

Planning Committee

10am Thursday 26 February 2015

Queensferry Conservation Area Character Appraisal Final Version

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| Item number | 8.1 |
| Report number | |
| Executive/routine | Executive |
| Wards | Almond |

Executive summary

The Queensferry Conservation Area Character Appraisal has been revised to reflect changing circumstances, community concerns and to produce a more user-friendly document.

The document has resulted from a programme of engagement with local community groups and individuals. Detailed comments, concerns and suggestions have been reflected in the final version, which is presented here for approval.

Two new areas of Queensferry were consulted on as potential extensions to the conservation area. Consultation feedback has informed the next steps to be taken in these areas and recommendations are presented here for approval.

Links

| | |
|---------------------------------|------------------|
| Coalition pledges | P40 |
| Council outcomes | CO19, CO23, CO26 |
| Single Outcome Agreement | SO4 |

Queensferry Conservation Area Character Appraisal Final Version

Recommendations

- 1.1 It is recommended that the Committee:
 - i. approves the attached final version of the Queensferry Conservation Area Character Appraisal; and
 - ii. approves the proposed conservation area extension in the Rosshill Terrace area.

Background

- 2.1 On 7 August 2014, the Planning Committee approved the revised Queensferry Conservation Area Character Appraisal in draft for consultation.

Main report

Consultation process and results

- 3.1 Consultation on the draft appraisal took place from 27 October to 1 December 2014. An exhibition in Queensferry Library ran from 27 October to 8 November. Direct consultations were sent to 50 local and national interest groups. Community organisations and the Almond Neighbourhood Partnership circulated information through their own social media and contact networks. Web-based information was also circulated via Twitter and the new Council Consultation Hub.
- 3.2 Two areas were identified in the first phase of community engagement as having potential for extension to the conservation area – at Port Edgar and around the Rosshill Terrace area east of Dalmeny Station. These two areas are shown in Appendix 1. 62 owner/ occupiers in these two areas were consulted individually.
- 3.3 The consultation generated 43 responses in total, 35 via the online survey and 8 directly by post or email. The majority of responses (37) were from individual residents. 22 respondents identified themselves as having an interest (as an owner, resident or business) in one or both of the potential extension areas. Historic Scotland, Forth Ports, Port Edgar Holdings/Port Edgar Marina Ltd, Network Rail, Transport Scotland and Bankhead Grove Residents' Association sent detailed responses. Appendix 2 lists the comments received through all

methods of feedback (online survey and written comments) and explains how these have been taken into account in the final version of the document.

- 3.4 The majority of respondents felt the revised appraisal reflected the overall special character of Queensferry very or fairly well. On balance more respondents gave positive than negative views on the detail of the document and the Management section, although a fairly large proportion (40-45%) gave a neutral response. Detailed comments focused on concerns regarding:
- need for investment/action;
 - unfairness of restrictions on householders;
 - need for clarification on impacts/boundaries of proposed extension;
 - the character of key approaches, eg. Station Road;
 - need for tree management to protect views;
 - the importance of spaces for wildlife (woodland and foreshore); and
 - the importance of the harbour and its upkeep.
- 3.5 The consultation draft was presented in a new format based on an interactive pdf document. The majority of consultation respondents felt this document to be fairly user-friendly.
- 3.6 The review process has been based on that used for the Grange Conservation Area Character Appraisal, including engagement methods with local groups, a consultation programme, and the development of the new interactive appraisal format. In general, this process has received positive feedback. A wide range of community and professional viewpoints have been captured and incorporated into the document. As a result, the revised appraisal is considered an improved management tool for planning which has the weight of community support.
- 3.7 However, criticism has been received that the process has not been transparent or that it is purely for the benefit of the Forth Bridge World Heritage Nomination, with no benefits evident to affected residents. Concerns have been expressed about the negative impact of conservation area designation on residents, and that boundary extensions should not be considered when the existing conservation area is not being appropriately managed.
- 3.8 The appraisal document has been amended to address the consultation comments and issues listed at 3.4. The final version of the text is attached at Appendix 3. Changes from the draft version reported to the Planning Committee on 7 August 2014 are highlighted in yellow.

Potential extension at Rosshill Terrace area

- 3.9 The potential extension area around Rosshill Terrace is considered to have substantial architectural and historic merit, meeting the criteria for conservation area designation set out in the Scottish Historic Environment Policy (SHEP). The area has significant historic interest as the intact company town relating to

the construction of the Forth Bridge. Although some detail and materials have been eroded, such as by painting or replacement of roof materials, the overall impression remains of a complete grouping from a single historic phase of development, with regular massing and rhythm. None of the properties are listed, and therefore have no current level of statutory protection.

- 3.10 Consultation responses to the principle of designation were mixed, with 62% of on-line respondents not supporting the designation. However other written comments were received in support of designation.
- 3.11 The majority of negative viewpoints were received from owner/occupiers in the area who would be directly affected by designation. Many of these detailed comments related to a perception of an unfair level of control compared with undesignated areas or properties which have already carried out works. Some respondents also questioned the rationale for inclusion of modern infill properties in the consultation area which have little or no architectural or historic merit.
- 3.12 To address these concerns, a tighter boundary line has been drawn for the proposed extension, excluding as many modern properties as possible in order to concentrate on those of clear architectural and historic merit. This will ensure that the additional conservation area controls will be focused more fairly on the properties making the greatest contribution to the character and appearance of the area. In addition, a further phase of engagement is proposed with residents in the area in conjunction with the formal designation process. This will allow a fuller discussion of all the issues, the benefits and impacts of conservation area designation, and explain the steps that have been taken to address concerns. The proposed, revised boundary line is shown at Appendix 4.

Potential extension at Port Edgar

- 3.13 The potential extension area at Port Edgar is also considered to meet the criteria for conservation area designation in the SHEP. Again, consultation responses were mixed, with some strongly supportive comments provided but 63% of on-line respondents not supporting the designation.
- 3.14 In this case it is not considered appropriate to pursue designation immediately. Unlike at Rosshill Terrace, the majority of the historic structures in the area, such as piers and breakwaters, and the buildings of the former Royal Naval Barracks and Hospital, are already protected by listing. The special character of these structures and their setting help establish, and protect, the underlying character of the area and must be taken into account in any development proposals. The area is currently in a state of change with recent, and further upcoming, changes of ownership and management aiming to stimulate substantial investment and regeneration.
- 3.15 It is therefore considered that the area has an adequate level of protection to maintain its special character, whilst potentially substantial changes are being planned and carried out in the near future. The potential for conservation area

designation will be kept under review until the direction of future development becomes clearer.

Measures of success

- 4.1 Publication of the finalised appraisal.
- 4.2 Formal re-designation of the conservation area including the extended boundary.
- 4.3 Better-informed design and decision-making, helping to protect the character of the area.
- 4.4 Improvements in the review process to be incorporated into future appraisals.

Financial impact

- 5.1 There are no immediate financial implications for the Council arising from this report. There may be financial implications arising from recommendations for specific projects such as enhancement schemes, however these will require further approval from the relevant Committee as projects are developed.
- 5.2 If approved, the boundary extension would generate some additional development management caseload. However, the approximately 30 properties within this area would not create a significant additional burden and could be absorbed within existing capacity.
- 5.3 The new document format is intended to be viewed primarily on-line, and can be printed by customers from home. It is not intended that the Council will stock a print version in the traditional, hard-copy form. However individual copies can be printed on request for customers with difficulties accessing the web version. Demand for this service is expected to be low and the minimal additional print costs can be absorbed in existing budgets.

Risk, policy, compliance and governance impact

- 6.1 There are no significant risks associated with approval of the document as recommended. Completion of the review of the appraisal ensures the Council's compliance with its statutory duty to review its conservation areas contained in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.
- 6.2 Failure to address the concerns expressed in consultation responses could represent a reputational risk to the Council. A programme of discussion, information and engagement as discussed at 3.12 is proposed to mitigate this risk.

- 6.3 Review of the appraisal also helps to achieve a number of the aims of the Management Plan for the Forth Bridge. This will help to demonstrate the Council's commitment to protection of the site and its setting during its consideration for World Heritage status by UNESCO.
- 6.4 If not approved, there are implications for the loss of momentum of the appraisal review process and the consequent impact on the quality of decision making in the area. There may be a negative impact on the Council's relationship with community groups owing to delay or the failure to complete the review process. Failure to progress the review would also introduce a risk factor into the evaluation of the World Heritage nomination.

Equalities impact

- 7.1 The aim of conservation area status is to enhance the quality of the area. This has the potential to improve quality of life and supports sustainable communities.
- 7.2 No infringements of rights have been identified. No negative impacts on equality have been identified.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account.
- Conservation of the built environment has the potential to minimise the use of natural resources and reduce carbon emissions.
 - The need to build resilience to climate change impacts is not relevant to the proposals in this report because they are neither positively nor negatively affected by climate change.
 - The proposals in this report will help achieve a sustainable Edinburgh because the conservation and management of the historic environment contributes directly to sustainability in a number of ways. These include the energy and materials invested in a building, the scope for adaptation and reuse, and the unique quality of historic environments which provide a sense of identity and continuity.

Consultation and engagement

- 9.1 The consultation draft of the revised Queensferry Conservation Area Character Appraisal was produced as a result of close engagement with local community groups including Queensferry and District Community Council, Queensferry Ambition and Queensferry History Group.

- 9.2 The draft appraisal was published on the Council website and advertised via the web and social media, local community events, and local groups' email networks. Key local and national interest groups were consulted directly. Owner/occupiers in two areas identified as potential extensions were consulted individually. Individual teams/interest groups within the Council, in Planning and in the local neighbourhood were also consulted directly.
- 9.3 An exhibition was held at Queensferry Library between 27 October and 8 November 2014, which included a drop-in session staffed by planning officers. An on-line SurveyMonkey questionnaire was set up to receive feedback on the draft appraisal. A further evening feedback session was arranged by Queensferry and District Community Council.

Background reading/external references

Report to Planning Committee of 7 August 2014, Queensferry Conservation Area – Review of Conservation Area Character Appraisal

Report to Planning Committee of 3 October 2013, Review of Conservation Area Character Appraisals.

John Bury

Acting Director, Services for Communities

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Links

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|--------------------------|---|
| Coalition pledges | P40. Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage. |
| Council outcomes | CO19. Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO23. Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO26. The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. |

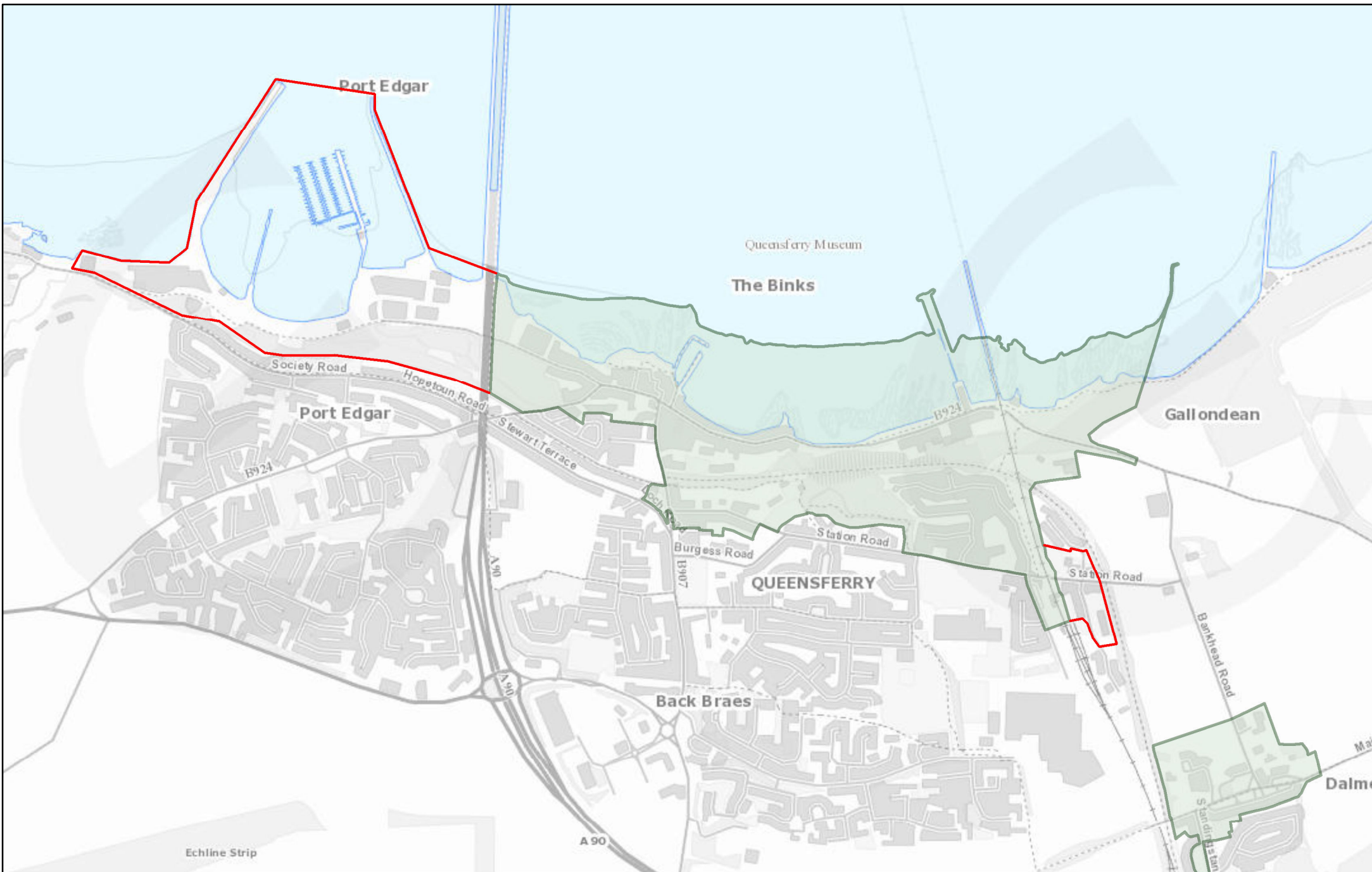
Single Outcome Agreement

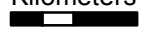
SO4. Edinburgh's communities are safer and have improved physical and social fabric.

