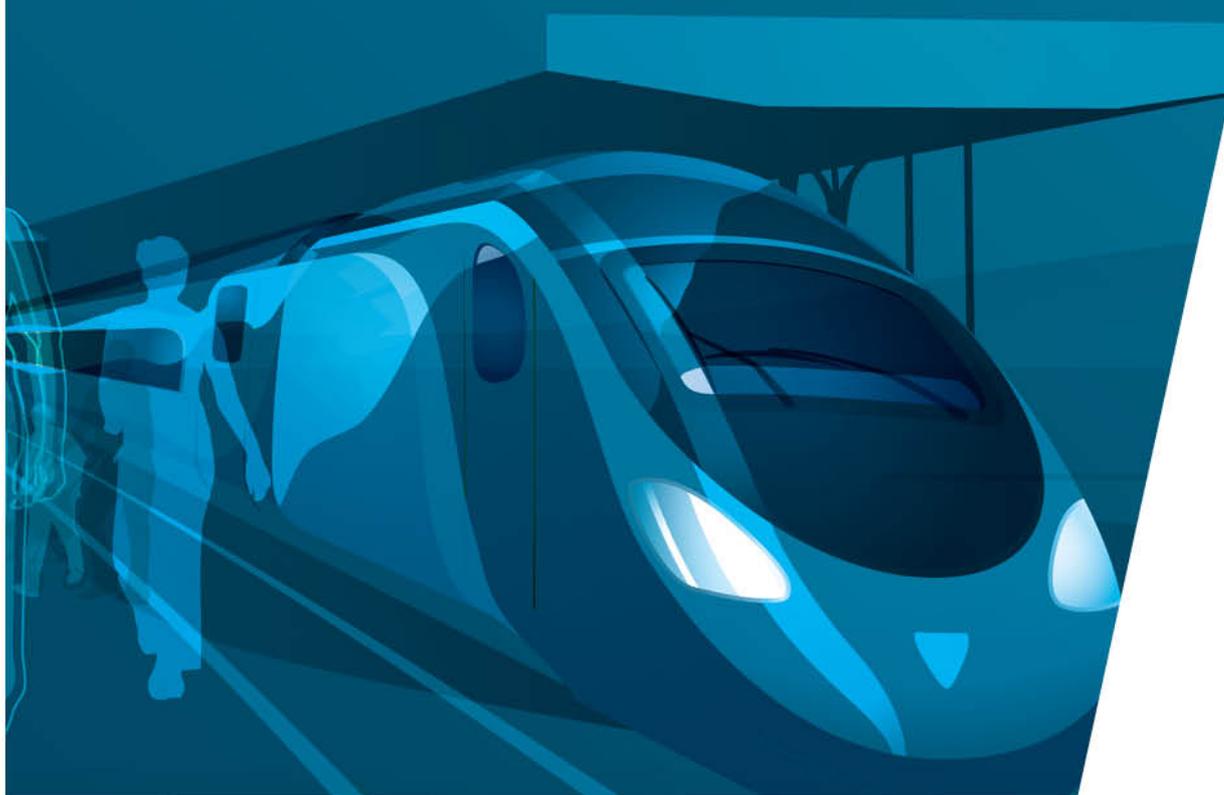


Pre-Application Consultation Report

Forth Bridge Experience, Queensferry

Document Reference: 2014/010/PS/CR

Date: August 2019



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1 Introduction

- 1.1 This Pre-Application Consultation Report has been prepared by Network Rail in support of Planning Permission (PP) and Marine Licence (ML) applications for:
“Reception centre and bridge access system with associated car parking, landscaping and servicing and alterations to existing pedestrian and vehicular access The Forth Bridge, the Property known as 'The Forts', Land to the South of Hawes Brae and to the North of Station Road, South Queensferry”.
- 1.2 The proposed development is a ‘major’ development as defined by the Town & Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. Planning legislation requires that pre-application consultation is undertaken for major development and that a report detailing this process is submitted to accompany the planning application.
- 1.3 Furthermore, the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 states that marine licensable activities subject to pre-application consultation include *“the construction in or over the sea or on or under the seabed of a bridge, causeway or walkway over 50 metres in length”.*

2 Legal Requirements

The Planning Etc. (Scotland) Act 2006

- 2.1 The Planning Etc. (Scotland) Act 2006 introduces mandatory pre-application consultation for all national and major planning applications. The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 sets out what is required for major developments.
- 2.2 Within this context, the following information is confirmed:
- The 'proposal of application notice' was submitted on the 16th May 2019.
 - The planning application has been submitted after the minimum 12 weeks have elapsed.
 - A copy of the 'Proposal of Application Notice' submission and acknowledgement can be found at Appendix 1.
 - A copy of the Proposal of Application Notice was also sent to Queensferry and District Community Council.
 - Public drop-in events were held on the 11th June 2019 and the 18th July 2019.
 - Adverts were placed in the Queensferry Gazette and the Edinburgh Evening News on the 31st May 2019 and can be found at Appendix 2.

Marine (Scotland) Act 2010

- 2.3 The Marine (Scotland) Act 2010 provide that Scottish Ministers may prescribe, by regulations, that certain classes or descriptions of licensable marine activity are subject to the pre-application consultation procedure and, together with the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, set out what is required.
- 2.4 Within this context, the following is confirmed:
- One public event was held on the 18th July 2019;
 - Notification was sent to the following parties at least 6 weeks prior to the public event:
 - The Commissioners of Northern Lighthouses;
 - The Maritime and Coastguard Agency;
 - The Scottish Environment Protection Agency; and,
 - Scottish Natural Heritage.
 - An advert was placed in the Queensferry Gazette and the Edinburgh Evening News on the 31st May 2019 and can be found at Appendix 2.

3 Policy Background

Planning Advice Note 3/2010: Community Engagement

- 3.1 This Planning Advice Note (PAN) was published in 2010 by the Scottish Government and provides advice to communities on how they can get involved and advice to planning authorities and developers on ways of effectively engaging with communities on planning matters.
- 3.2 Paragraph 4 states that *“Early consultation provides an opportunity for prospective applicants to both ensure they are **better informed** about the community’s view of the proposed development and to **address these concerns where they can be tackled**” (own emphasis).*
- 3.3 Furthermore, Paragraph 44 states that *“as part of the pre-application consultation report, **applicants should set out how they have responded to the comments made, including whether, and in what way, the proposals have changed as a result of this consultation.** Whilst under no obligation to take onboard community views, or directly reflect them in any subsequent application, the proposals, if adjusted, should benefit from that engagement and assist the efficient consideration of applications once submitted” (own emphasis).*

4 Public Consultation

Public Drop-In Events

11th June 2019

- 4.1 There were approximately 150 attendees at the public drop-in event held on Tuesday 11th June 2019 between 3pm and 7pm at Orrocco Pier, High Street, South Queensferry.
- 4.2 There were 65 written feedback responses (Appendix 5) on the day which indicated clear support for the proposed development (78%).

18th July 2019

- 4.3 There were 47 attendees at the public drop-in event held on Thursday 18th July 2019 between 3pm and 7pm at Orrocco Pier, High Street, South Queensferry.
- 4.4 There were 20 written feedback responses on the day which also indicated clear support for the proposed development (85%).

Comments/Feedback

- 4.5 There was overwhelming support for the proposal at both the public events and positive feedback included the following:
- *“iconic structure, deserves public access”;*
 - *“fabulous idea”;*
 - *“great public attraction – fantastic for the area”;* and,
 - *“positive addition”.*
- 4.6 The feedback forms also collected a number of comments and issues which were raised by the public and these have been grouped together to give an indication of where the majority of concerns lie. Section 6 below describes how the proposals have responded to these issues.

Issue/comment	Public Event 1	Public Event 2	Total
Privacy for residents	2	1	3
Car Parking	18	2	20
Landscaping	4	0	4
Noise – during/after construction	5	0	5
Footpath design	8	1	9
Management of volume of visitors	13	1	14
Impact on the environment/bridge	13	1	14
Signage	6	0	6
Road congestion	12	0	12
Train Capacity	4	0	4

Community Council

- 4.7 A presentation was made to the Queensferry and District Community Council on the 29th May 2019. There were 5 members in attendance.
- Overall, they were welcoming of the proposal;
 - The Queensferry Heritage Trust and Friends of Ferry Glen are represented on the Community Council;

- Welcomed improvement and future maintenance of footpaths as part of the proposed development;
- Suggested that signposting for the development could be part of a wider improvement scheme for the whole of South Queensferry.

