

Customer Ref: 01417 Response Ref: ANON-KU2U-GW78-M
Name: Sam Edwards
Response Type: Agent / Consultant
On behalf of: Private Landowner - Aisby Enterprises

Supporting Info: Yes
Email: sam.edwards@cbre.com

Choice 1 A

We want to connect our places, parks and green spaces together as part of a city-wide, regional, and national green network. We want new development to connect to, and deliver this network. Do you agree with this? - Select support / don't support

Short Response: Not Answered

Explanation: Not Answered

Choice 1 B

We want to change our policy to require all development (including change of use) to include green and blue infrastructure. Do you agree with this? - Support / Object

Short Response: Not Answered

Explanation: Not Answered

Customer Ref: Response Ref:
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On behalf of:

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Email

Choice **1 C**

We want to identify areas that can be used for future water management to enable adaptation to climate change. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **1 D**

We want to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **1 E**

We want to introduce a new 'extra-large green space standard' which recognises that as we grow communities will need access to green spaces more than 5 hectares. Do you agree with this? - Yes / No

Short Response

Explanation

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Response Type

On behalf of:

Supporting Info

Email

Choice **1 F**

We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **1 F**

We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Upload (max size 3mb)

Short Response

Explanation

Choice **1 G**

We want to identify space for additional cemetery provision, including the potential for green and woodland burials. Do you agree with this? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:
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On behalf of:

Supporting Info
Email

Choice **1 H**

We want to revise our existing policies and green space designations to ensure that new green spaces have long term maintenance and management arrangements in place. Do you agree with this? - Yes/No

Short Response

Explanation

Choice **2 A**

We want all development (including change of use), through design and access statements, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts. - Yes / No

Short Response

Explanation

Choice **2 B**

We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:
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On behalf of:

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Email

Choice **2 C**

We want to revise our design and layout policies to achieve ensure their layouts deliver active travel and connectivity links. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **2 D**

We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **3 A**

We want all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish Building Regulations. Instead we could require new development to meet the bronze, silver or gold standard. Which standard should new development in Edinburgh meet? - Which standard?

Short Response

Explanation

Customer Ref: Response Ref:
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On behalf of:

Supporting Info
Email

Choice **4 A**

We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, and transport, education and healthcare infrastructure development should deliver. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **4 B**

We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Local Place Plans can help us achieve great places and support community ambitions. - How should the Council work with local communities to prepare Local Place Plans?

Short Response

Explanation

Choice **5 A**

We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated and deliverable within the plan period. Do you agree with this? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **5 B**

We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this? - Yes / NO

Short Response

Explanation

Choice **5 C**

We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **5 D1**

We want to set out in the plan where development will be expected to contribute toward new or expanded community infrastructure. Do you agree with this? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:
Name
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On behalf of:

Supporting Info
Email

Choice 5 D2

We want to use cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 5 E

We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 6 A

We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **6 B**

We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **7 A**

We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **7 B**

We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme. Do you agree with this? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:
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On behalf of:

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Email

Choice **7 C**

We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **7 D**

We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this? - We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan.

Short Response

Explanation

Choice **8 A**

We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. Do you agree with this? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:

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Response Type

On behalf of:

Supporting Info

Email

Choice **8 B**

As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals to ensure that they are delivered. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **8 C**

We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **8 C**

We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Upload new cycle routes

Short Response

Explanation

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On behalf of:

Supporting Info
Email

Choice **9 A**

We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets. Do you agree with this approach? - Yes / No

Short Response

Explanation

Choice **9 B**

We want to create a new policy on the loss of homes to alternative uses. This new policy will be used when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **10 A**

We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. Do you agree with this? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:
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Email

Choice **10 B**

We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **10 C**

We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **11 A**

We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. Do you agree with this approach? - Yes / No

Short Response

Explanation

Customer Ref: 01417 Response Ref: ANON-KU2U-GW78-M
Name: Sam Edwards
Response Type: Agent / Consultant
On behalf of: Private Landowner - Aisby Enterprises

Supporting Info: Yes
Email: sam.edwards@cbre.com

Choice 11 B

We want City Plan 2030 to require a mix of housing types and tenures – we want the plan to be prescriptive on the required mix, including the percentage requirement for family housing and support for the Private Rented Sector. Do you agree with this? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Choice 12 A

Which option do you support? - Option 1/2/3

Short Response: Option 3 (Blended)

Explanation
We note the benefits in supporting Option 1 in terms of sustainability and development of brownfield urban sites, however, it is considered that green belt release will be necessary to meet CEC’s ambitious market and affordable housing objectives. We therefore support Option 2 and 3 in terms of the future direction of the plan, to allow the Council more flexibility in the types and quantity of homes that can be delivered over the next plan period. As set out in further detail within the enclosed letter of representation and associated appendices, we wish to promote land to the west of the M90 at South Queensferry, known as Forth View, for countryside / green belt release in order to assist CEC in meeting their market and affordable housing targets. In addition, CEC’s preference as stated within the supporting text of Choice 12 is for the creation of mixed, balanced and sustainable new communities. We consider that the site could support this vision by providing a residential-led mixed use development in a sustainable location. We respectfully request that the Council reconsider the proposed sites for Options 2 and 3, considering the information contained within the supporting documents appended to this submission, to include this site as a land allocation for future residential-led mixed use development.

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On behalf of:

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Choice **12 B1**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Calderwood

Short Response

Explanation

Choice **12 B2**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Kirkliston

Short Response

Explanation

Choice **12 B3**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - West Edinburgh

Short Response

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **12 B4**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - East of Riccarton

Short Response

Explanation

Choice **12 B5**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - South East Edinburgh

Short Response

Explanation

Choice **12 B6**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Calderwood

Short Response

Explanation

Customer Ref: 01417 Response Ref: ANON-KU2U-GW78-M
Name: Sam Edwards
Response Type: Agent / Consultant
On behalf of: Private Landowner - Aisby Enterprises

Supporting Info: Yes
Email: sam.edwards@cbre.com

Choice 12 B7

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Kirkliston

Short Response: Not Answered

Explanation

Choice 12 B8

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - West Edinburgh

Short Response: Not Answered

Explanation

Choice 12 B9

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - East of Riccarton

Short Response: Not Answered

Explanation

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice **12 B10**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - South East Edinburgh

Short Response

Explanation

Choice **12 BX**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Explain why

Short Response

Explanation

We object to the exclusion of land to the west of the M90 at South Queensferry, known as 'Forth View' from the current list of greenfield areas listed above.
As detailed in the enclosed letter of representation and associated appendices, we request that the Council reconsider the proposed sites for Options 2 and 3 to include our site and set out our justification for this change.

Choice **12 C**

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **12 C**

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Choice **12 C**

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Choice **12 D**

Do you have a brownfield site you wish us to consider in the proposed Plan? - Brownfield sites upload

Short Response

Explanation

Customer Ref: 01417 Response Ref: ANON-KU2U-GW78-M
Name: Sam Edwards
Response Type: Agent / Consultant
On behalf of: Private Landowner - Aisby Enterprises

Supporting Info: Yes
Email: sam.edwards@cbre.com

Choice 13 A

We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh. Do you agree with this? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Choice 14 A

We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through 'an area of search' which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites. Do you support this approach? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Choice 14 B

We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and allocate the site for other uses. Do you agree with this approach? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

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Name: Sam Edwards
Response Type: Agent / Consultant
On behalf of: Private Landowner - Aisby Enterprises

Supporting Info: Yes
Email: sam.edwards@cbre.com

Choice 14 C

We want City Plan 2030 to allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange. Do you agree with this approach? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Choice 15 A

We want to continue to use the national 'town centre first' approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities. Do you agree with this? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Choice 15 B

New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance. Do you agree? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **15 C**

We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan. Do you agree? - Yes / No

Short Response

Explanation

Choice **15 D**

We want to continue to prepare and update supplementary guidance for our town centres to adapt to changing retail patterns and trends, and ensure an appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking. Instead we could stop using supplementary guidance for town centres and set out guidance within the plan. Which approach do you support? - Yes / No

Short Response

Explanation

Choice **15 E**

We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach? - Yes / No

Short Response

Explanation

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Name: Sam Edwards
Response Type: Agent / Consultant
On behalf of: Private Landowner - Aisby Enterprises

Supporting Info: Yes
Email: sam.edwards@cbre.com

Choice 15 G

We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand. Do you agree with this approach? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Choice 16 A1

We want to continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres. Do you agree? - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Choice 16 A2

We want to support office development at commercial centres as these also provide accessible locations. - Yes / No

Short Response: Not Answered

Explanation: Not Answered

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **16 A3**

We want to strengthen the requirement within the city centre to provide significant office floorspace within major mixed-use developments. Do you agree? - Yes / No

Short Response

Explanation

Choice **16 A4**

We want to amend the boundary of the Leith strategic office location to remove areas with residential development consent. Do you agree? - Yes / No

Short Response

Explanation

Choice **16 A5**

We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Yes / No

Short Response

Explanation

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On behalf of:

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Email

Choice 16 A5

We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Do you have an office site you wish us to consider in the proposed Plan?