Appendices

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1. Consultation areas for potential extensions
2. Consultation responses
3. Queensferry Conservation Area Character Appraisal – final version
4. Rosshill Terrace area proposed boundary extension



Kilometers

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• EDINBURGH •
 THE CITY OF EDINBURGH COUNCIL

Potential boundary extensions

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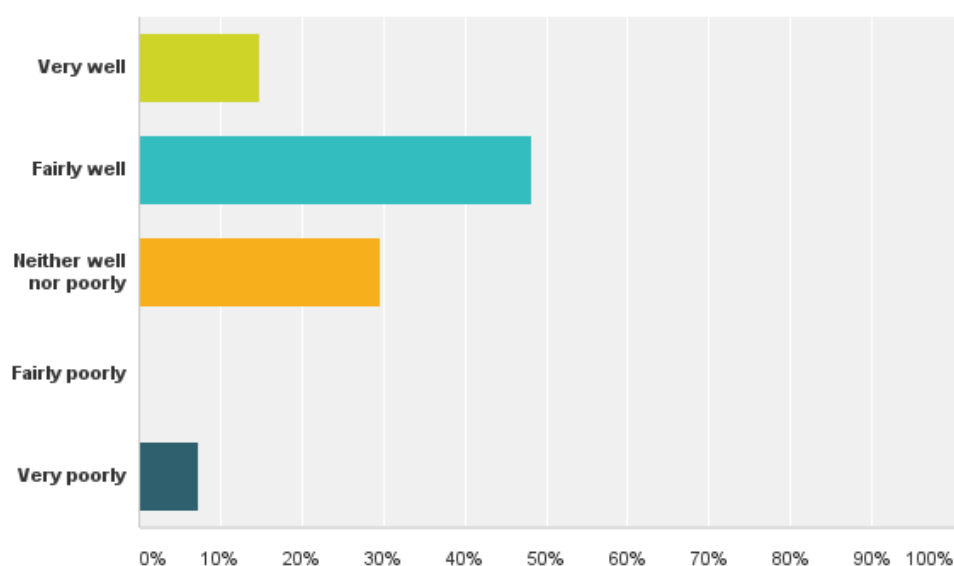
Appendix 2 Consultation responses

Q1-3 collected contact information to allow acknowledgements to be sent. Responses from organisations have been identified below; individual public responses have been kept anonymous.

Responses are given verbatim except where sensitive/personal information has been removed, indicated by [...].

Q4 How well do you feel the revised appraisal reflects the special character of the Queensferry Conservation Area overall?

Answered: 27 Skipped: 8

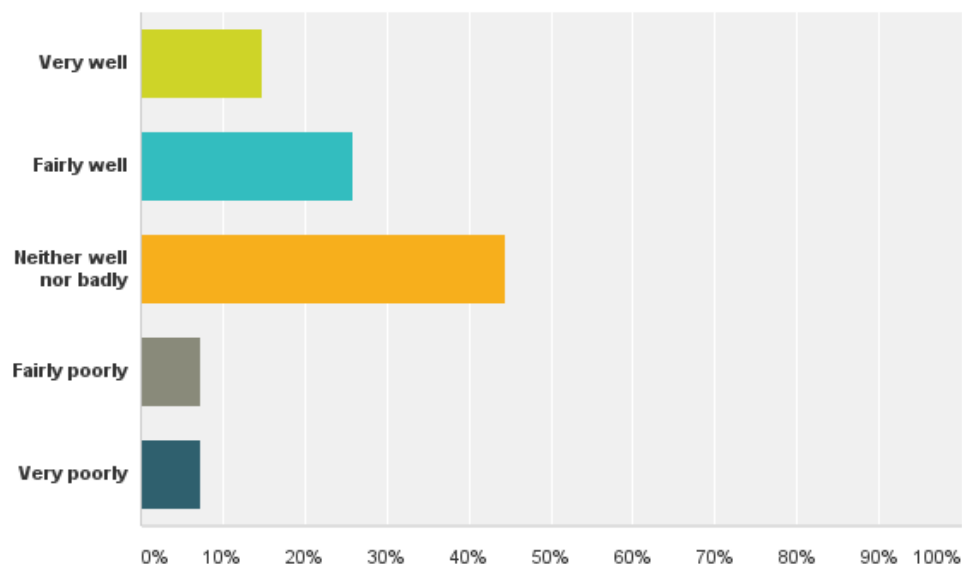


| Organisation comment | Council response |
|---|---|
| Holder Planning on behalf of Forth Ports (by email) It recognises the need for the Council to update the Conservation Area Appraisal and that it is a necessary action in securing UNESCO World Heritage Status for the Forth Bridge. | Noted |
| Historic Scotland, Heritage Management (by email) Having reviewed the contents we consider it an attractively illustrated document that outlines the significance of the area and will be very helpful for its on-going management. We like how the document has been written and hope that it will be of value to all those with an interest in the future development of the area. We are aware that the remaining boundaries have been examined, however the value of including modern development along Station Road could be questioned, and that a boundary that runs along the former railway line is more appropriate. | Noted. Although some of the more modern development along Station Road does not particularly contribute to the character and appearance of the conservation area, our view is that the remaining examples of historic buildings, development pattern and landscape features in this area overall make a positive contribution and should remain within the boundary. |
| Public comment | Council response |
| The whole plan is at least 60 years late and reflects nothing of the changes that have taken place in the last few decades. It will impose restrictions and financial penalties on people who merely wish to carry out the same kind of developments that have already been passed and carried out by others in the area. | Concerns noted. An opportunity for further information and discussion is to be arranged with local residents. |
| It includes comments on the importance of trees and free spaces to the | Noted. Text amended. |

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| <p>character of SQ, but more could be said about the character of key approaches, such as Station Road which links the conservation areas of the Rail Bridge and the town.</p> | |
| <p>Glossy brochure that provides the background and context to Queensferry's conservation areas but does little to indicate why expansion of conservation is proposed &/or needed.</p> | <p>Concerns noted. An opportunity for further information and discussion is to be arranged with local residents.</p> |
| <p>The importance of the harbour and its upkeep is insufficiently stressed.</p> | <p>Noted. Text amended.</p> |
| <p>There is plenty for the authors of this Appraisal to draw on as Queensferry's historic environment has been assessed/reviewed several times in the course of recent (20+) years. I would be surprised therefore if this 2014 Appraisal did not accurately reflect Queensferry's 'special character'. The real question is what can and will now be DONE to preserve and enhance Queensferry's assets (a question that comes round again and again). It has been many years since any investment was made in the town's infrastructure (e.g., setts in the High St surface, railings on the Terraces and car park next to the Council offices, traffic calming through chicanes, information points, signage, serious attempts to manage coach traffic etc etc).</p> | <p>Concerns noted. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area.</p> |
| <p>The boundary and criteria for inclusion in the proposed conservation area to the east of Dalmeny railway station are not clear. The proposed special characteristics do not match the plans displayed in South Queensferry library during the consultation period. It appears that the text description contained in the CEC letter to potentially affected residents on the 14 October identifies the Rosshill Terrace/ Forth Terrace housing stock as the proposed conservation area. However, other local properties, such as some residents of Bankhead Grove and Station Road, appear to be in scope of this plan and have been issued with notification letters. Therefore the proposed conservation boundary is unclear and needs clarification. Also as Bankhead Road, Forth Park and many of Bankhead Grove properties lie to the east of Dalmeny station and have not been included in the proposed conservation area, can the inclusion criteria be clearly defined and communicated to all residents in this area?</p> | <p>Concerns noted. Further explanation already sent by email. Boundary amended and clarified in Committee report. Further information incorporated into Appraisal.</p> <p>An opportunity for further information and discussion is to be arranged with local residents.</p> |
| <p>the importance of spaces for wildlife could be better presented. Consideration needs to be given to rewilding areas so that wildlife displaced by the excessive new builds in Queensferry has somewhere to retreat to</p> | <p>Noted. Text amended.</p> |

Q5 How well do you feel the revised appraisal describes the different elements of Queensferry's special character?

