

Masterplan Consultation Report



BUILYEON ROAD, SOUTH QUEENSFERRY, EDINBURGH

CALA MANAGEMENT LTD

ISSUE 1.0 - December 2020

INTRODUCTION

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ATTENDEES

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Introduction

The site benefits from an existing Planning Permission in Principle consent (ref: 16/01797/PPP).

Condition 1 of the PPP, requires the approval of a Masterplan, and Urban Design Framework including Design Code for the whole site.

The Applicant also seeks to introduce new uses not approved within PPP, namely Retail (Class 1), Food and Drink (Class 3) Drive Thru Food and Drink (Sui Generis), Petrol Filling station (Sui Generis) and Care Home (Class 8).

This Masterplan Consultation Report records the consultation process undertaken by the Applicant and the design team in advance of submitting the AMSC application to purify Condition no.1 of the consent (16/01797/PPP) and new uses to be covered within separate PPP applications.



Planning Permission in Principle masterplan. (ref: 16/01797/PPP)

Format of Public Engagement

In order to inform the preparation of the Masterplan, the Applicant and the design team sought community and public input to the proposals.

A website was created containing the Draft Masterplan and made live on Friday 25th September 2020. (www.cala-builyeonroad.co.uk)

Owing to Covid19 restrictions concerning mass gatherings,

In order to publicise the web-site and a virtual event, the following was undertaken;

- Briefing to Queensferry & District Community Council, who subsequently publicised the website on their own social media and website.
- Briefings to local elected City of Edinburgh Councillors.
- Letters issued to immediate neighbours of the site, namely those who were notified by CEC to the lodging of the original PPP.
- Letters issued to those who made representations to CEC relating to the original PPP.
- Posters placed in local shops, and the Public Notice Board in South Queensferry
- Press Release issued by CALA to local media outlets
- Public Notice within Edinburgh Evening News and Linlithgow & Queensferry Gazette

The online website illustrated the context of the site together with the current proposals and an overview of the consultation process. The design proposals could be viewed on the website or by downloading a copy of the exhibition material for viewing on-screen or to facilitate printing of hard copies. Paper copies would be issued to those who requested a copy.

A live 'virtual' event was held online on Friday 2nd October 2020, between the hours of 3pm and 8pm.

Members of the public were invited to view the proposals, make comment and discuss their questions and comments directly with members of the project team via a live online chat function. The Applicant and members of the design team were then on hand to answer the questions directly with the members of the public during the entire duration of the event.

Attendance

On the day of the virtual event (2nd October 2020), the website received 207 unique visitors. That put the total since it was launched on 25th September 2020 to 607. 74% of visitors came from mobile devices, eg phones or tablets.

During the event the Applicant and design team handled 37 'live chats'.

The Applicant and design team participants being:

1. James Fraser EMA Architects (Agent)
2. Derek Lawson CALA Management Ltd (Applicant)
3. Gillian Tait CALA Management Ltd (Applicant)
4. Ruth Mustard Sweco (Transportation Consultant)
5. David Miller David R Murray (Engineering Consultant)
6. Tim Ferguson Ferguson Planning (Planning Consultant)
7. Alastair Stewart Orbit (Communications Consultant / Event organisers)

The main issues that arose;

1. Builyeon road diversion
2. Some still question the principle of development
3. Traffic impact, road capacity
4. Questions about the need for filling station and drive thru restaurants
5. Clarification on affordable housing delivery
6. Concerns over the Medical Centre the ability to cope
7. A number of compliments over the design.
8. Local residents in Echline Farm Cottages looking to clarify access and impact.

Visitors to the website were provided with the opportunity to leave feedback by filling in a feedback form online, via email or by post comments to contact details provided and the website was left open until Friday 9th October 2020. The feedback form asked general questions and allowed for the submission of unrelated comments. Attendees were also informed that they could make comments following the exhibition by either writing or emailing a completed form to the contact details outlined on the website.

By the close of the consultation period (9th October 2020), the website had received 1,432 visits. Of these visits, 1085 were unique visitors.

Analysis of Comments Received

The comments made by attendees to the community engagement event were in the most part concerned about traffic impact, facilities, access, infrastructure and schools.

Comments:

1. Traffic / Infrastructure

Comments were raised that with the proposal for up to 980 new homes and commercial uses that there will be increased volumes of traffic onto the existing network and explained that the existing road infrastructure is already at an unacceptable standard with congestion.

Members of the public questioned the rerouting of Builyeon Road and the likely impact traffic will have through the new development.

Applicant's Response:

The applicant confirmed that the proposed site has an existing minded to grant approval for the uses and housing numbers proposed within this application. The principle of development on this site has been established and a Transport Assessment is being undertaken which will supplement the application. This assessment will consider the cumulative impacts of traffic from this site, as well as allocated and committed development in the South Queensferry area and the traffic impacts this will have on the junctions surrounding the Builyeon Road development. The junctions considered include the Queensferry Gyratory, the Echline Roundabout and the Ferrymuir Roundabout.

It was confirmed that should the assessment indicate operational issues directly associated with the Builyeon Road development then mitigation will be considered, with the approach to any improvements agreed with the Council and Transport Scotland (if necessary). The applicant team outlined that traffic counts were undertaken on the road network in February 2020 before the Covid lockdown. This information provides a basis for understanding current volumes and the operation (pre-Covid) of the tested road network.

With regards to the rerouting of the existing Builyeon Road into the new masterplan, the design team highlighted this was a council aspiration and would allow the old Builyeon Road to become a new landscaped active travel corridor. Concerns regarding the new Builyeon Road passing the southern boundary to the new primary school were raised and the design team noted that traffic calming measure and the design of the new civic

street will reduce traffic speeds, with a 20mph limited proposed through the site. The current rural feel of the existing Builyeon Road will change as the new road passes through an urban area with relevant traffic calming measures.

2. Access to The Steadings via existing Builyeon Road

Impact on the how residents will access the existing Steadings located along Builyeon Road questioned and how the realignment of the existing road will impact those properties.

Applicant's Response:

- It was outlined at the event that access to the existing Steading would be maintained via a new T-junction at the point the new Builyeon Road meets the existing road. This will ensure suitable access is maintained into the Echline Steadings.

3. Additional petrol station

Comments raised on the likely need for an additional petrol station when already two station at the Ecline Roundabout. Is there demand for an additional petrol station and what will happen to the existing stations if this goes ahead.

Applicant's Response:

- Confirmed to the public that applicant team have no control over operation of businesses out with the application site. CALA have been approached by petrol station operators to secure a site next to the M90 because of the strategic nature of the location. A number of trips are made from the M90, by strategic road network users, along Builyeon Road to the existing filling stations. These would be removed from the local network if a new petrol station was provided which would reduce traffic movement through the site.

4. Impact on local facilities

Impact on existing facilities such as Dalmeny rail station, existing medical facilities and existing bus provisions questioned by the community.