5 Additional Consultation

- 5.1 In addition to the statutory requirements a number of additional consultation approaches were undertaken. This included:
- A further advert in relation to the public consultation events placed in the Queensferry Gazette on the 7th June 2019. This advert had a more prominent position within the newspaper (Appendix 3).
 - A letter drop of Queensferry to draw attention to the public consultation events (Appendix 4).
- 5.2 A number of contacts and meetings with consultees and interested parties were also held:
- Urban Design Panel**
- 5.3 The proposals were presented to the City of Edinburgh Council's Urban Design Panel on the 24th April 2019. The Minutes of the Meeting are at Appendix 6.
- 5.4 This was a positive exercise and further influenced the design of the proposals. In particular, the Panel supported:
- The focus on maintaining visitor numbers at a manageable level;
 - Enabling and encouraging people to access the Forth Bridge Experience by rail, bicycle or on foot;
 - Improvements and extensions to surrounding footpaths;
 - Integrating rail travel into the Bridge Experience.
- 5.5 In developing the proposals, the Panel suggested further consideration should be given to:
- A bolder design for the Reception Centre;
 - Strong emphasis on landscape design, particularly in relation to site layout;
 - Use of 3-D visualisations to test the impact of design solutions on relevant views;
 - Ensuring all interventions are reversible;
 - A clear rationale for colour choices;
 - Effective traffic and carpark management;
 - A robust visitor booking system;
 - A thorough approach to security.
- 5.6 The accompanying Design & Access Statement demonstrates that a bolder design has been adopted. The new building takes a deliberately strong form in order to demonstrate some confidence and presence, whilst nevertheless remaining subservient to the much more dominant stone arches of the bridge approach viaduct. The building is overtly contemporary, while echoing the defensive organic structures on escarpments, islands and hilltops around the Firth of Forth as well as those of the gun emplacements immediately adjacent.
- 5.7 The Landscape Strategy and site layout strongly encourages walking, cycling and public transport through improved linkages with existing infrastructure. The proposed access and car park are designed in a manner to reduce traffic speeds and minimises

conflicts between cyclists, pedestrians and vehicles through separation, clear desire lines being followed and mix of materials. The coordinated approach to the paving, landscaping and street furniture allows visitors to easily read the layout and flow of the development and directs them towards the Reception Hub building whilst providing opportunities to enjoy the landscape framework as well as taking in different views of the Forth Bridge and Dalmeny Battery. It also seeks to enhance the setting of the proposed buildings and associated infrastructure through additional planting and includes for proper woodland management to create a robust and diverse landscape structure.

- 5.8 The planning submission also includes a number of 3-D visualisations that give a clear assessment of the proposed key views within and approaching the site.
- 5.9 All additions on the Listed Forth Bridge and Dalmeny Battery are reversible.
- 5.10 In relation to materials, new solid walls are proposed to be in smooth concrete to contrast with the stone bridge piers. An inner wall clad in perforated Corten steel sheet sits inside the outer concrete wall and access ramp. The importance of the views down on to the building from the bridge are acknowledged with the roofs generally sedum covered, with solar panels covering the roof of the inner core.
- 5.11 The accompanying Transport Statement provides a detailed explanation of the traffic and car park management and demonstrates that there will be enough spaces available for those travelling by car, minimising any potential impact of additional parking in surrounding streets. Furthermore, the impact of any development related vehicular trips will be negligible.
- 5.12 Information relating to the online booking system and security measures will be refined once an operator is on board and these details can be submitted at an appropriate later date.

Forth Bridges Forum

- 5.13 The Forth Bridges Forum is a Transport Scotland led management forum established to oversee a strategic approach to the operation and maintenance of the Forth Bridges. Network Rail is a representative on this Forum and has attended regular meetings to provide information and have discussion on the project. This Forum is supportive of the project as it will assist in the delivery of one of the key aims of the Forum, to promote the location of the bridges spanning the Firth of Forth as a unique tourist destination.

Forth Ports

- 5.14 A representative of the Commissioners of Northern Lighthouses attended the second public event and recommended that early consultation be undertaken with Forth Ports and this has now been carried out.

Ashburnham Loan Residents

- 5.15 A site meeting was held on the 26th August 2019 with 5 residents of the nearby Ashburnham Loan residential area. There was a site walkover and the proposals were explained in detail.
- 5.16 Issues discussed included the following:
 - Location and gradient of the new public footpath.
 - Interest in retention of specific mature trees close to the back gardens of properties.
 - Signage between village centre and station with a number of visitors to South Queensferry from the cruise ship getting lost while meeting was being held.

- Noise concerns from the footpath and the ramparts on the Hub building. Residents keen for the ramparts to be further away from their properties or removed from the design completely.
- Consideration of future proofing the project in terms of car parking.
- Parking concerns in resident streets – it was suggested that this can be partly addressed by signage directing visitors to the experience / making sure the postcode for the experience is correct, so that Satellite Navigation provides the correct directions.
- Consider fencing at bottom of footpath near location of new footbridge.
- Consider alignment of footpath near location of new footbridge.
- Consider vegetation planting in gap adjacent to house closest to the new building.
- General consensus view was that the existing footpath should be removed.

6 Response to Comments

- 6.1 The following points were discussed at the public consultation events and are responded to below:

Car Parking

- 6.2 There were concerns that would be insufficient car parking for the proposed development which would result in additional cars parking on Hawes Brae and the surrounding residential streets.
- 6.3 The accompanying Transport Statement justifies the number of car parking spaces and demonstrates that there will be enough spaces available for those travelling by car, minimising any potential impact of additional parking in surrounding streets. It is also worth noting that the number of vehicles will be closely managed with vehicles only allowed to enter the car park if they have been pre-booked onto the Forth Bridge Experience. Visitors will be able to use the car park for a time duration that enables them to enjoy the visitor experience and visit South Queensferry.

Management of Volume of Visitors

- 6.4 There were concerns expressed that the local area and infrastructure would be inundated by the proposed visitor numbers.
- 6.5 The capacity of the Bridge Walk will be limited to 3No groups an hour of around 15 people. Visitors will be required to pre-book tickets to visit the Forth Bridge Experience and allocated a time slot. It is therefore anticipated that visitor numbers will be evenly spread across the day and week. Furthermore, the proposals include enhancements to the local footpath network as well as close proximity to cycle and public transport networks which will result in the local infrastructure being able to accommodate this increase in activity.
- 6.6 Providing a new visitor facility for the Forth Bridge complies with national policy as well as the Management Plan and Tourism Strategy for the Bridge. A tourist facility of this nature will provide economic benefits for the local community.

Impact on the Environment/Bridge

- 6.7 There were concerns expressed in relation to whether the proposed development would be harmful to the World Heritage Site, Listed Buildings and Environmental designations.
- 6.8 The alterations are sensitively designed additions that are wholly reversible. The walkway and the Reception Hub are of a scale and character that minimise any potential impact on their setting. The proposals will therefore not have a detrimental effect on the WHS or Listed Building. The proposed development takes due consideration of the natural environment in which it is located, minimising impact and enhancing the biodiversity.

Road Congestion

- 6.9 A number of concerns were raised in relation to the impact of the proposal on the existing road network.
- 6.10 The accompanying Transport Statement demonstrates that the impact of any development related vehicular trips will be negligible. Furthermore, the proposed location and development approach are ideally suited in terms of access by walking, cycling and public transport. Indeed, the proposals seek to enhance the existing walking network within the local community.

Footpath Design

- 6.11 There were concerns expressed about the impact of the proposed new path from Dalmeny Station on privacy of neighbouring properties and required tree removal.
- 6.12 The proposed development will improve the public footpath network between Dalmeny Station and South Queensferry. A new footpath will be constructed from the end of Platform 1 at Dalmeny station which will follow the line of the existing footpath but further to the east. The existing footpath will be removed and planted, creating a wider green corridor between Ashburnham Gardens and the new footpath.

Signage

- 6.13 It is clear that there is a lack of signage within the area and visitors and it was reported that visitors often become disorientated in this locality.
- 6.14 This project will install signage to create a defined public footpath link between Dalmeny station, the visitor experience and Queensferry centre.

Noise

- 6.15 There were concerns from the local residents in relation to the increase in number of visitors to the local area and the potential for increased noise.
- 6.16 The proposal is compatible with surrounding uses and will not lead to significant increase in noise, disturbance and on-street activity at unsocial hours. The proposed building is approximately 24m from the closest neighbouring residential property boundary and there is substantial existing and proposed woodland planting in the intervening gap.

Landscaping

- 6.17 Concerns were raised in terms of removal of trees and the need for additional planting.
- 6.18 This proposal is accompanied by Landscape Proposals. Some trees will need to be removed to enable the construction of the Hub Building and associated infrastructure, but compensatory trees will also be planted. There will be high quality landscaping along throughout the development.