Short Response

Explanation

Choice 16 B

We want to identify sites and locations within Edinburgh with potential for office development. Do you agree with this? - Yes/No

Short Response

Explanation

Choice 16 C

We want to introduce a loss of office policy to retain accessible office accommodation. This would not permit the redevelopment of office buildings other than for office use, unless existing office space is provided as part of denser development. This would apply across the city to recognise that office locations outwith the city centre and strategic office locations are important in meeting the needs of the mid-market. Or we could Introduce a 'loss of office' policy only in the city centre. - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:
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On behalf of:

Supporting Info

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Choice 16 E1

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Leith Strategic Business Centre

Short Response

Explanation

Choice 16 E2

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newbridge

Short Response

Explanation

Choice 16 E3

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newcraighall Industrial Estate.

Short Response

Explanation

Customer Ref: Response Ref:
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On behalf of:

Supporting Info
Email

Choice 16 E4

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - The Crosswinds Runway

Short Response

Explanation

Choice 16 E5

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Leith Strategic Business Centre

Short Response

Explanation

Choice 16 E6

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newbridge

Short Response

Explanation

Customer Ref: Response Ref:
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Response Type
On behalf of:

Supporting Info
Email

Choice 16 E7

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newcraighall Industrial Estate.

Short Response

Explanation

Choice 16 E8

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - The Crosswinds Runway

Short Response

Explanation

Choice 16 EX

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Explain why

Short Response

Explanation

Customer Ref: Response Ref:
Name
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On behalf of:

Supporting Info
Email

Choice 16 F

We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree? - Yes / No

Short Response

Explanation

Choice 16 G

We want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8). Do you agree? - Yes / No

Short Response

Explanation

Choice 16 H

We want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs. Do you agree? - Yes / No

Short Response

Explanation

Customer Ref: 01417 **Response Ref:** ANON-KU2U-GW78-M

Name Sam Edwards

Response Type Agent / Consultant

On behalf of: Private Landowner - Aisby Enterprises

Supporting Info Yes

Email sam.edwards@cbre.com



Choices for City Plan 2030

Closes 30 Apr 2020

Your response has been submitted

Your response ID is ANON-KU2U-GW78-M. Please have this ID available if you need to contact us about your response.

Thank you for giving us your views on the Choices for City Plan 2030.

Please take a note of your unique response ID.

If you wish to send us any other correspondence about the Choices for City Plan 2030 consultation, please quote your unique response ID when you contact us.

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Citizen Space (https://www.delib.net/citizen_space) from Delib (<https://www.delib.net>)

City Plan Team
Planning and Building
City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh EH8 8BG
Cityplan2030@edinburgh.gov.uk

24th April 2020

Dear Sir/Madam,

CITY PLAN 2030 – ‘CHOICES FOR CITY PLAN 2030’ MAIN ISSUES REPORT CONSULTATION LAND KNOWN AS FORTH VIEW, SOUTH QUEENSFERRY

CBRE Ltd acts as planning consultant to the owner of land to the west of the M90 at South Queensferry known as ‘Forth View’, as shown on the site plan at Figure 1. Our client welcomes the opportunity to engage with City of Edinburgh Council (CEC) in respect of the emerging City Plan 2030, and we have been instructed to submit representations to the Choices for City Plan 2030 Main Issues Report Consultation on their behalf.

We consider that this site has the potential to accommodate a residential-led, mixed-use development, which could create a vibrant new community and help make a valuable contribution to the future housing land supply of the City of Edinburgh. We therefore wish to promote the site for development and countryside/green belt release, as part of City Plan 2030, and specifically ‘Choice 12 - Building our new homes and infrastructure’.

Site Description

The site (Figure 1 below) comprises approximately 37 hectares of partially developed agricultural land on the western side of the M90, close to Junction 1A. The site is effectively divided into two by the A904 which runs through the middle, potentially creating the opportunity for a phased development. For the purposes of this representation, we refer to the northern site as Site A, and the southern site as Site B.



Figure 1 – Site Location Plan

Site A is surrounded by several land-uses which have an urbanising effect on the character of the area. A residential area (Linn Mill) is located to the north of the site, which is accessed from Society Road to the north and comprises approximately 30 dwellings, the majority of which are large two-storey detached houses. To the east, the site is bound by major transport infrastructure in the form of the new M90 road which was constructed to form access to the new Forth Crossing in 2013. A large industrial site currently occupied by Progress Rail and used as a steel foundry is located to the north-west of the site. To the south, the site is bound by the A904 which separates the two parcels of land which comprise the wider site.

Again, Site B is bound to the east by the new M90 road which also has an urbanising influence on the character of the area, and to the north by the A904. In addition, a road runs through the centre of Site B from north-south, effectively splitting the land into two. There is also a water treatment facility located adjacent to the western boundary.

The wider site is located on the western edge of the settlement of South Queensferry, approximately 1.7km from the defined South Queensferry local centre. There are existing local retail facilities including an M&S Food at the Forth View services approximately a 10-minute walk to the east of the site along the A904 / Builyeon Road. There is also a Tesco Superstore and several restaurants slightly to the east of the services, on the other side of the Ferry Muir Road roundabout, which is approximately a 15-minute walk from the site.

The site is located close to existing footpaths and footway networks, including Society Road at the northern end of the site (part of the National Cycle Route Network (NCR76)), and Winchburgh and the Union Canal to the south which are well sign posted from the site. In addition, the recently revamped A904 corridor and the M90 Junction 1A interchange provides a high standard of shared footways and pedestrian crossing facilities between the site and Builyeon Road. With the development of the new Forth Road Bridge and extension of the road network directly adjacent to the site, it is now well located for access to the M90 providing wider vehicular connections to Edinburgh, Fife and beyond.

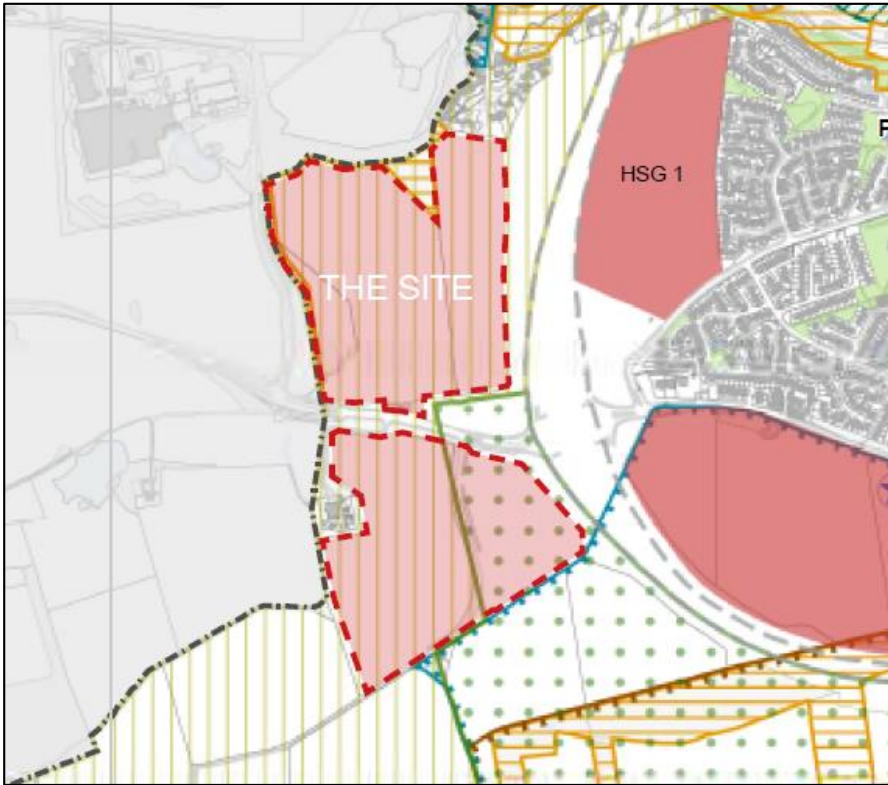
South Queensferry has been subject to significant housing growth in recent years, particularly in the east around Dalmeny, and the wider area has made a valuable contribution to Edinburgh's ongoing housing land supply through the creation of these new communities. This growth is ongoing, with plans progressing for new residential-led development at Springfield to the east of the site on the opposite side of the M90 (Proposal of Application Notice: 19/06079/PAN), and at Builyeon Road to the south-east of the site (Proposal of Application Notice: 20/01137/PAN). Together, these sites are allocated for up to 1,130 new homes in the current Local Development Plan.