Applicant's Response:

- It is proposed to bring bus services through the site with a network of footways linking the bus stops to existing and future homes, the school, and to the new commercial uses at the west end. Bus stops will remain within a reasonable walking distance of existing houses to the north once Builyeon Road is realigned into the new development.

Applicant team confirmed they are working with the Council and bus operator to ensure that the design of the new Builyeon Road is appropriate for bus services and the appropriate bus stop provision is introduced.

With regards to impact on Dalmeny railway station and existing health care services, it was confirmed financial contributions will be made by the developer, as per the LDP requirements, to allow the provision of additional capacity within Queensferry.

5. Footpath / Cycle connections

The community welcomed the cycle / walking corridors and the active travel routes proposed throughout the site. Questions asked regarding connections into existing walking / cycle network and in particular route from the site to the east.

Applicant's Response:

- South Queensferry benefits from a network of footways providing links to the town centre, retail, education etc from existing residential areas. A number of walking route are located to the north of the site, however, it was noted by the community that some of the routes would benefit from upgrading. The applicant team confirmed that financial contributions will likely be made towards improvements to these external routes in close proximity to the site.

A full network of walking and cycling routes will be introduced through the development that will allow connect into these existing external routes and a detailed active travel strategy will support this application. In relation to connections to the east of the site, the applicant is not proposing a new bridge over the existing road network. The applicant is proposing improvements to the footways, rationalisation of the existing road widths and roundabout over the former A90, and introduction of new footways and cycleways. These will allow better connectivity around the perimeter of the site and local community. It was noted these details are currently being prepared and will be subject to separate applications.

6. Western Gateway

Feedback received on the landscape gateway proposed at the western access into the site. This was seen as a positive proposal and the interaction between this space and possible community uses associated with the school would be a benefit to the new and wider community.

Applicant's Response:

- The applicant team agreed with members of the public that this new landscape area will provide a robust and desirable landscape feature at this import gateway location. It was noted that this space will also allow direct walking or cycling links into the wider active travel network that links the masterplan to the wider area.

7. Retail / food store

Feedback was sought on the likely retail uses within the new civic street and the potential end user of a food store in the western commercial area.

Applicant's Response:

- It was outlined that the applicant received requests during previous community consultation events for their nearby Springfield application (January 2020), for improved retail offering in Queensferry. The applicant expect that introduction of a discount food operator will add variety to existing provision in the town and are aware from operator surveys that a number of existing Queensferry residents travel out with the town, including Fife, for food shopping.

Other comments;

- Ensure suitable electric charging
- Look to create a range of business uses in the civic street from gyms, cafes and nursery facilities
- Ensure a mix of house types
- Establish the proposed new school catchment
- Care home on the site is a benefit to the wider community
- Should be a variety of landscape spaces and planting species throughout the new development

Urban Design Panel

The applicant and design team presented the proposed masterplan to the Urban Design Panel on 27th May 2020 via a virtual meeting. The panel welcomed the opportunity to comment on the emerging masterplan and supported the proposed design approach of a strong sense of place, created through a landscape-led approach to design and layout. The proposed creation of a new civic hub was welcome along with the provision of high quality public open space, both of which have significant potential to benefit existing communities and future residents. The panel provided the follow key recommendations for the applicant team to consider as they progressed the design;

- Take lessons on residential needs into account from the COVID-19 lockdown.
- Expand the landscape framework to address key issues, including strategic response to the wider context, effective sound attenuation and well-designed landscape corridors.
- Reconsider land-use at the site gateways (including location of care home) and improve visual character.
- Prioritise convenient access to public transport, expand active travel links and ensure street design promotes safe movement and a strong sense of place.
- Prepare a detailed brief for how public open space will be used, managed and maintained.
- Analyse and adapt urban grain to ensure landscape elements, open space and housing interact well together.
- Promote community security through Secure by Design accreditation, high levels of passive surveillance and secure parking arrangements.

The full Urban Design Panel report can be found in the appendix section of this report.

Community Council

Members of the design team presented the proposed masterplan to the Queensferry & District Community Council on the 23rd of September 2020. The community council outlined their appreciation of being consulted on the proposals and in general the masterplan concept was supported with a series of positive recommendations or considerations received.

Local Councillors

A series of virtual presentations have taken places with local councillors with a list of the elected member the team has presented to below. The proposed masterplan concept and the design approach has been presented at each of these virtual meetings.

Councillor Kevin Lang

City of Edinburgh Council - Pre application advice service

The applicant has undertaken the councils formal pre application advice service with the case officer for the application. This has consisted on a number of meetings with the councils planning department to develop the masterplan design prior to the planning application. A series of pre application meetings have also taken place with relevant consultees / stakeholder such as education, transportation, landscape and environmental health.

This process has helped shape the emerging masterplan and inform the Urban Design Framework document that will support this planning application. A report of the pre application discussions will be provided by the case officer for this application.

APPENDICES

Thursday, October 1, 2020

Evening News 47

PUBLIC NOTICES

PUBLIC NOTICES

Public Notice
 Coronavirus (COVID-19): planning guidance on pre-application consultations for public events.
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATIONS 2008
 Notice under regulation 7(2)(b) Pre-application consultation by John G Russell Ltd.
 Proposed development at Salamander Street/Bath Road for demolition of existing buildings and erection of Mixed-Use flatted residential and commercial development with associated access, parking, greenspace and ancillary works.
 A web-based digital consultation will be held by means of an online website with chat functionality from 3pm-8pm on Thursday 8th October. Details can be found at (salamanderstreet.scot). An onsite unmanned wall mounted exhibition will be available at Precision Removals and Storage, 67 Salamander Street, Leith Edinburgh EH6 7JZ from 08/10/20 to 29/10/20. If you are unable to access the website or require further information please contact Orbit Communications on 0131 202 3259 or at 4 Queen Street, Edinburgh EH2 1J3.
 Persons wishing to make comments on the proposal should do so by 28 days of this advert by email to hello@salamanderstreet.scot or via writing to the undemoted;
 F.A.O Marc Giles, Ryden LLP, 7 Exchange Crescent, Conference Square, Edinburgh EH3.
 This notice does not relate to a planning application. Comments should not be made to City of Edinburgh Council. Any comments made to the prospective applicant are not representations to the planning authority. If a planning application is subsequently submitted to the City of Edinburgh Council, neighbour notification will be undertaken at that time and opportunity to make formal representation.

