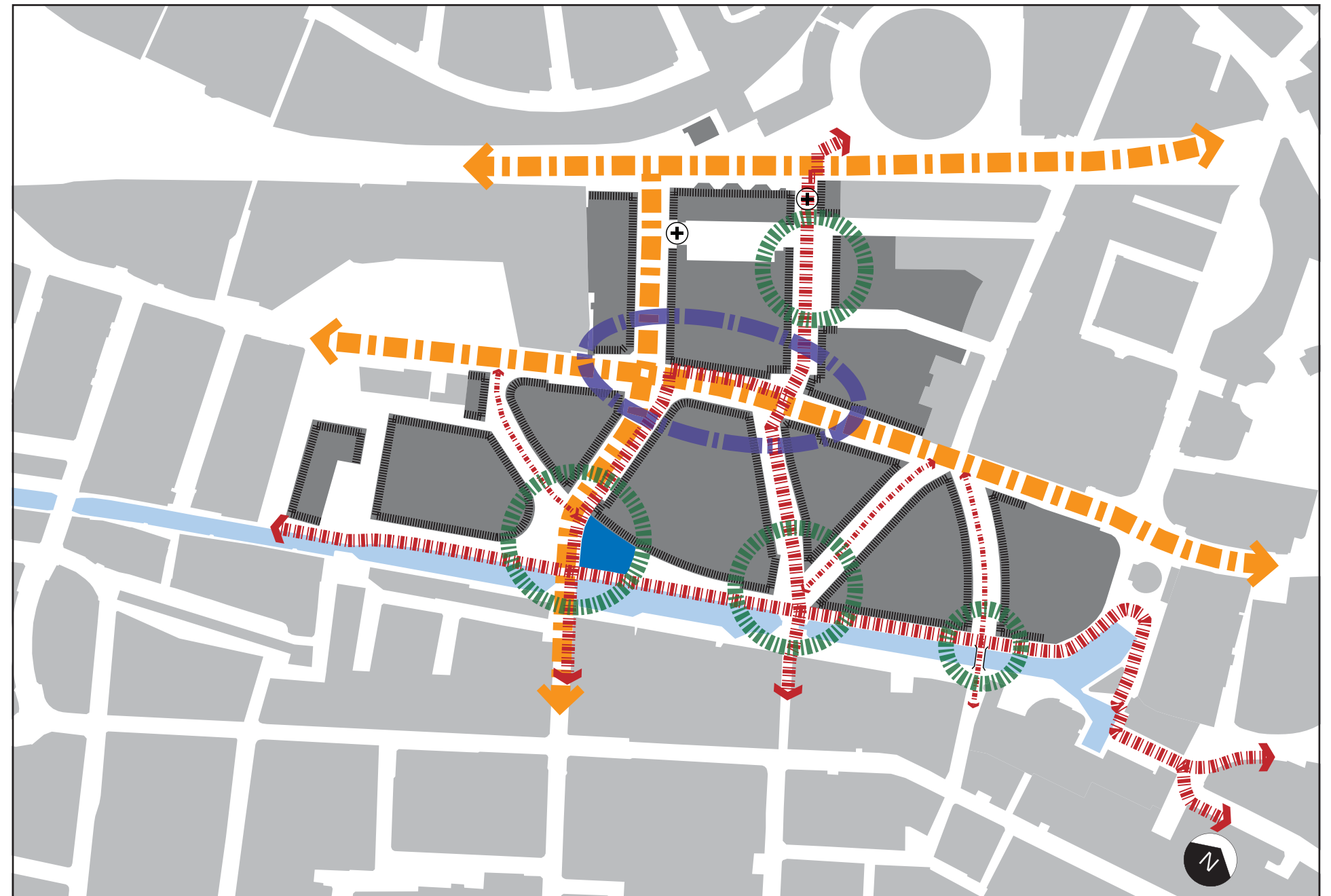


Figure 3.2: Fountainbridge Concept \*

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skateboarding  
or  
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## Character Areas

### 4.1 Spaces – Typical Character Areas

The internal structure of all urban areas is based on an interconnected set of hierarchies. Uses, buildings, streets and open spaces all have a hierarchy developed over time, reflecting the organisation of the area. The most important hierarchy is that of the street. Main streets are the major thoroughfares, whilst quiet residential streets are the focus of small communities. It is important that the scale of buildings and spaces reflects this hierarchy. The regeneration of Fountainbridge provides an ideal opportunity to recreate a new community. It is therefore important to understand and control the relationship and hierarchy of routes and spaces.

Fountainbridge should be characterised by attractive public streets and spaces defined by appropriately scaled and proportioned buildings.

Street corners should be designed as spaces, rather than formless traffic junctions, every opportunity should be sought to reduce the impact of vehicles.

The Fountainbridge site can be broken down into a hierarchy of spaces all demonstrating a different character style and design quality. A key objective of the plan is to create a co-ordinated high quality mixed use environment, a community that people, either residents or visitors, feel proud of and want to remain part of. The aim of this Urban Realm Strategy is to set a benchmark for the area to ensure that as the different components of the plan emerge the final Masterplan works as a 'real place', with its own clear identity.

The following character areas (as summarised in Figure 4.1) set out a series of design strategy components and aspirations and aim to provide a broad basis upon which Fountainbridge could be developed.

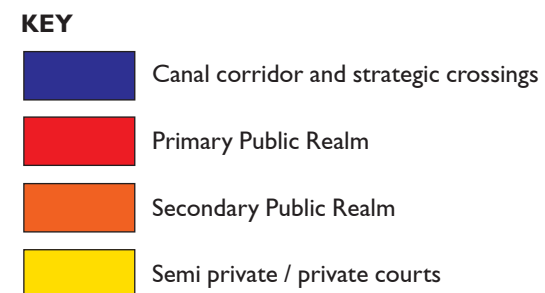
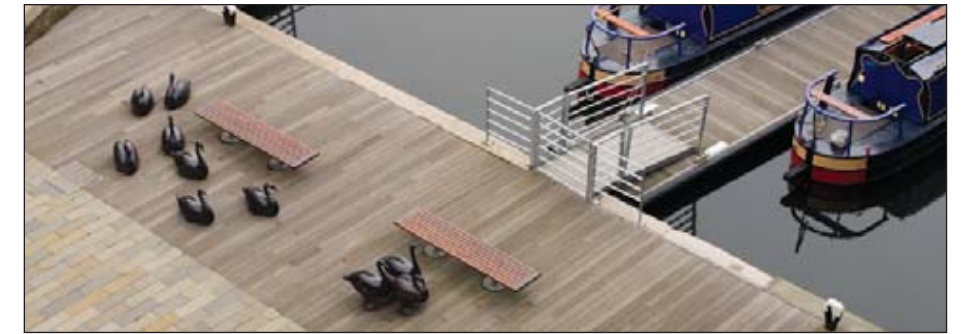


Figure 4.1: Character Areas



## Canal Frontage

High quality environmental improvements to the existing Union Canal frontage, incorporating key public realm spaces associated with the existing and proposed bridge crossings.



## Primary Public Realm (Core spaces and links)

High quality public realm design and treatment of core pedestrian routes through the new Fountainbridge development. Natural stone surfaces and simple quality street furniture will characterise the area.



## Secondary Public Realm (Other significant links)

Quality design and treatment to adjacent pedestrian and vehicular thoroughfares feeding off and strongly associated with the primary routes and canal frontage.



## Semi Private Courts

Opportunity to create areas of specific character and design, set within a high quality urban streetscape framework.



# DETAILED DESIGN

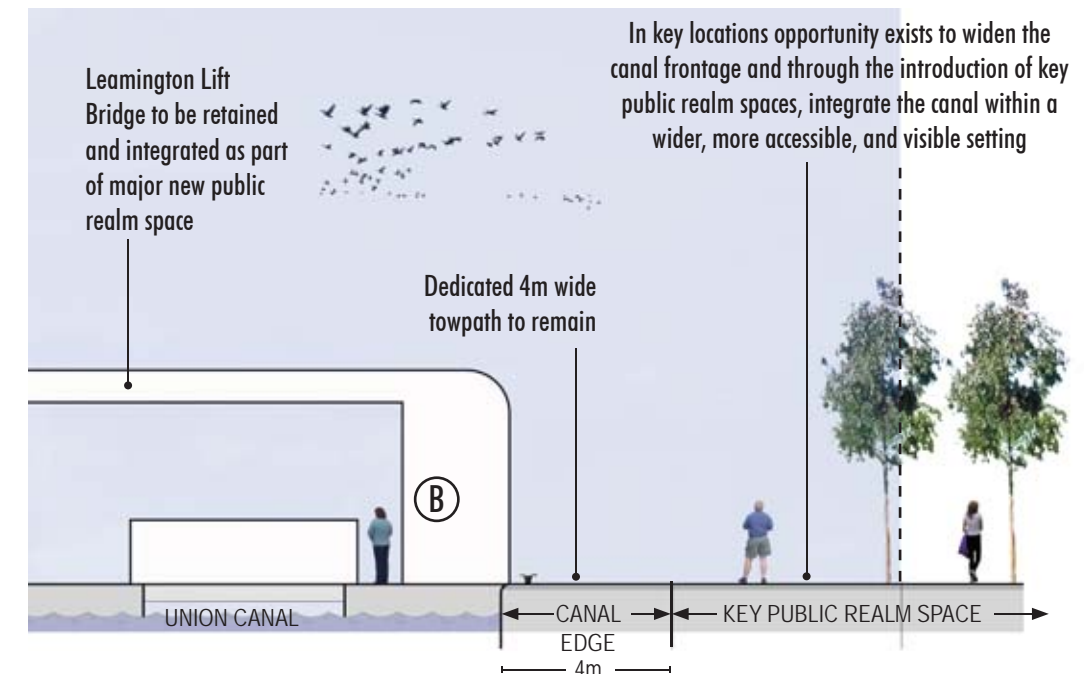
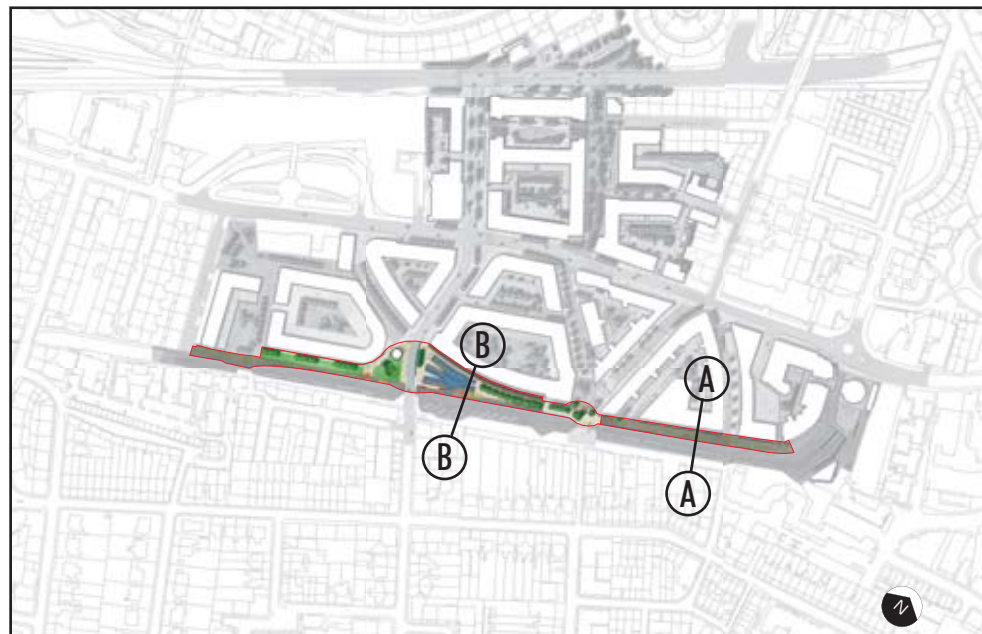
## Canal Frontage