Adopted Edinburgh Local Development Plan

The site is currently subject to the following policy designations, as set out within the adopted Edinburgh Local Development Plan (2016):

- Partially designated Countryside (green vertical stripes on map)
- Partially designated Green Belt (green dots on map)

These designations are set out below on the map below (site outlined in red):



Source: Edinburgh Local Development Plan

As can be seen, Site A to the north is located entirely within the countryside designation. For Site B, the land between the M90 and the access road running south through the site is designated green belt, while the remainder of the land is designated as countryside. It is also worth noting the pink shaded areas to the east of the site (HSG1 and HSG32) are identified for housing expansion.

Initial Masterplanning Exercise

Our client undertook an initial masterplanning exercise for the site in Summer 2019 to demonstrate how development in this location could work. This exercise culminated in the production of an Indicative Development Proposal document, which was presented to CEC Officers at a meeting on 16th August 2019. This document was created jointly by EMA (as masterplanners) CBRE (as planning consultants), Sam Shortt Consulting (as transport planners) and Atmos Consulting (as environmental consultants). A copy of this document is appended to this letter for information.

In summary, this document shows that there could be potential for the site to accommodate the following uses: residential (including affordable and family homes); commercial, leisure, PFS; a primary school; and landscaped open space green infrastructure. Our initial masterplanning exercise indicates that this could comprise the following development quantum across both sites (based on assumed developable area):

- Site A -

- Up to 760 residential units (based on CEC's preferred 65 DPH density across all sites, as stated within Choice 2), and;
- 1.7 ha school.

■ Site B –

- Up to 475 residential units (based on CEC's preferred 65 DPH density across all sites, as stated within Choice 2), and;
- 1.5ha of commercial/leisure floorspace.

The Indicative Development Proposal also demonstrates that the site is well located in terms of accessibility for vehicles and active travel modes and the initial environment report, does not identify any significant environmental constraints.

In addition to the above, we consider the location of the site could make it suitable for a potential park and ride use on part of the site, which we note would support the aims of the City Plan 2030 and associated Mobility Plan. We explore this in more detail below.

The location of the site adjacent the new M90 and Queensferry Crossing will also mean that visibility for new commercial / leisure / potential PFS will be attractive to potential operators.

Main Issues Report – Background Documents Review

In preparing this representation, we have had regard to the Choices document as well as the following supporting documents: The Housing Study, the Landscape and Visual Assessment of Greenfield Sites, various Commercial Needs Studies, and Strategic Sustainable Transport Study.

Housing Study

The potential of the site for residential development was assessed within the Housing Study. The wider site was identified within Greenfield Sector 6, and within this sector, Site A within sub-sector 'East of Headrig Road' and Site B within part of sub-sector 'West of Dundas House'. The Housing Study assess each site against the following criteria:

- If an assessment site is within a Strategic Development Area;
- If an assessment site supports active travel by walking and cycling;
- If an assessment site support public transport;
- If an assessment site has community infrastructure capacity, measured by existing and committed school capacity;
- If an assessment site has landscape capacity;
- If an assessment site is of value for development of the strategic green network; and,
- If an assessment site is at risk of flooding.

Both 'East of Headrig Road' and 'West of Dundas House' were assessed as follows:

Criteria	East of Headrig Road*	West of Dundas House*
Strategic Development Area		
10 min walk to local convenience services		
30 min walk to employment clusters		
Access to wider cycle network		
Active travel assessment (overall)		
Access to existing public transport		
Public transport assessment (overall)		
Primary school capacity		
Secondary School capacity		
Community infrastructure assessment (overall)		
Landscape character assessment		
Green network assessment		
Flood risk assessment		
SUMMARY		

*not suitable for development / partially suitable for development/ suitable for development.

We have interrogated each of these criteria with respect to Site A and Site B and set out our own assessment below, with justification for the proposed changes included where appropriate.

Criteria	East of Headrig Road	West of Dundas House	CBRE Comments
Strategic Development Area			The site is not located within SDA. No change.
10 min walk to local convenience services			When taken from the eastern edge of the site at Junction 1A, both Sites A and B are located a c. 10-minute walk from retail facilities at the Forth View services at the junction of Builyeon Road and the A9000 (including an M&S Food).
30 min walk to employment clusters			The site is located within a 30-minute walk time of South Queensferry local centre, which is considered to have some employment potential in the retail, hospitality and leisure sectors. In addition, the site is a c. 15-minute walk from the Ferrymuir retail/leisure park, which offers further opportunities for employment. Good pedestrian links exist between the site and the local centre, primarily along Bo'ness Road, with potential to create an additional link via Society Road through the creation of new footpaths to the north of the site. There is also a pedestrian link to Ferrymuir along Builyeon Road.

			<p>The location of the site will therefore encourage active travel to these sources of employment.</p> <p>In addition, any development at the site could include some employment floorspace.</p>
Access to wider cycle network			<p>Site A is located c. 0.5km away from Society Road at the northern end, which is part of the National Cycle Route Network (NCR76). Our initial analysis shows that the site could link into this network through the provision of a pedestrian footpath following the current road network established by Transport Scotland, through Site A.</p>
Active travel assessment (overall)			<p>Overall, the site is suitable for active travel with minimum required intervention given its proximity to local convenience services, access to the wider cycle network, and pedestrian links to employment opportunities in South Queensferry local centre. This could be further enhanced by new links created through the site as part of any future development.</p>
Access to existing public transport			<p>The area is well served by regional bus services, connecting the area with Linlithgow, Livingston and Edinburgh. The nearest bus stops are currently a c.10-15-minute walk away, located at Echline Corner (Bo'ness Road) and Echline Park (Builyeon Road) to the east of the masterplan area. These are both accessible via established pedestrian routes.</p> <p>It is anticipated that existing services could be adequately adapted to offer bus stops closer to the site, should development come forward through discussion with local operators.</p> <p>There is also a park and ride facility at Ferrytoll on the north side of the Queensferry Crossing, approximately a 5-minute drive from the site, although it is acknowledged that this is outside of Edinburgh's administrative boundary. There may be potential to include a park and ride facility within the site itself as part of any development, given the lack of such a facility on this side of the bridge (the closest park and ride in Edinburgh is located at Ingliston). This would be supported by the recommendations contained in the Edinburgh Strategic Sustainable Transport Study (2019) which identifies an opportunity for a new park and ride facility in the City Centre – Queensferry corridor.</p>

