

Development Management Sub-Committee of the Planning Committee

10.00 am, Wednesday 4 March 2020

Present:

Councillors Gardiner (Convener), Child (Vice-Convener), Booth, Mary Campbell, Doran (substituting for Councillor Griffiths), Key (substituting for Councillor Gordon), Mitchell, Mowat, Munn, Osler and Rose

1. Minute

To approve the minute of the Development Management Sub-Committee of 19 February 2020 as a correct record.

2. General Applications and Miscellaneous Business

The Sub-Committee considered reports on planning applications listed in Sections 4 and 6 of the agenda for this meeting.

Requests for Presentations

None.

Decision

To determine the applications as detailed in the Appendix to this minute.

(Reference – reports by the Chief Planning Officer, submitted.)

3. Forth Rail Bridge, Hawes Brae, South Queensferry

The Chief Planning Officer had identified an application for planning permission to be dealt with by means of a hearing. The application for planning permission proposed Development of a Forth Bridge Walk Reception Centre, new sections of bridge access system, new viewing platforms, associated car parking, landscaping, servicing and alterations to existing vehicular and pedestrian accesses at Forth Rail Bridge, Hawes Brae, South Queensferry– application no 19/04116/FUL to be dealt with by means of a hearing.

Details were also provided of an application for Listed Building Consent for the installation of a bridge access system on the Forth Bridge and installation of glazed capping to Dalmeny Battery – application no 19/04118/LBC. Details of an application for Conservation Area Consent to demolish 2x ancillary buildings of residential property to make way for proposed

development of Forth Bridge Experience were also presented – application no - 19/04117/CON.

(a) Report by the Chief Planning Officer

The Chief Planning Officer gave a presentation on three applications; one for planning permission, one for listed building consent and an application for conservation area consent.

The application for full planning permission was for the reception hub and new sections of bridge access system, new viewing platform, associated car parking, landscaping servicing and alterations to existing vehicular and pedestrian accesses at Forth Rail Bridge. The application for conservation area consent was to demolish a swimming pool and a car port on the site and the application for listed building consent was for the interventions required on the Forth Bridge and the Dalmeny Battery.

Members of the Development Management Sub-Committee visited the site on 15 January 2020. The proposal was presented to the Edinburgh Urban Design Panel at pre-application stage on 24 April 2019. The design team sought to respond to the issues raised by the Design Panel. The presentation focussed on the proposal, the response to local residents and summarised officers' assessments of the key issues.

The Forth Bridge was a statutory category A listed building completed in 1890. It was listed on 18 June 1997. UNESCO inscribed the Forth Bridge as a World Heritage Site on 2015. It had a statement of Outstanding Universal Value and a Management Plan.

The application site consisted of the Forth Bridge as far as the top of the first cantilever, the former Network Rail depot site on the southern end of the Forth Bridge, there was an existing access road from Hawes Brae and existing pedestrian accesses from Dalmeny Station and Hawes Brae (known as Jacob's Ladder).

The application proposed a bridge walk experience enabling access out on to the Forth Rail Bridge. The proposal was presented as a rail-based visitor experience and focussed on enhancing connections to the Dalmeny Railway Station.

The proposal included a new entrance to the Dalmeny Rail Station platform and would contour down the embankment to connect with the southern element of the existing footpath. The existing path would be removed and planted up to reinforce the planting buffer between Ashburnham Loan and the new path.

The Reception Hub building design was inspired by the forts that were prevalent along the River Forth. The proposed Reception Hub building would be located to the west of the railway bridge piers on the empty compound area. The building would be finished in concrete with elements of perforated corten steel screen around. Vertical slot windows and louvre vent panels would provide interest to the west facing elevation and would also provide some surveillance to the footpaths and cycle areas without causing overlooking of neighbours. Visitors would access the building from the east and once through the reception, would hook onto a secure wire mechanism and access the bridge via a ramp circling anti-clockwise direction up on to the bridge. The ramp access would be shielded by a 1.1metre high parapet. Two new viewing platforms would be provided at either end of the top of the southern steel tower to allow clear views across north and south.