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATIONS 2013 (Regulation 7(2)(b)) AS AMENDED BY TOWN AND COUNTRY PLANNING (MISCELLANEOUS TEMPORARY MODIFICATIONS) (CORONAVIRUS) (SCOTLAND) REGULATIONS 2020
 Pre-application consultation by the prospective applicant
 Demolition of existing building and erection of residential development, with associated landscaping, car parking and access arrangements on the site at Dundas Street/Eyre Terrace, Edinburgh.
 Due to current Covid-19 restrictions, and following government guidance, public consultation will be held online at www.newtownnorth.co.uk. A live interactive consultation event will take place on Thursday 8 October from 1200 hrs to 2000 hrs. During this time representatives of the applicant will be available to respond to email questions received via the website.
 If you wish to make comments on the proposals you may do so via the website or by contacting Turley directly by email at newtownnorth@turley.co.uk, no later than 22 October 2020.
 Further information is available on the website and may be obtained from Colin Smith, Turley, 26 Dublin Street, Edinburgh, EH3 6NN. Telephone – 0131 297 0225.
 This notice does not relate to a planning application. Comments should not be made to the City of Edinburgh Council. Any comments made to the prospective applicant are not representations to the planning authority. If a planning application is submitted to the City of Edinburgh Council, normal neighbour notification and publicity will be undertaken at that time and you will have the opportunity to make formal representations regarding the proposal at that time.
 Signed: Turley Date: 1 October 2020
 On behalf of: Izar V Lux S.à r.l. c/o Development Manager, Ediston

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CALA HOMES PUBLIC EXHIBITION

CALA Management Limited is inviting the local community to express their views on a proposed mixed use development on **land south of Bulyeon Road, South Queensferry (Local Development Plan allocated Site H5G-32)**.

The proposals include a masterplan, comprising:

- Mix of up to 980 residential homes, of which 25% shall be affordable
- Primary School
- Food store
- Petrol filling station
- 2no. Drive through restaurants
- Care Home
- Civic square
- Commercial units
- Public greenspace, and landscaping

CALA is holding an online public consultation event on: **Friday 2nd October 2020, 15:00 – 20:00 hours**

This will provide the local community with the opportunity to view our plans for the development, provide feedback, and put forward questions to the CALA project team.

Please visit: www.cala-bulyeonroad.co.uk

Comments made at this event will be directed to CALA Management Ltd only. Members of the public will have a further opportunity to comment to City of Edinburgh Council following the formal lodging of the planning application.

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*UK's Not based on volume of plans, source: Touchstone data Jan 2018 - Sep 2019.

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CALA HOMES PUBLIC EXHIBITION



CALA Management Limited is inviting the local community to have their say on a Proposed Mixed Use Development on:

LAND SOUTH OF BUILYEON ROAD, SOUTH QUEENSFERRY (LOCAL DEVELOPMENT PLAN ALLOCATED SITE HSG-32).

The proposals include a Masterplan, comprising;

- Mix of up to 980no. residential homes, of which 25% shall be 'Affordable'
- Primary School
- Discount Foodstore
- Petrol Filling Station
- 2no. Drive Thru Restaurants
- Care Home
- Civic square
- Commercial units
- Public Greenspace, and Landscaping

CALA is holding an online public consultation event on:

FRIDAY 2ND OCTOBER 2020, 15:00 – 20:00 HOURS

This will provide the local community with the opportunity to view our plans for the development, give feedback, and put any questions to the CALA Project team.

Please visit;

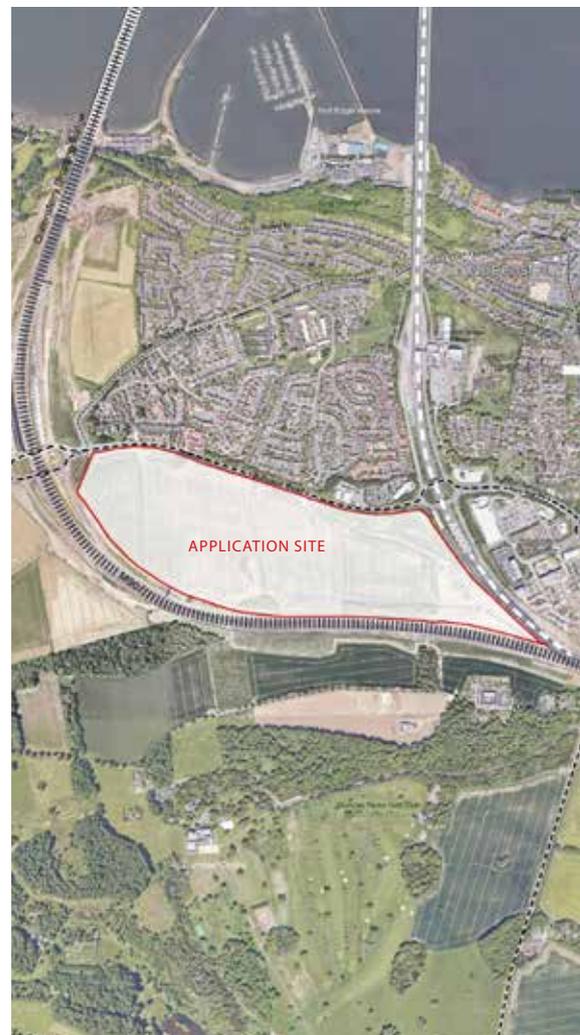
WWW.CALA-BUILYEONROAD.CO.UK

If you are unable to visit the website, please request a paper copy, by writing to:

Builyeon Road Consultation, Orbit Communications,
4 Queen Street, Edinburgh, EH2 1JE

Or email: hello@cala-builyeonroad.scot

If you wish to speak with us during the live event,
please telephone 0131 202 3259.





BUILYEON ROAD, SOUTH QUEENSFERRY



Location Plan Diagram, showing the site in relation to the wider area.



View on site to the north - showing the Queensferry Crossing, The Forth Crossing and The Forth Bridge.

Introduction

This exhibition has been prepared to inform and engage the local community of an emerging residential and community development proposed by CALA Management Limited at Bulyeon Road, South Queensferry.

A Proposal of Application Notice was submitted to City of Edinburgh Council at the beginning of March 2020, outlining the applicant's intent to submit a formal planning application in the coming months.

This event provides the local community with an opportunity to view the proposals for the new development and provide comment ahead of the formal submission of a planning application. We welcome your views to assist us in developing the proposals further and comment forms are available on the website.

The indicative masterplan provides the opportunity to achieve a strong sense of place by embracing a landscape led approach to design and layout. The creation of a new civic hub along with the provision of high quality public open space, has significant potential to benefit existing communities and future residents.



BUILYEON ROAD, SOUTH QUEENSFERRY



Aerial diagram showing immediate context.



Local Development Plan diagram.



Planning Permission in Principle masterplan.

Planning History

The site is allocated within the current Local Development Plan (LDP) as HSG32. The site covers an area of approximately 93 acres and is allocated for approximately 900 residential units, employment and a primary school.

The LDP contains a brief for the site with the following recommendations:

- Address the General Development Principles on transport and education for South Queensferry.
- A substantial landscaped buffer, with additional tree planting, should be provided along the southern boundary of the site with the new approach road.
- Opportunity to change the character of Bulyeon Road (A904), through street design, upgrading or providing of new bus stops or shelters, roadside footpaths and traffic calming. New pedestrian/cycle routes.
- The residential amenity of existing housing should be taken into account in the design of all new pedestrian/cycle routes and links.
- Landscape effects of any noise attenuation measures to be considered in terms of site design and appearance.
- Include a new primary school towards centre of site.
- Opportunity for commercial and community uses within the site
- Provision of new local green space in accordance with open space strategy standards.