Public transport assessment (overall)			The site currently benefits from access to local and regional bus services, and the Ferrytoll Park and Ride. Notwithstanding this, it is envisioned that public transport options could be further improved through interventions as part of any development.
Primary school capacity			The Council's preference for a new secondary school with a capacity for 900-1200 pupils in the South Queensferry / Kirkliston area is noted. It is understood this will be required to accommodate pupils from Kirkliston Primary if greenfield land in the area is developed for housing under Option B of Choice 12. It is also noted that the Council have not identified a location for this new school yet.
Secondary School capacity			<p>Given the accessible location of the site (as demonstrated above) the site could be considered a potential location for this new school to serve the wider South Queensferry / Kirkliston area and sits within the existing catchment area for Queensferry High.</p> <p>We note that a new 14 class primary school and nursery is proposed for the nearby Builyeon Road (HSG32) site to address capacity issues in the wider area as a result of recent residential expansion through allocations in the current LDP. We consider that spatially, it would be preferential to locate a new secondary school to serve the wider area near the planned primary school and as such, the site could make a good location for this.</p> <p>We therefore consider that the provision of a school as part of the site would be in accordance with the preference of the Choices document and could ensure adequate capacity to serve the site.</p>
Community infrastructure assessment (overall)			It is considered that the site has capacity to provide land for a new school if required, and that it would be well located to serve new development within the wider South Queensferry/Kirkliston area.
Landscape character assessment			Please see conclusions in 'Landscape and Visual Assessment of Greenfield Sites' below. To summarise, both Sites A and B are considered to have a relatively urbanised character as a result of infrastructure and other development on all sides. The landscape qualities of the wider site lend itself to a phased development where Site A could be delivered first, followed by Site B at a later date.

Green network assessment			The site is adjacent to an identified green network opportunity. No change.
Flood risk assessment			No change.
SUMMARY			When assessing both sites using the Council's own criteria, it has been demonstrated that the site could accommodate residential development.

We therefore consider that the site is worthy of further consideration for development as part of the City Plan 2030 process.

Landscape and Visual Assessment of Greenfield Sites

The Landscape and Visual Assessment uses the same sectors and sub-sectors as the Housing Assessment.

For Site A (East of Headrig Road), the assessment concludes that there is no scope for development from a landscape and visual perspective. We would respectfully dispute this assessment for the following reasons:

1. The landscape character of the site has changed significantly in recent years as a result of the construction of the new Forth Road Bridge and associated infrastructure. The location of the site adjacent to the new M90 has a clear urbanising effect on its character, and provides an element of screening from the bridge (as acknowledged in the Landscape Assessment). The A904 which runs along the south of the site further urbanises the area.
2. Approximately 20% of Site A is currently occupied by Transport Scotland, who have used the site for operational works relating to the construction of the Queensferry Crossing since approximately 2013. It is understood that the main activities undertaken by Transport Scotland at the site are the storage and movement of machinery and materials to build and maintain the new bridge crossing. As part of the works, a private access off the A904 which links part of the site with the south abutment of the Queensferry Crossing has been created. This access was approved under planning application CEC ref: 13/03538/FUL. As a result of the works, the agricultural nature of the site has changed significantly through the compacting of soil, the re-routing of drainage ditches, and the erection of various industrial buildings. Please refer to the photographs enclosed of these works.

The occupation of the site by Transport Scotland was allowed under the Forth Crossing Act 2011 and, under the provisions of the Act, Transport Scotland can occupy the site for as long as needed, on the condition that the land is returned to its former condition once vacated. It is understood that Transport Scotland are now preparing to vacate the site, and as such there will be an obligation to return the site to its former condition. Prior to the Transport Scotland works, the site was high quality agricultural land used primarily for the farming of wheat, barley and rapeseed crops.

However, the landowner has been advised by FBR Seed (in respect of potential remediation required) that it is unlikely the soil will ever be able to return to its previous good condition due to several factors. The full letter of advice from FBR Seed is appended to this letter for information.

As such, the Transport Scotland works have significantly reduced any landscape value of the site, as evidenced in the photographs of the works which are appended to this letter.

3. There is an industrial site (occupied by Progress Rail and used as a steel foundry) to the north-west of the site which further urbanises the landscape character of the surrounding area. In addition, there is existing residential development at Linn Mill directly adjacent to the north of the site. Any development at the site could therefore reflect the urban form of this area.

We therefore consider that there is scope for sensitive development on Site A from a landscape and visual perspective given urbanising influences on the character of the site from surrounding development.

The indicative masterplan for the site also demonstrates that the visual impact of any development could be further mitigated using landscaping features such as sensitive screening and planting.

As shown in the Indicative Development Proposal appended, the masterplan shows how any development could retain the existing tree line running the Headrig Road boundary. The existing woodland to the north would be reinforced, whilst new woodland planting will act as a landscape buffer between the M90 and the new neighbourhood. The introduction of open space will link the two sites and form a central spine to the new neighbourhood. This will complement the green belt within the local area and form a link with the proposed sustainable walking and cycle routes through the neighbourhood. Allotments and play space locations have been proposed, in addition to suggested SuDs provision.

Site A also benefits from clear defensible boundaries which will prevent sprawl occurring should development take place. These boundaries include the treeline and residential development at Linn Mill to the north, and Headrig Road and the CEC administrative boundary to the west.

For Site B, the Landscape and Visual Assessment finds that 'West of Dundas House' has no scope for development. However, it is noted that Site B only forms a small part of this wider area, located at its northern-most point. While the current landscape character of the wider area is predominantly rural, Site B has become more urbanised in recent years by the creation of the new Queensferry Crossing and associated infrastructure.

In general, the wider Forth View site and its surroundings have undergone significant change over the past decade, which has significantly altered the landscape character of the area. The primary change is the creation of the new Queensferry Crossing and associated road infrastructure which has resulted in the creation of the M90 adjacent to the site, as well as the upgrade of the adjacent road junction, to form the new M90 Junction 1. This has resulted in the significant urbanisation

of the character of the site, arguably, affecting its landscape character. These changes can be seen through comparing the two maps below (from 2010 and 2020 respectively):



South Queensferry 2010 (Source: Ordnance Survey Open Data) and South Queensferry 2020 (Source: Ordnance Open Street Map)

From a landscape and visual perspective therefore, we consider that there is scope for development at Site A (East of Headrig Road), with potential scope for the southern part of the site (Site B) at a future date. As such, the landscape characteristics of the site lend itself to a phased delivery, with the north part of the site more suited for Phase 1.

Commercial Needs Studies

The Visitor Accommodation Commercial Needs study identifies that there is a requirement for hotel development at sites outside of the city centre. It recommends that new zones for visitor accommodation outwith the city centre be identified.

It is considered that the site would be a good location for hotel development, given its strong transport links to both Edinburgh and central Scotland and its visibility from the M90. The potential for a new hotel at the site is therefore included on the indicative Masterplan.

Edinburgh Strategic Sustainable Transport Study (2019)

It is noted within the Strategic Sustainable Transport Study that there is an opportunity to create a new park and ride site within the City Centre to Queensferry Corridor. We consider that the location of the site would lend itself well to such a facility, and this could be delivered as part of any development at the site.

We note that, within Edinburgh, the closest park and ride to site is currently located at Ingliston. We consider that the development of a park and ride facility at the site would be well located to serve South Queensferry, as well as commuters travelling from Fife given the proximity of the site to the M90.

City Mobility Plan

The City Mobility Plan (Plan), which supersedes Edinburgh's Local Transport Strategy 2014-

2019, provides a strategic framework for the safe and effective movement of people and goods around Edinburgh up to 2030. It will focus on mobility's role in maintaining Edinburgh as a vibrant, attractive city while addressing the environmental and health impacts associated with how we move around.

As part of the Mobility Plan, the benefits of park and ride facilities are acknowledged as a positive way to reduce traffic in the City Centre. The Plan states the aim of completing a mass rapid transit plan by 2025, which will include new park and ride facilities around the city. It also states that by 2030, there is an aspiration for the development of four new park and ride facilities in West Edinburgh.

We consider that the provision of a park and ride facility on the Forth View site would therefore comply with the aims and objectives of the City Mobility Plan.

Choices for City Plan 2030 – Choice 12 – Building our New Homes and Infrastructure

Choice 12 of the Choices for City Plan document relates to how CEC will meet housing demand and need over the next plan period. A housing need of 43,400 market and affordable units up to 2032 is identified.