To the east of the railway lay the Forts, a residential property. The application proposed to convert this into office space for staff associated with the Forth Bridges Experience. The existing conservatory along the front of the building would be removed and internal alterations would be carried out and two of the four existing outbuildings would also be retained and upgraded to provide equipment storage.

A barrier system was proposed which would restrict access to the car park for customers that have pre-booked the Bridge Walk Experience. This would be managed on a time slot provision.

The proposal would remove a substantial number of trees from the garden to accommodate the car parking facility. Parking for 78 vehicles including 8 electric car charging points and 4 disabled spaces was proposed. The car park surface would be permeable and was proposed as reinforced gravel surface. An additional 11 spaces were proposed for staff parking. A total of 54 cycle parking spaces would be provided both close to the Hub and next to the office building.

A survey of 587 trees across the site has been undertaken. Of those trees, 128 trees would be lost to facilitate the proposal, a further 20 trees would be lost which were dead or leaning trees. Extensive tree planting was proposed for the site, a minimum of 115 new trees, a mix of native and more ornamental broadleaf trees were proposed with feathered and multi-stem trees.

The application proposed that the Bridge Walk Experience would operate between the hours of 10am and 10pm. At peak time there would be a total of 15 people accessing the bridge with up to 4 groups heading out per hour.

With the experience taking 3 hours to complete there would be a maximum of 12 groups accessing the facility simultaneously. A maximum of 540 visitors per day, equating to 36 bridge climbs per day. Communication on the bridge walk would be via a comm system.

The application was supported by relevant technical assessments. The application generated 155 public objections which led to the hearing process. The main reasons for objections were summarised as transport and access matters, loss of amenity, impact on heritage, loss of trees, impact on biodiversity and also matters in relation to the design of the new reception building.

In support of the proposal 40 letters of representation were received which welcomed the opportunity to showcase the Forth Bridge's World Heritage Site and economic benefits this would bring to Queensferry. Those in support welcomed the upgrading of the footpaths including access for locals and management of the overgrown footpath routes. The applicant also carried out a further public meeting on 10 October 2019 and submitted a post meeting letter dated 18 November 2019, seeking to address matters of concern, this was circulated to local residents.

The report for full planning permission set out the key issues in assessing the proposal. These were assessed slightly differently for the conservation application and the listed building application. For brevity the main presentation focussed on the principle of the development assessed against planning policy, the impact on the Forth Bridge World Heritage site and the direct impact on the listed buildings and their setting, access issues and impact on local highway, impact on local residents, the loss of trees and the impact on biodiversity.

When assessed against Local Development Plan Policy Ret 7, this supported leisure proposals where the site was or would be made easily accessible by a choice of transport and not lead to an unacceptable increase in traffic locally. The site was well served by public transport and the proposal proposed an upgrade route from the station site through the Hawes Brae. The proposal included adequate cycle parking and cycle spaces. Adequate on-site car parking provision was included, and transport were satisfied that the development would not lead to local highway problems. Ret 7 encouraged good development that could satisfactorily integrate into its surroundings and safeguard its character.

The visitor reception building was sensitively designed so as not to impact upon the Forth Bridge category A listed building. The proposal would not interrupt any viewpoints of the bridge itself. The development of the walk proposed minimal intervention on the bridge structure. The proposed hooks and platforms were considered small in scale and appropriate material finish which would be lost against the bridge trusses. Removal of the swimming pool, the car port and the upgrading of the Fort House were considered acceptable interventions. The Dalmeny Battery would be upgraded through the proposals and brought in to public realm.

Details were provided of the local impact of the proposal. Neighbouring residents in Ashburnham Loan, to the west of the proposal, had raised numerous objections to the development, including the principle of the use and the loss of amenity to their properties.

With the loss of trees on the site came the potential loss of biodiversity. The applicant had carried out the appropriate assessments to consider the impact of the proposals upon the four European Designated Sites located within 20km of the development. This work was carried out in consultation with Scottish Natural Heritage and it was concluded that the impact would not exceed that currently experienced by the existing bridge maintenance activities. It was considered that, if carefully managed, the replanting would continue to enhance the sites biodiversity.