Train Capacity

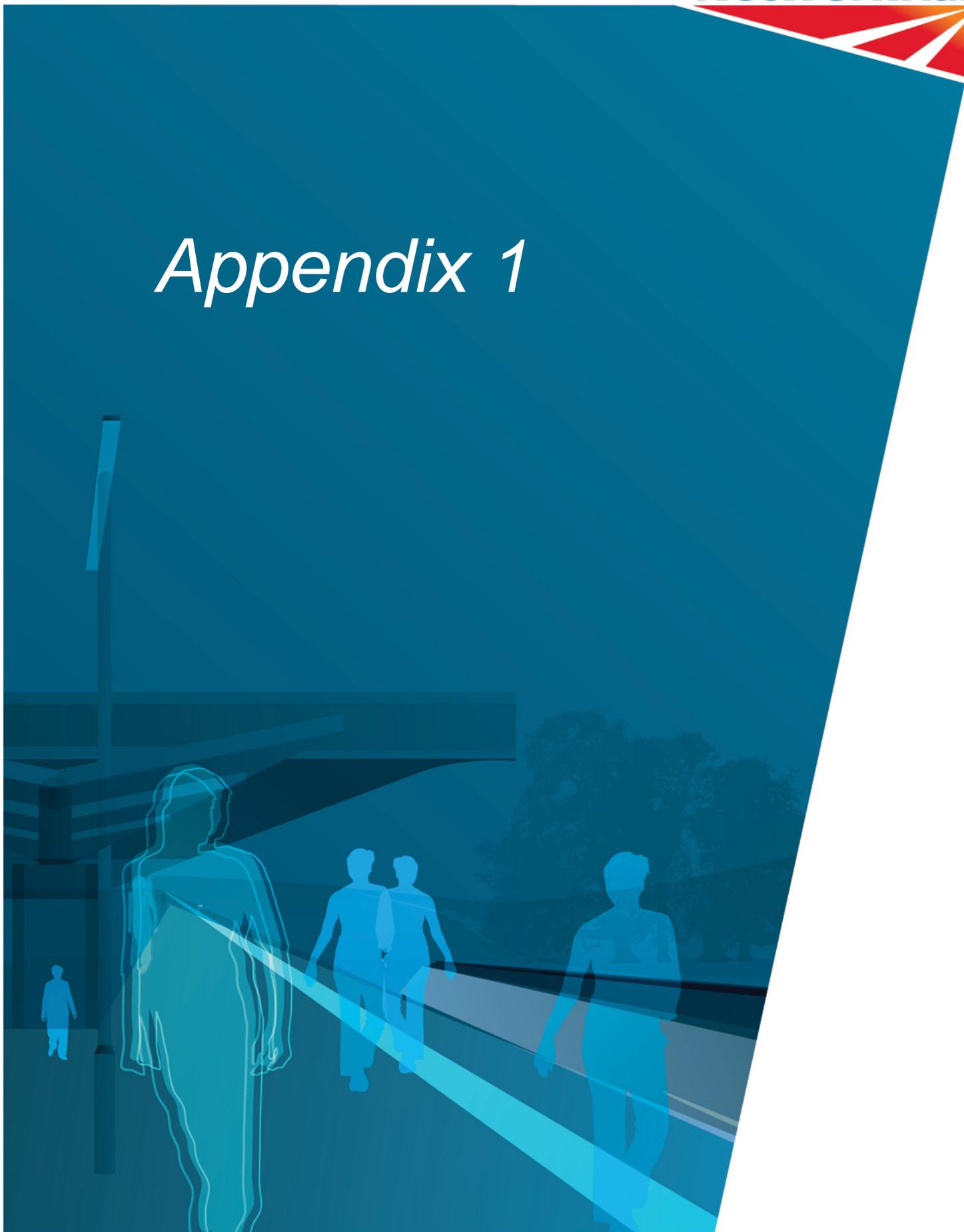
- 6.19 There was concern that the existing train service would not be able to cope with the increase in visitors to Dalmeny Station, particularly at peak times.
- 6.20 There is a frequent train service to/from Dalmeny and visitors will be encouraged to travel by train. It is anticipated that the majority of visitors will travel to the visitor experience outwith the busy peak periods, using cheaper off-peak fares and will be evenly spread throughout the day.

Privacy for Residents

- 6.21 There are a number of residents of the properties located in the north east corner of Ashburnham Loan who raised concerns relating to privacy.
- 6.22 The following action have been taken as part of the design process to maintain and respect the privacy of residents;
- The new public footpath will be constructed further away from the back gardens of properties in Ashburnham Gardens than the existing public footpath and additional planting will be introduced in the intervening gap.
 - Mature trees will be maintained as much as possible around the site of the new Hub building to provide natural screening.

- An existing up and over footbridge on the existing footpath will be removed and replaced with a lower footbridge further away from Ashburnham Gardens.
- The walkway on the roof of the new building is designed so visitors will be walking up to the bridge and facing east towards the bridge and away from neighbouring properties. The proposed building is approximately 24m from the closest neighbouring residential property boundary. There is unlikely to be privacy issues due to the height, distance and position of the proposed building, the closest and most visible neighbouring structure being a garage and that there is substantial existing and proposed woodland planting in the intervening gap.

Appendix 1



Proposal of Application Notice

(to be completed in respect of national and major categories of development)

Under the Town & Country Planning (Scotland) Act 1997 as amended by the Planning Etc (Scotland) Act 2006

The planning authority will respond within 21 days of receiving the Notice. It will advise whether the proposed Pre-Application Consultation is satisfactory or if additional notification and consultation above the statutory minimum is required. The minimum consultation activity includes consultation with the relevant community council(s), the holding of one public event and its advertisement in a local newspaper.

1	APPLICANT'S DETAILS	<i>NAME</i> _____ Nicola Slaven
		<i>ADDRESS</i> _____ Network Rail Infrastructure Limited
		_____ 151 St Vincent Street
		_____ Glasgow
		<i>POSTCODE</i> _____ G2 5NW
		<i>TELEPHONE</i> _____ 0771 3302331
		<i>EMAIL</i> _____ nicola.slaven@networkrail.co.uk
<p><i>Please tick the box if the applicant is an Elected Member, or an officer involved in the planning process, of City of Edinburgh Council, or is a partner/close friend/relative of either</i> <input type="checkbox"/></p>		

2	AGENT'S DETAILS <i>(if applicable)</i>	<i>NAME</i> _____
		<i>ADDRESS</i> _____

		<i>POSTCODE</i> _____
		<i>TELEPHONE</i> _____
		<i>EMAIL</i> _____
<p><i>Please tick the box if the applicant is an Elected Member, or an officer involved in the planning process, of City of Edinburgh Council, or is a partner/close friend/relative of either</i> <input type="checkbox"/></p>		

3	ADDRESS OR LOCATION OF PROPOSED DEVELOPMENT
	Please state the postal address of the prospective development site. If there is no postal address, describe its location. Please outline the site on an OS base plan and attach it to this completed Notice.
	The Forth Rail Bridge, the Property known as 'The Forts', Land to the South of Hawes Brae and to the North of Station Road, South Queensferry.

4 Describe in general terms the development to be carried out. Outline its characteristics.

Proposed development of reception centre and bridge access system with associated car parking, landscaping and servicing and alterations to existing pedestrian and vehicular access.

State what type of planning permission this PAN will relate to (please tick):

Full Planning Permission

Planning Permission in Principle

Approval of Matters specified in Conditions

State Class: National

Major

5 State which other parties have received a copy of this Proposal of Application Notice.

Community Council(s)

Queensferry Community Council

Date Notice served

16/05/19

Any other parties

Date Notice served

6 Please give details of proposed consultation.

Proposed Public Event

Venue

Date and Time

Drop-In Event Orocco Pier, 17 The High Street, South Queensferry 11th June 2019, 3pm-7pm

Drop-in Event Orrocco Pier, 17 The High Street, South Queensferry 18th July 2019, 3pm-7pm

Proposed newspaper advert date

31st May 2019

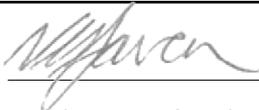
Where published

Queensferry Gazette

Details of any other consultation methods (date,time and with whom)