Answered: 27 Skipped: 8

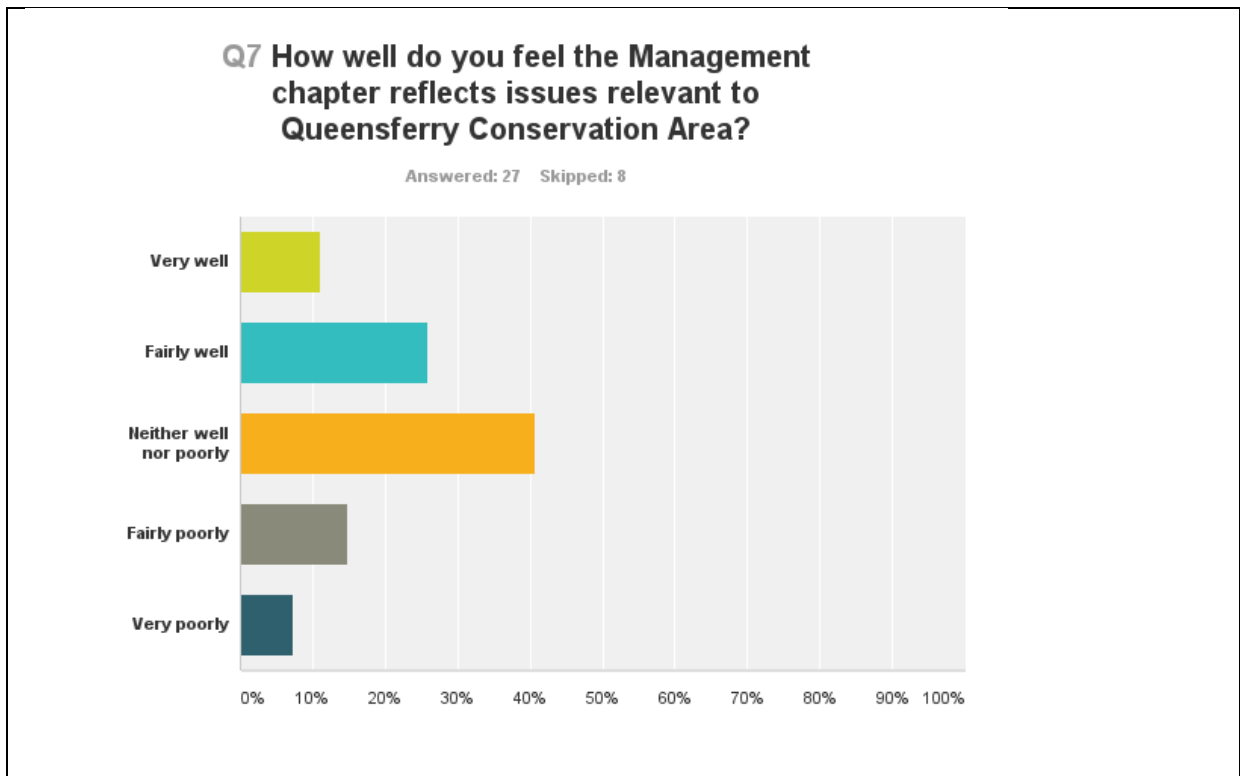


| Organisation comment | Council response |
|---|---|
| Holder Planning on behalf of Forth Ports (by email) | |
| <p>It is necessary that the Conservation Area Appraisal appropriately recognises the ongoing activity within the Forth of Forth and does not serve to prejudice it. Broadly the document achieves this, however the range and extent of activity should be articulated more clearly to reflect the full extent of activities. Forth Ports propose the replacement of wording on page 21, 3rd paragraph, last 3 sentences with,</p> <p><i>“The Firth of Forth is one of Scotland’s busiest commercial shipping channel and performs a key role in Scotland’s economy given its link as major export location for Scotland’s oil and gas. It is also a destination for Cruise liners which berth in the Firth and ferry passengers to Hawes Pier. In addition, a range of watersport activities take place within it. Dalmeny Tank Farm is situated in the Firth of Forth and linked by a pipeline to the tanker terminal at Hound Point.”</i></p> | Noted. Text amended. |
| Public comment | Council response |
| See above. It seems completely arbitrary. | Concerns noted. An opportunity for further information and discussion is to be arranged with local residents. |
| Focuses on the old centre - does mention the treescapes of the Forth Bridge area. | Noted - Importance of peripheral and woodland spaces covered in Structure and Key Elements sections. |
| A large swathe of South Queensferry is already a conservation area so unclear why more needs to be added to this area unless this review is connected to Forth Bridge World Heritage Site application. | Protection of the setting of the proposed World Heritage Site is one consideration in the review. However the primary driver is the Council’s statutory obligation to review its conservation areas and |

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| | designate any areas considered to be of architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance. The consultation sought views on the desirability of designation in two new areas. |
| If the area to the east of Dalmeny station is of special interest to CEC why has only a limited strip of housing stock been identified and included in this plan? The area is geographically compact but comprises the railway station itself, the railway yards, Bankhead Road, Forth Park and many other Bankhead Grove properties which cover a range of architectural forms, aged buildings, trees and mature gardens. It would appear that the revised appraisal is both flawed and limited in scope for the area to the east of Dalmeny station. Therefore can the inclusion criteria be clearly defined and communicated to all residents in this area? | An opportunity for further information and discussion is to be arranged with local residents. The proposed line of the boundary has been shaped by consultation responses to better reflect the areas/buildings of historic merit. Further information incorporated into Appraisal. |
| As above. I would like to see more recognition for Queensferrys importance as a home for wildlife. recognition that seals puffins, oyster catchers and woodland wildlife live here too and need to be protected | Noted. Text amended. |

| Q6: Have any special characteristics been missed? | |
|---|--|
| Public comment | Council response |
| I don't believe so | Noted |
| No | Noted |
| Seems to be a very promotional brochure | Noted |
| Royal Elizabeth Yards | Noted. However this area is too remote from the main settlement of Queensferry, or Dalmeny, to be able to form an extension to one of these conservation area. Research would be needed to understand this area's architectural and historic merit before protection or designation could be considered further. |
| No | Noted |
| The character of Station Road, ie the main approach to the Rsil Bridge - and its important mixture of treescape boundaries & green open spaces (the High School grounds, Station Park, and the two primary school grounds). This has a unique feel. | Noted. Text amended. |
| The fact that the management of the special characteristics of the current conservation area are largely ignored by the City of Edinburgh Council and only used for marketing purposes when CoEC forced to consider change, such as this appraisal or in support for Forth Bridge World Heritage application. | Concerns noted. Protection of the conservation area is achieved by a range of agencies and individuals. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area. |
| Yes - focus on why the present conservation area appears to be falling into disrepair. It appears that the council is poorly managing the existing conservation area and should focus on making improvements within the current boundary. | Concerns noted. Protection of the conservation area is achieved by a range of agencies and individuals. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area. |
| More on the harbour | Noted. Text amended. |

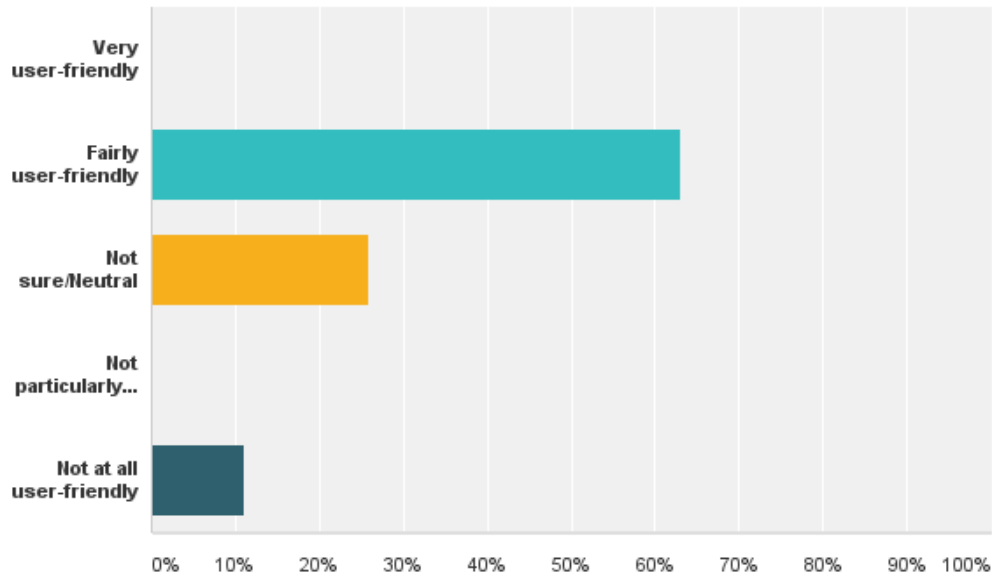
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| <p>The Back Braes which were an open space allowing panoramic views across the firth of forth have been allowed to become overgrown and the character of the landscape completely changed. The 1940's aerial map clearly shows that there were no trees on this small stretch of land - now the area is overgrown, the views lost and 100 per cent of the residents living adjacent to this land are unhappy about this, not to mention the many people who remember how wonderful the Back Brae walk used to be. South Queensferry greatest appeal is surely the panoramic landscape - this should be restored.</p> | <p>Noted. Text amended.</p> |
| <p>Attractive Cobbles on the High Street which are adversely affected by the impact of heavy vehicles and the volume of traffic. The gridlock which occurs along the High Street most weekends between April and September which detracts from the "calm" atmosphere of the town.</p> | <p>Concerns noted. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area.</p> |
| <p>The area to the east of Dalmeny station is geographically compact but comprises the railway station itself, the railway yards, Bankhead Road, Forth Park and many other Bankhead Grove properties which cover a range of architectural forms, aged buildings, trees and mature gardens. It would appear that the revised appraisal is both flawed and limited in scope for the area to the east of Dalmeny station. Therefore can the inclusion criteria be clearly defined and communicated to all residents in this area? Also, there is no detail on how CEC will support the new conservation areas such as via environmental improvements, tree maintenance on the old railway embankment adjact to those properties that skirt the proposed consevation boundary, or details of any CEC grants available for residents who are now subject to conservation area restrictions.</p> | <p>An opportunity for further information and discussion is to be arranged with local residents.</p> <p>The proposed line of the boundary has been shaped by consultation responses to better reflect the areas/buildings of historic merit. Further information incorporated into Appraisal.</p> |
| <p>Yes. the importance and value of the diversity of wildlife</p> | <p>Wildlife and biodiversity are covered in the Landscape and Biodiversity section.</p> |
| <p>Rosshill Terrace - Historical association with the Rail Bridge</p> | <p>Noted</p> |



| Organisation comment | Council response |
|--|---|
| Network Rail (by email) | |
| The appraisal acknowledges that there will be change within the CA and that this will be appropriately managed to preserve the character and heritage features which makes this area quite special. Network Rail is keen to develop its proposals to reflect these objectives. | Noted |
| Comment | Council response |
| This is not yet a conservation area. Issues relating to residents have not been taken into account. The council has stated elsewhere that it will refuse to apply the same regulatory interference to businesses in the area (Network Rail among them) so the management will not be equal and fair. They have also failed to share with us (or devise?) their scoring criteria for making these decisions, or the rationale and financial incentive to them of making these changes. In other words, it cannot be trusted. | Concerns noted. Further explanation already sent by email. An opportunity for further information and discussion is to be arranged with local residents. |
| It is good to see that erosion of the character of the high street identified as key - Ironwork should ideally be restored and the terrace better looked after. It is also disappointing to see the roadsurface, so recently relaid its original cobbles, so poorly patched with tarmac in various places. A supplementary question is whether, (given the fragile historic, road surface, and the appropriate restrictive traffic calming measures in place) coaches should be permitted along the high street at all. They are a danger to pedestrians, a constant nuisance and must impact on many examples of road surface collapse, furthermore they never stop IN the town but proceed to the coach parking near the Hawes Inn - which could be much more easily reached via the wider, more appropriate station road before passengers walked up to the historic village. | Noted |
| It doesn't seem to be able to provide a strong protection of the area | Concerns noted. Protection of the conservation area is achieved by a range of agencies and individuals. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area. |
| The Council does not appear to be active in either monitoring, maintaining or making any significant improvements within the existing conservation area. Some creative photography in an expensive looking glossy publication only serves to perpetuate the myth that Queensferry's conservation status is working. | Concerns noted. Protection of the conservation area is achieved by a range of agencies and individuals. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area. |
| The new bridge and large scale housing developments will put new pressures on the town and its amenities. | Noted |
| The conservation plans do not provide sufficient detail about how CEC would support and commit to the new Queensferry conservation areas. For example there is precious little coverage of how CEC will plan to manage, monitor and oversee these newly designated conservation areas. Will CEC commit to improving these areas environmentally - such as extending parking restrictions (via double yellow lines) around Rosshill Terrace and Forth Terrace, or regularly lopping/trimming the trees growing along the old railway line adjacent to Forth Terrace and Bankhead Grove properties impacted by the proposed conservation status? | Concerns noted. Protection of the conservation area is achieved by a range of agencies and individuals. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area. |
| as before- i dont feel enough value is given to wildlife and wildlife habitat | Noted |

Q8 How user-friendly do you feel the format of the revised appraisal is?

Answered: 27 Skipped: 8



Public comment

User-friendly should not mean dumbed down and withholding information. It is not in line with the council's stated principles of honesty and transparency.

Council response

Concerns noted. Further explanation already sent by email. Further information incorporated into Appraisal.

An opportunity for further information and discussion is to be arranged with local residents.

Yes. The use of the green italics to outline suggested actions was useful.

Noted

as I complete this survey, I'm wondering why all the questions so far are about the quality of the Appraisal rather than focussing on the recommendations with associated action and next steps in the light of increased visitors to the town with the opening of the 3rd bridge in 2016. The Appraisal is fine.

Concerns noted. Protection of the conservation area is achieved by a range of agencies and individuals. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area.

Would like a clear map of the proposed changes.

An opportunity for further information and discussion is to be arranged with local residents.

The proposed line of the boundary has been shaped by consultation responses to better reflect the areas/buildings of historic merit.