Taking all the issues on balance, it was considered the proposal to create a visitor walking experience at the Forth Bridge was acceptable in principle. Loss of trees on site would have a short-term localised impact but the implementation of the woodland management plan over the next ten years being crucial to the overall amenity and biodiversity enhancement of the site. The approach to the built development was considered sensitive and the scale, design and form protected and enhanced the character and appearance of the Queensferry conservation.

The Chief Planning Officer considered that there were no other material considerations which outweighed this conclusion and therefore it was recommended that the Sub-Committee grant planning permission, listed building consent and conservation area consent.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/479876

(b) Queensferry and District Community Council

Keith Giblet gave a presentation on behalf of Queensferry and District Community Council.

The Community Council received representations opposing the development and some were in favour of the development. Concerns raised by those opposed to the development included the implications from the development and operational matters once the visitor attraction was operational. The Community Council attempted to put the representations received in to context in a letter to the Planning Authority. Mr Giblet wished to provide background information and enhance the Community Council's representation to the Sub-Committee.

Mr Giblet noted 155 objections were made to the Planning Authority. Local representations were made to the Community Council, Ward Councillors, MSPs and the local MP opposing the development with concerns about privacy, noise, car parking, infrastructure, loss of trees, wildlife as well as outlined in the report by the Chief Planning Officer.

The Community Council helped facilitate a further public consultation meeting held on 10 October 2019 with Network Rail, mainly to allow residents in the immediate neighbouring properties in Ashburnham Loan to air their views and opinions. Network Rail issued a bulletin after the meeting addressing 12 topics of concern that had been raised. These topics included parking, the loss of wildlife, the loss of trees, the height of the path levels and privacy. Network Rail also met with residents onsite to take and answer questions.

Representations were made to Queensferry and District Community Council supporting the development. Mr Giblet offered a flavour of some of the comments received, and the views of the Community Council. Queensferry welcomed a visitor destination that matched the Sydney Harbour Bridge. The visitor centre would create much needed jobs in the locality. The attraction would deliver potential new additional trade throughout the year to High Street businesses. It was forecast that many Liner visitors would wish to take up the opportunity to walk the Forth Bridge and this would retain visitors in Queensferry for the afternoon of the day they walk the bridge. Seventy to eighty thousand visitors arrived at Queensferry each year from Liners so only a small percentage of visitors taking up the walking experience was required to retain visitors in the town. It was hoped that the local economy would grow.

The walking experience would improve footpath connectivity to Dalmeny Station and replaced the old Jacobs Ladder which was unsafe. The plan improved forest management by having a tree and woodland management plan which complemented the Council's plan for the adjacent Ferry Glen. The historical Dalmeny Battery would be upgraded and would add to the heritage experience. The development of a visitor experience promoted the education and enjoyment of the industrial heritage of the Forth Bridge which supported the UNESCO stated outcomes in the five-year plan.

Mr Giblet asked Committee to note the City of Edinburgh Council was a stakeholder in the Forth Bridge's Forum and a key deliverable recorded in the forum Tourism Strategy for the UNESCO listed World Heritage Site was the walking experience.

Mr Giblet stated that the Community Council were confident that concerns raised would be dealt with appropriately and professionally by Network Rail. The Community Council

understood the objections but thought that Network Rail had listened to the concerns voiced, had mitigated many of the concerns noted in the report to the Sub-Committee and endeavoured to allay these fears. The Community Council had no reasons to believe it would be different moving forward.

In conclusion, Queensferry and District Community Council thought the merits outweighed the objections and agreed with the recommendations of the Chief Planning Officer.

The presentation can be viewed via the link below:

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(c) Local Residents

Lesley Watt and Jeana Gorman gave a presentation on behalf of concerned residents.

The residents believed the concept of a bridge climb experience on the Forth Bridge UNESCO World Heritage Site was a good idea in principle, but the proposal did not work for the local community and did not integrate well with the broader Forth Bridges Area Tourism Strategy.

The first issue that was raised was the visitor centre. The proposed building was not in keeping with the surrounding conservation area and UNESCO site. A bridge climb centre which blended in with the surrounding areas and enhanced the local conservation area was preferable for residents.

The increase in cars would lead to further congestion to an already busy area. The residents suggested a central park and ride facility with access to all areas of the village be provided.