### 4.2 Canal Frontage

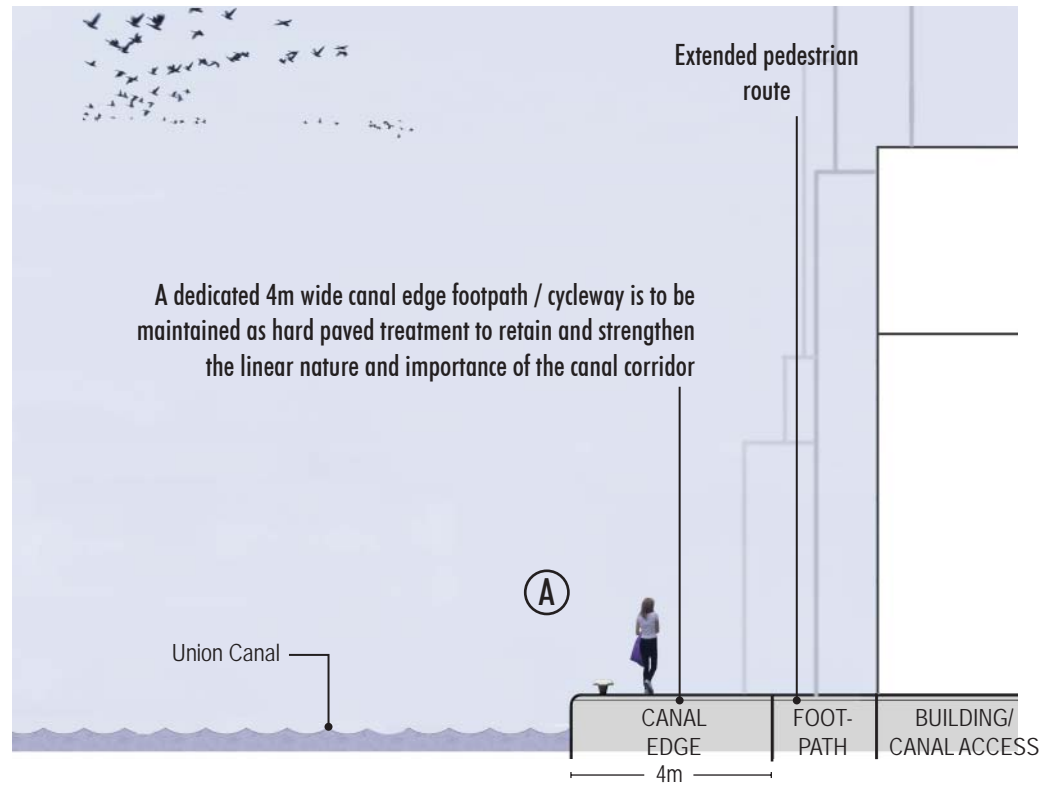
A key requirement of the Fountainbridge Development Brief is that new development should form a direct and positive relationship with the canal and any new waterspace that is created and, in the interests of promoting a thriving pedestrian environment, to locate a variety of uses along the water edge. To this end, activity and social life associated with key public realm locations should be actively encouraged along the length of canal running through Fountainbridge. Acknowledgement of the design and quality of the canal space between the Viewforth and Leamington bridges should be continued along the remaining canalside walkways where possible. The enhanced canal towpath should be treated as a major component of the area, encouraging active and safe useage by pedestrians and cyclists alike

Surface finishes along the canal frontage, unless forming part of higher quality civic spaces, should remain simple and robust. Continuing on from the precedent set at Edinburgh Quay, a reclaimed granite sett/cobble surface is to be used to maintain linear continuity along the canal edge. All finishes and footpath/cycleway proportions and specification within the proximity of the canal edge will be subject to the approval of British Waterways.

As part of any design for the canal frontage liaison with British Waterways would be essential to ensure unity and agreement with their aspirations for the canal and basin regeneration at this important terminus point.



Integration of Canal frontage with civic space / pedestrian link



Canal frontage regeneration retaining industrial form



## Palette of materials: Typical



### NATURAL STONE PAVING

To be used within pedestrian access routes approaching the canal, or adjacent to the canal edge surface. Particular attention should be paid to the interaction with the canal edge and treatments used in recent regeneration areas along the Union Canal, in particular Edinburgh Quay.



### CANAL EDGE MATERIALS

Granite cobbles and timber have been recognised materials used throughout the history of the Union Canal. The 4m strip of cobbles common to the canal edge should be retained or reinstated where possible, timber can add interest to areas in key locations.



### BOLLARDS

The selection of bollards and other canal-side furniture should reflect existing elements, be of a high standard, functional, and add to the feel of the waterside/industrial setting.



### LIGHTING

Reflecting the waterside/industrial theme, providing enough light for visibility and safety, the selection of durable canal-side lighting should also be sympathetic to any surrounding residences.



### SEATING

As with other canal-side furniture, the seating along the canal frontage provides an opportunity for a feature element that relates to its heritage setting. Design and material selection should be appreciative of the surroundings and nature of the canal setting.



# DETAILED DESIGN

## 'CANAL TOWPATH' \*






- Fully co-ordinated paving details and finishes - all in natural stone.
- Cohesive design strategy to tie into Viewforth / Leamington proposals
- Retain simple and uncluttered heritage design to canal edge
- Use of minimal trees along towpath corridor. Restrict trees to at least a minimum 5m set back.



## 'VIEWFORTH PLAZA' \*

- Key public space and crossing point
  - Potential deep water canal basin or high quality public realm plaza
  - Active frontage - retail outlets / public uses
  - Public gathering / meeting space
  - Seasonal / temporary events space
  - Public seating / shelter
- Feature lighting
  - Artwork 'Central Focal Point'
  - Information point
  - Green space provision

### KEY

-  Viewforth Crossing / Plaza
-  Leamington Crossing
-  Linear Canal Towpath
-  Lower Gilmore Pedestrian Bridge
-  Edinburgh Quay - existing





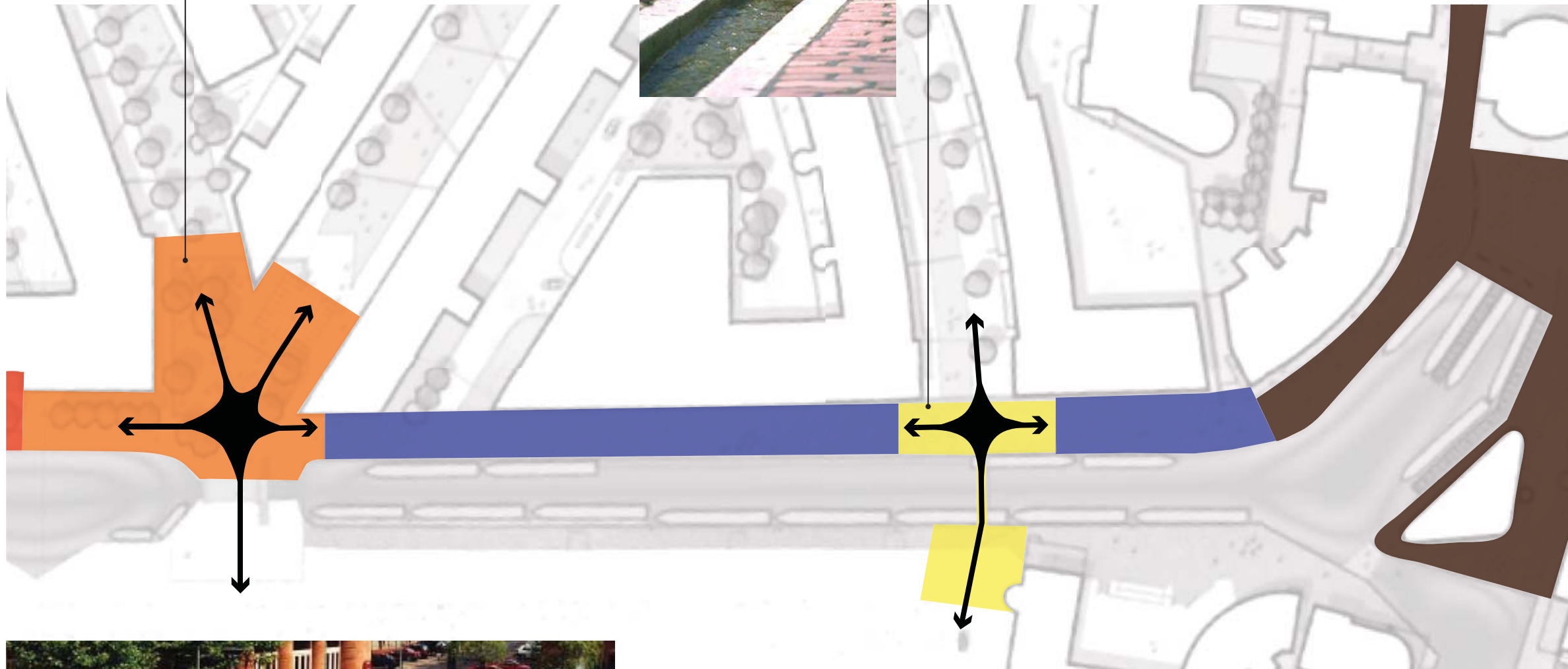
## 'LEAMINGTON CROSSING' \*

- Key public space and crossing point
- Active frontage - retail potential / public uses
- Public gathering space
- Feature lighting / Artwork
- Public seating
- High quality paved court



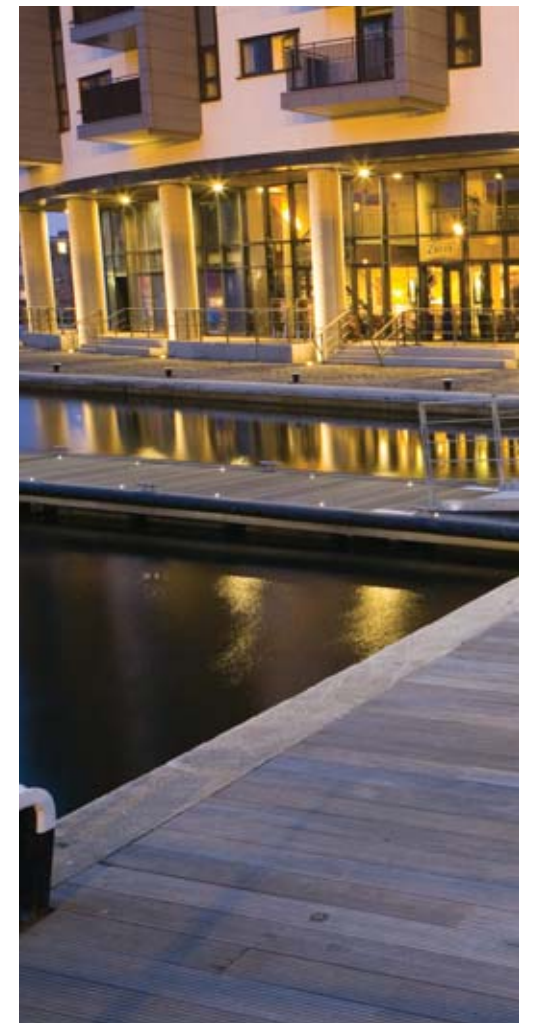
## 'LOWER GILMORE BRIDGE' \*

- New pedestrian bridge crossing
- Emphasise location as an additional key crossing point to the canal



## DESIGN STRATEGY IN SUMMARY:

- The entire canal corridor through Fountainbridge should be co-ordinated in terms of both design intent and materials.
- High quality natural stone paving is required throughout.
- Co-ordinated lighting, artwork, street furniture, signage, and overall design principles will be fundamental to a successful scheme
- Principles established at Edinburgh Quay are to be followed.
- A strong emphasis on the site heritage and setting are to be integrated into any design solution.



## Primary Public Realm

### 4.3 Primary Pedestrian Public Realm - High Quality

A number of primary pedestrian routes link a series of key civic spaces within the scheme. The Viewforth and Leamington bridges, together with the linear canal frontage forms one of the most important and integral parts of the development. These key spaces link north along the pedestrianised Gilmore Park, crossing Fountainbridge Road at a new 'local centre', leading to the heart of Fountain North and connecting through to West Approach Road. A similar key route also follows the reconfigured Viewforth Road, again linking into Fountainbridge, encouraging pedestrian movement to flow through Fountain North along the newly created pedestrian thoroughfare.

This zone encompasses all the key spaces within the Fountainbridge plan and will provide the area with its central character and design quality.

The main public squares, routes and spaces within this area should be treated with natural stone paving materials and co-ordinated stone edges. Unit sizes are to be adjusted to take account of specific loading requirements to maintain a unified and simple surface treatment. Caithness, or Natural Granite as appropriate should be the predominant material, however, additional complementary natural stone materials could be incorporated in certain key areas to create alternative character and interest. This zone should provide the platform for public art features, canal edge integration and high quality civic spaces.

High quality surface finishes, co-ordinated street furniture, lighting and street trees will characterise this area.