The site also benefits from an existing planning permission in principle consent (ref: 16/01797/PPP) with a minded to grant approval issued by City of Edinburgh Council in February 2018. The diagram opposite provides an illustration of the indicative masterplan design provided with the planning permission in principle application. As per Condition 1 of the minded to grant approval, a further detailed masterplan is required for the site which represents the purpose of this application and urban design framework document.





BUILYEON ROAD, SOUTH QUEENSFERRY



Aerial diagram showing local amenities in close proximity to the site.



View north from site.



View east looking along Bullyeon Road.



View west along Bullyeon Road.



Adjacent Echline Cottages.



View south across site to Dundas Estate and the existing woodland.

Immediate Context

The site lies to the south of Bullyeon Road and is bound on the west and south by the M90 and to the east by the A9000. The site is currently gentler rolling open farmland which offers views to the north of the three bridges and views to the south and west of mature woodland and across the countryside.

The existing settlement of Echline lies to the north of the development site and the housing on the northern side of Bullyeon Road is a mix of traditional cottages/ farmhouses, terraces, steadings and detached homes, with varying boundary treatments and landscaping conditions.

Echline Primary School is a short walk from the site and Queensferry Primary and Secondary Schools lie a little further in the west.

The site is well served by existing local amenities within close proximity to the proposal. This includes existing walking/ cycling links north and east of the site into South Queensferry and amenities available in the local area.

As part of this design proposal, new commercial facilities, local shops and a primary school are proposed to support not only the new neighbourhood at Bullyeon Road but also the surrounding community.

BUILYEON ROAD, SOUTH QUEENSFERRY



Aerial diagram showing immediate context.



1856 Map - National Library of Scotland



1957 Map - National Library of Scotland



1968 Map - National Library of Scotland

Historical Development

The historical maps show the important development of Queensferry and enhanced infrastructures surrounding the development site. The expansion of the railways enabled the construction of the Forth Bridge which began in 1882 and opened on 4 March 1890.

The Forth Road Bridge was later opened in 1964, replacing a centuries-old ferry service to carry vehicular traffic, cyclists and pedestrians across the Forth.

The Queensferry Crossing opened to traffic in August 2017 and various new and modified junctions and associated roads have also been constructed, and a number of new road features have been incorporated, including the connection to the A9000 surrounding this site.



BUILYEON ROAD, SOUTH QUEENSFERRY

Constraints



Constraints Diagram

Opportunities



Opportunities Diagram

Design Development

Constraints

There are a number of existing constraints that will influence the design process and include:

- A90 - Noise source from road along southern boundary,
- Existing settlement - Relationship with existing neighbourhood to the north,
- Existing Pipeline - New dwellings to be out with existing pipeline corridor,
- Existing stone wall - Existing stone boundary walls to northern edge,
- Landscape - Special Landscape Area and existing trees to southern boundary,
- Bulyeon Road - Existing services and access to properties along Bulyeon Road
- SUDS Basin - Existing Transport Scotland SUDS basin that cannot be altered.

Opportunities

The development site offers a range of opportunities that have influenced the design process including:

- Introduction of commercial and primary school within the new masterplan,
- Improved connectivity to Echline and South Queensferry,
- Enhanced public realm and crossing points on Bulyeon road,
- Creation of a new character to Bulyeon Road with traffic calming measures, improved bus stops and encouraging pedestrian and cycle movement,
- Creation of linear park along the southern boundary to protect existing trees and services,
- Designed landscape corridors offering a variety of open space and gardens for the existing community and new residents,
- Enhanced view through and out of the site to The Forth Bridges and Dundas Estate.

BUILYEON ROAD, SOUTH QUEENSFERRY



3D Concept Diagram

Vision

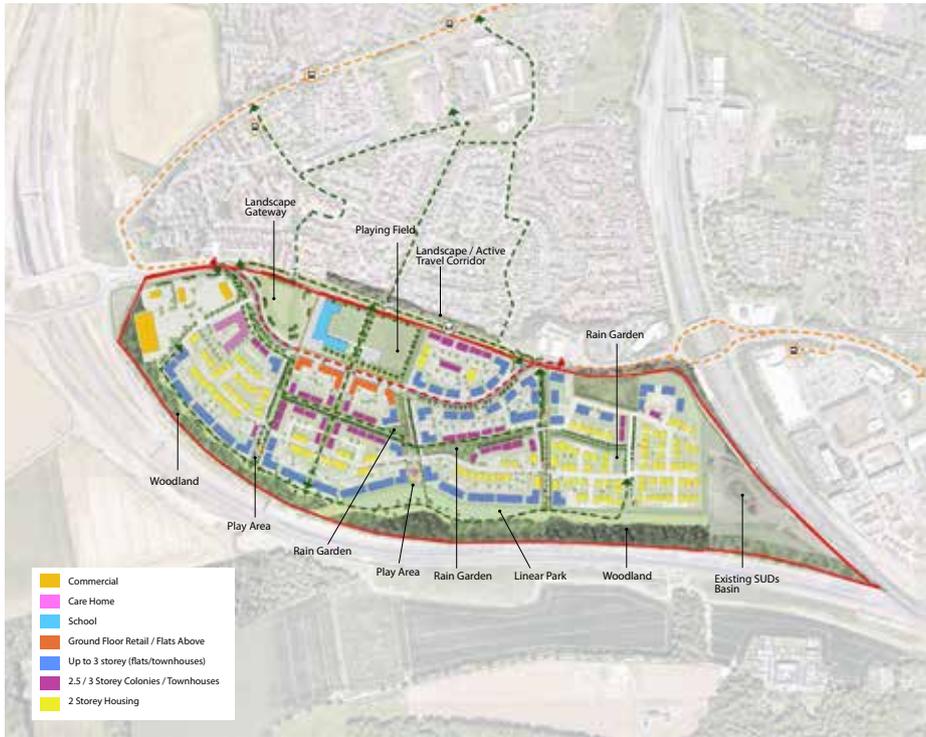
Our vision for the new neighbourhood has adopted seven key design principles:

- A new street frontage to Bulyeon Road that will enhance the character through the introduction of traffic calming measures, improved bus stops, street furniture and an active travel route for cyclists and pedestrians,
- Improved pedestrian connection to the existing settlement of Echline and a safer route to school,
- Creation of public and private gardens for the new and existing residents,
- Creation of a network of green spaces and corridors that provide expansive views through and beyond the site, with visual connections to the existing and proposed woodland to the south,
- New linear parks with sustainable / ecological features such as swales and rain gardens, encouraging pedestrian and cycle movement throughout the new neighbourhood and to the wider area,
- Provide a wide variety of housing options for all ages and stages of life - anticipating and addressing local needs,
- Deliver an opportunity for the new residents to enjoy a high quality of life within an attractive and safe environment which encompasses natural open landscapes.