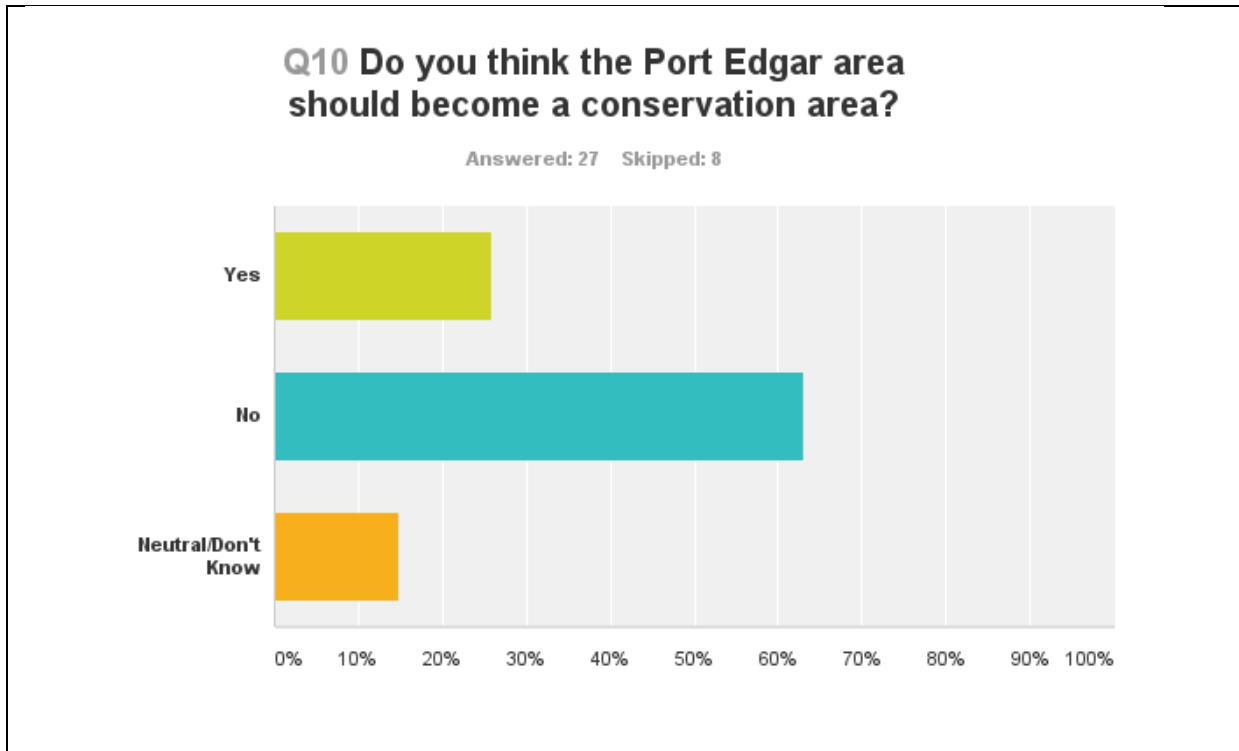
a little too much to read

Noted. The interactive format is designed to allow the reader to navigate directly to the sections of most interest to them, without having to read the entire document from cover to cover.

Q9: Do you have any further suggestions for changes or improvements to the document?

| Organisation comment | Council response |
|--|--|
| <p>Historic Scotland, Heritage Management (by email)</p> <p>We also do have some detailed comments on the text;</p> <p>Page 8 – Please delete ‘Rail’ from Forth Rail Bridge. We aim to standardise the term Forth Bridge and indeed this is used generally throughout the document.</p> <p>Page 12 – The third sentence I’d suggest replacing “may be” with “is being” to reflect more accurately what we are going.</p> <p>Page 18 – “earliest surviving buildings” - add “secular” as the episcopal church is medieval, albeit re-worked.</p> <p>Page 27 - The World Heritage List now stands at 1007 sites, but the numbers will grow so we suggest you don’t give numbers here. Instead of the “final decision”, please say “...The earliest possible date for a decision will be at the meeting of the UNESCO World Heritage Committee in the summer of 2015”.</p> <p>Page 28 – View Protection Framework – I’m not quite sure of the second sentence. It might be worth saying that we’re doing this to aid assessment of development proposals, i.e. “This will help assess impact of development proposals and to inform its nomination...”</p> <p>Page 30 – Suggested additional sources:</p> <p>Historic Scotland, <i>The Forth Bridge - Nomination for Inclusion in the World Heritage List: Nomination Document</i>. Edinburgh, Historic Scotland for the Forth Bridges Forum, 2014 http://www.forth-bridges.co.uk/forth-bridge/world-heritage.html</p> | <p>Noted. Text amended.</p> |
| Public comment | Council response |
| <p>Highlight how conservation is actually managed in the conservation areas and showcase areas of best practice.</p> | |
| <p>A full disclosure of the origins of and benefit to the council of this idea, and honest commitment to a two way consultation.</p> | <p>Concerns noted. Further explanation already sent by email.</p> <p>An opportunity for further information and discussion is to be arranged with local residents.</p> |
| <p>To mention the unique character of the conservation area boundary on Station Road which reflects the history of the road - the former gardens of Ashburnham and Rosshill Houses, and the field system that used the bound the old town. Some of the original field hedges can still be seen. The key aspect of keeping this character of tree boundaries to Station Road and green space along the road on the approach to the rail bridge from the west should be protected.</p> | <p>Noted. Text amended.</p> |
| <p>Add an appendix that links straight to the online questionnaire</p> | <p>Noted.</p> |
| <p>The document supplies no detail and to that end fails to provide anything of worth for those being caught-up in the process.</p> | <p>Concerns noted. An opportunity for further information and discussion is to be arranged with local residents.</p> |
| <p>see 8 Above. It's changes or improvements to Queensferry I'm looking for, not this document.</p> | <p>Concerns noted. Protection of the conservation area is achieved by a range of agencies and individuals. The Queensferry Infrastructure Improvement Group, chaired by the Local Environment Manager from the West Neighbourhood, is looking into issues of environment and infrastructure in the area.</p> |

| | |
|--|--------|
| No | Noted |
| Comments on state of repair of road and pavement surfaces may be appropriate, with some indication of who is responsible for their upkeep. | Noted. |

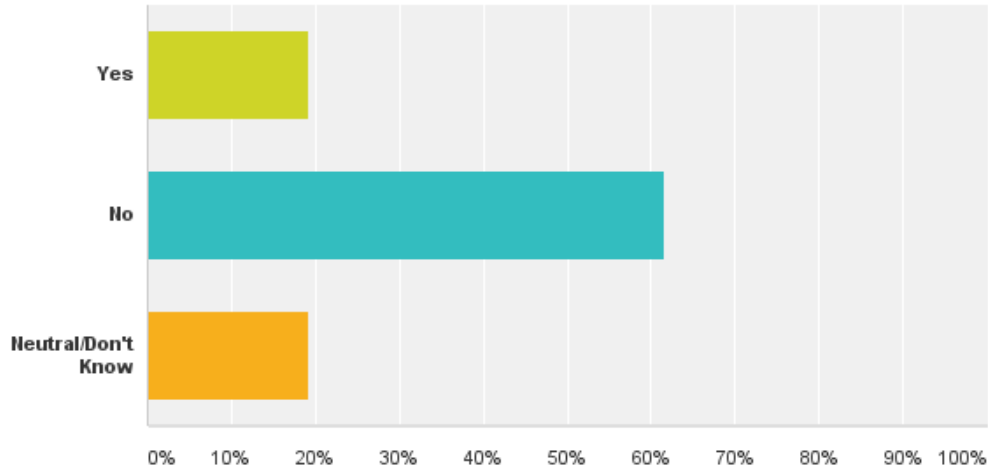


| Organisation comment | Council response |
|---|---|
| Port Edgar Holdings Ltd and Port Edgar Marina Ltd (by email) | |
| <p>...Having regard to this background and the early stages of the inward investment programme following approved Demolitions, in accordance with Building Warrant Ref No 13/04402/DEM granted on 15th January 2014, the Company strongly believe any Conservation Area Character Appraisal in inappropriate at the present time and premature at best.</p> <p>The underlying Character of the improved and fully invested Port Edgar Area has yet to be fully established, and planning applications for new Buildings will be unnecessarily constrained by any Conservation Area appraisal at the present time.</p> <p>... Port Edgar Marina are continuing to work with various departments of City of Edinburgh Council in terms of implementing an overall Master Plan and would strongly request that the Conservation Area Character Appraisal does not "cut across" this co-operative activity which was only commenced in January 2014.</p> | Noted. See Committee report for proposed next steps regarding Port Edgar. |
| QDCC (by email) | |
| <p>[Request that] the Stakeholders in the site be made aware and asked for their views.</p> <p>In light of the ownership changing hands recently and that we can start to see the benefits and some prospect of future development... then I would not wish to see additional constraints placed upon development.</p> | Noted. See Committee report for proposed next steps regarding Port Edgar. |
| Historic Scotland, Heritage Management (by email) | |
| We also feel it's character is quite different from that of Queensferry. The Forth Road Bridge is an effective end stop to Queensferry, beyond which building materials are either brick or sheet metal. It would appear more logically for this to be considered as a separate area. The question of whether the planning brief has helped to guide development will be a factor in your council's consideration. | Noted. See Committee report for proposed next steps regarding Port Edgar. |

| Public comment | Council response |
|--|---|
| I'm not sure that Port Edgar actually part of South Queensferry? | Noted. See Committee report for proposed next steps regarding Port Edgar. |
| Port Edgar is a small working port. | |
| The old town of South Queensferry already has a large conservation area. I do not see the need to expand the boundary further. | |
| As a Queensferry resident and business owner I think that there are more than sufficient conservation areas in the town. No additional conservation areas are needed. | |
| We need thriving active business in the area which this will stifle. It is a working marina, not a tourist attraction. | |
| Although I think it might make sense for elements of the site to be separately listed - port Edgar is of a totally different character and the same set of considerations do not apply. | |
| Port Edgar lies on the western extremity of the town and indeed could be argued that it is a separate and distinct area & not part of Queensferry. The area requires significant investment to upgrade and the imposition of conservation status will only add layers of bureaucracy and stifle innovation and potential investment. | |
| Years of neglect and underinvestment by City of Edinburgh Council has seen this whole area fall into disrepair particularly road infrastructure, buildings, pier and landscaping. Having recently off-loaded the lease to new vendor then trying to impose conservation status on them is particularly devious and underhand. | |
| The new crossing will bracket Port Edgar by bridges and speeding traffic and by including it in the conservation area, neglect and deterioration can be averted. | |
| I think it should be a working, light industrial area reflecting its original use. Housing etc would be welcome if traffic management is planned from the outset. | |
| would be good to see more development round the port to be more consumer friendly - shops cafes etc | |
| The area is a fabulous facility close to town. | |
| Port Edgar is a historic and architecturally distinct part of South Queensferry and should be given the opportunity to highlight it's history and importance on the town. However, CEC investment, support and maintenance needs to be significantly increased from present day levels. | |
| redevelop the brown space at port edgar and protect the green space surrounding it. do not allow even more new houses to encroach the area | |
| ...the case for safeguarding some aspects of Port Edgar is self-evident given its role as part of one of the UK's key twentieth century naval installations. | See above |

Q11 Do you think the Rosshill Terrace area should become a conservation area?

Answered: 26 Skipped: 9



| Organisation comment | Council response |
|--|---|
| <p>Network Rail (by email)</p> <p>Network Rail is likely to support this but we would be interested to see more detail about the proposed boundary change; particularly as the road access to the bridge works depot runs between the houses on Rosshill Terrace. This depot is in permanent use and we wish to ensure its continued operation.</p> <p>Network Rail would be keen to be part of further consultation with owners, the wider community and other interested groups about these changes to the CA boundary.</p> | <p>Noted. The proposed line of the boundary has been shaped by consultation responses to better reflect the areas/buildings of historic merit.</p> <p>An opportunity for further information and discussion is to be arranged with local residents.</p> |
| <p>Historic Scotland, Heritage Management (by email)</p> <p>Three terraces south of Station Road and some villas north of Station Road appear to have been a small company town erected as part of the construction work for the Forth Bridge and have historic significance. The detailing of the buildings have been altered over the years and Forth Terrace to the south is unusual in that it has no conventional front elevation. This may indicate that amenities like kitchens and bathrooms were added after their initial purpose was over with completion of the bridge, as the workforce had a communal dining hall.</p> <p>As this area is associated with the adjacent Rail Bridge, and being relatively small, we can see the argument that it will sit better within the existing Queensferry Conservation Area.</p> | <p>Noted. Further information incorporated into Appraisal.</p> |
| <p>Public comment</p> <p>Is this area actually Dalmeny or Queensferry.</p> <p>There are already many conversions, additions, driveways, etc, that have been passed in this area by the council over the years. It seems particularly absurd to be imposing Draconian rules on an area when such work has already been done. The process itself has been unclear, and in terms of working together and putting the customer first, both council</p> | <p>Council response</p> <p>Noted. See Committee report for proposed next steps regarding the Rosshill Terrace area.</p> <p>Concerns noted. An opportunity for further information and discussion is to be arranged with local residents.</p> |