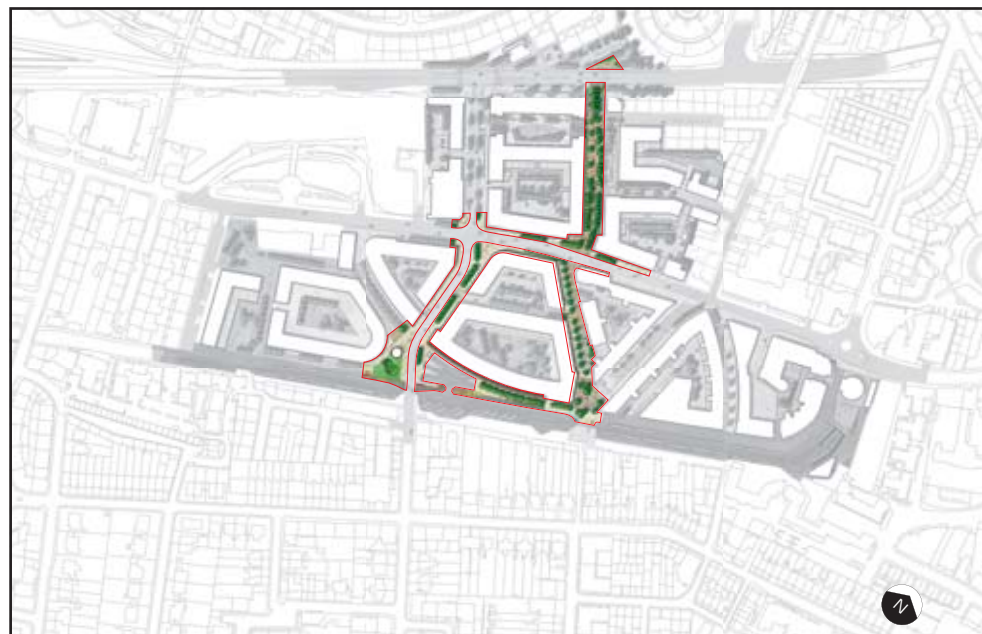
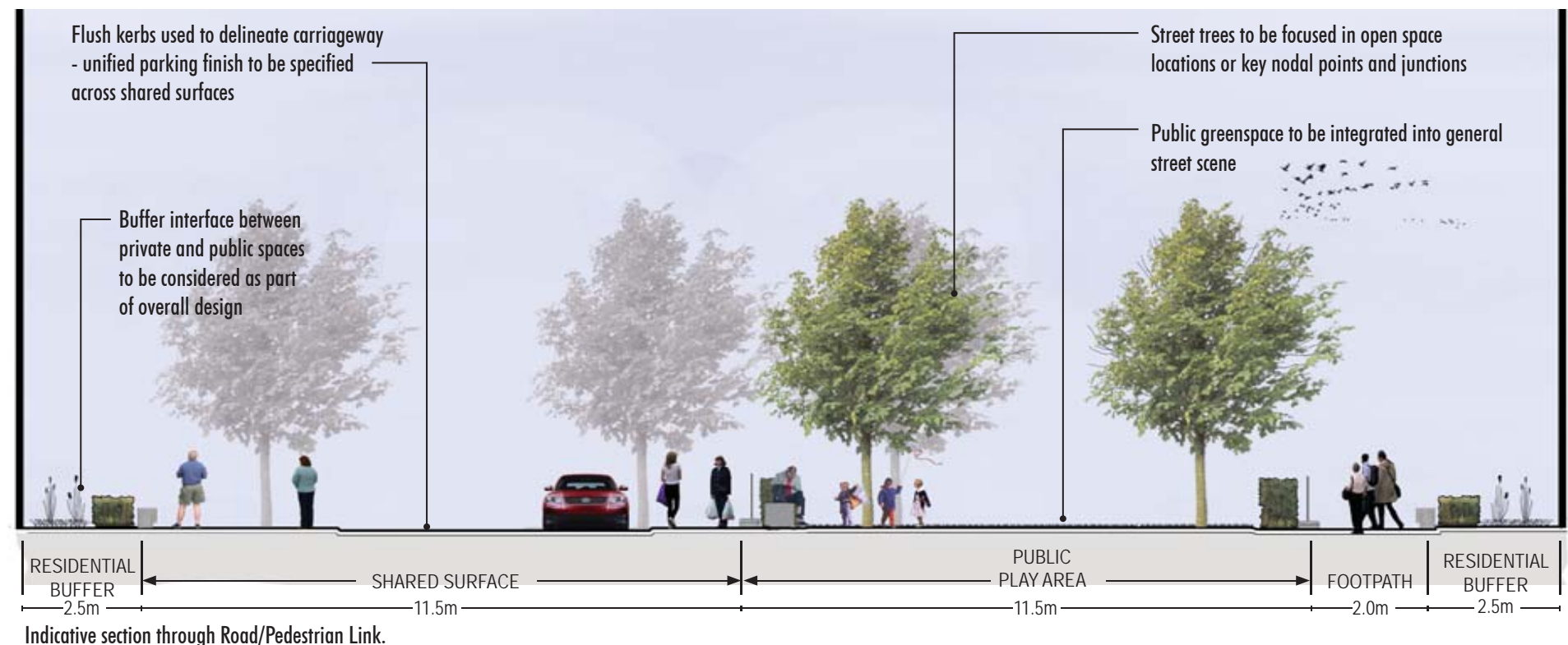


Figure 4.3: Typical Character Area - Primary Pedestrian Route \*

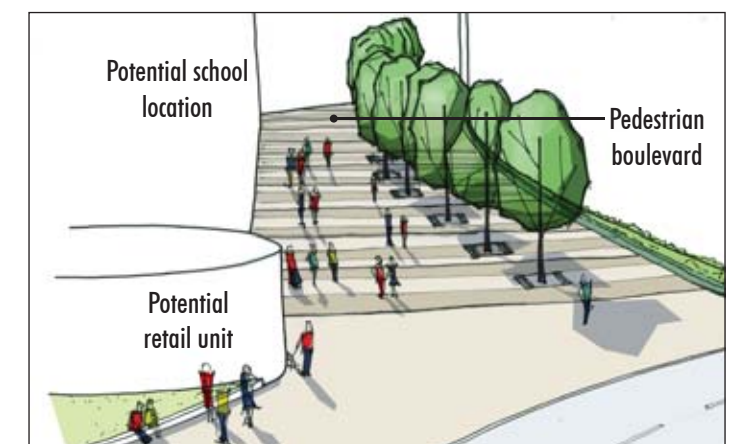


The aim is to integrate both vehicular and pedestrian movements as they pass through a series of spaces that, whilst having a number of varied functions, are brought together through the use of a common palette of materials.

In certain locations there will be a need to create spaces that are to be used by both vehicles and pedestrians, with the pedestrian given informed priority. A 'shared surface' principal should be adopted, with one common material being continuous throughout the hard areas.

The interface between building frontage and public realm should be careful and sensitively considered. At residential interfaces the separation could be defined by a simple edge treatment consisting of a low cope wall with an evergreen hedge planting to the back. This is designed to keep people back from the residential elevations without being a visual barrier between the public realm and the buildings. Commercial interfaces, in particular any retail or public buildings, should have a more inclusive and active frontage.

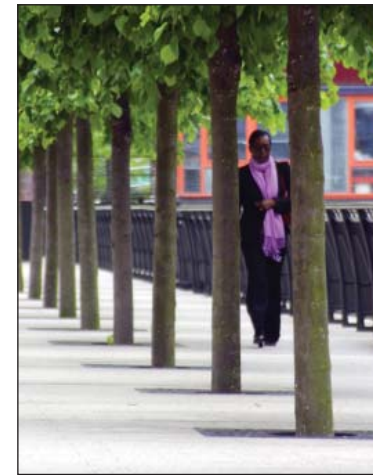
At the interface and crossing points with the Union Canal the opportunity exists to create major, high quality public spaces. Specific key nodes exist within the emerging detailed plan and it is critical that these establish the framework around which the building forms and layout emerge.



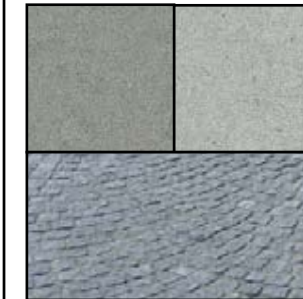
Typical pedestrian boulevard



Indicative view of shared Road/Pedestrian Link.



## Palette of materials: Typical



### NATURAL STONE PAVING

To be used within pedestrian / shared surface areas within the scheme. Consideration should be given to the use of either Granite to tie in with the canal/industrial heritage of the area and to provide a robust all purpose surface finish, or Caithness in keeping with the character of Edinburgh.



### WHIN STONE KERB

A consistent 250mm wide Whin Stone kerb to be used in all locations regardless of general paving material.



### BOLLARDS

The installation of bollards in the public realm should be minimal. Where they are required to perform a specific function, they should match metal work in the surrounding area and comply with the Edinburgh Standards for Streets Guidance.



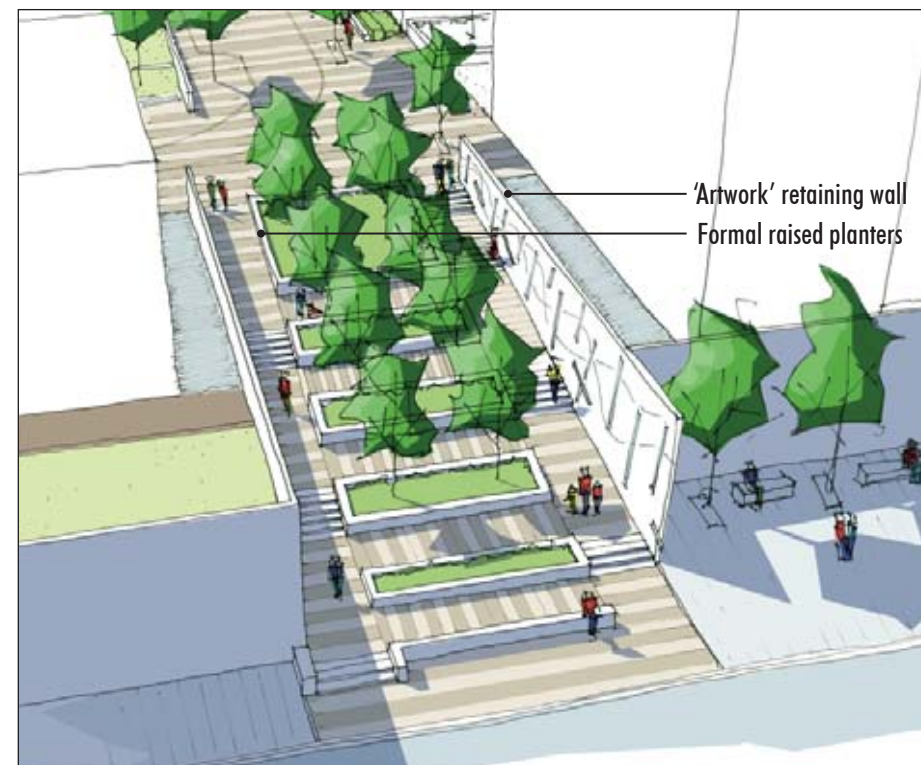
### LIGHTING

While the approach to lighting should be mainly functional, lighting also provides an opportunity to enhance design features within the public realm. The placement and finishes used should be coordinated with all other external furniture and particularly metal work.



### STONE BENCHES

To be used throughout the public realm, these will compliment adjacent stone surfaces and require minimal maintenance.



Typical Major pedestrian link



## Secondary Public Realm

### 4.4 Secondary Pedestrian Public Realm

The secondary routes feed off the primary routes and spaces and, although not acting as key routes, they nevertheless connect major elements of the Fountainbridge plan. Although this zone does not encompass the major areas of urban realm there is still the opportunity to create areas of local character.

These routes should be developed to a high quality design standard, however, the material palette in these areas can be adjusted to incorporate a proportion of high quality reconstituted/manmade materials, rather than natural stone.

Although a degree of flexibility should be encouraged to create local identity, the objective is still to create a cohesive Fountainbridge plan that promotes and demonstrates unity. Lighting types and street trees should be used, along with a synergy in paving materials, to tie into the primary route network. However, elements of street furniture could be adopted and designed to establish a more local theme, particularly in conjunction with some of the residential streets.

