

***APPENDIX H***

***RESPONSE FROM THE CITY OF EDINBURGH  
COUNCIL'S URBAN DESIGN PANEL***

# EDINBURGH URBAN DESIGN PANEL

## Builyeon Road South Queensferry

**REPORT**  
of meeting held at the  
City Chambers on 30  
September 2015

### Presenters

Alan Farningham	Farningham Planning Ltd	Colin Bryans	City of Edinburgh Council
Stuart Graham	360 Architecture	Francis Newton	City of Edinburgh Council

### Panel members

David Leslie	Chair – City of Edinburgh Council	Karen Stevenson	Secretariat, City of Edinburgh Council
Richard Rodger	The Cockburn Association	Ian Stewart	EAA
Hugh Crawford	RTPI in Scotland	Donald Canavan	EAA
Bob Bainsfair	Landscape Institute Scotland	Gloria Lo	EAA
Andrew MacIver	Napier University	Dr Ola Uduku	ESALA
Johnny Cadell	Architecture + Design Scotland	Mairi Creanor	Police Scotland
James Morgan	Heriot Watt University		

### Apologies

Ian Thomson	Historic Scotland
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### Observers

Stuart Ward	Police Scotland
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## Executive Summary

The proposal for review is for housing development of approximately 700-980 units with employment uses and a new primary school. The site is a proposed housing development allocation (HSG32) and indicative school proposals site (SCH10), set out in the Edinburgh Local Development Plan- Second Proposed Plan, currently under examination by Scottish Ministers.

The Panel welcomes the opportunity to review the proposal at this early stage of the design development process. The Panel supported the general approach set out in the masterplan development report and considered this site, whilst challenging, offered an opportunity to provide a positive contribution to South Queensferry.

It is noted that the proposals are at an early stage of development and recommendations are made for developing the masterplan in more detail. These include setting a clear vision for the development, continued community involvement, consideration of options for Builyeon Road and Echline junctions to maximise connectivity with the existing settlement and the opportunity to establish a new centre with facilities and a 'heart' for the site. Further recommendations are for the design to address a street hierarchy, the amenity of these new streets, opportunities for landscape and open space and technical requirements for noise attenuation.

## Main Report

### 1 Introduction

1.1 The proposed site comprises approximately 39.8 hectares of agricultural land on the south western boundary of South Queensferry, Edinburgh. The site is bounded to the east by the A90, to the north by the A904 Builyeon Road and the existing settlement area of South Queensferry, and to the west and south by the new approach road to the Queensferry Crossing. Beyond the new road to the south lie the Dundas Home Farm and Dundas Castle beyond. South Queensferry town centre and the Firth of Forth shoreline lie around 1km to the north east of the site.

1.2 The site comprises a proposed housing development allocation of approximately 700-980 units (HSG32) and indicative school proposals site (SCH10), set out in the Edinburgh Local Development Plan (ELDP) Second Proposed Plan, currently under examination by

Scottish Ministers. Development principles for the site are set out on page 70 of the ELDP. These principles comprise areas illustrated on the site plan for housing, other development opportunities, street improvement and frontage, commercial/ retail opportunities, vehicular access, proposed school, junction improvements. Green network principles include new woodland to form landscape buffer to the new approach road for the Queensferry Crossing, existing and new footpath/ cyclepath routes.

- 1.3 The site lies within the Greenbelt as defined in the Rural West Edinburgh Local Plan, 2006. The site also lies within the Historic Design Landscape for Dundas Castle.
- 1.4 Further housing development sites are allocated in the ELDP to the north and east of the site at Springfield and South Scotstoun.
- 1.5 A *Queensferry Place Making Exercise* using the Scottish Government's Place Standard took place in August 2015. The events were facilitated by the City of Edinburgh Council and the Scottish Government/ Architecture + Design Scotland and supported by Queensferry Community Council and *Queensferry Ambition*, the Business Improvement District Company. Initial findings from the exercise have been shared with the developer for this site. Further events and analysis are expected before the findings are formally reported.
- 1.6 The developer is holding a further public consultation event in October 2015 as part of the pre-application consultation process.
- 1.7 The developer has prepared two concept masterplans for consideration by the Panel. One takes account of a BP pipeline which is understood to traverse the site along the southern boundary and the other does not. The exact location of the pipeline has not been established at this time.
- 1.8 The proposal will respond to a number of themes set out as Key Strategies. The main themes set out that the masterplan will establish a sense of place and a green heart, ensure there is improved connectivity for the site, reduce traffic dominance, change the character of Builyeon Road, establish new green space for landscape and ecology and improved way finding.
- 1.9 The strategy plan sets out where these key strategies would apply to the site. The Strategy Plan defines the proposed pedestrian connectivity, proposals for parks/ green nodes, employment sites, location for the school, improvements for the roads and access. SUDS are located in the south east corner of the site utilising features established by Transport Scotland as part of the road construction proposals. The proposals also establish site specific responses to the Queensferry Place Making Exercise.
- 1.10 In detail the concept masterplan locates higher density of 40 units/ ha (flatted) housing development to the northern part of the site and lower density of 30 units/ha areas to the south. A landscape buffer is proposed to the southern edge of the site to create a buffer to the new approach road for the Queensferry Crossing. The development sites are set around a gridded street network with access points onto Builyeon Road that allow pedestrian connections into the existing housing areas on the north side.
- 1.11 This is the first time that the proposals have been reviewed.
- 1.12 A declaration of interest was made by Architecture + Design Scotland in relation to their involvement in the Queensferry Place making event led by the Council.
- 1.13 This report should be read in conjunction with the pre meeting papers which provide two concept masterplans supported with details on the analysis and strategy approach.
- 1.14 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 who are represented at the Panel forming a differing view about the proposals at a later stage.