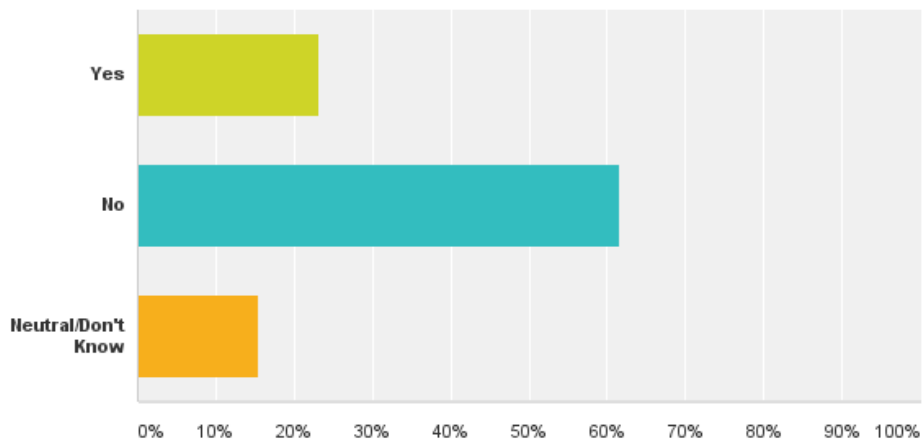
| | |
|---|---|
| core values, it has failed miserably. | |
| The old town of South Queensferry already has a large conservation area. I do not see the need to expand the boundary further. | Noted. See Committee report for proposed next steps regarding the Rosshill Terrace area. |
| No additional conservation areas are needed in the South Queensferry area. | See above |
| This area has seen considerable development over the past sixty or more years. Imposing a conservation area will penalise who have not yet been able to modernise their properties - or indeed, make much needed repairs to roofs and other essential weather-proofing, whilst others have already built new builds, extensions, conversions and other adaptations, free of charge and lengthy process. It is arbitrary. | Concerns noted. An opportunity for further information and discussion is to be arranged with local residents. |
| On balance I think this might be a good idea - so much new development around this area that its character must come under pressure unless actively conserved. | |
| Bankhead Grove is a mixture of modern housing stock so none of the properties on this street should even be considered in any conservation area proposals. They are unconnected with the old railway properties in Rosshill Terrace, Forth Terrace and Station Road. | Noted. The proposed line of the boundary has been shaped by consultation responses to better reflect the areas/buildings of historic merit. |
| The former railways cottages comprise different fascia styles and colours, windows, doors and fences. The terraced cottages may be of some historical interest to the railway but they are aesthetically so far from the original it's hard to imagine what value conservation status would bring to them. Don't understand why Bankhead Grove is even under consideration. That street has nothing to do with the railway & comprises modern housing. | See above |
| The whole process is opaque and completely at odds with the supposed core values of "honesty and transparency". I have met with and been at 1 meeting and still am no clearer about 1. the implications, 2. the process you are following and 3. how you will evaluate comments and feedback. This whole process is flawed and has so many holes it would seem to allow CEC to cherry pick whatever answer they want ... this is not democracy. I also see no reason for the 2 modern houses to the North of Rosshill Terrace to be included in this scheme, both are well back from the terraced properties that are of interest and behind large hedges, current planning laws will stop any further expansion on those sites so they have no relevance to the main concern of the proposal. I would also comment that the road "cushions" are probably causing more damage to the conservation of these properties than anything else, the traffic vibration that is being caused by these road obstacles must be affecting the foundations of the buildings, I find your representative's comments that it was not their role to advise other council departments what to do quite ridiculous ... if that is the case then what is the point in making a conservation area if you are not getting the council onside to help with the conservation? You have not made a case, there may be one, but based on the information (lack of) and opaqueness of any responses to questions and a flawed evaluation process the answer has to be a no to this proposal. | Concerns noted. Further explanation already sent by email. The proposed line of the boundary has been shaped by consultation responses to better reflect the areas/buildings of historic merit. Further information incorporated into Appraisal. An opportunity for further information and discussion is to be arranged with local residents. |
| I don't know enough about the quality of the houses (other than their charming external appearance) to give an opinion. | Noted |
| There are interesting historic buildings there. | Noted |
| This is a different map from the earlier one produced in the planning committee review dated 7 Aug 2014. The boundary there omitted the housing at 23 and 24 Forth Terrace, which are 1970's houses of no particular relevance to the conservation area - ie, they do not share any of the same characteristics of the other terraces, as they are two modern detached housing... The original boundary which omitted 23/24 Forth Terrace would have my support, however. | Noted. The proposed line of the boundary has been shaped by consultation responses to better reflect the areas/buildings of historic merit. |
| protect the green space from developers | Noted |
| Many of the residents of Rosshill Terrace would be very interested to know why this area is not a conservation area and would be very pleased if you could give us the reason!?! As I understand it, Dalmeny Village is a conservation area and the houses we live I would assume should be in a conservation area i.e. they were built for the engineers etc. who built the Forth Bridge and are well over 100-years old. | Noted |

I believe there is a strong case for establishing some additional protection for the dwellings around Dalmeny Station that owe their existence to the Forth Rail Bridge. They all follow a distinctive style and they are of historical interest in relation to the construction of the Bridge itself... The houses remain substantially unaltered since they were built although they are now surrounded by newer properties to the north and east... It would perhaps offer some protection against the ill-advised development of adjacent land...

Noted

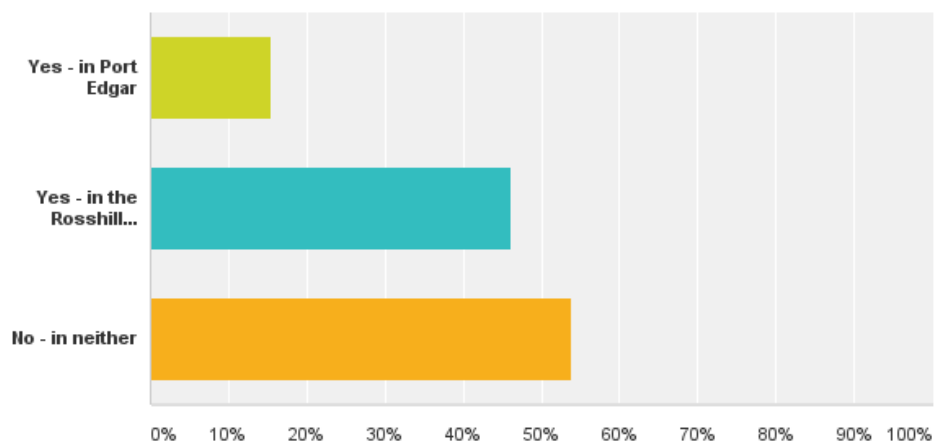
Q12 If these areas became conservation areas, there would be some additional controls over demolition, works to trees and alterations and extensions. Do you support this?

Answered: 26 Skipped: 9



Q13 Do you have an interest in one or both of these areas, as a resident, owner or a business interest?

Answered: 26 Skipped: 9



**SOUTH QUEENSFERRY CONSERVATION AREA
CHARACTER APPRAISAL**

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1. Summary information

Location and boundaries

Queensferry lies on the south shore of the Firth of Forth, around 13km west of the centre of Edinburgh. The nucleus of the conservation area is formed by the historic old town, and also includes Ravel Bank, the heavily wooded area of the Hawes, and an area of land east of the rail bridge Forth Bridge known as Gallondean which all contribute to the landscape setting of the town.

The conservation area is bounded on the north by the City of Edinburgh Council boundary at the mean low water spring; on the west by the Forth Road Bridge; along the south by the southern line of the disused railway, Hopetoun Road and Station Road (excluding 19-33 Station Road and St. Margaret's Primary School). The boundary then includes Dalmeny Station and Rosshill Terrace before turning north and eastwards to a point on the shore known as Long Rib east of the rail bridge Forth Bridge.

The area falls within Almond ward and is covered by the Queensferry and District Community Council. The population of Queensferry Conservation Area in 2011 was 937.

Dates of designation/amendments

The original South Queensferry Conservation Area was designated on 13 October 1977. A conservation area character appraisal was completed in 2001. The boundary was amended in 2003 to include the villa area at Station Road and again in 2015 to include the group of dwellings around Rosshill Terrace and Forth Terrace, associated with the construction of the Forth Bridge.

Statement of significance

The architectural form and character of Queensferry is rich and varied with many fine historic buildings dating from its origins as a medieval burgh and following through several periods including Georgian and Victorian, to the present day. The materials are traditional: stone and harl, slate and pantiles, timber windows and doors. The roofscape is important with its variations in form and features, such as crow-step gables, a variety of dormer styles and chimneys with cans. The shoreline setting embraces the waterfront buildings and the historic settlement is framed within the Victorian rail bridge and the 1960s road bridge.

Acknowledgements

This document has been produced with the assistance of Queensferry and District Community Council; Queensferry Ambition; Queensferry History Group and Queensferry Trust.

2. Conservation Area Character Appraisals

Purpose of character appraisals – why do we need them?

Conservation area character appraisals are intended to help manage change. They provide an agreed basis of understanding of what makes an area special. This understanding informs and provides the context in which decisions can be made on proposals which may affect that character. An enhanced level of understanding, combined with appropriate management tools, ensures that change and development sustains and respects the qualities and special characteristics of the area.

“When effectively managed, conservation areas can anchor thriving communities, sustain cultural heritage, generate wealth and prosperity and add to quality of life. To realise this potential many of them need to continue to adapt and develop in response to the modern-day needs and aspirations of living and working communities. This means accommodating physical, social and economic change for the better.

Physical change in conservation areas does not necessarily need to replicate its surroundings. The challenge is to ensure that all new development respects, enhances and has a positive impact on the area. Physical and land use change in conservation areas should always be founded on a detailed understanding of the historic and urban design context.” From PAN 71, Conservation Area Management.

How to use this document

The analysis of Queensferry’s character and appearance focuses on the features which make the area special and distinctive. This is divided into two sections: **4.1 Structure**, which describes and draws conclusions regarding the overall organisation and macro-scale features of the area; and **4.2 Key elements**, which examines the smaller-scale features and details which fit within the structure.

This document is not intended to give prescriptive instructions on what designs or styles will be acceptable in the area. Instead, it can be used to ensure that the design of an alteration or addition is based on an informed interpretation of context. This context should be considered in conjunction with the relevant Local Development Plan policies and planning guidance. Section **5 Management** outlines the policy and legislation relevant to decision-making in the area. Issues specific to Queensferry are discussed in more detail and recommendations or opportunities identified.

3. Historical origins and development

A review of the historical development of Queensferry is important in order to understand how the area has evolved in its present form and adopted its essential character.

Origins

The settlement of Queensferry probably has prehistoric origins and owes its name and existence to the ferry passage across the Forth. Its Gaelic name, *cas chilis* or *cas chaolas* means a fast-running strait. The linear rock formations of the foreshore created natural landing points and were later enhanced with piers and harbours. Queen Margaret, wife of Malcolm III (Canmore), King of Scotland 1057-1093, endowed the ferry crossing with boats, hostels and a right of free passage for pilgrims travelling to St Andrews and Dunfermline Abbey. As a result the crossing became associated with her royal title. This association was strengthened by her canonisation in 1250 and interment in Dunfermline.

A Carmelite Friary was established close to the ferry landing, possibly as early as 1330, and a church and monastery were built c.1450. At the Reformation the Carmelite church building became the parish church. This was abandoned when worship moved to the Vennel in 1635, and was then restored in 1889 to form the current Episcopal Church, known as the Priory Church. It is the only medieval Carmelite church still in use in the British Isles.

Growth and trade

By the early 14th century, Queensferry had emerged as one of four Burghs owing allegiance to Dunfermline Abbey and in 1576-7 was made into a 'Burgh of Regality', with certain privileges of trading and customs. By the 1630s, Queensferry had become a flourishing seafaring town and in 1636 it became a Royal Burgh. Its leading burgesses were captains and shipmasters whose vessels were chartered, often by Edinburgh merchants, to carry cargoes such as timber, salt, fish and wine to and from other parts of Britain, Europe and Scandinavia. Their prosperity is reflected in the number of 17th century buildings in the town and tombstones surviving in the Vennel kirkyard marked with ships, anchors and navigational instruments.

In the late 17th and 18th centuries the merchant fleet dwindled and the Burgh's revenues fell. Fishing and herring salting brought intermittent prosperity. 18th century turnpike roads and fast stagecoach services from 1765 brought more trade to the ferries and this resulted in demands for greater efficiency and better landings. During the latter half of the 18th century, innovations in agricultural methods began to change the face of the rural landscape. The former open field system gave way to an enclosed field system and many woodlands, tree belts and estate landscapes around the area such as the Dalmeny and Dundas Estates date from this period.