CEC identify three possible options in terms of the strategy for delivering this housing, summarised as follows:

- Option 1 – Delivery by the Council and its partners solely within the urban area.
- Option 2 – Delivery through the private sector, which will require some large-scale green belt release. Several green belt release sites have been identified at Kirkliston, West Edinburgh, Calderwood, East of Riccarton, and South East Edinburgh.
- Option 3 – Combination of both of the above options.

Whilst noting the benefits in supporting Option 1 in terms of sustainability and development of brownfield urban sites, it is considered that some element of green belt release will be required in order to meet CEC's ambitious market and affordable housing objectives. We therefore support either Option 2 or 3 in terms of the future direction of the plan, to allow the Council more flexibility in the types and quantity of homes that can be delivered over the next plan period.

As we have set out above, we wish to promote Sites A and B, known as Forth View, for consideration for countryside / green belt release in order to assist CEC in meeting their market and affordable housing targets. We therefore respectfully request that the Council reconsider the proposed sites for Options 2 and 3 considering the information presented above and contained within the supporting documents appended to this submission.

In addition, CEC's preference as stated within the supporting text of Choice 12 is for the creation of mixed, balanced and sustainable new communities. We consider that the site could support this vision by providing a residential-led mixed use development in a sustainable location.

Choices for City Plan 2030 – Choice 10 – Creating Sustainable Communities

Choice 10 sets out CEC's preference to create strong sustainable communities by encouraging a mix of uses on large sites, including residential. We are supportive of this preference and consider that the site could support this vision by creating a new mixed-use community whilst providing much needed new affordable and market housing.

Choices for City Plan 2030 – Choice 5 – Delivering Community Infrastructure

Choice 5 states that the Council has carried out a high-level assessment of the new school infrastructure which is likely to be required to support the housing need identified for City Plan. It sets out that, if the Council decide to adopt Option 2 of Choice 12 (large-scale green belt release), then as a result of the already committed substantial new housing development in South Queensferry, Queensferry High School will not have the capacity to continue to accommodate pupils from Kirkliston Primary School.

The Council is therefore currently considering whether Kirkliston should have its own secondary school or whether alternative secondary school provision will have to be provided elsewhere. We note that no site has been identified for a new secondary school and there is currently no funding in place, though the Council are considering locating the secondary school in Kirkliston as part of Option 2 of Choice 12. It is acknowledged within the site assessments (within the Housing Study) for the Kirkliston sites that a new 1200 pupil secondary school would be sufficient to accommodate pupils from Kirkliston and also a significant amount of additional housing development within the surrounding area.

We consider that the Forth View site could be well located to provide any new secondary school required to serve the Kirkliston/South Queensferry area. With specific reference to Kirkliston Primary, the site can be access via a 15-minute bus journey, or a 10-minute car journey from the school, demonstrating that accessibility of the site would be suitable for pupils from Kirkliston Primary as they graduate into secondary school.

The locational benefits of the site, including proximity to the surrounding road network, sustainable travel options, and proximity to a new primary school proposed at Builyeon Road, would make the site a logical choice for a new school to support the current and proposed increase in housing in the South Queensferry / Kirkliston area, and also sits within the existing catchment area.

Summary

To meet increasingly challenging housing targets within Edinburgh, it is considered necessary to consider the release of green belt sites for the City Plan 2030. The site known as Forth View would make a logical and sustainable addition to Edinburgh's housing land supply and would also allow for other types of development including a school, a hotel, a park and ride, and other commercial uses to potentially come forward.

We therefore propose that the site is considered for countryside / green belt release as a development allocation within the City Plan 2030, as part of Choice 12 of the Choices for City Plan 2030 document. Allocation of this site would help Edinburgh meet its ambitious market and

affordable housing targets, as well as making a logical extension to South Queensferry and allowing for the creation of a new mixed-use community.

In light of the above, we consider that the City of Edinburgh Council should include the land known as Forth View in the City Plan 2030 and identify it as being suitable for residential led mixed-use development. Our initial findings demonstrate that there are no significant site-specific constraints which would preclude its delivery, although we acknowledge that further technical work will be required.

We trust that the above comments are helpful in the context of the emerging City Plan. We would be grateful if you could confirm receipt of this letter and that the representations have been duly considered. Should you wish to discuss this matter in more detail, please do not hesitate to contact me.

Yours faithfully



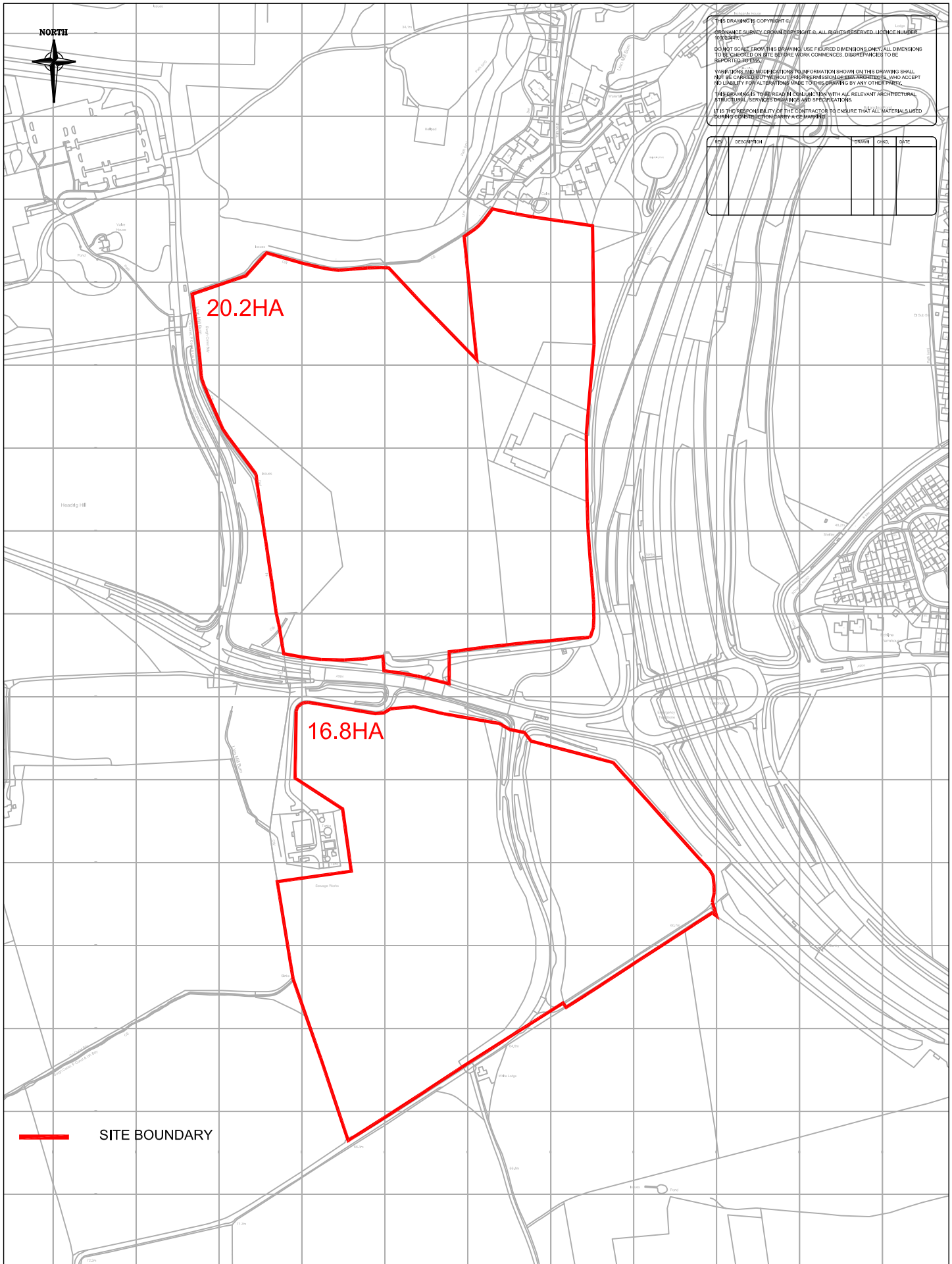
SAM EDWARDS
ASSOCIATE DIRECTOR
CBRE LIMITED

Encl:

Site Location Plan
Indicative Development Proposal and Masterplan Document
Transport Scotland Facility Photographs
FBR Seed Note – Agricultural Land Condition

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REV	DESCRIPTION	DRAWN	CHECK	DATE



— SITE BOUNDARY

ema
 architects + masterplanners
 43 CHARLOTTE SQUARE
 EDINBURGH
 EH2 4HQ
 E INFO@EMA-ARCHITECTS.CO.UK T 0131 247 1450
 W WWW.EMA-ARCHITECTS.CO.UK

CBRE
 MASTERPLAN
 LAND @ SOUTH QUEENSFERRY
 EDINBURGH

LOCATION PLAN
 RED LINE BOUNDARY

SCALE: 1:6000 / A4	DATE / DRAWN: 24.07.19 / CM	PROJ. TYPE	SHEET No. / No. SHEETS: 1 / 1
DRAWING REFERENCE: 19133(OS)001			
ISSUE PURPOSE		WORK STAGE	
FILE CLASSIFICATION		FILE REFERENCE: 19133(OS)001	



INDICATIVE DEVELOPMENT PROPOSAL
FORTH VIEW, SOUTH QUEENSFERRY, EDINBURGH
19133(IDP)001

ema
architecture · masterplanning · placemaking

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1.0 Introduction

This document has been prepared in support of our representation for this site and its inclusion within the emerging Local Development Plan.

The approach taken outlines the characteristics of the site including development constraints and opportunities. We have used this information to develop a concept and outline proposals for the site.

1.1 The Design Team

Applicant:	Aisby Enterprises
Masterplanners:	EMA Architecture + Design Ltd.
Planning Consultant:	CBRE Ltd.
Transport Consultant:	Sam Shortt Consulting
Environment:	Atmos Consulting





VIEW FROM THE SITE TOWARDS FIFE AND THE BRIDGES

2.0 Background / Context

The site at Forth View comprises approximately 37.5 hectares of largely undeveloped agricultural land (the majority of which is non-prime) on the western side of the M90, close to junction 1A. The majority of the site is currently designated Green Belt land within the Edinburgh Local Development Plan.

To the east beyond the M90 is the settlement of South Queensferry, roughly contained within the boundary of the M90. To the north, south and west of the site is primarily agricultural land.

Transport Scotland have created a private access off the A904 which links part of the site, with the south abutment of the new Forth Road Bridge. This was approved under application 13/03538/FUL. They are also using part of the northern site for parking and storage. We have included photographs of this on page 12 of this document.

The site is located on the edge of the settlement of South Queensferry, approximately 1.7km from the defined South Queensferry local centre. In addition, the site is well located for access to the M90 providing wider vehicular connections to Edinburgh, Fife and beyond. The surrounding area has been subject to significant housing growth in recent years and the wider area has made a valuable contribution to Edinburgh's ongoing housing land supply.





3.0 Local Development Plan

Within the current Edinburgh Local Development Plan (ELDP) (2016), the site is subject to the following policy designations:

- Designated Countryside (vertical stripes on adjacent map)
- Designated Green Belt (green dots on adjacent map)

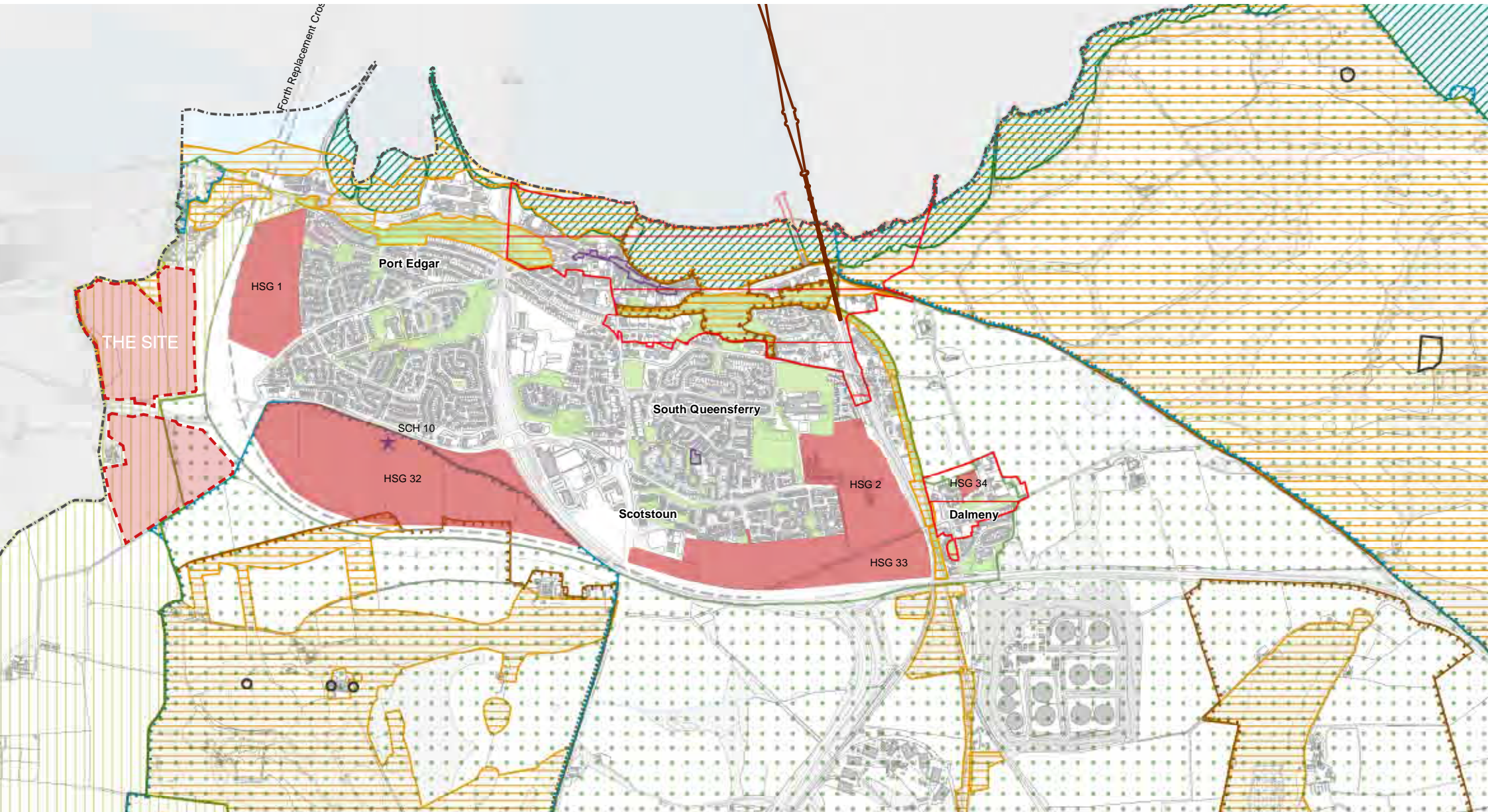
The majority of the site is designated Countryside, while the south-east portion of the site is Green Belt. Permitted uses at the site are therefore limited under current policy.

Notwithstanding this however, a number of nearby land uses including the Transport Scotland depot facility, the new M90 motorway, sewage works to the south of the A904, and the factory at Headrig Road all have an urbanising impact on the site. We therefore consider that this site is not a typical ‘Green Belt / Countryside’ site in terms of character and landscape, and there may be benefit in reconsidering the above designations as a consequence of this.”