Meetings with local interest groups, tbc

Signature

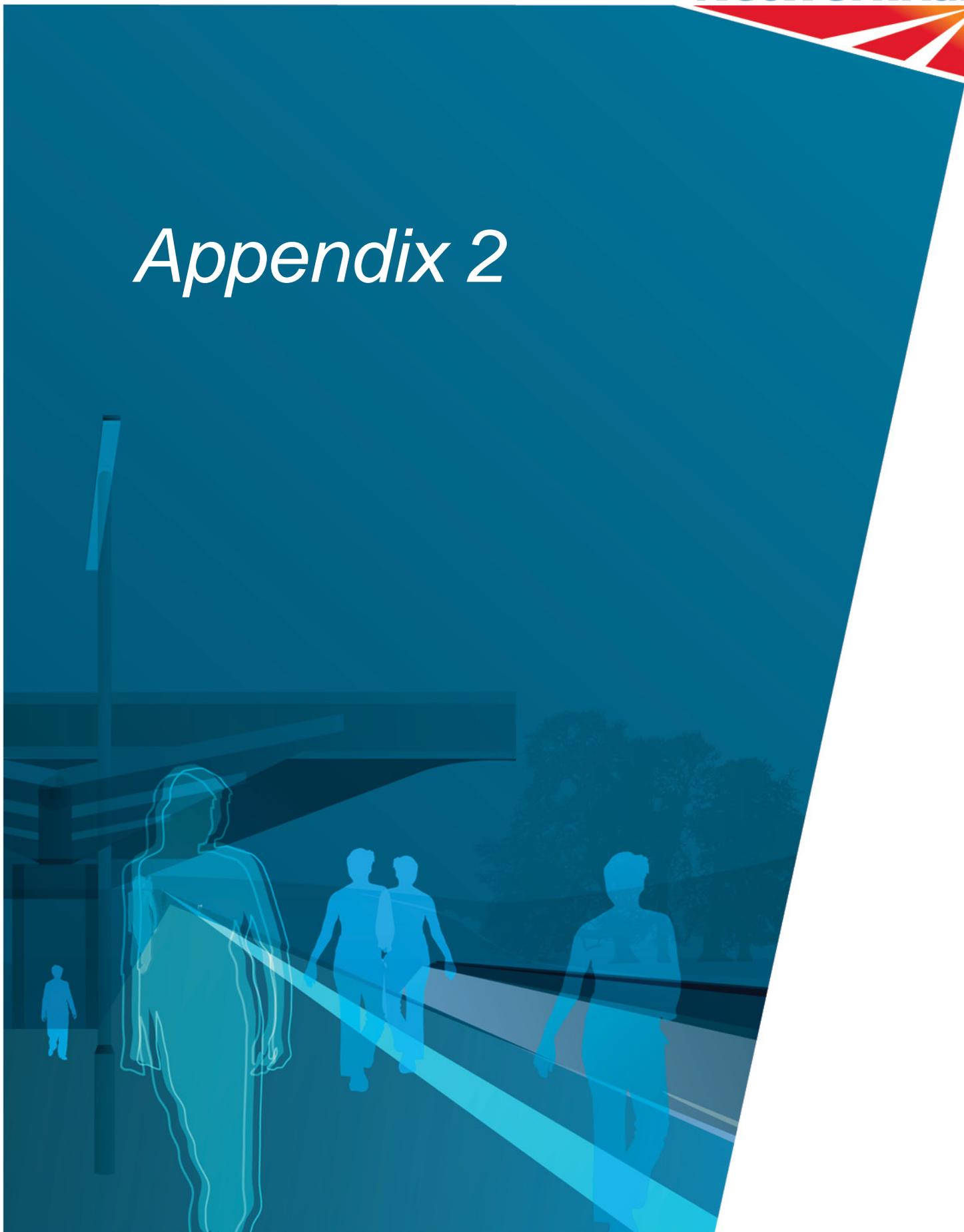


Date

16/05/19

(A planning application for this development cannot be submitted less than 12 weeks from the date the Proposal of Application Notice is received and without the statutory requirements having been undertaken. The application must be accompanied by the Pre-Application Consultation report)

Appendix 2



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FRIDAY, MAY 31, 2019

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ANDY SHIPLEY

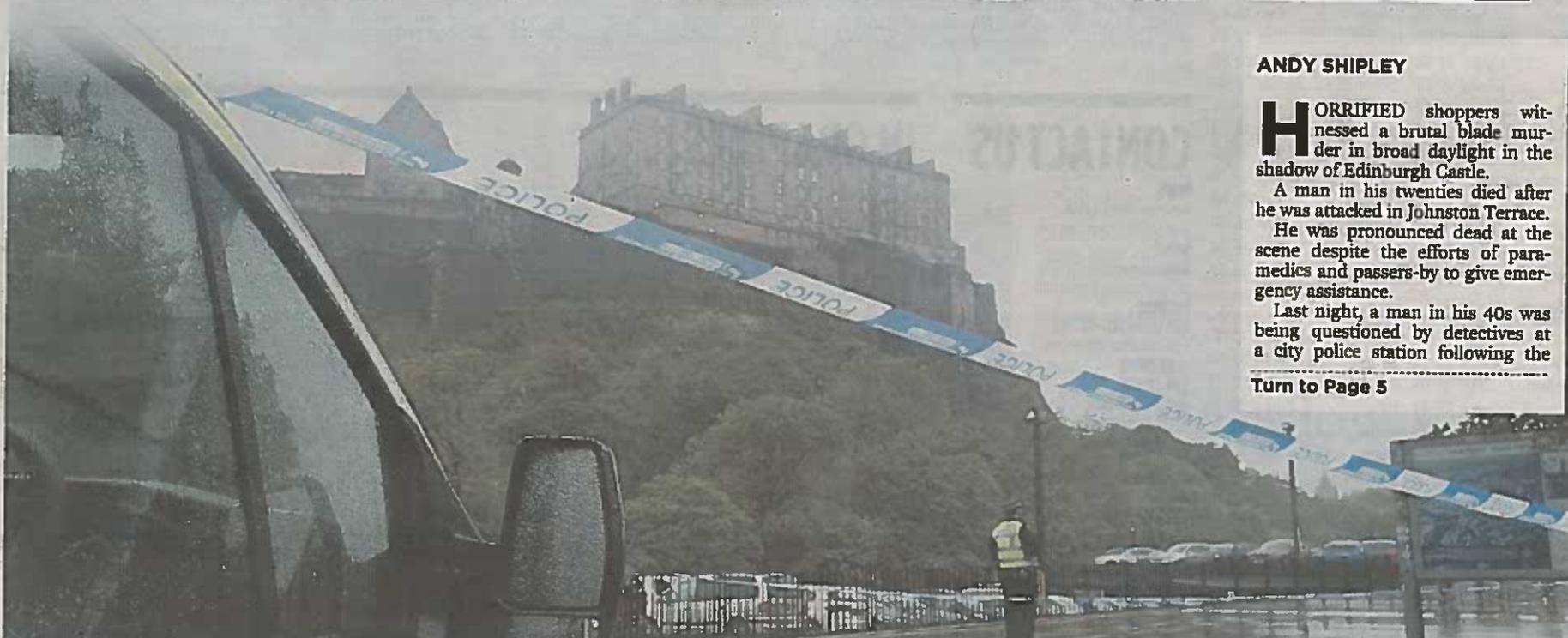
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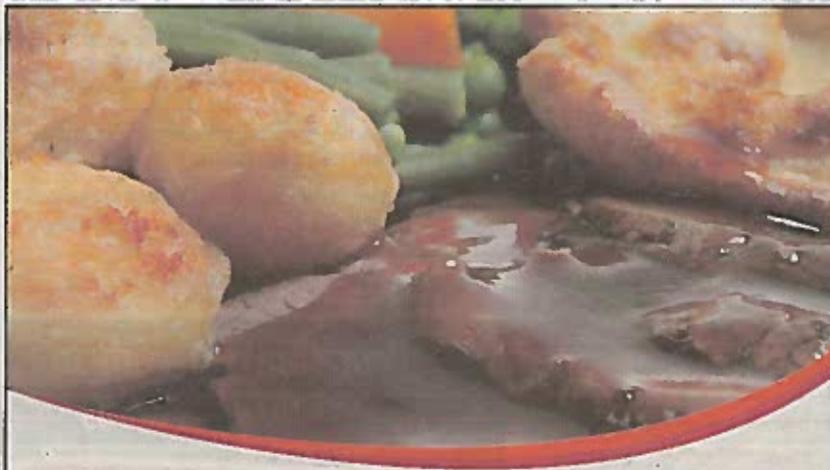
Last night, a man in his 40s was being questioned by detectives at a city police station following the

Turn to Page 5



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PUBLIC NOTICES

PUBLIC NOTICES

PUBLIC EVENT ADVERTISEMENT TEMPLATE (responsibility of the prospective applicant)
Town and County Planning (Scotland) Act 1997 as amended by The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 (Regulation 7(2)(b))
PRE-APPLICATION PUBLIC EVENT

Proposal: Proposed development of reception centre and bridge access system with associated car parking, landscaping and servicing and alterations to existing pedestrian and vehicular access.