## **The Panel's View**

### **2 Concept Masterplan, Community involvement and Presentation**

- 2.1 The Panel commended the overall approach and acknowledged that it was a complex site to masterplan but that it offered an opportunity to address the uniqueness of the site and address past failures through this development proposal. It was acknowledged that there was a considerable amount of work required to bring the proposal to life, creating both vitality and a role for the whole area.
- 2.2 The Panel agreed that the proposal must set out a clear vision that would set out the type of place that will be created and this is not apparent as currently presented. There was potential for the masterplan to bring forward a unique solution that would present a new role for the site, rather than suburban extension, with a defined character for the new development. Combining the school and other facilities could provide a 'heart' and 'sense of place' to the development and provide the link to the existing estate to the north.
- 2.3 The Panel would encourage the team to ensure they continue the involvement with the Community Council and other community groups. The proposals should be explicit in addressing the key issues that have come forward from the *Queensferry Place Making Exercise* and may require further statistical analysis to support the findings.
- 2.4 The Panel recognised that there could be a risk of a detrimental impact on the town from the significant increase in its population – up to 2500 people or 30% increase to the town as a whole. The size of the project needs to be approached as the development of a new urban quarter rather than simply a suburban extension. The Panel commented that development of this scale may imply a wider consideration of the town's services. The development proposals should ensure that proposals for commercial and other uses complement the recognised town centre core.
- 2.5 How the masterplan is presented will be a key part of being able to convey the concept that is being developed for the site. The constraints and limitations of the site should ideally be utilised and tested through a range of options and ideas.
- 2.6 The masterplan concept must be to show the site in context with South Queensferry and to understand how the existing town works in order for the site masterplan to be developed. The mapping of community needs based on the information and feedback provided from the community consultations will be a significant part of the detail required to inform the masterplan.

### **3 Transport issues including Site Connectivity and Builyeon Road**

- 3.1 The Panel commented that South Queensferry currently suffers from a lack of connectivity and also remarked on the relative isolation of the Builyeon Road site. The Panel noted that there will be long distances for pedestrians to walk into both the town centre and the closest railway station at Dalmeny. The Panel also queried whether the proposed linkage to the north would be strong enough to provide effective connectivity to the town centre and the Firth of Forth shoreline.
- 3.2 The Panel accepted that it was perhaps inevitable that this development would be more car dependent due to its location. However, the proposal should nevertheless demonstrate how the development will connect with strategic cycle and pedestrian networks.
- 3.3 The Panel commented on the significance of Builyeon Road, in that this would become a principal approach to South Queensferry in the future, once the new Queensferry Crossing and A90 approach road have become fully operational. The treatment of Builyeon Road, was unanimously considered by the Panel to be key to the development of this project. They also noted the difficulties and constraints of the current layout to the Echline junction to the east of the site. The Panel felt that a radical approach could be

taken to divert the existing Builyeon Road alignment either into the site or sink the road and urged the team to work with the Council in developing options. Such a proposal could make the street more pedestrian friendly, but perhaps more importantly present an opportunity to establish better links with the existing town and ensure that it knits the communities together.

3.4 The Panel commented that the proposed junction arrangements on the length of Builyeon Road corridor appeared awkward, with a mix of junction types, which may not assist pedestrian permeability. The Panel considered an option could be to use compact roundabout designs as they are more pedestrian friendly.

3.5 There was an opportunity to establish a road pattern and layout that would reinforce the connections with the communities to the north and at the same time create a heart to the development. Creating a road hierarchy would be an essential part of the masterplan and could be reinforced by looking at the site layout and design from a pedestrian perspective. The strategy for green/ public spaces should influence the whole layout of the site and not simply focus of the landscape strips to linear edge of the development. Particular attention should also be paid to the design of key nodes, to ensure these are reinforced as destinations as part of the green space strategy and do not become dominated by transportation requirements.

#### **4 Technical and Safety issues**

4.1 Noise and disruption from the road infrastructure around the site could present a considerable impact for the new residential development. Any technical solutions such as landscape buffer strips should be considered in the wider public space and landscape context for the site, creating opportunities to create usable and functional landscaping assets for the area. The oil pipeline restrictions should be used as an opportunity to improve the landscape and natural heritage of the site.

4.2 There was caution expressed by the Panel, given the crime profile in the area regarding the layout and connections established. Therefore the Panel welcome the adoption of secure by design.

#### **5 Commercial Development and Community Facilities**

5.1 The Panel expressed some concern that the proposed development could be a large mono-use of residential and given its size, needed to include a level of commercial development and community facilities.

5.2 The Panel was split in its view regarding the best way to address improvements and a sense of place to Builyeon Road and the potential for siting commercial development by either creating hubs or creating a new high street. It was also suggested that a sense of place could be created through a single cluster towards the centre of the site to integrate the proposed Primary School.

#### **6 Recommendations**

6.1 The Panel advocates that there is an opportunity for the masterplan development proposals to make a positive contribution to South Queensferry.

6.2 In developing the proposals the Panel suggests the following matters should be addressed:

- A clear vision for the site must be envisaged through the masterplan to establish strong placemaking objectives
- Development of this scale may require a wider consideration of the town's services.
- The presentation of the masterplan is critical and must be considered in the context of the wider South Queensferry settlement and strategic connections to pedestrian and cycle networks.