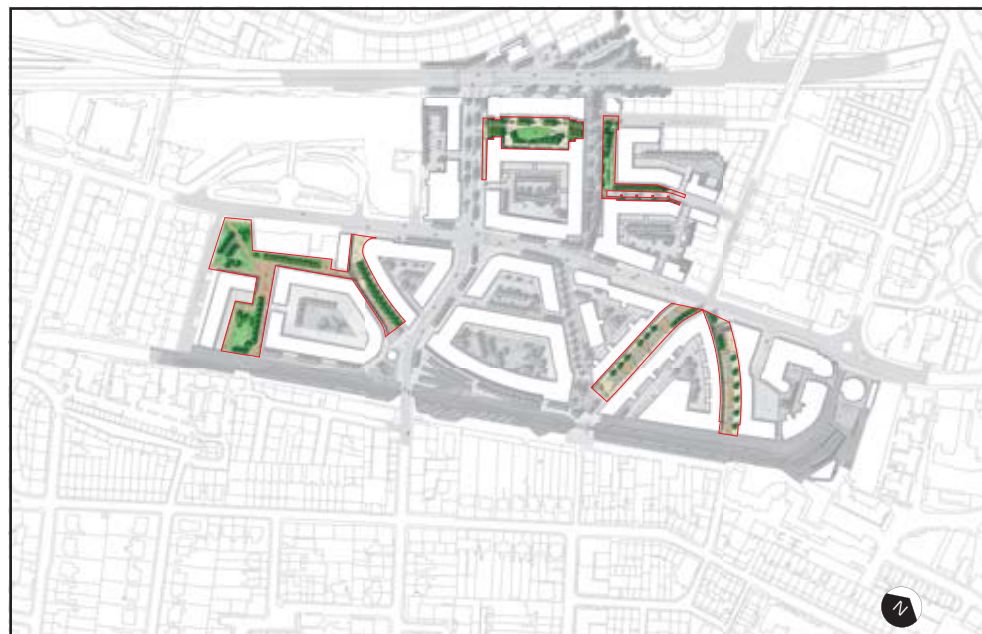
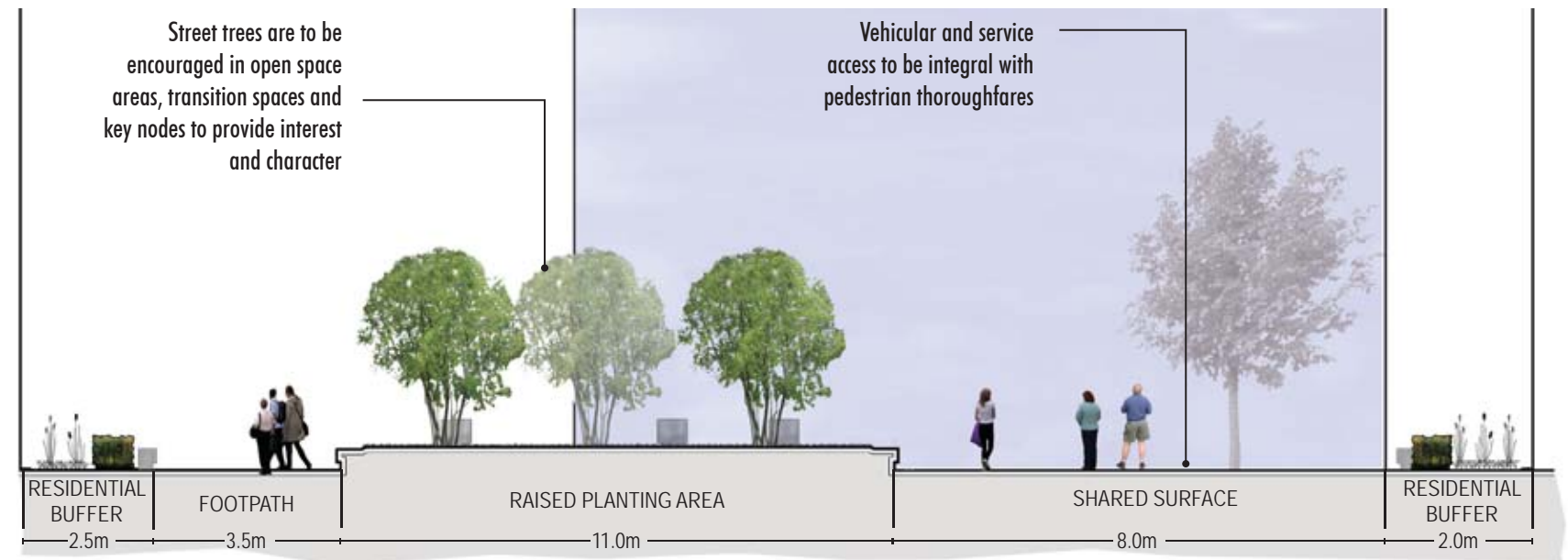


Figure 4.4: Typical Character Area - Secondary Pedestrian Route



Indicative section through communal open space



Communal open space - local court



## Palette of materials: Typical



**RECONSTITUTED STONE**  
The use of natural stone should be encouraged, however, high quality reconstituted paving materials would be appropriate as long as interfaces with key public realm areas were dealt with appropriately. Surface materials should be selected as appropriate for the function and purpose of the space. Courtyard design may demand a more informal surface for example.



**WHIN STONE KERBS**  
A consistent 250mm wide Whin Stone kerb to be used in all locations regardless of general paving material.



**BOLLARDS**  
The installation of bollards in the public realm should be minimal. Where they are required to perform a specific function, they should match metal work in the surrounding area.



**LIGHTING**  
While the approach to lighting should be mainly functional, lighting also provides an opportunity to enhance design features within the public realm. The placement and finishes used should be coordinated with all other external furniture and particularly metal work.



**STONE BENCHES**  
To be used throughout the public realm, these will compliment adjacent stone surfaces and require minimal maintenance.

**TIMBER BENCHES**  
Timber benches can give a natural feel to more relaxed settings such as within semi-private courts.

## Semi Private Courts

### 4.5 Semi Private Courts

The street layout and grain of the plan naturally creates a series of urban courts varying from public, through to semi private and private spaces. Specific opportunities present themselves within these areas whereby design character and individual styles can be introduced into the court areas between blocks. Strong emphasis should however still be placed on quality design and materials, and high levels of management and maintenance would be expected.



Figure 4.5: Typical Character Area - Semi Private Courts



## Additional Design Issues

### 4.6 Lighting Concept

The lighting strategy for Fountainbridge should be based on one of simplicity and functionality, with a co-ordinated approach based on users and uses within the area.

It is envisaged that three distinct character zones should be applied to unify and identify the area at night.

- Vehicular Traffic Areas
- Shared Pedestrian/Vehicular Areas
- Semi-Private Courts

### Typical Lighting Strategy

#### Vehicular Traffic Areas

High pole, between 8 – 10m tall, with wide staggered spacing.

#### Shared Pedestrian/Vehicular Areas

Lower pole, between 5 – 7m tall, with closer spacing. Where possible lighting to be single sided with poles in a single line through the space. Twin heads to be used where necessary to achieve sufficient lighting levels. Encourage the use of feature lighting within unadopted areas.

#### Semi-Private Courts

Lower pole, 5 – 7m tall, to be used within vehicular parking areas. Bollard lighting to be used along pedestrian paths and residential access paths. 'Marker' lighting to be encouraged at building entrances and feature lighting to courtyard structures and trees within unadopted areas.



### Functional Lighting

The different lighting zones should be unified through a co-ordinated suite of poles, fixtures and fittings. A defined selection of light fixtures should be adhered to across the development, all either from the City of Edinburgh approved list or agreed in collaboration with the CEC Highways Engineers. Variations in column height and lux levels should be adopted to tie in with lighting requirements for specific character areas.

All lighting elements should be positioned in logical locations within the public realm and co-ordinated with all other streetscape elements, consideration should always be given to reducing 'street clutter'. Finishes should also be co-ordinated where practical, for example, metal finishes are to be unified with all other external site metalwork.

### Feature Lighting

Feature lighting within public areas (whether adopted or unadopted) should be encouraged, particularly in the key spaces. Uplighting of street trees and other vertical features again should be encouraged, albeit discreet.

Well designed lighting of building exteriors would be encouraged, the light source itself should not be visible, but should compliment the architecture and the external space lighting.

The colour light source must be consistent throughout the Fountainbridge area.



# DETAILED DESIGN

## 4.7 Primary Vehicular Routes

The primary vehicular routes act as important feeder routes deflecting traffic away from the pedestrian friendly routes. The objectives for the primary roads should be to maintain a unified scheme throughout, working to standard City of Edinburgh highways specifications and streetscape principles, maintaining a tight palette of materials. Unifying elements such as trees, street lighting and furniture should be used to co-ordinate the key routes. The materials along the pedestrian elements of these routes are to be simple reconstituted slabs and setts, that will be durable and easy to maintain. Contrasting shades of material could be used to define the various zones across the street. Simplicity and standardisation of materials and specification across the scheme will help to ensure that future management and maintenance can be streamlined. Early discussions with CEC Highways Department should be encouraged.

The following points provide a broad basis upon which any new street or vehicular road should be considered and designed.

- Designs should seek to reinforce the proportional relationship between the carriageway, footway and buildings by retaining or creating kerb lines that run parallel to buildings.
- Seek to reduce corner radii to as small as possible in urban areas. Where street geometry allows larger vehicles can be accommodated within the overall geometry/width of the junction.
- In new development areas and existing streets ensure that visibility splays are kept to a minimum.
- Simplify junction layouts by attention to radii and visibility splays. Seek to provide simple and convenient crossing movements for pedestrians.
- Maximise crossing widths for pedestrians at important junctions/key locations.
- Apply set standards to the main elements of the design of streets, junctions and important spaces, by unifying geometry, radii, crossing points and widths and associated materials specification.
- Associated footways should be level and even, with clear and uninterrupted access to adjacent development frontages.
- Vehicle run ins and crossovers should not normally interrupt the footway layout. Dropped kerbs and reinforced surfaces are recommended.

More specific guidance is provided in the Edinburgh Standards for Streets Part 2 Section 4.2 on carriageways, footways and general arrangements for streets.