Location: The Forth Rail Bridge, the property known as "The Forts" Land to the south of Hawes Brae and to the North of Station Road, South Queensferry.

A: Public Walk in Exhibition
Will take place on: 11th June 2019 and 18th July 2019 at 3pm to 7pm

At: Orocco Pier, 17 The High Street, South Queensferry.

Further information relating to these proposals may be obtained from:
nicola.slaven@networkrail.co.uk
If you wish to make comments on the proposals you may do so at the above event and/or in writing to nicola.slaven@networkrail.co.uk or Network Rail, 151 St Vincent Street, Glasgow G2 5NW and no later than 1st August 2019

Please note that all comments must be sent to the above address and are not representations to City of Edinburgh Council. An opportunity to make representations to the Council will exist when a formal application is made.

The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013
This is to notify that Network Rail propose to develop a bridge access system on the Forth Rail Bridge. Further information can be obtained from nicola.slaven@networkrail.co.uk or Nicola Slaven, Network Rail, 151 St Vincent Street, Glasgow G2 5NW. A pre-application consultation event will be held on 18th July 2019, 3pm to 7pm at Orocco Pier, 17 The High Street, South Queensferry. If you wish to make comments on the proposals you may do so at the above event and/or in writing to Nicola Slaven, as detailed above, and by 1st August 2019. Please note that all comments must be sent to the above address and are not representations to Marine Scotland Licensing Operations Team (MS-LOT). An opportunity to make representations to MS-LOT will exist when a formal application is made.

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Green Arrow will link capital and Linlithgow

See Page 7



Campus is on course

See Page 10

Families urged to make views known in exercise that will affect education provision in South Queensferry for years to come

People power will set schools template

- Resolution being rolled out in ongoing resources wrangle
- Key consultation will be launched next month with parents
- Council admits it is imperative due to scale of new housing

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PUBLIC NOTICES

PUBLIC NOTICES

PUBLIC EVENT ADVERTISEMENT TEMPLATE (responsibility of the prospective applicant)

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Proposal: Proposed development of reception centre and bridge access system with associated car parking, landscaping and servicing and alterations to existing pedestrian and vehicular access.

Location: The Forth Rail Bridge, the property known as 'The Forts' Land to the south of Hawes Brae and to the North of Station Road, South Queensferry

A: Public Walk in Exhibition

Will take place on: 11th June 2019 and 18th July 2019 at 3pm to 7pm

At: Orocco Pier, 17 The High Street, South Queensferry.

Further information relating to these proposals may be obtained from:
nicola.slaven@networkrail.co.uk

If you wish to make comments on the proposals you may do so at the above event and/or in writing to nicola.slaven@networkrail.co.uk or Network Rail, 151 St Vincent Street, Glasgow G2 5NW and no later than 1st August 2019

Please note that all comments must be sent to the above address and are not representations to City of Edinburgh Council. An opportunity to make representations to the Council will exist when a formal application is made.

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATIONS 2013



Notice of applications to be published.

You can view or comment on all planning applications on the planning portal at <https://planning.westlothian.gov.uk> Alternatively, written comments can be made to Development Management, Civic Centre, Howden South Road, Livingston EH54 6FF.

All comments should be received no later than 14 days from the date of this notice or 21 days for Listed Buildings

PUBLIC NOTICES



Town and Country Planning (Scotland) Act 1997 Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997

Applications for planning permission listed below together with the plans and other documents submitted with them may be viewed at Development Services, Abbotsford House, Davids Loan, Falkirk FK2 7YZ between the hours of 9.00am and 5.00pm, Monday to Friday. Applications, other than applications for Hazardous Substances Consent, can be viewed on the Council's website: <http://eplanning.falkirk.gov.uk/online/> Free internet access is available in all Falkirk Council libraries.

Developments Advertised on behalf of the Planning Authority

Application No.	Location of Proposal	Description of Proposal
P/19/0340/FUL	Bo'ness Station Union Street Bo'ness EH51 9AQ	Extension to Railway Museum

Written comments may be made to the Director of Development Services at the above address, or may be submitted online through the website within 21 days of the date of publication of this notice.

Where the application has been the subject of Pre-Application Consultation in terms of Section 35A(1) of the Act, notwithstanding that comments may have been made to the applicant prior to the application being made, persons wishing to make representations in respect of the application should do so to the planning authority in the manner indicated in the notice.

Director of Development Services

The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013
This is to notify that Network Rail propose to develop a bridge access system on the Forth Rail Bridge. Further information can be obtained from nicola.slaven@networkrail.co.uk or Nicola Slaven, Network Rail, 151 St Vincent Street, Glasgow G2 5NW. A pre-application consultation event will be held on 18th July 2019, 3pm to 7pm at Orocco Pier, 17 The High Street, South Queensferry. If you wish to make comments on the proposals you may do so at the above event and/or in writing to Nicola Slaven, as detailed above, and by 1st August 2019. Please note that all comments must be sent to the above address and are not representations to Marine Scotland Licensing Operations Team (MS-LOT). An opportunity to make representations to MS-LOT will exist when a formal application is made.

JOB

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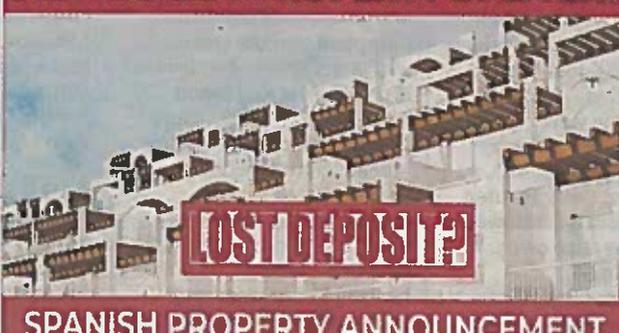
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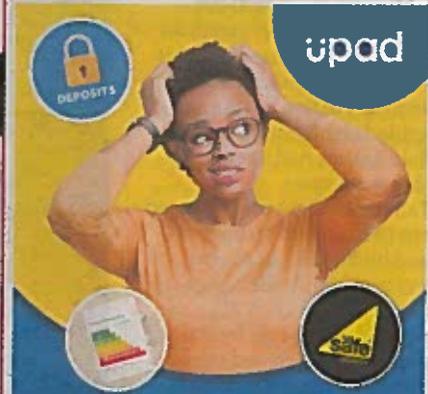
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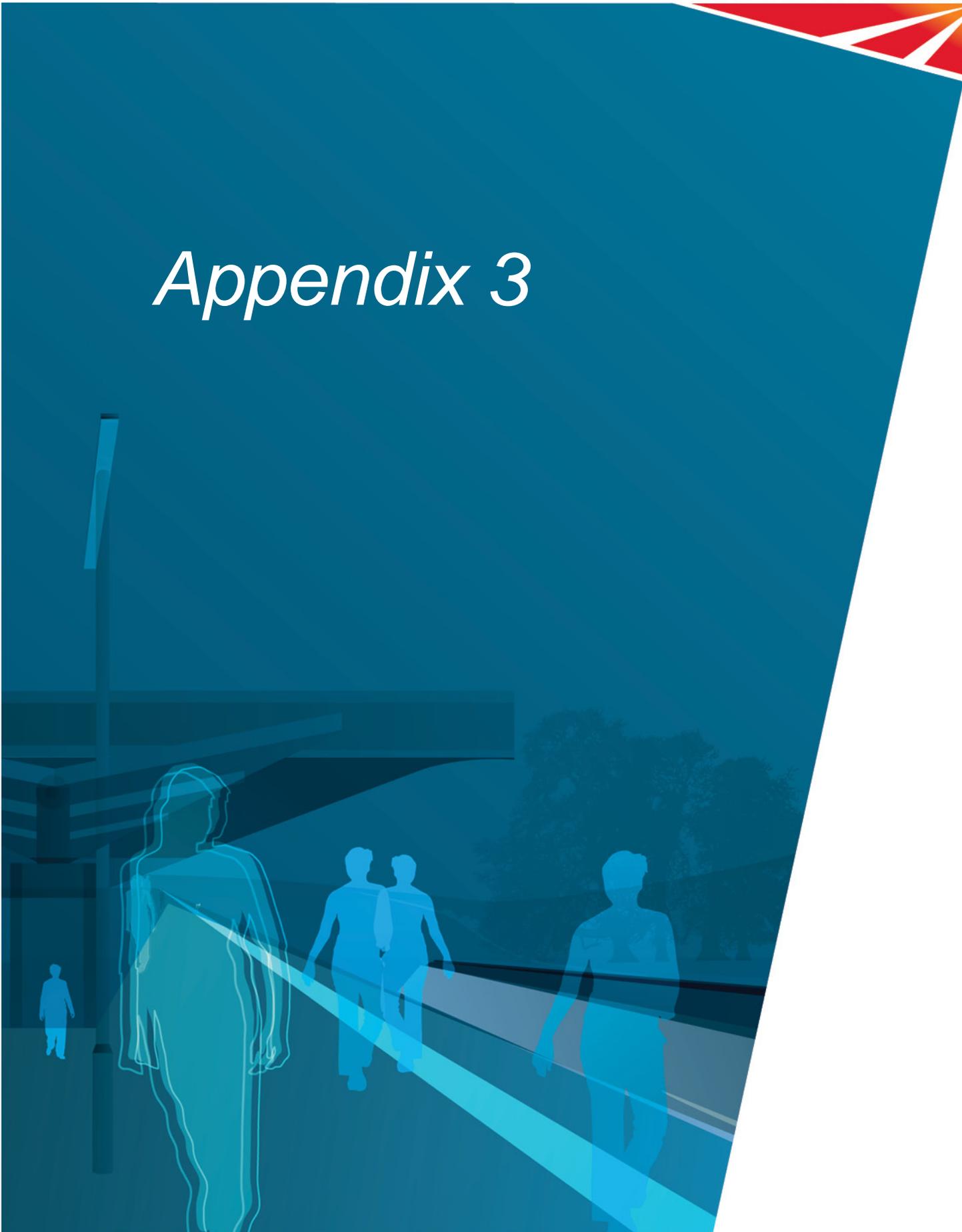
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VEHICLES WANTED