The hamlet of New Halls to the east of the original settlement developed a pier and inns catering for the crossing traffic. Its name evolved into Hawes and it was

eventually amalgamated into the Royal Burgh. It later became the base for construction yards and workers' accommodation for the Forth Bridge.

Crossing the Forth

An Act of Parliament in 1810 introduced a Board of Trustees to take control of the ferry service. The Trustees were empowered to build new piers, buy new boats and generally to improve the quality of service. It is recorded that during the year 1810-11, four large sailing boats and four smaller yawls carried 1,515 carriages, 4252 carts, 18,057 cattle and 25,151 sheep, plus an average of 228 passengers per day. Sailing ships were gradually replaced with steam vessels, however, rail ferry links via Granton and Leith had captured much of Queensferry's passenger trade by the mid 19th century. From 1878, a rail steamer service linked Edinburgh and Dunfermline via the Trustees pier at Port Edgar. This seems to have been used by local traffic and in 1890 the opening of the Forth Rail Bridge made it redundant.

Bridges

Another brief but significant boom came in the 1880s and 90s, with the construction of the Forth Rail Bridge. The workforce of 4,600 men and tourists who came to see the work in progress brought trade and prosperity. Workers and engineers employed on the Bridge were housed in a purpose built company town adjacent to the construction yard, at Rosshill Terrace, Forth Terrace and Forthview.

A report on possible routes for a road bridge was commissioned in 1929, but plans were not approved until 1947, with the bridge opening in 1964. The arrival of the Road Bridge brought an end to the car ferry passage at Queensferry. In 2011 construction began on a third bridge, to the west of the Road Bridge and intended to relieve pressure on it, to be named the Queensferry Crossing.

Twentieth and twenty-first centuries

The naval base at Port Edgar, commissioned in 1917, a distillery and the shale oil works at Dalmeny benefited the town during the 20th century. Beyond the Burgh boundaries, the surrounding landed estates provided a steady source of trade and employment. The 1975 Local Government (Scotland) Act reorganised local authority boundaries and Queensferry's status as a Royal Burgh was removed. Electronics, tourism and the Hound Point tank farm and oil-loading facility have been more recent sources of employment for the area.

Summary

The medieval core of the Queensferry Conservation Area, with its rigg development pattern, remains fairly intact. Alternating periods of modest prosperity and gentle decay have left a richly varied townscape spanning five centuries. As a result, significant evidence of each phase of the town's history can still be read in the street pattern and buildings surviving today.

4. Special Characteristics

4.1 Structure

- Natural crossing point of the Forth, sheltered by the bay and steep escarpment.
- Unique setting framed by the Forth, steep rising landscape, the Forth Bridge and Forth Road Bridge.
- Woodland and open space surround the core of the town to south and east.
- Historic designed landscapes form the wider setting.
- Spectacular views out to the firth and bridges.
- Open views down from the bridges onto the picturesque roofscape.
- Dense medieval core in a linear pattern with riggs running north and south.
- Sculptural, multi-level townscape form.
- Bridges form gateways at east and west ends of town.
- Later villa areas have a separate and contrasting character from the historic core.
- Vertical, pedestrian circulation a unique feature.
- Wooded landscape and private amenity spaces predominate; public open space is less common.

Topography

Queensferry is located at one of the narrowest points of the Forth estuary before it broadens out eastwards to the sea, explaining its long history as the preferred crossing point. The early part of the town is located on the shoreline, at the foot of a steeply sloping bank and within a bay formed by two promontories, the Binks to the west and the Craigs to the east. The historic core is therefore set back from the Forth within a natural harbour and shelter. From Victorian times the town expanded at the top of the slope, first along the main access roads and more recently along the north bank in a semicircle around the old town.

Setting

The historic core of Queensferry is bounded by areas of woodland extending from the Gallondean/Hawes Brae in the east, through Jock's Hole and Back Braes to the former railway lands between Hopetoun Road and Shore Road. These areas have a high amenity and biodiversity value to the town and are included within the conservation area boundary.

The conservation area as a whole is bounded by twentieth century residential areas to the south and west and by the Forth Road Bridge and Port Edgar to the west. To the east and in its wider setting the protected gardens and designed landscapes of the Dalmeny, Dundas and Hopetoun estates add to the area's historic character. The

historic estate village of Dalmeny to the south-east is designated as a separate conservation area. To the north, most of the coastline and islands of the Forth are protected by national and international designations covering important habitats, species and geology.

Views

Views of the Firth of Forth and Forth Bridge originating in Edinburgh city centre are defined by the Council's Skyline Study. Prominent development within and around Queensferry would potentially impact in the fore- and middle ground of several key views. A similar system of viewpoints and associated policies ~~may be~~ **is being** developed to support the protection of the setting of the Forth Bridge.

In more local views, the sheltering topography of Queensferry means that its historic core is only visible in longer views from its piers and on the water. Views down from the rail and road bridges and from pathways at the upper levels of Back Braes and Ravel Bank provide panoramas of the town's picturesque roofscape against the backdrop of the Firth.

Within the conservation area, mid- and short-range views are important along the gently curving High Street and out towards the Forth, the Fife coast and the bridges through gaps in the northern building line and from the Hawes Promenade. Glimpse views along pends and narrow lanes, of the harbours and Forth to the north and gardens to the south, add to the picturesque qualities of the townscape.

Development pattern

Topography dictated the earliest development of the town within a restricted strip between the harbour and the southern escarpment. Development along the High Street follows a linear pattern and reflects the curve of the bay. The gentle curve in the street is emphasised especially on its south side by raised pavements. The building line forms an unbroken terrace wall, but widens and narrows in places such as the Black Castle. To the south, the narrow rigg ownership pattern radiates back from the High Street up the banks towards the former railway line.

On the north or seaward side, development largely fronts the High Street, turning its back to the harbour. There are a few survivals of L-shaped buildings with gables facing the coastline, typical of Scottish fishing villages. The building line is interrupted by wider breaks giving an awareness of the lower plane of the beach. These different levels following the coastline give the High Street a strong sculptural character. This multi-layered effect is continued with the spectacular separation in height between the rail or road deck levels of the bridges and the streets below. This gives a sense of calm isolation to the town, protected from the high-speed traffic flying past above.

The three road approaches on the landward side of the conservation area follow the historic routes connecting the town with Linlithgow, Kirkliston and Edinburgh. The road bridge at the west and the rail bridge in the east act as gateways and provide a sense of arrival. Seals Craig creates a kink in the line of the road and forms an inner

gateway and shelter to the High Street. The parish church and manse, and St. Margaret's Church on either side of the top of the Loan (Kirkliston Road) also function as a gateway.

The Hawes and the area of Victorian villa development at the west end of Station Road are notable for their physical separation and contrasting character from the High Street. Victorian expansion created a generous layout with wide streets and large plots. The Hawes and the developments along Station Road are notable for their physical separation and contrasting character from the High Street. Their separation from the historic core allows the woodland to almost reach the water's edge, provides amenity and acts as a visual break between these areas of different character.

The former Forth Bridge company town towards the east end of Station Road has a distinct character, closely defined by the two adjacent rail routes and Dalmeny Station. Victorian villa development at the west end of Station Road created a generous suburban layout with wide streets and large plots. Station Road forms an interesting approach and edge to the conservation area, with contrasts between modern development, historic houses and railway infrastructure, large expanses of open space and mature treescapes.

Grain and density

Density of development within the historic core is high, consistent with its constricted site and the relatively crowded character of medieval urban development. The solid building line conceals the open spaces of rear plots from the High Street except in glimpse views. Some of these riggs are divided into small garden courts, while others still retain early development, creating intimate groupings of small-scale spaces, buildings and narrow access ways. This is particularly evident on those plots that back on to Hawthornbank.

The Hawes is of a much lower density, with large Edwardian villas facing the spectacular view. Many of these have been converted to hotels, cafés and gift shops catering for visitors. Kirkliston Road, Station Road and Stewart Terrace have a strongly coherent pattern of well-spaced, detached villas set in generous, rectangular plots. These villa plots stand out from both the narrower but often longer plots of the historic core and from the smaller and denser pattern of later 20th century suburban development. The Forth Bridge company town around Roshill Terrace consists of three terraces of modest cottages with long strip gardens, plus a pair of larger villas.

Streets

The sinuous curve of the High Street is reflected by its street surfacing and the alignment of pavements, terraces, railings and building frontages. Vertical circulation, formed by steps, closes and wynds, connects the various levels of beach, High Street, terraces, gardens and upper brae beyond. The Back Braes and Hawes Inn walkways connect the later Victorian development and Dalmeny Station right into the historic core. Station Road and the pedestrian links leading from it are

important in connecting Dalmeny Station both with the High Street and the wider suburbs to the south.

20th century traffic engineering altered the townscape at the west end of the High Street, isolating Hopetoun Road from the main town centre and creating an artificial gateway at the Bell Stane.

Spaces

Queensferry has an abundance of open space with a variety of roles and characteristics. Private open space of gardens and courtyards play a significant role, softening the density and hard frontages of the historic core and providing visual relief and glimpse views.

Urban, public open space is less prominent but there are examples of small squares and formal gardens such as the garden around the Provost's drinking fountain next to Rosebery Hall, and the square opening onto the beach access steps between Mid and West Terrace. The Hawes esplanade is the most significant example of this type of space. Its value as amenity space is eroded by the visual dominance of parking alongside it. A small public park and bowling green are also located within the conservation area, just off Station Road, as well as a playspace to the south of Forth Terrace. The beaches, harbours and piers provide distinctive spaces within the town and spectacular, panoramic viewpoints.

Woodland and landscape amenity space are critical to the character of Queensferry, enclosing the historic core and providing visual breaks between contrasting areas.

4.2 Key elements

- Buildings dating from 17th to mid-20th century reflecting gradual evolution.
- Overall unity created by regular scale and proportions.
- Villa areas have detached buildings in generous plots with strong, formal compositions.
- The bridges are the dominant landmarks in long range views; local landmarks are more evident from within the High Street.
- Restricted palette of materials given variety through differing treatments and architectural styles.
- Gardens preserve historic rigg features.
- Ferry Glen and Back Braes are the key public green spaces.
- Distinctive raised terraces over projecting shops with historic ironwork
- Good quality historic and more recent streetscape and boundary features.

Scale

Buildings are mainly 2 to 3½ storeys in height. Narrow frontages set up a rhythm along the street, and vertical planes are emphasised by the subtle variation of heights which expose parts of gables. The continuity of frontages and narrow proportions of the street create a strong sense of enclosure. The buildings are also relatively shallow in depth. This results in regular contrasts of enclosure to openness, revealed in views down narrow wynds and low close entrances.

Building types and styles

The earliest surviving **secular** buildings are the merchants' houses of the 17th century, such as Plewlands House and the Black Castle. These are characterised by an L-plan form of main range and projecting jamb, steeply-pitched roofs with straight or crowstepped skews, small windows and, occasionally, surviving forestairs. Elements of buildings of this period are likely to survive elsewhere, disguised by later alterations and additions.

Georgian and early Victorian buildings predominate within the historic core and provide its underlying coherence through the largely continuous building line, the uniformity of building type, similar heights, narrow frontages, solid to void relationships and window sizes. It is difficult to distinguish which buildings are flatted, except possibly over shops, and those which are town houses.

Shoreline structures, including piers, harbour, retaining walls, steps and other related features are key to the waterfront character of Queensferry. They are mainly of Victorian and later origin, although often on earlier foundations.

Later insertions into the High Street largely conform to the earlier pattern of scale, building line and materials but add variety of style and decoration. These include the Baronial Clydesdale Bank at 35 High Street, and the Rosebery Memorial Hall built in the Scots Renaissance style in 1894. The Council offices and museum at 53 High Street form an eye-catching, white-harled block with some Arts and Crafts features. The municipal housing at Hill Court, built in 1964, forms an L-plan at the corner of the High Street and The Loan. This is an interesting example of architecture of its date, and relates to the contemporary regeneration of historic fishing communities in Fife such as Dysart and Burntisland. However its siting and mass disrupt the strong historic pattern around it.

The Hawes and Station Road villa areas share some characteristics, being large dwellings set back from the road frontage in generous grounds. Apart from the Hawes Inn these buildings date from the Victorian and Edwardian expansions of the town. Station Road villas are relatively uniform in layout, scale and character, generally having formal, symmetrical front elevations, pitched roofs, large plate-glass sash and case windows and tall stacks. Tudor-inspired multi-gable forms also feature. The Hawes villas are more varied with no predominant style, although all have been heavily altered and extended reflecting their change from original domestic use to hotels, public houses and restaurants.