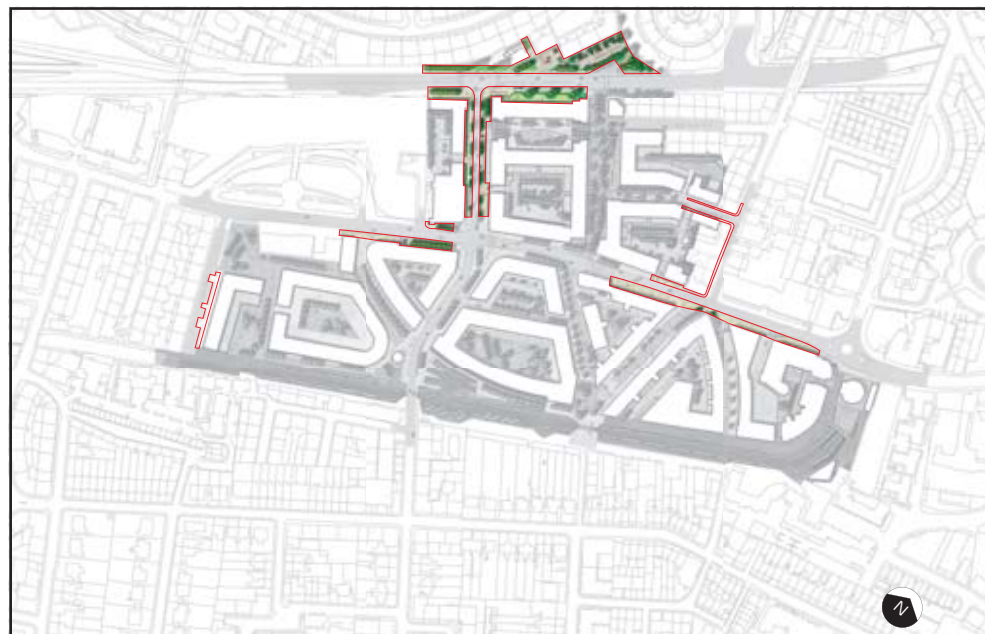
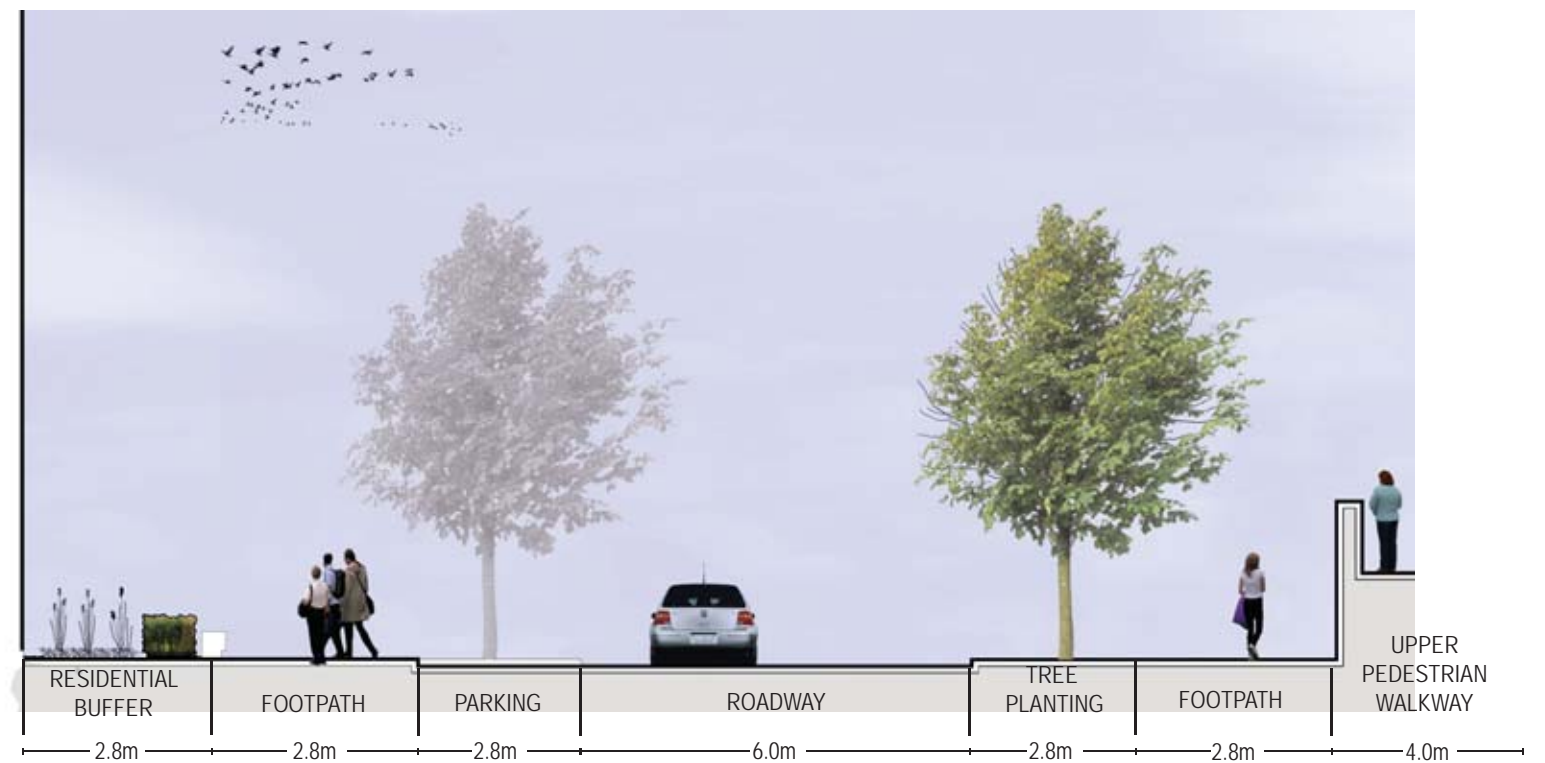
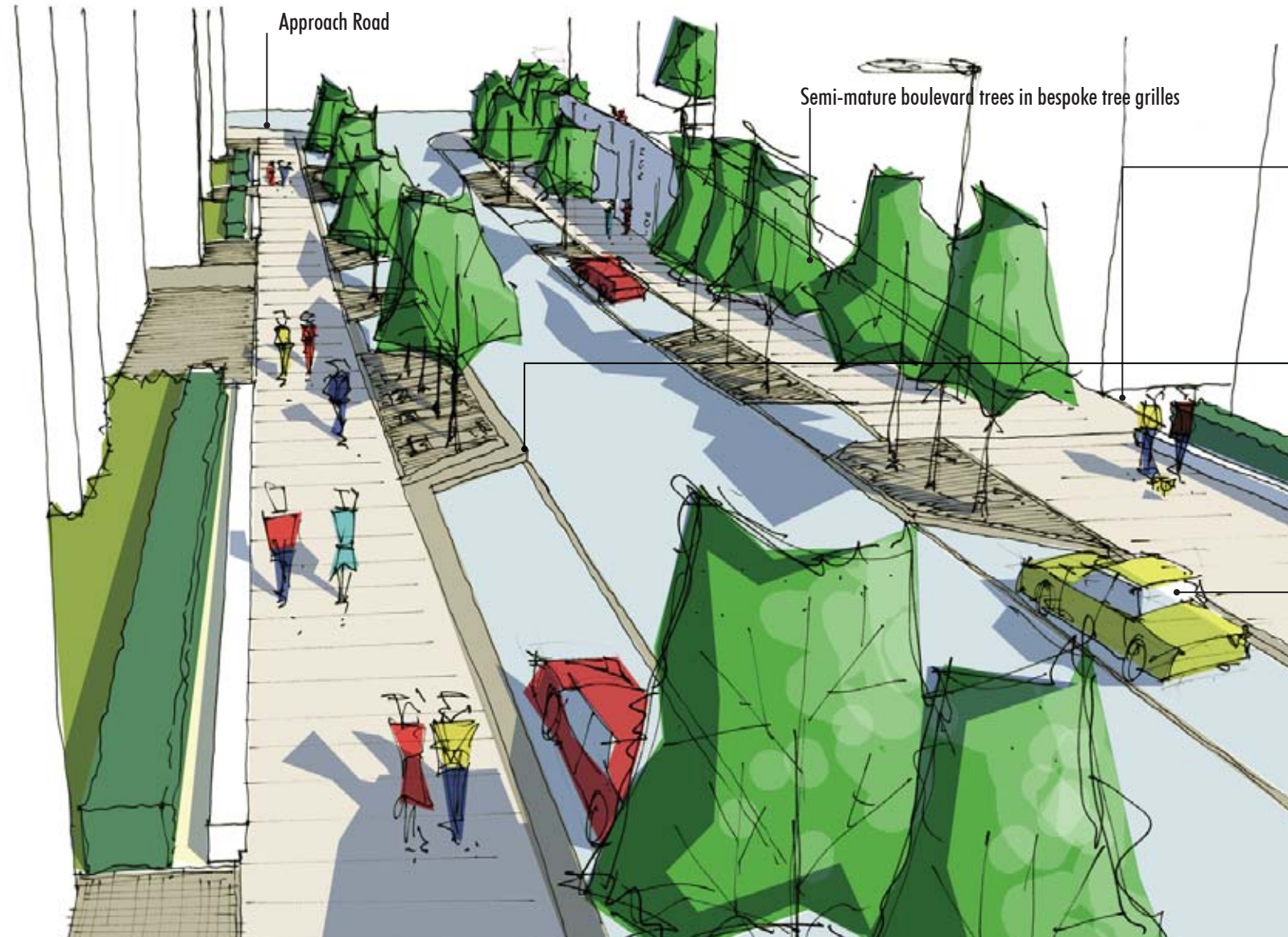


Figure 4.6: Typical Character Area - Primary Vehicular Routes



Typical section through Primary Vehicular Route





View looking along new Primary Vehicular Route

Vehicle run-ins and crossovers should not normally interrupt the footpath layout. Propped kerbs and reinforced surfaces are recommended.

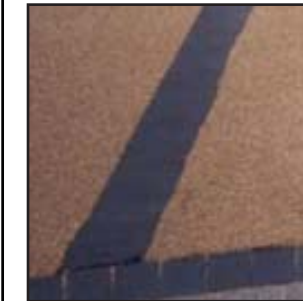
Alternative solutions to the use of bollards should be considered. Strengthened footways and increased kerb heights should be considered.

Controlled road-side parking

## Palette of materials: Typical



**ASPHALT ROAD SURFACE**  
Highly adaptable and hard wearing surface to suit many situations, one of the main benefits being ease of maintenance and replacement should access to services be required.



**RESIN BONDED / ANTI-SKID SURFACE**  
Resin bonded surfacing. Where surfacing is proposed in trafficked areas, anti-skid or high friction surfacing to be used as a durable alternative.



**GRANITE CUBES**  
To be used within residential areas and smaller spaces throughout. Colour, banding, or layout may vary to suit adjacent surfaces and differentiate between zones.



**NATURAL STONE BLISTER PAVING**  
Selection of materials to identify crossing points should take adjacent surfaces into consideration. As an example a natural stone blister paving should be used where the adjacent surfaces are also natural stone.



**NATURAL STONE DRAINAGE GULLIES**  
Colour and finish of drainage gullies to match adjacent paving and vehicular surfaces.

# DETAILED DESIGN

## 4.8 Public Art Opportunities

Public Art should form an integral part of the Fountainbridge redevelopment, helping to enrich and animate the street environment. Consideration of all forms of art should be undertaken by future developers, however, to potentially maximise the benefit to the whole community a cohesive and practical application of art should be considered. The locations of any such art work installation or strategy should most appropriately be centred around the key public spaces.

This strategy document does not propose to establish a theme or style for any art work strategy, however, a set of ideals should be followed to help gain most benefit from any art interventions:

- Consider the integration of artwork at the earliest opportunity.
- Attempt to introduce an integrated strategy that not only provides artistic qualities, but also has a practical application eg. consider feature lighting that could have a security benefit or sculptural murals that help to mitigate changes in level.
- Look to supplement key urban spaces within the plan to help concentrate activity and interest within these newly defined civic spaces.

At Fountainbridge, due to its heritage and cultural background, the City of Edinburgh Council are particularly interested in achieving a co-ordinated approach to public art. Future developers will be encouraged, through the 'percentage for art' scheme to make a significant contribution to public art. Any proposals should help to re-establish a local identity and enhance the quality of the wider environment. In order to achieve this a joint working group should be established between the Council, key public bodies, local interest groups and the future developers to deliver an appropriate vision and delivery strategy in relation to the public art.



## 4.9 Cycle Routes/Cycle Provision

Cycle routes run through the Fountainbridge plan, forming an important part of transport network. Clearly defined routes could be established working to City of Edinburgh standards, however, in certain areas, through collaboration with CEC, key areas of the plan may require a more sensitive treatment in order to maintain the rationale for the streetscape.

Comments received during the Public Consultation Workshop suggest that, along key routes, shared surfaces should be created, rather than dedicated cycle lanes/routes – ‘cycle friendly’ zones could be introduced to ensure that safe integration with public realm routes and spaces is achieved and maintained.



## 4.10 Play Areas

Play areas should form an integral part of the Fountainbridge plan, a clear precedent has been set with the Fountain North application. A new play area has been created within the heart of this mixed use scheme. A similar proposal would be envisaged within the area to the south of Fountainbridge Road, potentially within Fountain South West.

Co-ordination with the City of Edinburgh again should be encouraged at the earliest opportunity. The aim should be to create safe and manageable space for mixed age groups, with clear consideration given to future maintenance and durability of materials.



# DETAILED DESIGN

## 4.11 Signage

The aim should be to minimise signage, careful consideration should be given to its location and/or integration with other necessary street elements.

Clear guidance is given in the new 'Edinburgh Standards for Streets' document which promotes fewer and better designed signage strategies and locations, similarly, PAN76 New Residential Streets also provides advice on signage and its function. Legislation and the Traffic and General Directions 2002 confirm the mandatory requirements for signs, otherwise superfluous or unnecessary signage should be excluded.



## 4.12 Security and Safety

The public realm is space in which the public must have free access and enjoyment. The public realm must be fully accessible to all sectors of society. However, an individual's access to and use of the public realm must not prejudice others freedoms of use and expression. Notwithstanding this the vast majority of people would expect a high quality environment, such as the emerging Fountainbridge area, to be safe and well maintained.

Through the consultation process it has been identified that graffiti and unsociable behaviour needs to be controlled. With this in mind careful attention and consideration should be given when designing or selecting materials and street furniture elements to help dissuade any such antisocial activity.

A safe and secure environment is a desirable environment.

Consideration should be given to material types and finishes to help combat graffiti, surface finishes and texture to discourage skateboarders and cyclists in certain locations. CCTV may also be considered appropriate in certain key locations. Opportunities should be taken to integrate CCTV cameras with other street furniture poles or be located on buildings or structures to avoid additional poles at street level. Notwithstanding this any proposals should be in accordance with CEC policy and guidance.



## 4.13 Management and Maintenance

### Maintenance

The key aim at Fountainbridge should be to ensure high quality public realm, managed and maintained in a responsive and effective manner and to high standards.

The quality of maintenance of the public realm has a direct impact on the attractiveness of the space. This is critical to the lasting success of Fountainbridge as a place that people will continue to want to visit, work and live in.

A high standard of cleanliness is therefore critical to the success of Fountainbridge. Next to safety and security, cleanliness is considered the key ingredient for a successful urban realm. A clean environment looks cared for and therefore demands respect.

A strategy should be put in place to ensure that close co-operation is established between the City Authority and the private management strategies established by the residents and commercial operators.

There are many benefits to achieving high standards of maintenance as follows:

- A high quality environment is more attractive to users and visitors warranting more frequent maintenance.
- A clean environment is perceived as an environment safe from crime.
- Graffiti and wanton damage encourages more abuse.
- Speedy removal controls such activities, as it demonstrates a cared-for environment.
- A well maintained high quality public realm setting is more attractive to building occupiers
- Speedy repair of materials, due to wear and tear or deliberate damage, assists in accident prevention.



### Management

Certain elements of the design, primarily associated with the 'shared surface' areas, will require careful consideration at the design stage. On-street parking and interfaces with pedestrian priority and vehicular access will all need to be considered.

At certain times of the year street vendors or events will form part of the local scene. Such events should be associated with key spaces, such as the canal frontage, to concentrate activity in planned and managed locations. These locations will need to incorporate service facilities (including power and water supplies) to ensure these active spaces are properly managed.

### Waste Management

The Council's policy is for the containerisation of trade, domestic and recycling waste. The location of containers must be carefully considered in the context of the street, alternative solutions, including underground storage should be investigated to help reduce visual and physical street clutter.







## 5.0 Technical Appendix

The following series of diagrams and strategy statements aim to establish a clear set of guidance for all the key design components of the Fountainbridge Urban Realm. The strategies should be seen as clear objectives for the areas future development, however, should also allow a degree of flexibility and design interpretation as the overall Masterplan emerges through its different development phases.