WANTED

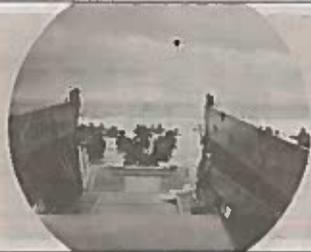
Appendix 3



Queensferry GAZETTE

EDITION OF THE LINLITHGOWSHIRE JOURNAL & GAZETTE

TRUSTED NEWS SINCE 1878



*D-Day memories of
Juno Beach re-lived*

See Page 6



*Choir's
French
triumph*

See Page 11

People power triumphs in South Queensferry but wrangle continues over bill for crucial road safety measure near school

Campaign leads to crossing cash at last

● Concerned parents have road safety wish granted on key route

● City of Edinburgh Council ups funding to complete shortfall

● Failure to pay share leads to criticism of Transport Scotland



For more see page 10

The busy stretch in the shadow of the iconic bridges has been the focus of an impassioned community campaign in South Queensferry since last year

National barriers simply slipped away when choirs with roots in rugby raised the roof at concert held across the channel

Choir's latest triumph has been in France

By CLARE GRANT

Email: editorial@journalandgazette.co.uk
Twitter: @JournandGaz

Linlithgow Rugby Club's Male Voice Choir has honoured the Auld Alliance on a trip to France by teaming up with Gallic counterparts.

The group travelled to the majestic Gironde region and were united in song with singers affiliated to the Stade Langonnaise rugby club.

Together they held a church-based concert, which saw them sing their respective national anthems togeth-

er plus 'Auld Lang Syne' with a chorus in French.

Choir chairman Chris Thomas said: "The welcome and hospitality from our hosts was truly outstanding and whilst the concert was the highlight. We also enjoyed two civic receptions and visits to Arcachon, Saint-Emilion and the city of Bordeaux

"Visiting France was another marvellous experience in an incredibly busy nine months that have included hosting the Australian Welsh Male Voice Choir and joining other choirs for a Gala Festival at London's Royal Albert Hall.

"After a summer break we

will be resuming in August. New members are always very welcome – so if you enjoy singing, socialising and raising funds for good causes, why not come along and meet us?"

For further information on the choir call Chris on 07823 884802.

Meanwhile, the choir's next local performance is opening the Marches Music Concert on Friday, June 14, at 7pm in Linlithgow Academy.

Tickets are £8 and are available from The Line Gallery, Linlithgow High Street. Proceeds will go to Linlithgow Link and other local good causes.



The choir is seen here with accompanist Pamela Amatler during the recent visit to France

Infrastructure

Delay to housing plans

A proposed new housing development of around 200 houses on land near Whitecross will be delayed, it has emerged.

The status of the project changed after developers failed to agree the details of the contribution they will make to Falkirk Council.

The council's planning committee approved the application to build on land to the north of Crownland Farm last November.

Crucially this was subject to the satisfactory conclusion of a so-called Section 75 agree-

ment, which aims to cover infrastructure costs sparked by development.

Contributions from the developer would help pay for much-needed improvements to Lathallan Roundabout and Myrehead Road.

A financial contribution towards the cost of improving capacity at schools was also requested.

The schools in question were Whitecross Primary and Graeme High School.

And this was in addition to a request for a contribution towards maintaining and

improving open space and helping NHS Forth Valley accommodate the proposed increase in population.

Another condition was that 25 per cent of the houses be classed as affordable homes.

Councillors heard that negotiations surround the project were complex and the prospect of completing negotiations by May 21 was 'unrealistic' and were asked to extend the timescale.

Members agreed to extend the deadline until September 22, 2019.

Hospitality

Linlithgow hotel has been revamped

A popular Linlithgow hotel has been revamped at a cost of £120,000 in what is being seen as a boost for tourism and locals alike.

The West Port Hotel, whose structure dates back

Falkirk MP Martyn Day visited the premises to mark the re-opening and praised the finished effect as well as all the work they do for charity.

Following the visit, Mr Day said: "Thank you to all

New business has Linlithgow launch

A leading optical chain is officially launching its new business in Linlithgow on Saturday, March 15.

Specsavers opened within the town's Regent Centre last month with husband-and-wife Diana and Damien Kelly at the helm.

Diana said: "We're planning a party with some great

NetworkRail

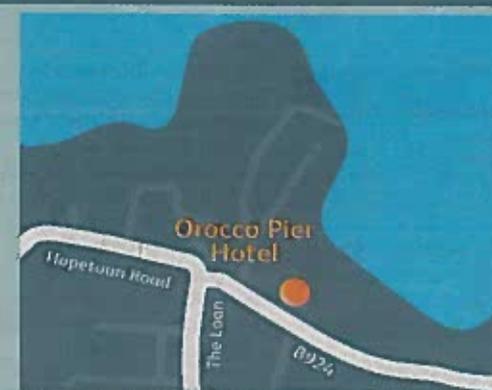
Forth Bridge Experience

As development works continues for the Forth Bridge Experience we are committed to keeping all interested parties informed and involved in the project's development.

Prior to submitting our planning application, we will be holding public drop-ins on 11th June and 18th July from 3pm–7pm at Orocco Pier, South Queensferry for interested parties to discuss the proposals with the project team and view plans and design.

Tuesday 11th
June 2019 and
Thursday 18th
July 2019, from
3pm–7pm

Orocco Pier Hotel
17 High Street
South Queensferry
EH30 9PP



If you would like more information, please contact 03457 11 41 41.

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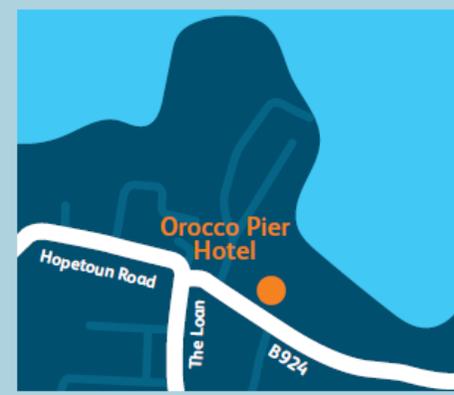
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17 High Street
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EH30 9PP



If you would like more information, please contact 03457 11 41 41.

The Forth Bridge Experience will create public access to a world class visitor experience. It will provide access to the Forth Bridge bridge-walk experience, reception hub and South Queensferry facilities.

THE FORTH BRIDGE EXPERIENCE
SOUTH QUEENSFERRY BRIDGE WALK AND RECEPTION HUB



The planning application for the Forth Bridge Experience will be submitted Summer 2019 and it is estimated that the venue should be open to the public in late 2021/Spring 2022.

A galvanised steel catwalk is proposed to be fitted to the eastern face of the masonry tower. The walkway on the bridge will be discreetly fitted; designed to be almost invisible from the shore.

THE FORTH BRIDGE EXPERIENCE
SOUTH QUEENSFERRY BRIDGE WALK AND RECEPTION HUB



The proposals have been revised over recent years. The original plans included a visitor facility in North Queensferry and South Queensferry. Network Rail are currently focussing on this bridge walk project, with the potential to develop a North Queensferry visitor attraction in the future.

The Forth Bridge Experience will create public access to a world class visitor experience. It will provide access to the Forth Bridge bridge-walk experience, reception hub and South Queensferry facilities.