BUILYEON ROAD, SOUTH QUEENSFERRY



Illustrative Masterplan

What will the extended neighbourhood look like?

The landscape led masterplan will provide an integrated and diverse new neighbourhood that offers a strong extension to the existing community of South Queensferry. The development will deliver circa 980 new homes including 25% affordable homes which will be evenly distributed across the site. The development will also include a new school and a care home which are located at the heart of the community, on the civic street in close proximity to the commercial area and the existing community.

The location of the care home, school, civic street and commercial area will provide excellent connections to public transport from the proposed bus route from the realigned Bullyeon Road. This will ensure that the new neighbourhood is accessible for both new and existing residents. The proposal would offer a healthy place to live, with good walking and cycling connections to local facilities including shops, schools, and enhanced connections to public transport.

The proposal will be designed to reflect the best practices in urban design placemaking, with easy access to an extensive green network and strong permeable links to the surrounding community. A large proportion of the development site has been designed as managed open space, which will be highly considered and designed to provide an attractive place to live. This sense of place can be further emphasised through a coordinated architectural theme and a strong landscape structure of public, semi-public and private spaces for both recreation and play. The palette of materials proposed will be robust and suitable for the site location to ensure that the new neighbourhood has a sense of longevity, appropriate for the historical settlement of South Queensferry.



BUILYEON ROAD, SOUTH QUEENSFERRY



Strengthening existing connections and establishing key intersections.



Integrating public transport routes and active travel.



Bullyeon Road - Active Travel Route

Transportation

The transportation strategy with the proposed masterplan can be summarised as follows;

- Main vehicle access will be via the realigned Bullyeon Road, which will continue to facilitate through traffic movements and offer direct access into the residential and commercial areas. It will be designed to encourage lower vehicle speeds and will provide opportunities to introduce safe walking and cycling connections via controlled crossing points.
- The section of Bullyeon Road running along the northern boundary of the site will be retained for public transport, walking and cycling but also offer local vehicle access to existing residences. This section of route will be redesigned to ensure safe movement for all transport users and connection to the realigned section of Bullyeon Road.
- The development proposals will see the creation of a network of active travel routes within the site, but also improvements to existing routes in the west of South Queensferry. This will include new and improved routes linking towards Ferrymuir and within the Echline area, connecting to the existing local routes and national cyclist routes running through the town.
- A Transport Assessment will be prepared to support the planning application which considers and assesses travel by all modes of transport and will propose improvements as necessary. The access strategy will be subject to a Road Safety Audit and will be submitted within the planning application package. Discussions are ongoing with the City of Edinburgh Council and Transport Scotland with respect to the content.
- The traffic impacts will be considered at key junctions within the town and onto the trunk road network, as agreed with the City of Edinburgh Council and Transport Scotland. This will include the Queensferry Cylatory and the Echline Roundabout and some junctions further afield than these.
- The traffic impacts will be determined using current traffic patterns (via traffic counts undertaken in February 2020 prior to the Coronavirus lockdown) and the cumulative forecasted traffic demands associated with Bullyeon Road (residential and commercial) and other key committed and located developments in the area including Springfield, Echline and South Scotstoun.
- Financial contributions will be made towards transport improvements in the area including towards active travel routes and cycle parking at Dalmeny Railway Station.



BUILYEON ROAD, SOUTH QUEENSFERRY



Rain Garden / Swale Examples



Rain Garden / Swale Examples

Drainage

Treatment of the surface water will be provided using various Sustainable Urban Drainage techniques (SuDS) such as road-side grass lined swales, filter trenches, porous paving and a dry detention basin. It is also proposed to utilise the green network to incorporate grass lined swales and rain gardens as sustainable and ecological features. All surface water from the site will pass through a dry detention basin which will incorporate and extend an existing water feature located within the western landscape gateway. This dry detention basin will attenuate and further treat the surface water prior to discharging into the existing Scottish Water surface water system.

All foul water from the site including the housing, school and commercial areas will be collected within new adoptable sewers to be constructed throughout the proposed development. The new sewers will discharge into a connection point on the existing sewer network as identified by Scottish Water. This connection point lies just to the north of Bullyeon Road.

The master plan and drainage strategy include no areas of open water. The SuDS design includes a network of planted swales and detention basins which would be subject to occasional flooding, but which will otherwise serve as usable open space and will be grassed. Areas above underground cellular SuDS storage systems will also typically be grassed, also providing flat, usable open spaces. Occasional tree planting will be included in dryer parts of detention basins.



BUILYEON ROAD, SOUTH QUEENSFERRY



1. LANDSCAPE GATEWAY DETAIL

2/3. COMMERCIAL AND CARE HOME PLAN LOCATION



1. LANDSCAPE GATEWAY

2. COMMERCIAL

1. Landscape Gateway

A landscape gateway / arrival feature is proposed at the western access into the new neighbourhood.

This will deliver:

- A desirable landscape focal point at the western access to the proposal.
- Clear visual and physical links between the commercial area, civic street and primary school site.
- Retention of existing historic quarry pond as part of the emerging sustainable urban drainage system.

2. Commercial

A new area of commercial land is proposed to the west of the master plan. This has been allocated to this part of the site to provide appropriate visibility from the Eclair roundabout and allow a single point of vehicular access from within the master plan. The commercial land will have generous landscape planting and will positively address the new internal street. The commercial space has the potential to accommodate a range of uses such as petrol station, drive thru food and drink units, supermarket / food store or hotel facilities. The exact facilities proposed will be confirmed following discussions with relevant service providers and will be subject to a separate planning application.

3. Care Home

A new care home facility is proposed to the western section of the master plan and has been located in an area of the site to maximise visual connections to the landscape gateway space opposite. The siting of the care home is in close proximity to the proposed new civic high street to the east and the commercial land to the west. The design of the care home will be subject to a further planning application but will be designed to integrate into the master plan and the sites existing landscape context.



BUILYEON ROAD, SOUTH QUEENSFERRY



Character Areas Diagram

Landscape

The masterplan for Bulyeon Road is a landscape led design which has been developed from the existing landscape features of the site. Long views out from the site define landscape corridors and support an active travel network. Pedestrian/cycleroutes through the heart of the new neighbourhood will connect to the wider footpath network to the north, east and west of the site. The landscape design allows outside spaces to become a key part of everyday life encouraging social interaction while also allowing areas for more recreational activities. This will be achieved by incorporating a diverse range of spaces, of varying intensity of landscape design elements.

A sustainable urban drainage network will provide a key landscape focus to the proposed masterplan. A series of well designed rain gardens and swales will provide ecological benefit and a physical link between the masterplan and the new landscape network.