## 5.1 Phasing

A key element of any master plan, particularly when dealing with a range of Developers, is the understanding of how the site would be implemented through its different phases. Of prime concern to the Council was the certainty of knowing when strategic elements of the plan would be realised, in particular the pedestrian routes linking the north site with the south.

The City therefore sought reassurance that through the development phases the urban realm elements of the plan would be implemented in a co-ordinated and logical way that best suited the public realm objectives.

The following Figure 5.1: Phasing Strategy, seeks to establish a logical phasing sequence, whereby certain development blocks would implement key areas of public realm regardless of adjacent development programmes and timescales. Thus ensuring that if for planning, legal, economic or other reasons certain elements of the plan were delayed the overall urban realm strategy would not be compromised.

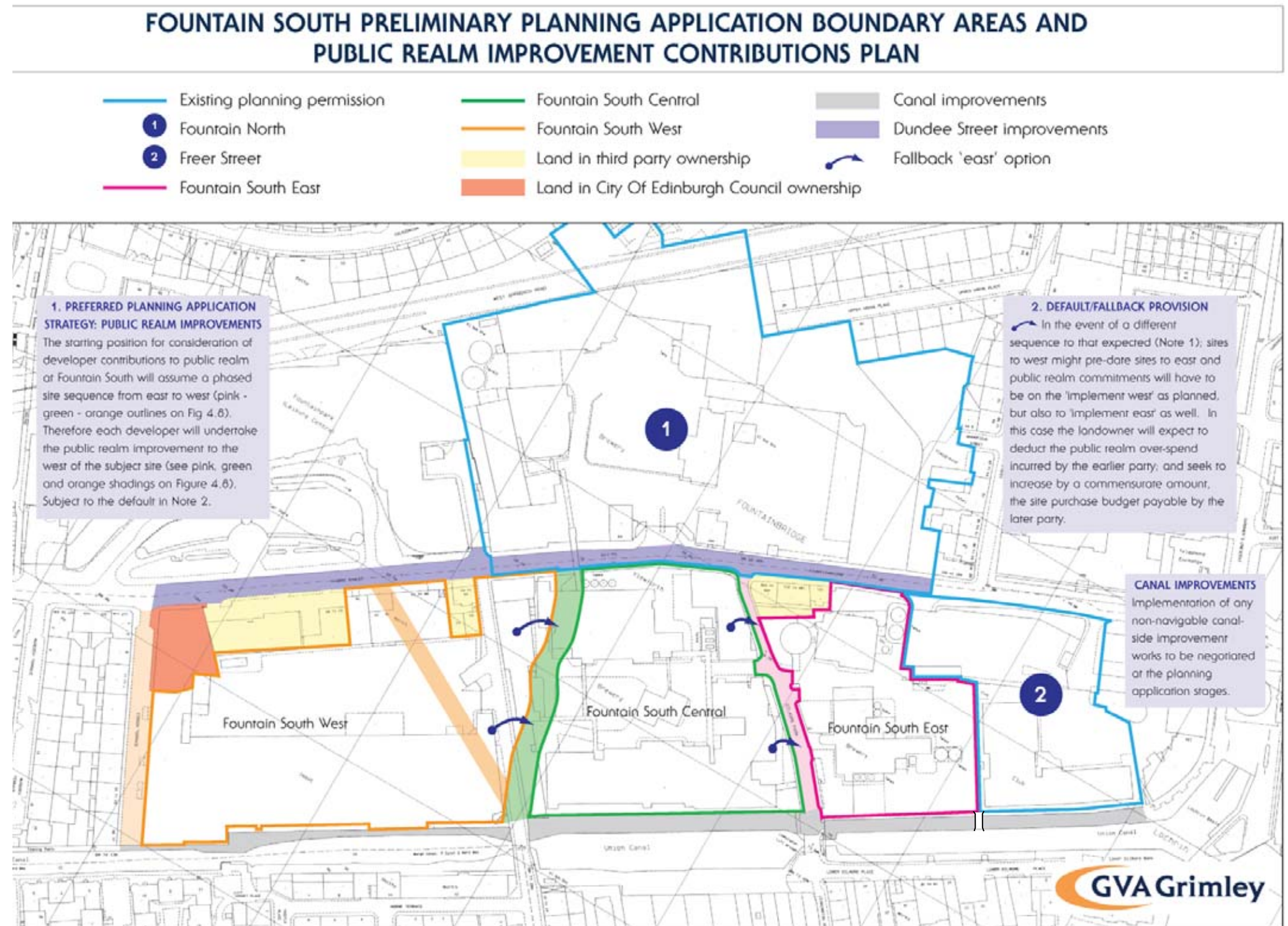
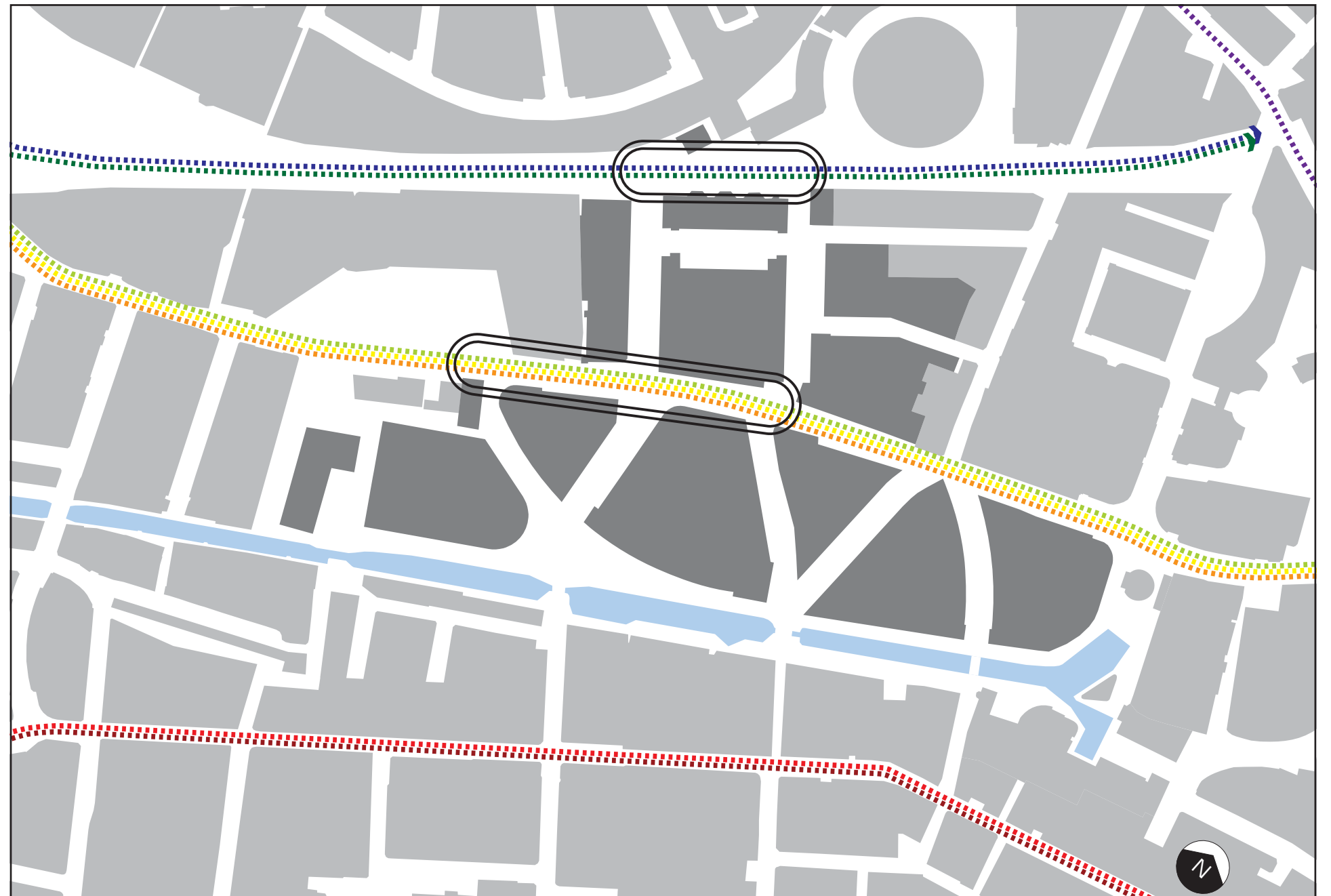


Figure 5.1: Phasing Strategy











## 5.2 Public Transport Links

Public transport should be planned as an integral part of the street layout. Bus routes should be easily accessible, stops should be safe, well lit and related to key nodes and centres of activity.



### KEY

-  Lothian Buses - Route 01
-  Lothian Buses - Route 02
-  Lothian Buses - Route 10
-  Lothian Buses - Route 22

-  Lothian Buses - Route 27
-  Lothian Buses - Route 30
-  Lothian Buses - Route 34
-  Lothian Buses - Route 35



Potential Zone for Bus Stop Locations

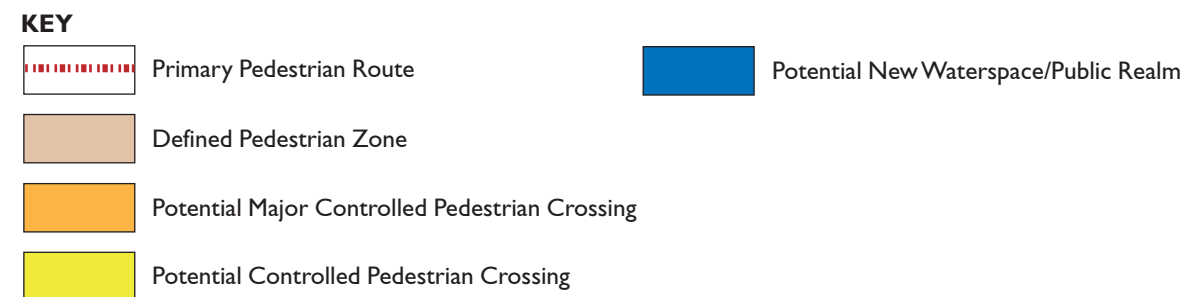
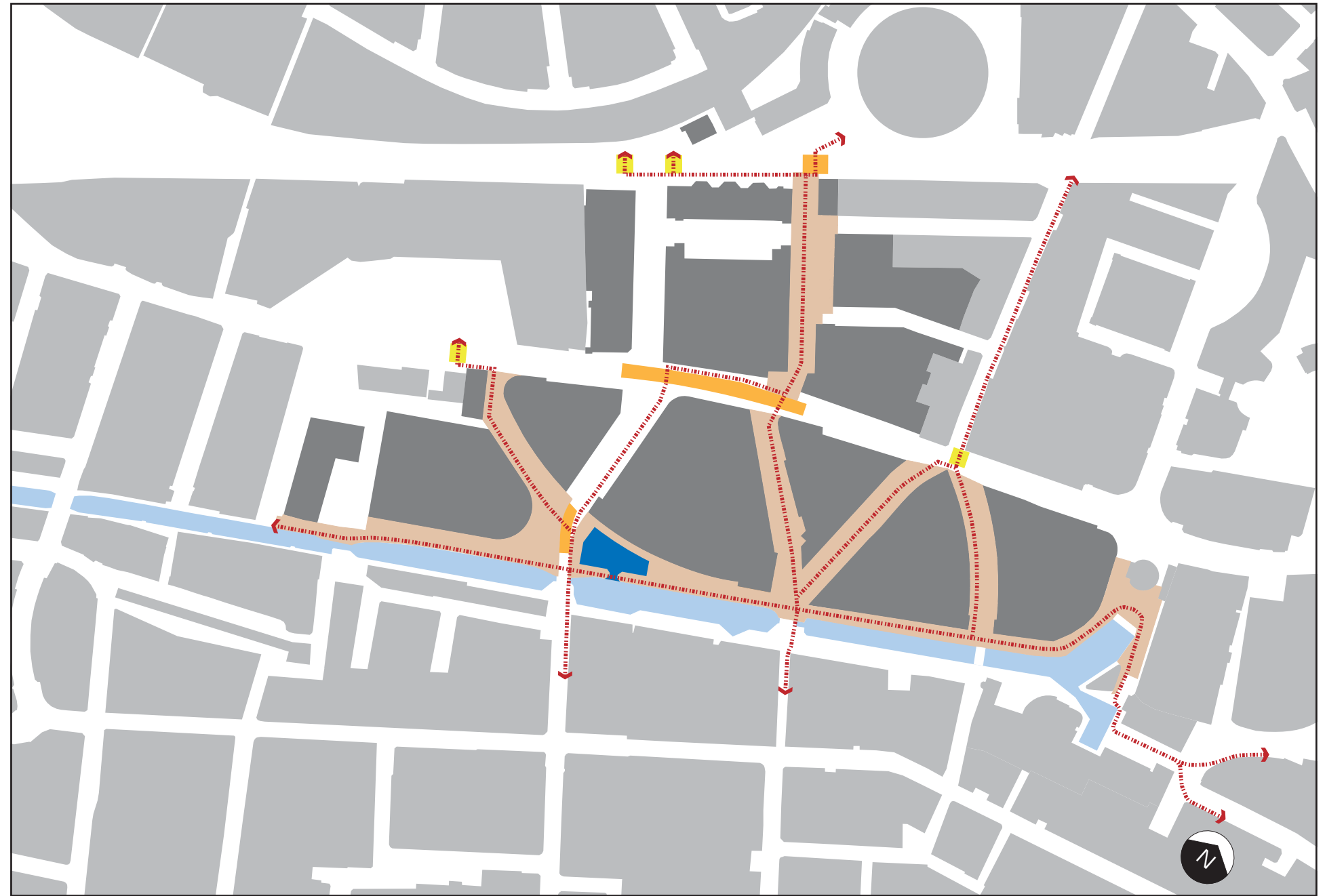
Indicative Plan

Figure 5.2: Public Transport Links

## 5.3 Pedestrian Routes

Safe and attractive pedestrian routes across Fountainbridge will be a major contributory factor in the success of the scheme. The activation of spaces and routes by people will help to bring life to area.