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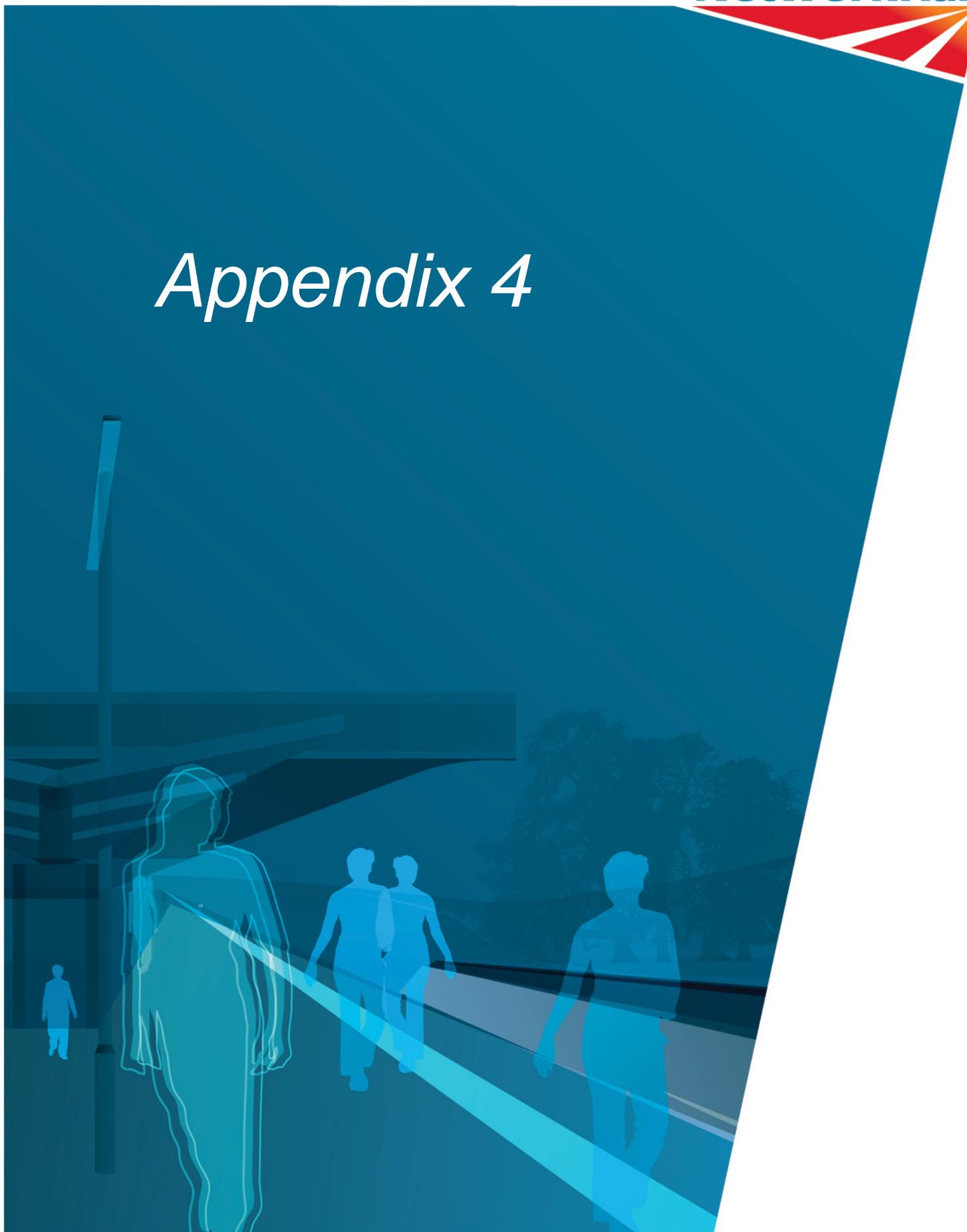
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The proposals have been revised over recent years. The original plans included a visitor facility in North Queensferry and South Queensferry. Network Rail are currently focussing on this bridge walk project, with the potential to develop a North Queensferry visitor attraction in the future.

Appendix 4



151 St Vincent Street
Glasgow
G2 5NJ

5 June 2019

Dear Stakeholder

Network Rail: Forth Bridge Experience

As development works continues for the Forth Bridge Experience (FBE) we are committed to keeping all interested parties informed and involved in the project's development.

The FBE consists of two options, the south side bridge walk experience and the north side visitor centre and viewing platform. A Strategic Business Case (SBC) including recommendations for the first phase of development for the FBE has been completed and submitted to Transport Scotland.

Network Rail has now notified the City of Edinburgh Council of our proposal for the south side of the bridge as part of our ongoing engagement and prior to submitting a formal planning application. This will allow the Council to consider whether any specific elements of the proposal are not acceptable before further development work is undertaken. Once the Council have considered and returned with comments we would then submit a formal planning application (and application for other required permissions such as Listed Building consent). We expect to submit our planning application in August 2019.

Prior to submitting our planning application, we will be holding public drop-ins on 11th June and 18th July from 3pm-7pm at Orocco Pier, South Queensferry for interested parties to discuss the proposals with the project team and view plans and design.

As we progress this proposal your input will help inform the development. There will, of course, be stages where through the statutory processes you will be able to formally raise any concerns with the Council.

Yours sincerely

Dave Boyce

Senior Communications Manager

Appendix 5



Forth Bridge Experience – Feedback Form

Please tick the box below if you are content for your contact details to be shared with the Arup and Network Rail project team. This will allow Arup and Network Rail to respond to any specific questions and provide project updates.

Please take a moment to complete this Feedback Form. This provides you an opportunity to provide feedback on the Forth Bridge Experience (FBE) Project and the Public Drop-In Day.

- 1) Are you supportive of the planned FBE project? If No, please explain why.

Yes

No

- 2) How likely are you to visit the FBE project? If Unlikely or Very Unlikely please explain why.

Very Likely

Likely

Unlikely

Very Unlikely

- 3) How did you hear about the FBE Public Drop-In Day? If Other, please specify.

Local Newspaper

Word of mouth

Advert

Poster

Other

- 4) Did you find the event helpful in informing you about our proposals? If No, please explain why not.

Yes

No

- 5) Would you be interested in attending future Public Drop-In Days? If No, please explain why not.

Yes

No

- 6) Were our visuals and engagement tools clear and understandable? If No, please explain why not.

Yes

No

7) If you had any pre-existing issues or concerns in relation to the impacts that the FBE would create, have these issues or concerns been resolved by the information that you have seen or what you have been told today? If No, please explain why not.

Yes

No

No Comment

8) At future Public Drop-In Days, would you like to see any changes from the event you have seen today?

9) Please use the space below to provide any other additional comments about today's Public Drop-In Day or about our proposals for FBE?