Proposals Map designations and relevant policies and proposals in the Written Statement

	Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area	Emp 1, Emp 9-10, Hou 8, Ret 6, RS 3
	City Centre	Del 2, Emp 1, Ret 7, Tra 5
	City Centre Proposal	Table 10 (CC1) (CC2-4)
	Edinburgh Waterfront	Del 3, Hou 1, Ret 7 (EW 1a-c, EW 2a-d) (EW 1d8e)
	Edinburgh Park/South Gyle	Table 3, Table 10, Hou 1 Del 2, Del 3, Emp 8
	World Heritage Site	Del 4, Emp 1
	Designated Conservation Area	Env 1
	Scheduled Ancient Monument (including Union Canal)	Env 5, Env 6
	Historic Garden / Designed Landscape - Inventory Site	Env 8
	Green Belt	Env 7
	Countryside Policy Area	Env 10
	Special Landscape Area	Env 10
	International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)	Env 11
	Local Nature Conservation Site	Env 13, Env 14
	Local Nature Reserve	Env 15
	Area of Importance for Flood Management	Env 15
	Open Space	Env 21
	Greenspace Proposal (GS1-11)	Env 18, Env 19
	Pentland Hills Regional Park	Table 1
	Housing Proposal (HSG 1 - HSG 41)	Env 17
	School Proposal (SCH 4-5)	Tables 3 & 4, Hou 1
	Indicative School Proposal (SCH 1-3, SCH 6-10)	Table 5
	Strategic Business Centre	Table 5
	Business and Industry Area	Emp 1
	Special Economic Area (Emp 2-8)	Emp 8, RS 3
	Safeguard for Potential Relocation of Royal Highland Centre	Table 2, Emp 2-8
	Local Centre	Emp 5
	Town Centre (including City Centre Retail Core)	Table 6, Ret 5, Ret 9, Emp 1
	Commercial Centre	Table 6, Ret 2, Ret 3, Ret 9, Emp 1
	Speciality Shopping Street	Table 7, Ret 4
	Indicative Shopping Proposal (S1-S5)	Ret 10
	Tram Route Safeguard with Proposed Stop	Table 8, Ret 5, Ret 9
	Existing Tram Route with Stops	Table 9, Tra 7
	Railway Safeguard	Table 9, Tra 7
	Station Safeguard	Table 9, Tra 7
	Roundabout / Junction Improvement	Table 9, Tra 10
	Road Safeguard / Improvement	Table 9, Tra 10
	Cycleway/ Potential Public Transport Safeguard	Table 9, Tra 7, Tra 9
	Cycleway / Footpath Safeguard	Table 9, Tra 9
	Cycleway / Footpath Access Safeguard	Table 9, Tra 9
	Safeguard for Potential Additional Runway	Emp 4
	Airport Public Safety Zone	Tra 12
	Safeguarded Waste Management Facility	RS 2, RS 3, RS 4
	Minerals Site	RS 3, RS 5





4.0 Planning

We understand that work is at a relatively early stage on the next iteration of the Edinburgh Local Development Plan (City Plan 2030), with the Council actively looking for input from landowners, developers and other third parties for ideas to inform the shape of the next plan.

Initial 'Commercial Needs Studies' have been prepared in respect of visitor accommodation, retail/leisure, office, and industrial supply. These form part of the Evidence Base for the City Plan 2030. Within these studies, a forecasted need for 7,890 new hotel bedrooms within Edinburgh by 2030 is identified, to be located in new 'zones' outwith the city centre due to high land values. It is considered that areas such as South Queensferry, and potentially this site, could help to meet this demand.

We consider that this site also benefits from many characteristics which would lend itself to residential-led redevelopment and would make it a valuable potential source of new housing through the next plan period. The site is well located for access to existing nearby amenities and the wider road/motorway network. In addition, an opportunity exists to create a new mixed-use community which could help to provide services and amenities to nearby recent housing developments. We have sought to demonstrate through our initial master planning exercise illustrated in this document how a high-quality residential environment could be created at the site helping to deliver new family homes for Edinburgh.

In support of our vision for the wider site, we have prepared a number of technical studies which we elaborate on later in this document. These include:

- Initial Masterplanning
- Transport / Access Analysis
- Environmental Review





THE SITE

SITE
ALLOCATED
FOR
HOUSING
[HSG 1]

SITE
ALLOCATED
FOR HOUSING
[HSG 32]

SITE
ALLOCATED
FOR HOUSING
[HSG 2]

SITE ALLOCATED FOR
HOUSING [HSG 33]

5.0 The Site

The site at Forth View is approximately 37.5ha, located in South Queensferry, on the boundary of the City of Edinburgh Council authority area and West Lothian. The A904 dissects the site and the M90 lies adjacent to the east with the A9000 circa. 1km to the east. It is understood the site is currently used for agriculture and also a depot facility for Transport Scotland, that supported the Queensferry Crossing Project. It is anticipated this will be removed in due course.





- 1.
- 2.
- 3.
- 4.
- 5.



6.0 Constraints and Opportunities

The site is subject to a number of constraints and opportunities which have informed the design development.

The site is contained by the M90 to the western edge of the site. To the north is a local nature conservation area and woodland belt.

The development of the site offers opportunities to extend the surrounding footpath and cycle network into the site. The surrounding woodland planting will be retained and reinforced as this is an important feature of the site.

It is likely following the construction of a new residential development, improvements will be made to the existing public transport services, through developer contributions, to provide an enhanced service to accommodate new residents.

KEY

A904



M90



RURAL ROAD



EXISTING SEWER WAYLEAVE



AREA OF LAND FOR
DEMOLITION / REMOVALS



LOCAL NATURE
CONSERVATION AREA



AREA OF RETAINED /
ENHANCED WOODLAND



POTENTIAL NOISE



POTENTIAL ACCESS POINT





EXISTING
COMMERCIAL
DEVELOPMENT

EXISTING
HOUSING

EXISTING
HOUSING

EXISTING
WATER
TREATMENT
WORKS



7.0 Concept / Vision

The proposal is to deliver a new phased development at Forth View which could potentially include:

Commercial / leisure uses / PFS

Potential school site

Potential allotments

Family and affordable homes

The residential blocks would be orientated to maximise frontage to streets and open space. This in turn will increase natural surveillance and create active streetscapes. The streets have been arranged to maximise views out and links to nearby woodland.

The proposal would utilise the existing road network along the eastern boundary and the A904 which intersects between the two sites. Access is from the A904 and Headrig Road to the west. Within the new neighbourhood, the network of streets, lanes and footpaths would provide increased connectivity and maximise opportunities for pedestrians and cyclists. This is in accordance with local and national guidance, in particular Edinburgh Design Guidance and Designing Streets.

The proposal would retain the existing tree line running the Headrig Road boundary. The existing woodland to the north would be reinforced, whilst new woodland planting will act as a landscape buffer between the M90 and the new neighbourhood. The introduction of open space will link the two sites and form a central spine to the new neighbourhood. This will compliment the green belt within the local area and form a link with the proposed sustainable walking and cycle routes through the neighbourhood. Allotments and play space locations have been proposed, in addition to suggested SuDs provision.

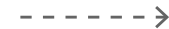
The location of the site adjacent the new M90 and Queensferry Crossing will also mean that visibility for new commercial / leisure / potential PFS will be attractive to potential operators.

KEY

PRIMARY STREET



SECONDARY STREET



ACTIVE TRAVEL LINK

(SUSTAINABLE WALKING / CYCLING)



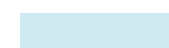
DEVELOPMENT



COMMERCIAL



SCHOOL



REINFORCED WOODLAND



OPEN SPACE



SUDS





A90 TO QUEENSFERRY CROSSING

ECHLINE

ALLOCATED SITE

SOUTH QUEENSFERRY

HEADING ROAD

A904

OPEN SPACE

SUDS

SUDS

PLAY

POTENTIAL SCHOOL SITE

OPEN SPACE

A904 / BUILYEON ROAD

ALLOCATED SITE



NEW PRIMARY SCHOOL

POTENTIAL COMMERCIAL

SUDS

OPEN SPACE

SUDS

OPEN SPACE

ALLOTMENTS

SUDS

PLAY

A90 TO EDINBURGH

7.4 Transport

The proposal site and its relationship with a number of existing transport opportunities allows it to support and deliver a number of Scottish Government and City of Edinburgh Council transportation objectives given that:

- The site is supported by comprehensive pedestrian and cycle route networks with formal controlled crossing points on various surrounding roads;
- It sits alongside an established bus route thereby increasing patronage and revenue that could support improved services;
- Dalmeny train station is only 7 minutes' drive away (11 minutes' cycle) and Ferry Toll park and ride only 5 minutes' drive; and
- The site has immediate access to both the local and strategic road networks and is already supported by recently constructed high standard junctions.