At Fountainbridge a major emphasis has been placed on creating high quality and safe pedestrian corridors. Any future plans should acknowledge this and ensure that the correct emphasis is placed on the design and implementation of these routes.



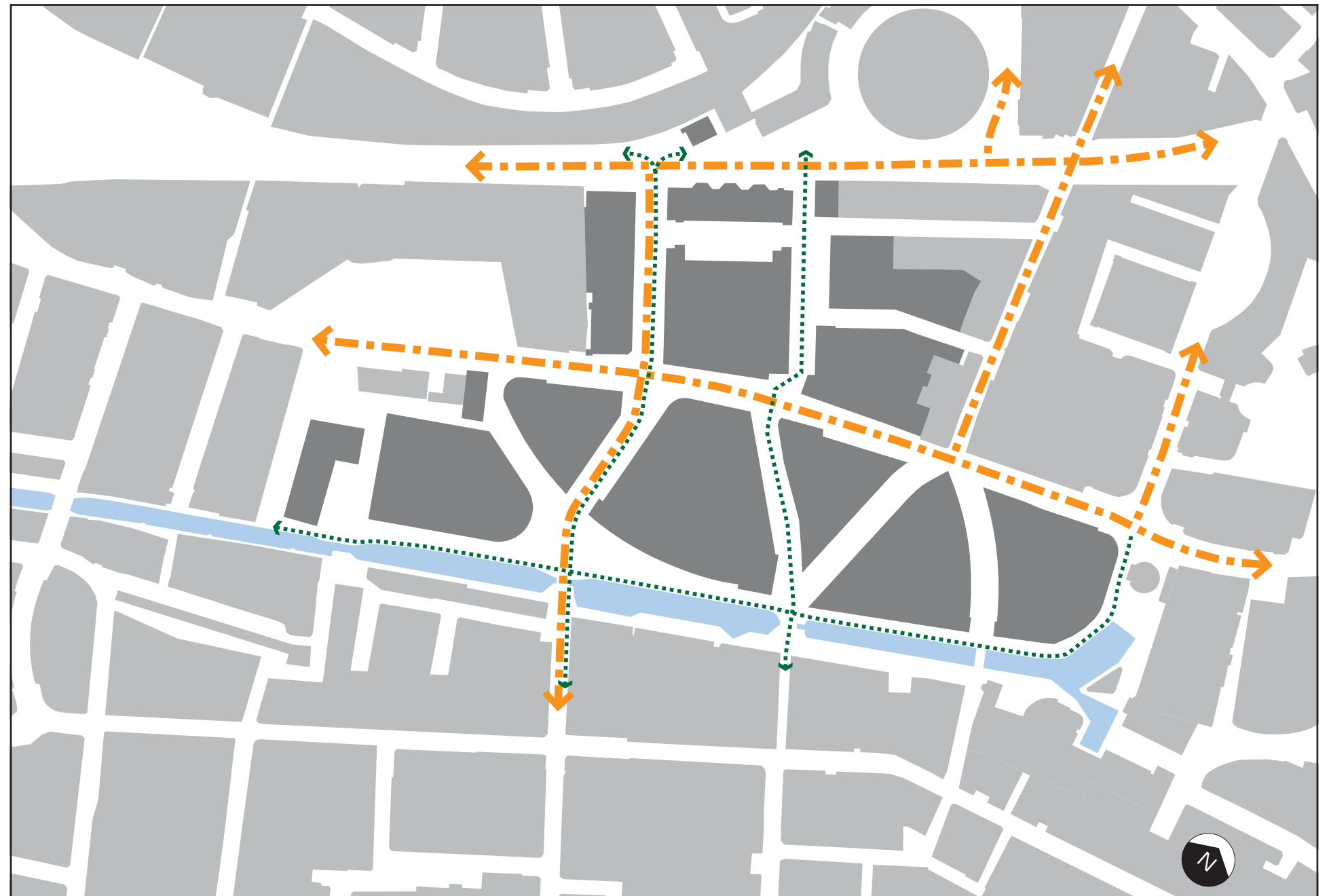
Indicative Plan

Figure 5.3: Pedestrian Routes \*

## 5.4 Vehicular Routes

Where appropriate street design should seek to reduce vehicle speed, rather than ease traffic flow. Measures to minimise traffic speed by the implementation of speed tables and surface changes should be used, particularly on secondary routes.

On-street parking, although encouraged in certain areas, should be controlled and managed to ensure that the impact of the car is minimised. The streetscape design should seek to avoid the abuse of uncontrolled on-street parking.



Indicative Plan

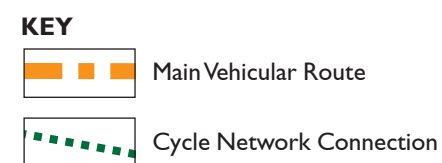
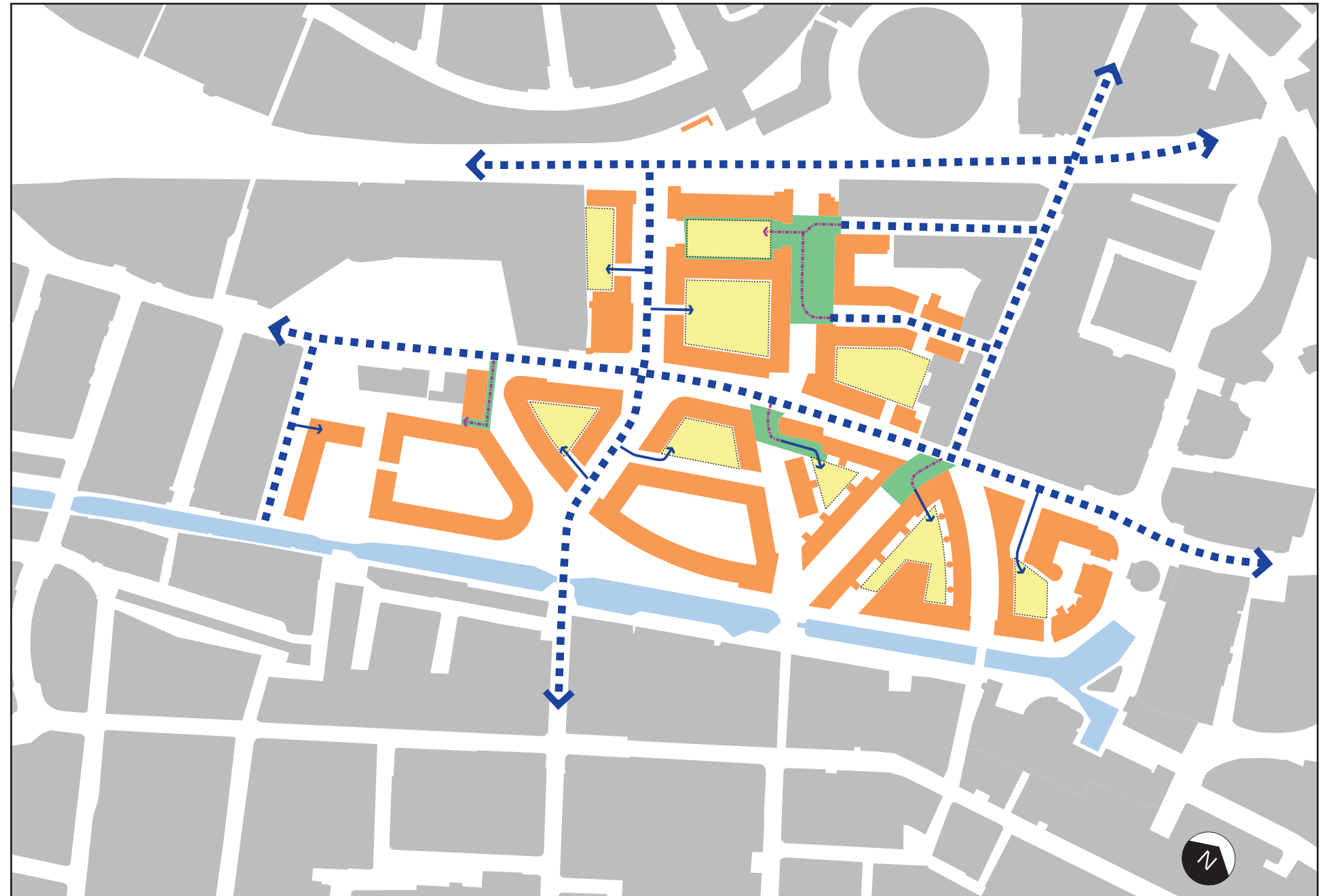


Figure 5.4: Vehicular Routes / Cycle Network

## 5.5 Service Access / Courts

Consideration should be given in any future design to the interface between pedestrians and vehicle movements, particularly on key routes and adjacent to public spaces. Where possible all development blocks should be accessed, either by car and service vehicles, directly from primary vehicular routes. Where this is not achievable then careful consideration should be given to the surface treatments and priorities to ensure minimal confusion. Priority should be given to pedestrians wherever possible.