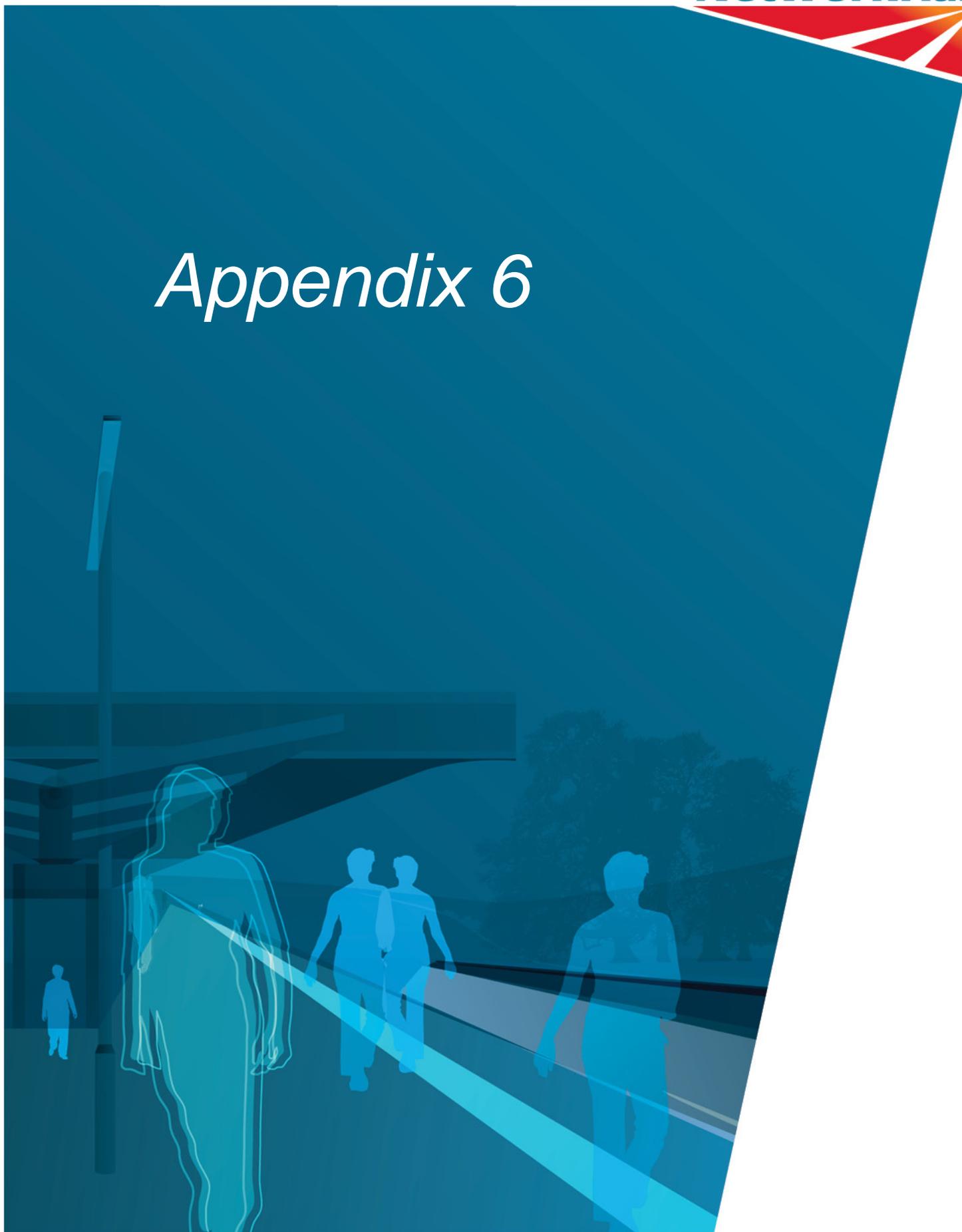
Please provide your email address if you are happy for the Arup and Network Rail to contact you in relation to your specific questions and the FBE

Email: _____

Thank you for feedback on the FBE Project and the Public Drop-In Day.



Appendix 6



EDINBURGH URBAN DESIGN PANEL

Forth Bridge Experience

REPORT
of meeting held at the
City Chambers on 24
April 2019

Forth Bridge Experience

Nicola Slaven
Ian Heigh

Network Rail
Network Rail

William Tunnell
Mona Arndt
Jennifer Paton

WT Architecture
ARUP
City of Edinburgh Council

Panel members

David Leslie
James Garry
Kirsty Towler
Richard Llewellyn
Emily Peel Yates
Caroline Brown

Chair – City of Edinburgh Council
The Cockburn Association
RTPI
Napier University
Landscape Institute Scotland
Heriot Watt University

Kieran Gaffney
Ken Lochrie
Charles Strang
Chloe Porter
Samantha Campbell
Una Lee

EAA
EAA
EAA
Historic Environment Scotland
Police Scotland
Secretariat – City of Edinburgh Council

Apologies

ESALA

1 Recommendations

The Panel welcomes the opportunity to provide advice on the Forth Bridge Experience at this early stage in the design process. The Panel recognises the educational and cultural benefits of enabling people to connect with bridge. This an exciting project on an interesting scale, with potential to attract large numbers of visits.

In particular, the Panel supports:

- The focus on maintaining visitor numbers at a manageable level;
- Enabling and encouraging people to access the Forth Bridge Experience by rail, bicycle or on foot;
- Improvements and extensions to surrounding footpaths;
- Integrating rail travel into the Bridge Experience.

In developing the proposals, the Panel suggests further consideration should be given to:

- A bolder design for the Reception Centre;
- Strong emphasis on landscape design, particularly in relation to site layout;
- Use of 3-D visualisations to test the impact of design solutions on relevant views;
- Ensuring all interventions are reversible;
- A clear rationale for colour choices;
- Effective traffic and carpark management;
- A robust visitor booking system;
- A thorough approach to security.

2 Planning Context

Site Description

The site lies under the Forth Road Bridge. The Forth Bridge is a statutory category-A listed building. The bridge is 2.5 km long and 110m high cantilever bridge completed in 1890.

UNESCO inscribed the Forth Bridge as a World Heritage Site on 5 July 2015, it has a Statement of Outstanding Universal Value and a Management Plan. Network Rail, the applicant, owns the Forth Bridge and is responsible for its operation and maintenance, but wider World Heritage issues are coordinated by the Forth Bridges Forum.

The application site is accessed off Hawes Brae (B924) and will incorporate Fort House, currently a residential dwelling with category-A gun emplacements within its curtilage. The area under the bridges formally had industrial uses and is hard cored over and currently secure fenced. Electricity substations sit at the foot of the bridge piers.

Planning Policy

In the Edinburgh Local Development Plan (LDP), the part of the site to the west of the bridge is allocated as open-space ENV 18, it is also designated as a Special Landscape Area, policy ENV 11. The land to the east of the bridge is designated as greenbelt, policy ENV 10 is relevant.

Policy ENV1 Development within a World Heritage Site and ENV3 Development affecting the setting of a listed building.

The site is within the Queensferry Conservation Area where policies ENV 5 and ENV 6 apply. The shore area under the bridge is within the Firth of Forth Natura 2000 site and SSSI, policies ENV 13 and ENV 14 area relevant. It is designated as a Local Nature Conservation site, policy ENV 15. The site is adjacent to Dalmeny Historic Garden/designated landscape inventory NT 16488 77731, added 01/07/1987, policy ENV 7 applies.

Planning History

The applicant requested and EIA screen on 25 May 2017. There is no other relevant planning history to the site.

This report

No declarations of interest were noted.

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

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

3 Panel Comments

The Panel's detailed comments are as follows:

Accessibility

The Panel strongly supports the proposed emphasis on enabling and encouraging people to access the Forth Bridge Experience by rail, bicycle or on foot, in particular proposed improvements to the

pedestrian route from Dalmeny Station and Jacob's Ladder, and new paths leading to/from the shore – all of which will benefit the wider community. While the Panel accepts it will be necessary for some visitors to arrive by car or minibus, it encourages the integration of rail travel, as far as possible, into the Bridge Experience.

The Panel notes that the new carpark will be barrier-operated, with access restricted to private cars and mini-buses, excluding coaches. A strong focus on good traffic and carpark management, including staff parking, is needed to ensure the facility runs smoothly. It may be possible to locate coach parking near Hawes Pier.

Visitor management

The Panel notes that no more than 120 people, in eight groups, will be climbing the bridge at any one time, and that indoor facilities will be limited to a briefing room, changing rooms, and WCs. It highlights the importance of maintaining visitor numbers at a manageable level by operating a robust booking system focussed on attracting people who are sufficiently fit to undertake the bridge climb.

While it is acknowledged that a café could benefit visitors, particularly in cold or windy weather, it is likely that the absence of a café will help keep visitor numbers within manageable limits.

Site Layout

The Panel considers that the site layout lacks a coherent landscape design and is currently dominated by visitor parking. The proposed intervention within the Greenbelt (visitor carpark/vehicle access/turning circle) is the least satisfactory part of the design. Addressing these shortcomings should be a priority in taking forward the proposal.

Design concept

The Panel encourages a bolder design for the Reception Centre because the current proposal appears to turn its back on the bridge.

Some Panelists feel an opportunity has been missed to create a sense of arrival, such as a generous view of the bridge from the building. This could, for example, enable visitors to watch climbers in action. Alternatively, if absent from the building, the view could be part of the joy of climbing.

The Panel emphasises the importance of ensuring all interventions affecting the bridge are reversible.

Impact on setting

Although surrounded by sensitive designations, the Panel considers this setting capable of supporting a more visible intervention. Instead of hiding the building, the developer is encouraged to create good architecture that enhances the view from land, bridge and water.

SNH landscape visualisation standards should be used to demonstrate impact from various viewpoints, including close-up views of facilities and infrastructure, e.g. from surrounding roadways. Analysis should also take account of the visual impact of 120 climbers on the bridge.

Colour

The Panel recommends submission of a clear rationale for the choice of colour for new infrastructure and climbing wear. Suggestions vary, including:

- Making walkways match the colour of the existing bridge
- Painting new infrastructure a drab colour
- Using colour to achieve a clear contrast between new/existing infrastructure
- Making climbing suits match the colour of the existing bridge to ensure climbers “blend” with the structure and avoid an “ant-like” appearance.
- Bright yellow climbing suits.

Security

The Panel encourages a thorough approach to security, ensuring use of appropriate locks, bolts etc.

Network Rail
Kings Place
90 York Way
London
N1 9AG

www.networkrail.co.uk