Indicative acceptable cycling distance - 5kms

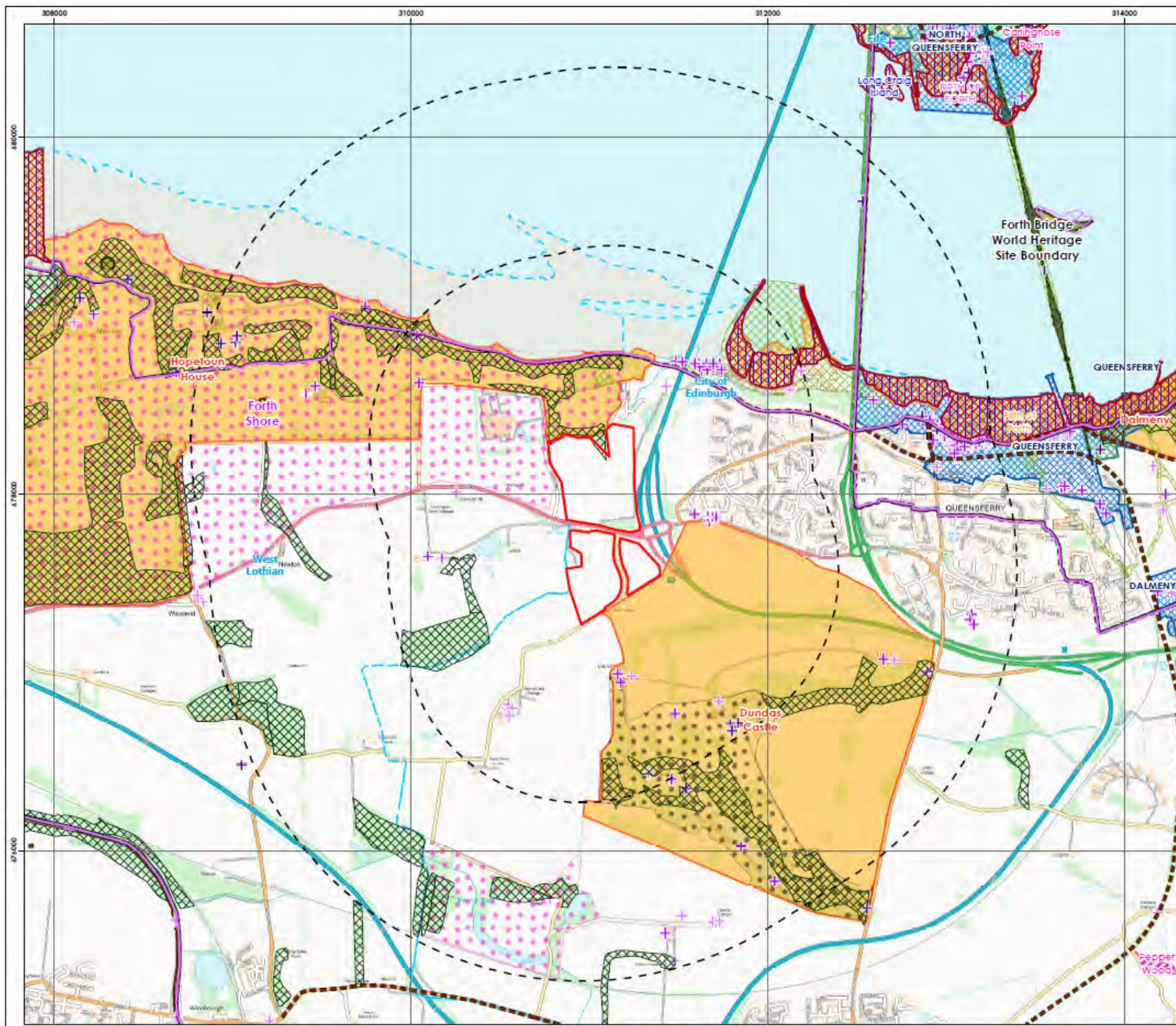


7.4 Environmental

An initial environmental review has been undertaken to inform the options that might be available for development at the South Queensferry site. This review considered a number of key topics including:

- noise
- access
- landscape
- ecology
- cultural heritage
- residential amenity

In summary no unsurmountable constraints were identified, though a number of recommendations have been made regarding further assessment that will help confirm the viability of the site and shape the proposed design of the development.



South Queensferry

Aisby Enterprises

Figure 2
Wider Area Constraints

Key

- Site boundary
 - 1km and 2km site boundary buffer
 - Sustrans National Routes
 - Core path (SNH dataset)
 - Council boundary
- Ecology**
- Ancient Woodland Inventory
 - Special Protection Area
 - Site of Special Scientific Interest
 - Scottish Wildlife Trust Reserves
 - Ramsar
 - RSPB Important Bird Areas
- Cultural Heritage & Landscape**
- + Category A Listed building
 - + Category B Listed building
 - + Category C Listed building
 - Canmore Known Site Extents
 - Historic Scotland Conservation Areas
 - Scheduled Monument
 - Garden or Designed Landscape
 - Battlefield
 - Special Landscape Area
 - Special Landscape Area (potentially de-designated)
 - World Heritage Site

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8.0 Community / Environmental Benefits

The development of the site would deliver opportunities to provide community and environmental benefits. These would include:

1. The proposals include the retention and reinforcement of the surrounding woodland, improving biodiversity and the inclusion of new public open space. The introduction of SuDs features will also improve the natural habitat.
2. The new neighbourhood will improve connections to and through the site.
3. A sensitive design will be adopted to address the Greenbelt Area and adjacent Hopetoun House and Dundas Castle Gardens.

The development of the new neighbourhood also offers a number of options to deal with the noise associated with the nearby M90. These include reinforced woodland planting, acoustic bunds, acoustic fencing location within reinforced woodland and the incorporation of high performance windows and doors throughout the new neighbourhood. The proposal could also accommodate flatted development along the eastern boundary and therefore impact on private garden spaces would be reduced.





9.0 Conclusion

The site offers an excellent opportunity to provide much needed family and affordable housing on the edge of the existing Queensferry settlement boundary.

The development will include reinforcing the existing wooded landscape structure of the site, particularly along the northern boundary and the M90.

The design and layout would be developed with particular consideration of the surroundings, including the Greenbelt, Hopetoun House and Dundas Castle Designed Landscapes and other relevant designations in the area, in order to develop a solution that is sympathetic to the surroundings and does not have a significant impact in landscape terms.





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Transport Scotland – Site Photographs



Transport Scotland – Site Photographs



Dear Sirs

FBR Seed are a firm of rural Estate managers who are professionally qualified with the Royal Institute of Chartered Surveyors and the Central Association of Agricultural Valuers. We are experts in compulsory purchase and as such understand the complexities of agricultural land reinstatement.


So specifically, as a result of the temporary Transport Scotland facility located on the site in relation to the construction of the Queensferry Crossing, the soil of the site has become heavily contaminated. It is therefore considered to be highly unlikely that the soil will ever be able to return to its previous condition, which was high quality farmland used to grow crops such as barley, wheat and rape seed.

To give more context to the contamination of the site, when land is disturbed (for example to introduce drains) it will take several years for the soil structure to revert to a situation where the natural processes of drainage and the action of worms and microbial activity returns to 'normal'. The 'normal' status of soil in this case refers to the creation of a healthy environment for plants to grow with good movement of nutrients, air and water throughout the topsoil and subsoil.

When the top soil and the subsoil are removed completely and then reintroduced to the area in question by mechanical means (which will be the case for the site), it is unlikely that the soil will ever return to its former healthy state. There are many reasons for this including that the subsoil and topsoil get mixed, the process of reintroducing the material smears and damages the soil, the drains don't get reinstated properly and don't work correctly, the material is imported from other poorer sites, and the material introduced is contaminated with noxious material or weed seed burdens.

When reinstatement is taking place, careful monitoring of the soil being reintroduced helps as does agreeing working practices for reinstatement and monitoring to ensure that the agreed method is followed. This will help, but even with this in place, it is unlikely that the soil and the land area will return to its former state. With very good management techniques and fertility building it can take many years to get the soil back to anywhere near its previous fertile structure and productive capacity and the reality is that the area in question will usually remain in a poorer condition than prior to the start of the Transport Scotland works.

Yours sincerely



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