Indicative Plan

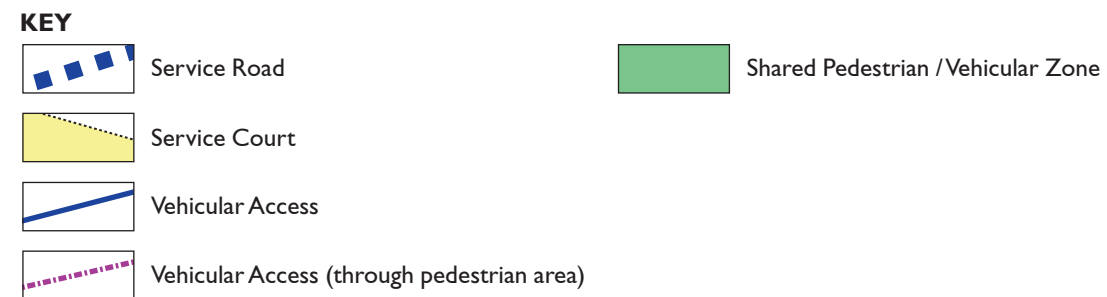


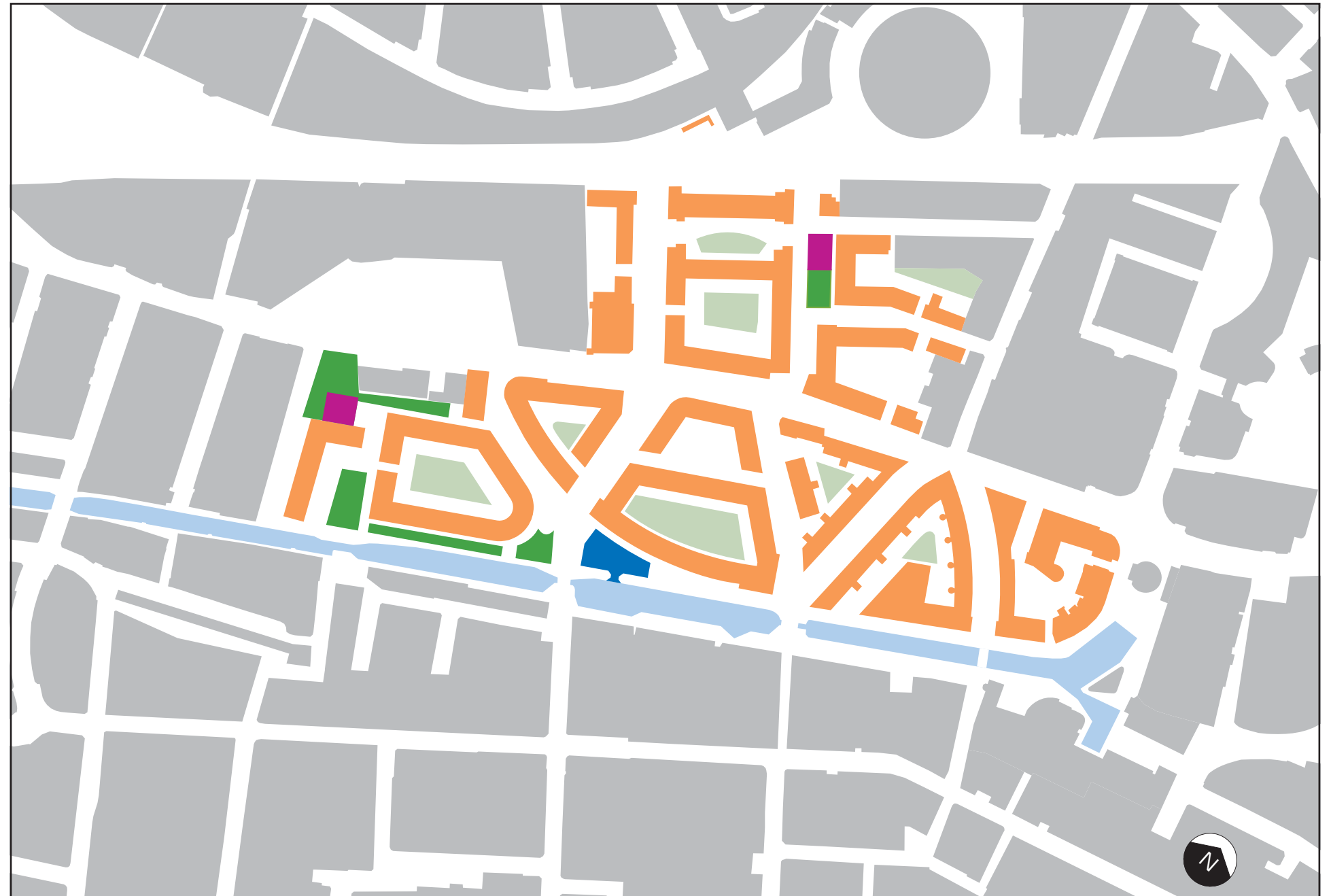
Figure 5.5: Service Access / Courts

## 5.6 Recreation - Green Space/Play Areas/Events

Recreational open space whether passive or active should form an integral part of the scheme. The Fountain North scheme proposes a children's play area central to the scheme. A similar facility would be envisaged to the south of Fountainbridge Road.

Any such facility should be designed in full collaboration with the City of Edinburgh Council to ensure compatibility with their adoption and management standards.

The Union Canal provides a wildlife corridor through this urban area and opportunities to enhance it's amenity, recreational and biodiversity value should form an integral part of the proposals.



Indicative Plan

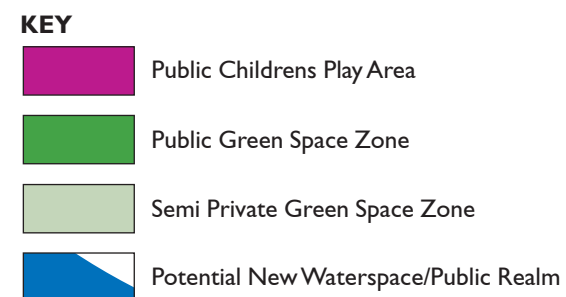


Figure 5.6: Recreation - Green Space/Play Areas/Events \*

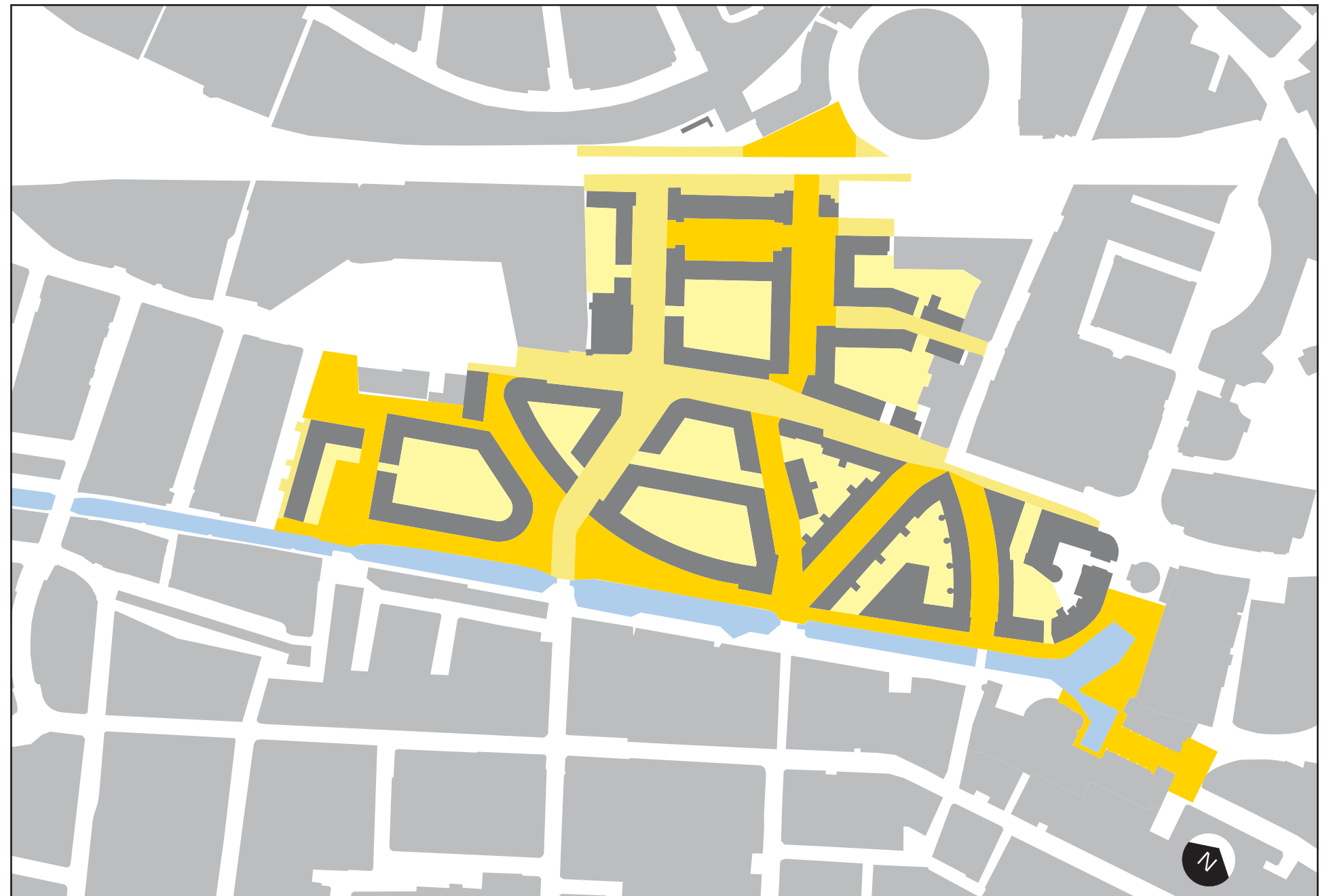
## 5.7 Lighting

Primary vehicular and pedestrian routes will have light fixtures from the City of Edinburgh Council approved list, or agreed in collaboration with City of Edinburgh Council Highways Engineers. A defined selection of light fixtures should be adhered to across the development. Variations in column height and lux levels will be adopted to tie in with lighting requirements for specific character zones.

Feature lighting within public areas (whether adopted or unadopted) should be encouraged, particularly in the key spaces. Uplighting of street trees again should be encouraged, albeit discreet.

Well designed lighting of building exteriors would be encouraged, the light source itself should not be visible, but should compliment the architecture and the external space lighting.

The colour light source must be consistent throughout the Fountainbridge area.



Indicative Plan

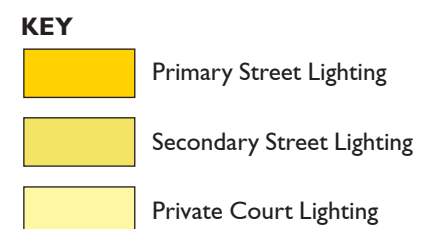
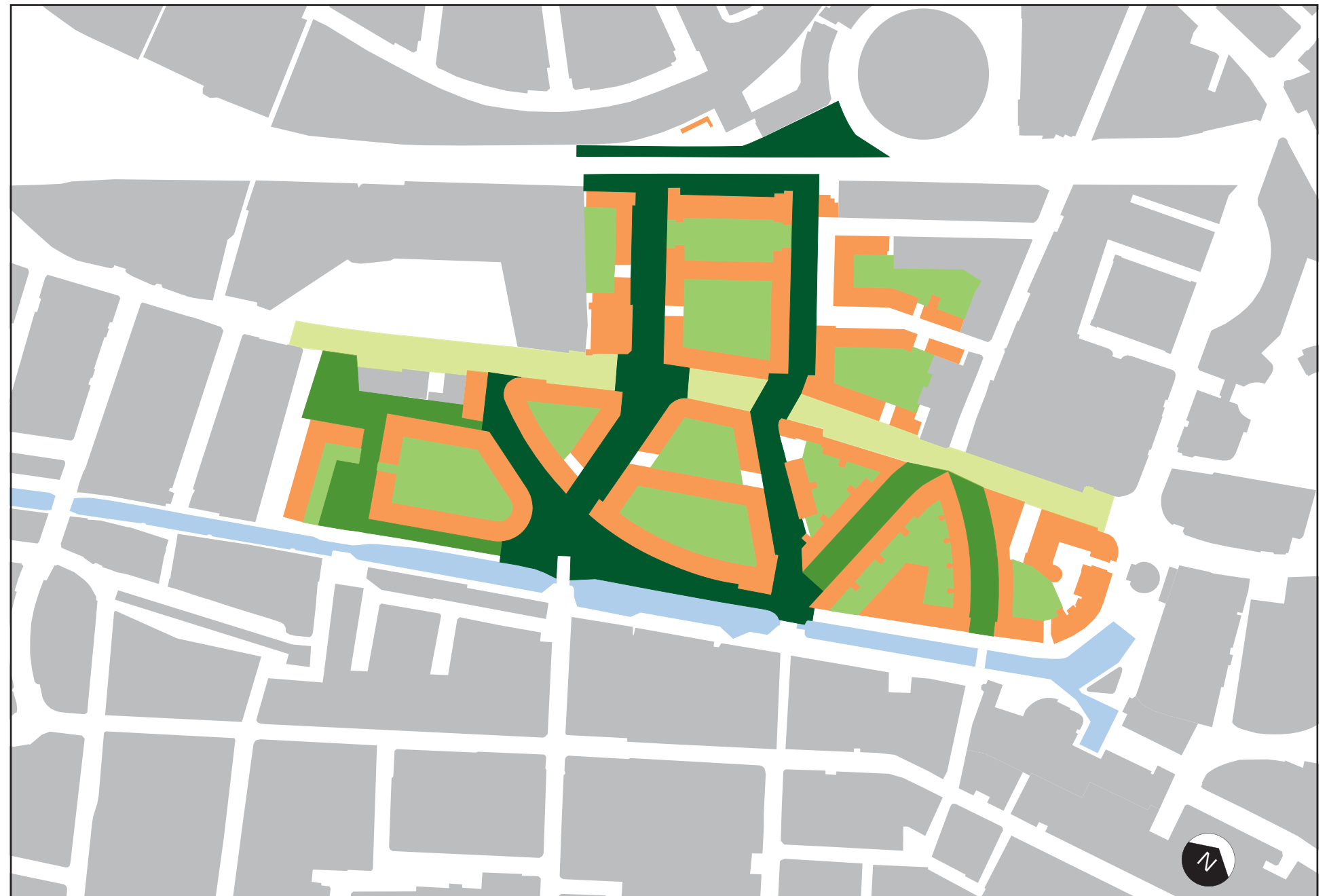


Figure 5.7: Lighting and Public Art

## 5.8 Street Trees

Developers should be encouraged to work within a select palette of tree species to ensure a cohesive street tree theme, helping to visually link key routes and spaces. All primary routes should be reinforced with a controlled selection of tree species. In contrast the semi private routes and garden courts can be characterised with a less rigid and controlled palette of species, allowing private courts and spaces to develop their own identity, within a more controlled public grid.



Indicative Plan

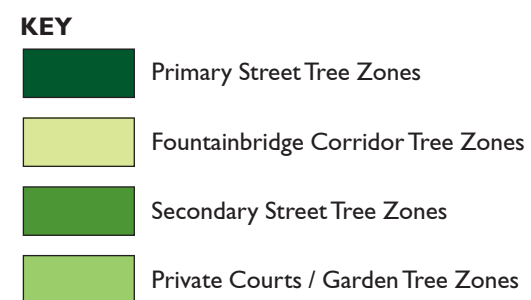


Figure 5.8: Street Tree Zones