The Forth Bridge development around Rosshill Terrace consists of three rows of cottages and a pair of villas. Forth Terrace is unusual in that it has no conventional front elevation. This may indicate that amenities like kitchens and bathrooms were added after the initial purpose was over with completion of the bridge, as the workforce had a communal dining hall.

Landmarks

The Forth **Bridge Rail and Forth Road Bridges** are the outstanding landmarks, dominating the town and the wider area with their sheer scale and presence. However, the bridges are often hidden from view within the enclosure of the High Street, allowing local landmarks to become more evident. These include the Tolbooth steeple, the Seals Craig Hotel and the spire of the parish church, viewed on the skyline from the north.

Materials and details

A significant level of uniformity is achieved from the use of local building materials, despite the considerable range of building styles. The predominant materials form a restricted palette of rubble and dressed sandstone, render and slate roofing. The variety of treatment provides interest with decorative tooling and carved stonework, often reflecting maritime connections, pediments, doorframes and marriage lintels, dressed or rendered margin bands, chamfered corners, gable windows and crowsteps, cast iron signs and railings.

The later villas are built in a more sombre and formal dressed stone and with more intricate and decorative detailing of entrances, bay windows, dormers and front

gables projecting out on exposed decorative trusses. There are also examples in the Arts and Crafts style with white render, painted timberwork and complex roof forms.

The historic buildings in the Rosshill Terrace area contrast with most of the conservation area, constructed in a palette of brick with shallow slate roofs, tripartite windows with narrow margin lights, arched detailing to ground floor openings and paired, recessed porches. Forth Terrace has undergone more significant change but retains its unusual mansard roof form with raised party walls. Although some detail and materials have been eroded, such as by painting or replacement of roof materials, the overall impression remains of an intact grouping from a single historic phase of development, with regular massing and rhythm.

Trees and gardens

Gardens and landscapes are a dominant feature of the conservation area, both private gardens and publicly-accessible green spaces. The garden ground relating to the High Street preserves the historic rigg pattern of the medieval burgh. The managed, domestic scale and character of these spaces, along with the profusion of ornamental species, provide a rich green environment.

The large plots of the villa areas have a more open character with formal garden landscaping with prominent individual mature trees and hedges. The former gardens of large houses in Station Road, such as Rosshill and Ashburnham House, have been developed for housing but preserve some of their trees and boundary features. The conservation area contains only one tree preservation order, off Station Road between Ashburnham Gardens and St Mary's RC Primary School.

These areas contrast with the informal, semi-wild planting and sinuous pathways of the Ferry Glen and Back Braes. The profusion of trees at various stages of maturity, along with the rich biodiversity they support, are important for their extent and cumulative effect rather than any single specimen or specific area.

Streetscape

The raised terraces of the High Street, providing pedestrian access across the roofs of ground-floor shops to terraced entrances above, are one of the outstanding streetscape features of Queensferry. Natural stone treads, paving, setts and cast iron railings survive along their length, although in poor condition in places. Examples of modern ironwork along the High Street have also added to the quality of detail in this area.

The majority of the traditional, natural stone finishes of the High Street are the result of streetscape enhancement works of the 1990s. However, the general design and material palette reflect the historic character of the street and respond to its distinctive features. Footway and carriageway surfaces elsewhere are generally in modern finishes.

In the Hawes and villa areas, property boundaries are generally formed by rubble walls – dwarf walls with hedges and gate piers in the villa area, and more substantial,

high walls at the Hawes and Edinburgh Road. Stubs of traditional railings removed for the war effort occasionally remain. Relatively low, timber picket-style fences predominate in the Rosshill Terrace area. The Hawes waterfront is bounded by 1930s esplanade railings, adding to its distinctive, seaside air.

Activity

Queensferry is the largest settlement in rural west Edinburgh with four primary schools, a high school, library, churches, community centres, a leisure centre, museum, police station, health and welfare services. The High Street retains a variety of shops, bars and restaurants although most residents' convenience shopping is done in the larger supermarkets outwith the historic core of the town.

This sense of activity along the High Street contrasts with the peace and quiet of the villa area on the ridge above. The high ground behind the High Street to the south is used for informal recreation such as dog walking, walking and running. The Gallondean to the west has a coastal path linking with Cramond.

Visitors are a major factor in the town's activity, drawn by views of the bridges and access to the water. The Hawes Pier is used by boat trippers to the islands in the Forth and the harbour is used for private boat moorings. The Forth itself is a busy shipping channel, and provides a range of watersport activities. Cruise liners berth in the Firth and visitors are ferried to Hawes Pier. Dalmeny Tank Farm is situated in the Forth and linked by pipeline to the tanker terminal at Hound Point. The Firth of Forth is one of Scotland's busiest commercial shipping channels and performs a key role in Scotland's economy given its link as major export location for Scotland's oil and gas. It is also a destination for Cruise liners which berth in the Firth and ferry passengers to Hawes Pier. In addition, a range of watersport activities take place within it. Dalmeny Tank Farm is situated in the Firth of Forth and linked by a pipeline to the tanker terminal at Hound Point. The works depot and yards adjacent to Dalmeny Station remain the main hub of activity for maintenance of the Forth Bridge.

5. Management

5.1 Legislation, policies and guidance

Conservation areas

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that conservation areas "are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Local authorities have a statutory duty to identify and designate such areas.

Special attention must be paid to the character and appearance of the conservation area when planning controls are being exercised. Conservation area status brings a number of special controls:

- The demolition of unlisted buildings requires conservation area consent.
- Permitted development rights, which allow improvements or alterations to the external appearance of dwellinghouses and flatted dwellings, are removed.
- Works to trees are controlled (see [Trees](#) for more detail).

The demolition of unlisted buildings considered to make a positive contribution to the area is only permitted in exceptional circumstances, and where the proposals meet certain criteria relating to condition, conservation deficit, adequacy of efforts to retain the building and the relative public benefit of replacement proposals. Conservation area character appraisals are a material consideration when considering applications for development within conservation areas.

Listed buildings

A significant proportion of buildings within Queensferry are listed for their special architectural or historic interest and are protected under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Listed building consent is required for the demolition of a listed building, or its alteration or extension in any manner which would affect its special character.

National policy

The Scottish Historic Environment Policy (SHEP) is the strategic statement of national policy relating to the historic environment.

The development plan

The Rural West Edinburgh Local Plan (RWELP) sets out policies and proposals for the development and use of land in and around Queensferry. The policies in the Plan are used to determine applications for development. In broad summary, the key policy areas affecting Queensferry Conservation Area are:

- The Coastline E12, E13

- Designed Landscapes E14
- Trees and Woodland E15, E16
- Nature conservation and biodiversity E17-E22
- Archaeology E29-E31
- Historic buildings E32-E34
- Conservation areas E35-E40
- Design of new development E41-E44
- Open space E51-E52
- Economic development and tourism ED2, ED11
- Transport TRA5-TRA7
- Retailing R1-R3, R5

The proposed City of Edinburgh Local Development Plan (LDP) contains broadly similar policies and is a material consideration in current planning decisions.

Planning guidance

More detailed, subject-specific guidance is set out in Planning Guidance documents. Those particularly relevant to Queensferry Conservation Area are:

- [Guidance for Householders](#)
- [Guidance for Businesses](#)
- [Listed Buildings and Conservation Areas](#)
- [Developer contributions and affordable housing](#)
- [Edinburgh Design guidance](#)
- [Communications Infrastructure](#)
- Street Design Guidance – *in draft, published May 2014*

In addition, a number of statutory tools are available to assist development management within the conservation area:

GPDO and Article 4 Directions

The Town and Country Planning (General Permitted Development) (Scotland) Order 1992, amended 2012, (abbreviated to GPDO), restricts the types of development which can be carried out in a conservation area without the need for planning permission. These include most alterations to the external appearance of dwellinghouses and flats. Development is not precluded, but such alterations will require planning permission and special attention will be paid to the potential effect of proposals.

Under Article 4 of the GPDO the planning authority can seek the approval of the Scottish Ministers for Directions that restrict development rights further. The Directions effectively control the proliferation of relatively minor developments in conservation areas which can cumulatively lead to the erosion of character and appearance. Queensferry Conservation Area has Article 4 Directions covering the following classes of development:

- 7 The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure
- 18 The carrying out on agricultural land in an agricultural unit of works for the erection, extension or alteration of a building; the formation, alteration or maintenance of private ways; or any excavation or engineering operations, for the purposes of agriculture.
- 38 Development by statutory undertakers for the purpose of water undertakings
- 39 Development by a public gas supplier
- 40 Development by an electricity statutory undertaker

Trees

Trees within conservation areas are covered by the Town and Country Planning (Scotland) Act 1997 **as amended by the Planning (etc) Act 2006**. This Act applies to the uprooting, felling or lopping of a tree having a diameter exceeding 75mm at a point 1.5m above ground level. The planning authority must be given six weeks' notice of the intention to uproot, fell or lop trees. Failure to give notice will render the person liable to the same penalties as for contravention of a Tree Preservation Order (TPO).

Tree Preservation Orders are made under planning legislation to protect individual and groups of trees considered important for amenity or because of their cultural or historic interest. TPOs are used to secure the preservation of trees which are of significant stature, in sound condition, and prominently located to be of public amenity value. When assessing contribution to amenity, the importance of trees as wildlife habitats will be taken into consideration. There is a strong presumption against any form of development or change of use of land which is likely to damage or prejudice the future long term existence of trees covered by a TPO. The removal of trees for arboricultural reasons will not imply that the space created by their removal can be used for development. One Tree Preservation Order applies within the conservation area, off Station Road between Ashburnham Gardens and St Mary's RC Primary School.

Vegetation management to protect and restore important viewpoints of the Forth Bridge is listed as an action in the Forth Bridge Management Plan. Trees in the city [link] contains a set of policies with an action plan used to guide the management of the Council's trees and woodlands.

Landscape and Biodiversity

The Council has an obligation to take account of the impact of development on species protected by legislation and international commitments. The Nature Conservation (Scotland) Act 2004 places a duty on all public bodies to further the conservation of biodiversity as far as is consistent with their functions. The rich **garden wooded** landscapes, **and** open spaces **and foreshore** of the conservation area

give it a high amenity and biodiversity value. The conservation area boundary overlaps with the local biodiversity sites of Hopetoun Road, Dalmeny Estate and the Newbridge to South Queensferry Walkway. The Gallondean forms part of the Leuchold Wood ancient woodland.

~~The Firth of Forth is protected by a range of local, national and international landscape and environmental designations including the Firth of Forth Ramsar site, Special Protection Area and site of special scientific interest (SSSI).~~

The Firth of Forth is protected by a range of local, national and international landscape and environmental designations including a Site of Special Scientific Interest (SSSI), the Firth of Forth Special Protection Area (SPA) and Ramsar site. In accordance with the Habitat Regulation any development affecting the Firth of Forth SPA may be subject to a Habitats Regulations Appraisal (HRA) to determine that there will be no adverse effect on the integrity of the site.

Three historic landscapes included in the national Inventory of Gardens and Designed Landscapes surround Queensferry Conservation Area: Dalmeny, Dundas Castle and Hopetoun House. The wider coastal landscape including the Cramond coast, Lauriston policies, Dalmeny policies and Queensferry waterfront, forms the Southern Forth Coast Special Landscape Area (SLA).

Archaeology

Queensferry has been continuously inhabited for in excess of 1000 years. Its current townscape contains surviving elements from at least 700 years and there may be evidence of earlier occupation surviving below existing structures or landscapes. Canmore notes various discoveries of bones, funeral urns, etc in Queensferry and its immediate neighbourhood. Several cists, with skeletons and other remains of interment were reported found during railway construction from the 1850s and onwards.

The area may contain the remains of a wide range of historic sites and uses including the Carmelite friary complex, medieval (and later) ferry landings and facilities for pilgrims and travellers, maritime industries, activities associated with the rigg system, post-medieval land-based industries such as brewing and distilling, shale oil extraction, quarry sites, railway infrastructure and sites associated with the construction of the ~~R~~ail and ~~R~~oad ~~B~~ridges. Marine archaeology is also present along the foreshore.

Remains of these structures may survive below existing development, although the extent of their survival is currently unknown due to the lack of modern archaeological investigations in the area. Depending on the scale and impact of any development proposal, the City of Edinburgh Council Archaeology Service (CECAS) may recommend a pre-determination evaluation in order to assess the presence and significance of any surviving archaeological deposits and to determine the scope of any required mitigation including preservation. Similarly for works affecting standing structures of historic significance, a programme of archaeological building assessment and recording may be recommended.

