

Fountainbridge South, Edinburgh  
Proposed major development, mixed uses  
Fronting Union Canal, from Gibson Terrace to Grove St  
[Ref. 10/01687/PAN](#)

Dear David,

Thanks for the opportunity to view the public exhibition of the plans at Tollcross Community Centre on Friday.

Fountainbridge South is the site of the old Scottish Newcastle Brewery and lies between Dundee St and the Union Canal. It is an extensive site, running from Gibson Terrace, across Viewforth and Gilmore Park to a point opposite Grove St, almost at Edinburgh Quay.

The plans are at a preliminary stage and do not include details of the buildings. They will be submitted for 'Planning Permission in Principle' and include an overall outline with ideas for public realm, scale and massing of buildings, access and routes, and mix of uses.

The plans can be viewed at [www.fountainbridgesouth.co.uk](http://www.fountainbridgesouth.co.uk) where a feedback form is also available.

Response to Feedback Form:

1 Mix of Uses:

In the interests of sustainability we support a mix of uses, in particular residential with commercial, so that people could potentially live close to where they work, thus reducing the need to travel. In the present context we would support an emphasis on residential, as the site is close to a large number of commercial areas including the Exchange, all of which would be within walking distance. We think the proximity to the canal would make residential uses very attractive and financially viable to the developers.

2 Routes from the canal to Dundee St to encourage greater access by pedestrians and cyclists:

The canal and Dundee St already provide strong east-west routes but we welcome the plans to include more north-south links, particularly a direct link to Grove St from the canal, and another from close to Gibson Terrace. The 4 new urban spaces will make the site very accessible.

Consideration should be given to making the routes for cyclists distinct in some way, by type of surface for example, so that cyclists know where to ride and other users know where cyclists are likely to be. There is a strong demand for through routes connecting to Haymarket and the Roseburn Path (via Telfer subway) to the north, and Bruntsfield, Morningside and beyond to the south.

The canal towpath is already heavily used by all types of user group. Much of this stretch is already wide enough but at the western section, towards Gibson Terrace, it is too narrow and should be widened. East of Gilmore Park the towpath surface is cobbled, which is a severe deterrent to cycling, and discussions should be held with the owners to achieve a better quality of surface (there are smooth types of cobbles).

Since the site is to be developed piecemeal, it is very important that the overall design is adhered to and that surfaces are made to match up and provide continuity across plot boundaries.

Dundee St is very well-used by cyclists but is busy and narrow at this point. We would like the building line to be withdrawn slightly to provide road space for cycle lanes in both directions.

3 Smaller scale buildings on the canal edge, larger fronting Dundee St:

This makes sense, particularly as the canal frontage could become a popular area for the

public. The land also falls from the canal northwards, so it makes sense to have taller buildings along the north edges. This however makes the widening of Dundee St, as suggested above to allow cycle lanes, more practical, to avoid the street becoming chasm-like.

4 Four new urban spaces:

The triangular public spaces at each end, and the rectangular one in the middle, provides a nice symmetry. For the latter, the plans show an extension to the canal to provide extra mooring spaces. We would be happy with that so long as the towpath maintains its current line (with a bridge) rather than being diverted round 3 sides of the rectangle.

Summary:

This is a very large site in a key location and with the right scale of development could become very attractive, especially if best use is made of the canal frontage which is on the south-facing side of the canal.

The north-south links through the site, as shown on the plans, are very important for cyclists as part of longer north-south routes across the city, from Marchmont, Bruntsfield and Morningside to destinations in the north, and to the west side of the city centre (including Haymarket).

This part of Dundee St is heavily used by pedestrians and cyclists and should be widened as part of the plans, to include cycle lanes.

Some parts of the towpath should be widened, and the surface improved at the east end.

Best wishes,  
Peter Hawkins  
CTC Lothians  
(CTC is the national association of cyclists)  
118/1 Stenhouse Cres., Edinburgh EH11 3HU

**From:** "Marwick, David @ Edinburgh" <[David.Marwick@cbre.com](mailto:David.Marwick@cbre.com)>

**Date:** 12 July 2010 08:28:30 BST

**To:** Peter Hawkins <[peterhawk@phoncoop.coop](mailto:peterhawk@phoncoop.coop)>

**Subject:** RE: Fountainbridge South response

Peter,

Many thanks for your comments, this is very much appreciated.

We are also holding a public meeting on Monday 26th July at 7pm at the Bruntsfield Evangelical Church with the community councils and members of the public so you are more than welcome to spread the word and come along to this event. The display boards will also be available for viewing at Fountainbridge Library for the next 2 weeks if any of your colleagues would like to inspect the boards. They should be available at the library and on-line by close of play today.

Kind regards

Dave

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