Character Areas

The key features of the masterplan are:

1. Landscape Gateway
2. Commercial
3. Care Home
4. School / Civic Street
5. Bulyeon Road
6. Green Network
7. Woodland Edge
8. Forth View
9. Dundas Walk
10. Queensferry View



BUILYEON ROAD, SOUTH QUEENSFERRY



4. SCHOOL / CIVIC STREET INDICATIVE PLAN



6/7. GREEN NETWORK / WOODLAND LOCATION



5. BUILYEON ROAD - ACTIVE TRAVEL ROUTE

4. School / Civic Street

The civic street and school campus is a key placemaking element of the proposal. This will provide:

- A new primary school at the heart of the neighbourhood,
- Ground floor retail spaces opposite the school campus, activating the civic streetscape,
- Landscape gateway feature adjacent to the school campus

Clear visual and physical links between the civic street, school and commercial area to the west.

5. Bulyeon Road

The design proposal seeks to change the existing context and use of Bulyeon Road through the following:

- Bulyeon Road to be closed to general traffic beyond access points into the new neighbourhood,
- Vehicular movement to be through the new internal road network and via the new central civic street.

Bulyeon Road to become a designated tree lined walking, cycling and public transport link.

6. Green Network

A central landscape corridor runs from east to west through the masterplan providing the following:

- A desirable landscape focus, supporting a 4m active travel cycle and footpath,
- Integrated SUDs features including swales and rain gardens,
- Housing facing onto the green spine with direct connections to recreation landscape areas.

7. Woodland

Groups of mature trees exist on the southern boundary of the site. These existing landscape features are to be retained within the masterplan and supplemented with a new circa 30m wide tree belt provided to the full extent of the southern boundary. This new woodland belt will provide an appropriate shelter belt to the southern edge and align with the aspirations of the council's Local Development Plan. A footpath network will be located adjacent to this woodland edge and will provide a desirable walking / cycling route that will meander along the edge of the new neighbourhood.



BUILYEON ROAD, SOUTH QUEENSFERRY



VIEWING CORRIDOR DIAGRAM



8. VIEW FROM FORTH VIEW CORRIDOR



9. VIEW FROM DUNDAS WALK CORRIDOR



10. VIEW FROM QUEENSFERRY VIEW CORRIDOR



8. Forth View

The area includes hard and soft landscaping to create living spaces whilst accentuating the views towards the Forth Road Bridge. With the use of tree alignments and landscape elements this view is accentuated and incorporated into the residential area. Specific tree species will provide a distinct aesthetic to the corridor, flowering at a specific time of the year/leaves turning at the same time, providing an additional wayfinding and placemaking opportunity.

9. Dundas Walk

The visual connection with the ancient woodland and Dundas Castle is reflected through the use of visual elements reminiscent of the architectural and designed landscape features of the estate, integrated with a contemporary take on public space and Green/blue infrastructure. The central linear park will allow the opportunity for community interaction and provide a well considered landscape space, that leads users towards an open landscape setting along the southern boundary.

10. Queensferry View

The view of the Queensferry Crossing Bridges brought to attention by the use of the geometric forms used in the bridge to organise the hard and soft landscape elements. The landscape provision reflects this by providing year-round interest in planting colours and geometrical tree groupings.

This landscape corridor will offer the opportunity for play and recreation spaces, with a series of sustainable drainage features, such as swales and rain gardens, integrating the new neighbourhood into the landscape



BUILYEON ROAD, SOUTH QUEENSFERRY

POTENTIAL EXAMPLES



Architecture + Materials

The architecture and material finishes for this development will be suitable for the sites locations and respond to the existing materials and colours found in the surrounding area. The exact external finishes and details of the new housing will be subject to future detailed planning applications.

What happens next?

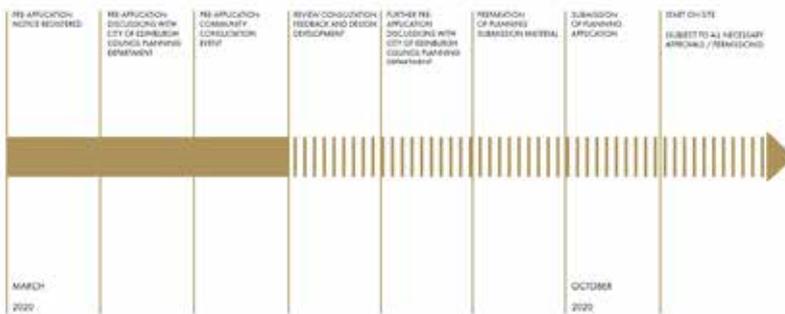
We would welcome your comments on the information provided and thank you for taking the time to review the design information.

Following this exhibition we will take account of all comments as we develop the design further .