There are no scheduled monuments located within Queensferry Conservation Area.

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5.2 Pressures and sensitivities

In contrast with many conservation areas, the main pressures in Queensferry Conservation Area are not principally a result of private development but relate to infrastructure and the public realm. Their central role in the character and appearance of the conservation area makes all of the following issues key opportunities for enhancement.

Many of these issues are longstanding in origin, and solutions must involve community engagement and creative collaboration between multiple agencies. Community-led efforts to resolve some of these are already underway. The recommendations made below assume the historic environment is used as the starting point for creative decisions.

Historic streetscapes

Queensferry has a rich legacy of historic ironwork, complemented by high quality modern examples. The raised terraces unique to Queensferry are deteriorating in places, risking the loss of quality and special character of the High Street. The vennels leading north and south from the High Street are also at risk from privatisation of access, blocking of glimpse views and pedestrian routes, and erosion of traditional surfacing materials.

Recommendation: Historic surfacing materials, ironwork and detailing should always be retained and repaired where they survive. Lost features should be reinstated where there is evidence. Training and education in specification and maintenance of appropriate materials would assist in protecting these features in the longer term.

Development of riggs and gardens

The secluded green spaces of the historic riggs are a key amenity for the conservation area. Development of gardens and backland spaces has the potential to impact significantly on the area's special character, landscape quality and biodiversity. Archaeological remains may also be impacted by development.

Recommendation: The character, density and pattern of the context must be respected in any development proposal. Standing remains should be recorded and understood before proposals are developed. Where development is acceptable in principle it should be deferential in scale, appropriate in its use and enhance the distinctive character of the space.

Pedestrian connectivity

As a result of topography, maintenance and some 20th century traffic management decisions, disparate areas of the town centre have become isolated from each other. Access difficulties particularly affect vulnerable age groups, those with mobility problems, and visitors with no prior knowledge and in need of orientation. This reduces the attractiveness, vibrancy and active economic use of the historic town centre, which in the long term threatens its economic health and the protection of its character.

Recommendation: Historic routes and connections should provide the basis for enhancements to connectivity. Historic features can help to re-join fractured areas of the town and provide an appropriate context for new development. Sensitive traffic engineering and wayfinding should redress the balance between vehicular and pedestrian users, in conjunction with other infrastructure improvements such as parking.

Traffic management and parking

Existing pressures from visitors, residents and workers, along with projected increases in visitors as a result of enhanced interest in the Bridges, create serious pressures on existing traffic routes and parking areas.

Recommendation: The historic character of the town is a key amenity for all users of the town. Potential solutions for roads and parking must therefore respect the character of the conservation area. A variety of solutions are likely to be necessary, including investigating new, peripheral parking areas, incorporating environmental enhancements into new or redesigned central parking areas and removing pressure from vehicular traffic by investigating alternative, sustainable transport methods where possible.

Shoreline, piers and harbours

The approach to Queensferry from the Forth was historically of central importance but this aspect of its character has been diminished since the loss of the ferries and fishing trade. Greater appreciation of the town from the water, piers and shoreline could create additional viewpoints as draws for visitors and generate interest in fuller, more productive, income-generating use of these facilities. The treatment of waterfront facades is also of key importance in protecting the character and appearance of the conservation area.

Recommendation: Proposals to develop and regenerate waterfront features should protect and repair historic fabric, and reinstate lost features where there is evidence for them. The historic character of these areas should be emphasised in proposals for change of use or development. The outstanding landscape and natural environment significance of these spaces will also be a critical consideration.

5.3 Opportunities for development

Small-scale development opportunities for infill or replacement may arise within the historic core, and will be considered under the policies and guidance listed at 5.1.

Development on a significant scale is unlikely to take place within the conservation area although a number of sites on its peripheries may be affected, such as Port Edgar, the Corus site adjacent to the Forth Bridges Contact and Information Centre and at the wider edges of the settlement, particularly when the Queensferry Crossing comes into use. In most instances development is unlikely to have a significant visual impact on the setting of the conservation area or the Bridges owing

to the topography, domestic scale and intervening development. However, proposals will be monitored to ensure the sensitivities of these features are taken into account. View protection (discussed below) also has a role to play in this issue.

A development brief has been produced for Port Edgar.

5.4 Opportunities for planning action

The Forth Bridge as a potential World Heritage Site

World Heritage Sites are places of outstanding universal value for their cultural, natural or combined qualities inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) under the World Heritage Convention. There are currently 981 sites globally, with 28 in the UK and dependent territories, and 5 of these five World Heritage Sites located in Scotland.

The UK Tentative List of potential world heritage sites was reviewed in 2010/11. The Forth Bridge was included in the shortlist of eleven candidate sites, and was subsequently chosen as the first site from that list to be submitted to UNESCO for consideration. An intensive period of research and consultation resulted in a nomination dossier being submitted in January 2014.

The nomination document makes the justification for the site's inscription, based on the criteria set out by UNESCO, includes a description of the site, details on the existing protection and management of the site, its state of conservation, and information on known threats and potential opportunities. This will undergo a demanding 18-month process of scrutiny and evaluation by UNESCO and its advisory body ICOMOS (International Council on Monuments and Sites). The final decision will be made at the meeting of the UNESCO Committee in summer 2015. The earliest possible date for a decision will be at the meeting of the UNESCO World Heritage Committee in the summer of 2015.

Statutory designations surrounding the bridge, particularly those covering the bridgehead communities of North and South Queensferry, will be the principal means of protecting the outstanding universal value of the Bridge and its setting.

This document aims to demonstrate the safeguards given by the planning authority to the setting of the bridge. It also offers a means for communicating local community support and interest in its historic environment.

Conservation area boundaries

The boundaries have been re-examined through the appraisal process. Suggestions were considered for various changes, both to include wider areas (such as Port Edgar, the wider suburbs of the town or the historic Bridge construction yard and workers cottages at Forth Terrace) and to reduce its size (for example by removing modern development along Station Road).

The current extent of the boundary, adopted in 2003, was carefully considered in order to encompass the most distinctive architectural and historic features of the

settlement, and to include a suitable belt of the wooded landscape surrounding the core of the town. This is considered to provide a zone of suitable breadth and quality to protect both the historic town core and the immediate setting of the Bridges. Reductions in its extent are not considered appropriate.

Most of the suggested areas of expansion are not considered to meet the criteria of being of special architectural or historic merit. Port Edgar however is considered to be of interest in its own right. Its national significance as a naval base, and the evidence for that history remaining in situ in the form of historic buildings, spaces, street layout, piers etc. potentially meet the criteria for selection and would merit further research.

However, its character contrasts with that of the main town of Queensferry and it is not considered appropriate as an extension of Queensferry Conservation Area. The majority of its significant structures are already protected by listing and the planning brief above sets out the key considerations for its potential future development. The merits of designating this area as a separate conservation area will be considered further as plans for its development evolve.

The area of the historic Forth Bridge construction yard and workers' cottages at Forth Terrace and Rosshill Terrace, east of Dalmeny station, is also considered to potentially meet the criteria for designation. The three terraces of cottages to the south of Station Road and the area including Forthview West and East to the north are surviving evidence of the construction and development of the Forth Bridge and its impact on the development of the town. They form an interesting grouping of buildings and gardens, related to the existing railway line, the station and the disused line to the west now used as a footpath and cycleway. They are not protected by listing and may be at risk from uncontrolled demolition or erosion of character. However some degree of unsympathetic alteration and infill development has already occurred.

It is recommended that the merits of expanding the boundary to include the Forth Terrace area are investigated further, including consultation with owners, the wider community and other interested groups.

View protection framework

Historic Scotland has carried out a study of key viewpoints and viewsheds around the Forth Bridge. ~~This helps to understand its role and impact in views around the area and to inform its nomination~~ This will help assess the impact of development proposals and inform its nomination as a World Heritage Site. The key viewpoints identified in the nomination document are a material planning consideration. If the nomination is successful, the merits of adopting a formal view protection system, complementing that already in place for the neighbouring Old and New Towns of Edinburgh World Heritage Site, will be considered.

5.5 Opportunities for enhancement

The pressures and sensitivities listed at 5.2 are considered the key opportunities for enhancement of the conservation area. Solutions, or improvements, to these issues would make a significant difference to the quality and vitality of the historic environment in the town. Quality of life would be enhanced for residents and other users, and the visitor experience would be improved.

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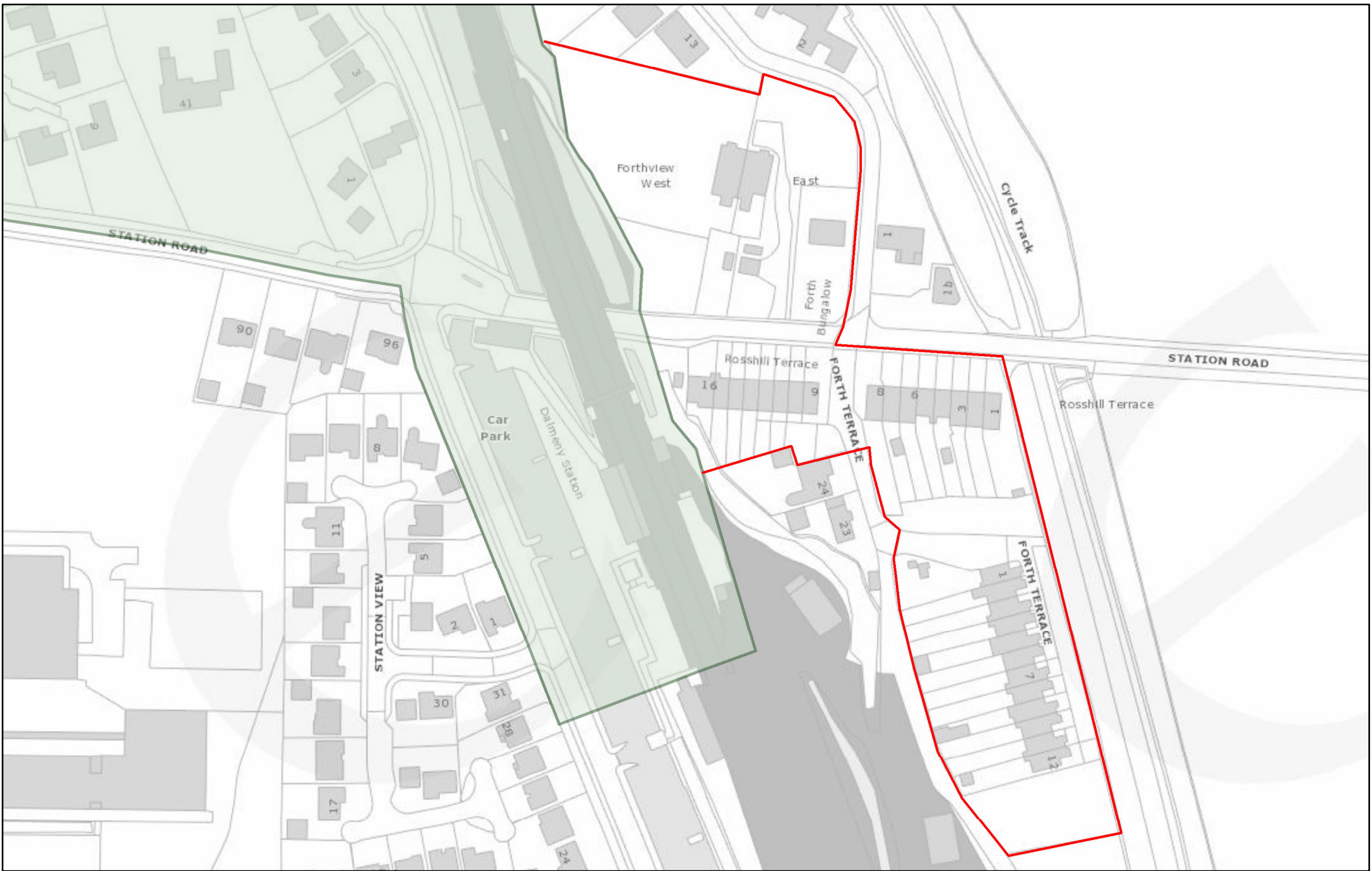
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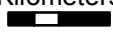
PAN 71, Conservation Area Management

Queensferry and District Community Council:

<http://queensferrycommunitycouncil.co.uk>

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Kilometers

 0.00510.02

• EDINBURGH •
 THE CITY OF EDINBURGH COUNCIL

Rosshill Terrace area proposed boundary

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