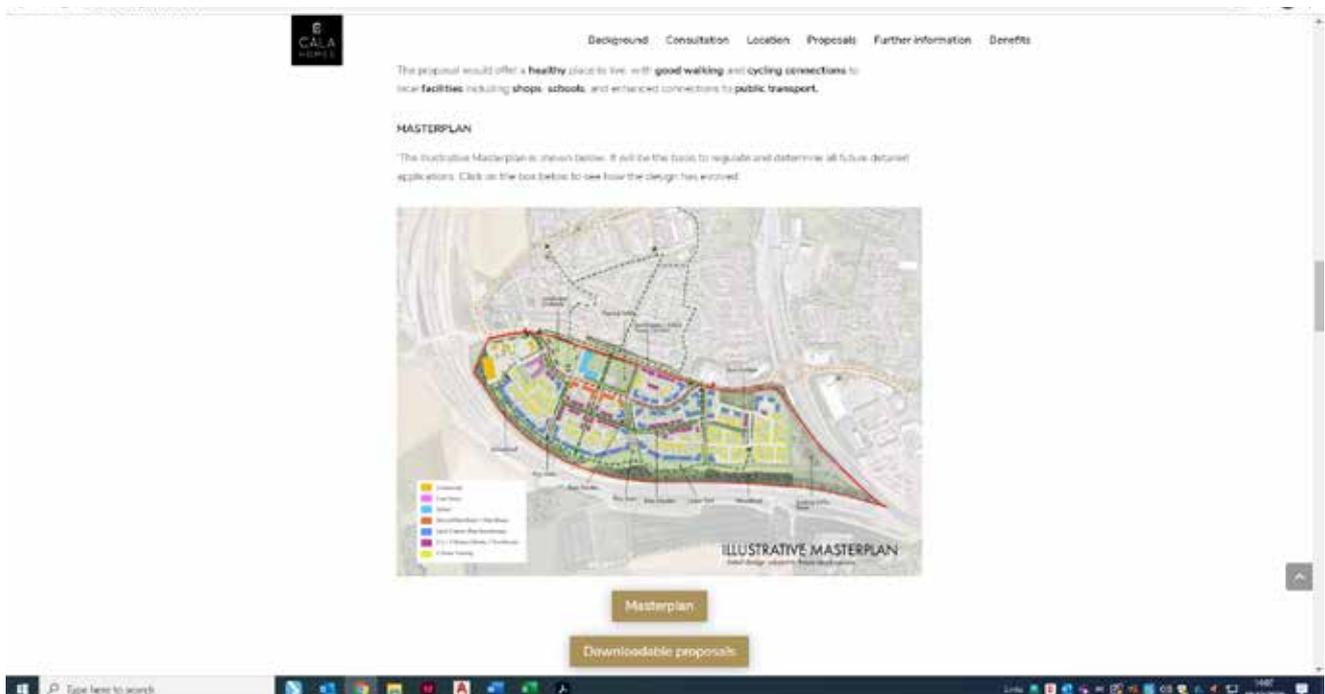
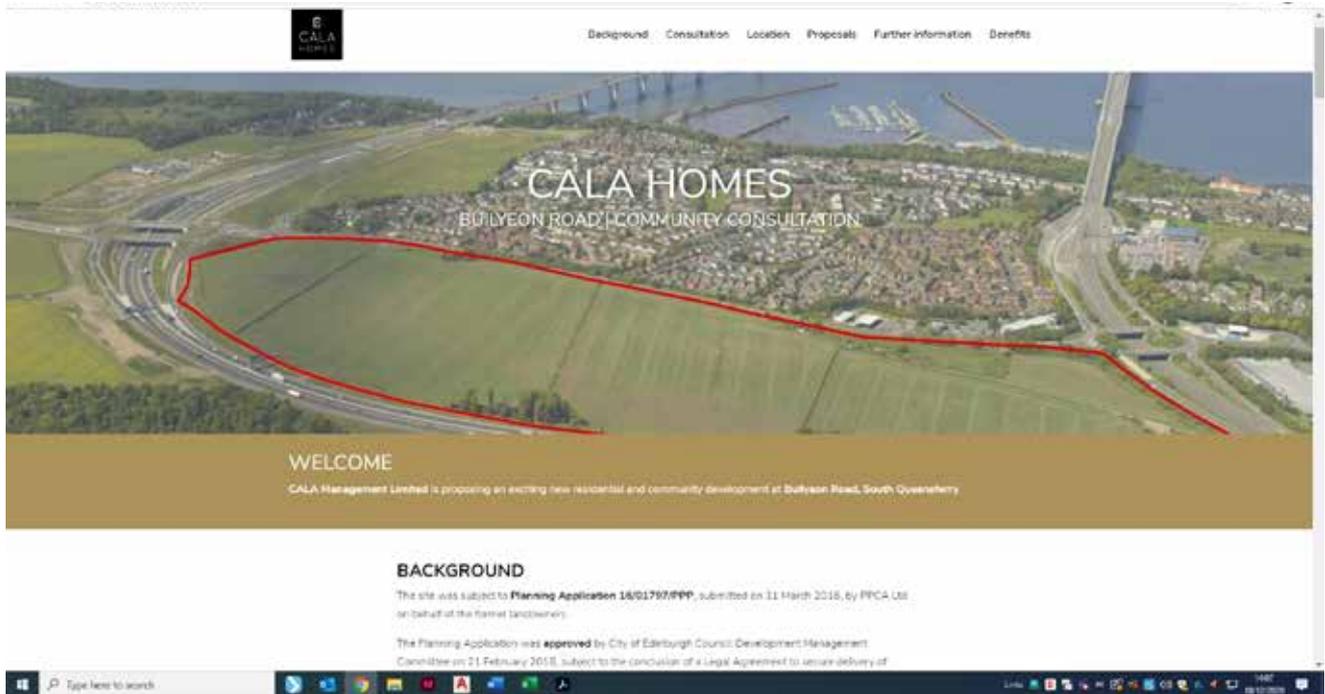
We will then ahead of a likely planning submission in the coming months. A report will be submitted with the application which will detail the outcome of community involvement.

Should you require any further information, please do not hesitate to contact:

Orbit Communications on 0131 202 3259 or at: hello@cala-builyeonroad.scot



PROJECT TIMELINE



EDINBURGH URBAN DESIGN PANEL**Residential-led mixed-use development at
Builyeon Road, Queensferry**

REPORT
of Skype meeting
held on
27 May 2020

Residential-led mixed-use development at Builyeon Road, Queensferry (HSG32)**Builyeon Road Site**

James Fraser	EMA Architects	Nicola Orr	City of Edinburgh Council
Gillian Tait	Cala Homes East	Francis Newton	City of Edinburgh Council

Panel members

David Leslie	Chair – City of Edinburgh Council	John Lancaster	EAA
Terry Levinthal	The Cockburn Association	Kieran Gaffney	EAA
Steven Robb	Historic Environment Scotland	Nicola McLachlan	EAA
Don McKee	RTPI Scotland	Emily Peel Yates	Landscape Institute Scotland
Harry Smith	Heriot Watt University	Sonja Kaiser-Ferris	Police Scotland
Greg Fountas	Edinburgh Napier University	Sol Garcia Ferrari	ESALA
Frazer McNaughton	Scottish Natural Heritage	Una Lee	Secretariat - City of Edinburgh Council

1 Recommendations

The Panel welcomes the opportunity to comment on this indicative masterplan for large residential-led mixed use development in this unique landscape setting. The Panel regards this as an exciting opportunity to achieve a strong sense of place by embracing a landscape-led approach to design and layout. The creation of a new civic hub is particularly welcome along with the provision of high quality public open space, both of which have significant potential to benefit existing communities and future residents.

In taking forward the design, the Panel recommends that the following issues should be addressed:

- Take lessons on residential needs into account from the COVID-19 lockdown.
- Expand the landscape framework to address key issues, including strategic response to the wider context, effective sound attenuation and well-designed landscape corridors.
- Reconsider land-use at the site gateways (including location of care home) and improve visual character.
- Prioritise convenient access to public transport, expand active travel links and ensure street design promotes safe movement and a strong sense of place.
- Prepare a detailed brief for how public open space will be used, managed and maintained.
- Analyse and adapt urban grain to ensure landscape elements, open space and housing interact well together.
- Promote community security through Secure by Design accreditation, high levels of passive surveillance and secure parking arrangements.

2 Planning Context

The application is expected to be for Residential Led Mixed-Use Development including (but not limited to) Retail (Class 1) Professional Services (Class 2), Food and Drink (class 3), Drive Thru Food and Drink including Hot Food (Sui Generis), Business (Class 4), Hotel (Class 7), Care Home (Class 8), Residential Houses (Class 9), Flats (Sui Generis), Primary School (Class 10), and Leisure (Class 1) (Application reference: 20/01137/PAN).

Site description

The application site lies on the south western edge of Queensferry approximately 1.1km from the town centre. The site is bounded by Builyeon Road (A904) to the north. The southern and south western edges of the site are now defined by the M90 approach road to the Queensferry Crossing, with a new junction linking Builyeon Road situated to the north west corner. The Echline junction lies to the north east corner of the site, this providing connections to the Forth Bridge approach (A9000), the Ferrymuir retail park, Queensferry town centre, Queensferry High School and Dalmeny rail station. The site forms part of the designated designed landscape of Dundas Castle, which is included in Scotland's Inventory of Gardens and Designed Landscapes.

Planning Policy

The Local Development Plan (LDP) allocates the site as Housing Proposal HSG32 Builyeon Road, with the full site area at 41.5 hectares. The LDP identifies an estimated total capacity for 700-980 units. Page 80 and page 83 of the LDP provide further details of the Site Brief and Development Principles.

General

No declarations of interest were noted by Panel members.

This report should be read in conjunction with the pre-meeting papers.

This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations represented at the Panel forming a differing view of proposals at a later stage.

3 Panel Comments

The Panel's detailed comments are as follows:

Lessons learnt from COVID-19

In taking forward this proposal, the Panel considers it important to reflect lessons from the current lockdown, in particular:

- likelihood that levels of home-working will increase;
- the need to provide households with well designed, fit for purpose public and private outdoor space;
- the importance of providing residents with convenient access to local facilities;
- the importance of connecting people to greenspace.

Landscape framework and response to setting

The Panel welcomes the landscape-led approach that has informed the preparation of this masterplan. It regards adherence to a sound landscape framework as vital in achieving a sensitive response to this unique setting.

The Panel emphasises the importance of expanding the proposed landscape framework to achieve a strategic response to the wider context. To do so, landscape design must succeed in making a positive contribution to the strategic landscape corridors of the M90 and the Queensferry Crossing, and the setting of the wider settlement.

Within the site boundary, the Panel recognises significant potential for the proposed landscape framework to contribute to a sense of place. The Panel notes and strongly supports the use of views, landscape corridors and blue infrastructure to inform the site layout.

There is concern, however, that key aspects of design need to be strengthened to ensure the landscape framework is fit for purpose and will maximise benefit to future residents.

In particular:

Effective noise attenuation on the southern boundary is central to the success of this neighbourhood and must be resolved early in the design process to allow for earthworks, structural interventions and adequate planting. It is unlikely that the proposed 30 M wide landscape buffer will be sufficient to block motorway noise. Consider using water and level changes to reduce sound. The Panel strongly supports the creation of a woodland/noise buffer that forms one edge of a linear park, where there should be opportunities for woodland walks, habitat connectivity (on the outer/wilder edge) and community activity (inner edge) such as growing space.

The design of structural landscape proposals, including corridors, needs to be more substantial and robust. Planting between parallel lines is not enough. Green networks should feature hedging, walls, footpaths, swales, and seasonal planting. Structural landscape work should be established at the outset and completed in advance of building work, not phase by phase, so that features become ingrained in the context.

Landscape design should also ensure that existing landscape features inform and reinforce the sense of place. These include: bridge views, Dundas Castle designed landscape, fragments of ancient semi-natural woodland, rubble stone walls.

Gateways

In the Panel's view the east and west entrances to Builyeon Road (from M90 and A9000) will be critical to people's future perception of Queensferry. The Panel encourages more careful consideration of landscape character, land use and built form at these edges. For example:

- The commercial area on the western boundary should be prevented from becoming a standard supermarket/petrol station/drive-through destination.
- At the eastern edge, landscape proposals and building lines should be tested and adjusted to avoid hard edges lining the site boundary.

The Panel notes the potential for further land acquisition on the eastern edge of the site.

Movement and connectivity

The re-routing of Builyeon Road is recognised as an important opportunity to attract activity to the new high street and transform the existing road into an attractive walking and cycling route.

The Panel advises against routing buses along the existing road because:

- this road could be very quiet, e.g. at night, and therefore not conducive to waiting for a bus.
- introducing bus travel to the high street would significantly increase its viability.

Buses routes should therefore pass through the civic hub.

Extending the new street to the north-east corner of the site should be considered along with the potential to connect the eastern-most green spine to the active travel section of Builyeon Road.

Attention is drawn to the difference in character between the old road and the new street and the need for appropriate measures to slow traffic entering the street and promote safe interaction between all road users.

Measures are also needed to avoid the existing road becoming a boundary between existing neighbourhoods to the north and the new development. Active frontages should be introduced with high levels of natural surveillance.

The Panel welcomes the strong focus on active travel including the emphasis on creating links to the existing path network to the north of the site. It considers, however, that more should be done to strengthen links for active travel to, for example, Queensferry High School, the town centre, Forth Road Bridge, Dalmeny station, and the wider network of core paths.

Restricting car parking as far as possible to rear courts is also welcomed providing parking spaces are well-overlooked to discourage theft.

Public transport links are also crucial to enabling residents to commute to work without using cars. A good bus service is essential but the introduction of a shuttle bus to the rail station should also be considered.

Form and function of streets and open space

The Panel strongly supports the integration of three green spines into the masterplan, which have significant potential to provide future residents and the existing community with outstanding views and useable, attractive green space.

The next phase of public realm design must be informed by a detailed brief for how greenspace and open space will be used and maintained. This brief should address activity as well as infrastructure and planting.

The potential to involve the community in overseeing the management of outdoor space should also be addressed.

Design should prioritise the creation of outdoor hubs that are lively and accessible and attract lasting activity such as food growing. Opportunities should also be provided for sport, play and social gathering.

Street design should focus on reinforcing a sense of place and ensuring it integrates well with the landscape strategy.

The potential to integrate water, including streams, should also be considered to promote amenity and biodiversity.

The SUDS feature must be designed to ensure it does not become a barrier to movement or activity. The opportunity for this feature to be used for outdoor education, e.g. by schools, should also be considered.

Neighbourhood land use, density and built form

The Panel recognises that the masterplan could deliver high quality civic space and urban design with potential for strong neighbourhood identity. The integration of street, school and commercial facilities into a compact civic hub is particularly welcome.

It is anticipated, however, that the proposed density of 50 dph will need to increase to ensure the viability of facilities and services.

The proposed location of the care home location is also queried in terms of whether it can be effectively screened from motorway noise, and whether residents might benefit from being closer to the civic hub.

Acknowledging a lack of detailed information on the proposed urban grain, housing mix, and building height, scale and mass, the Panel suggests that the next stage of design should focus on:

- ensuring landscape elements, open space and housing interact well together;
- achieving a porous block structure with an appropriate balance of built form and open/green space;
- the precedent set by colony housing for achieving high standards of private open space;
- sensitive massing that avoids flatted blocks and other built form abutting the boundary of busy roads.

Community security

The developer is strongly encouraged to seek Secure by Design advice and accreditation.

The masterplan should ensure commercial properties, school grounds and open space are well-overlooked to avoid encouraging antisocial behaviour.

Attention is drawn to the importance of providing residents with secure bicycle storage.

The Panel notes that further security issues need to be addressed in the design of the school campus, which will not form part of this planning application.



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