Safety concerns were also raised. If Queensferry was congested, emergency vehicles would not have access if cars were parked on side streets and there was a danger that children could be run over. It was recommended by residents that clear instructions for visitors on travel options and proper signage should be provided.

With regard to privacy, the residents were concerned that the height of the visitor centre would allow participants to overlook Ashburnham resident's homes. The visitor centre building could be relocated to the east side of the bridge and the positioning and height of the access pathway should be reviewed.

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(d) Ward Councillors

Councillor Normal Work addressed the Sub-Committee as a member for Almond Ward. Councillor work stated that he had met local residents and the applicants and felt incumbent as a ward member to put these views over to Committee.

Councillor Work advised that improvements to the path network and to the Dalmeny Battery would be welcome.

However, there were a number of concerns regarding the lack of screening and overlooking. Councillor Work expressed concerns regarding the loss of trees and although tree planting was proposed, Councillor Work suggested that there should be a condition that the replanting of trees should be like for like and if trees could not be planted in the same area then there was scope to plant trees from the old railway path to the Friends of Ferryglen and back braes.

The proposal of a tree management plan was welcome, but Councillor Work stated he was not sure how it would be enforced or how strict it would be in the application. Moving the path further away from the houses would provide an opportunity to have a larger buffer zone and to replant and Councillor Work hoped this would be a condition of the proposal.

Clarity was sought regarding the access road and whether it would be widened or if there would be passing places. Regarding cycle access, the road at present was not safe. Access from the old railway line should be properly included.

Councillor Work suggested that incentives could be used to encourage the use of public transport, for example, a discount for visitors arriving by train.

There was an annual charity abseil from the Forth Rail Bridge. Councillor Work questioned what would happen to this should planning permission be granted.

Councillor Work also suggested that there was potential for car-free days if Network Rail worked with the Cruise Liner companies.

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(e) Applicant and Applicant's Agent

Nicola Slaven (Town Planner, Network Rail), Ian Heigh (Project Manager, Network Rail), Wil Tunnel (WT Architecture) were heard in support of the application.

The Forth Bridge experience would consist of 15 people at one time. A harness would be attached to participants and attached to a running line to ensure they were safe to partake in the walk. During that time, the group would be attached to guide who would talk to them about the history of the bridge, the current state of the bridge and the future of the bridge.

The site choice was driven by its location. It was the best place to deliver people to the Bridge and benefited from being a brown field site. The site had excellent pathway connections albeit some of them had fallen in to disrepair. The site was good proximity from the station, although it was acknowledged that some of the existing pathways posed challenges, particularly from the shore to the site.

The historic use of the site was for fabrication and marshalling yards for the construction of the bridge and at that point it began to become an industrial site, although most of it had returned to farm land. During the 20th century during the World Wars, the Forts House became a military site for gunning placements and Forts House itself was a barracks.

The site arrangement allowed for good quality public realm. The Forts House would be re-purposed for offices, highly landscaped areas and for car parking.

The project was about the movement of people through the site, across the site and on to the bridge. Participants would be briefed, clothed and then latched on to a safety wire to be taken up the bridge. Being latched on to a safety wire meant people would have to move on their right-hand side and people going up could not cross people going down. This was manifested in the form of the building which would take people up the bridge and deliver them to the bridge via a walkway on the outside of the building.

Within the building it had been efficiently designed for storage, and had changing and briefing spaces, some staff accommodation and toilets. Coming back down again, walkers come down on a two-storey section in the middle of the building. Architecturally inspired by contextual architecture around the Firth of Forth but particularly the Dalmeny Battery which was immediately adjacent. The proposal was a ground hugging building in contrast to the verticality and the engineered rigidity of the Forth Bridge itself. The proposal was subservient to the bridge yet bold so it could be a comfortable bedfellow from the site to the bridge. An industrial feel was also used which tied in to the industrial heritage of the bridge in terms of use of steel and heavy masonry. The primary outlook from the building was the bridge itself.

The applicant urged Committee to note that during the public consultations, there had been concerns raised about the proximity of the building to people's houses which led to the access ramps on the outside of the building being adjusted to ensure the parapet to one side screened people going up the Bridge more than it had previously.

The applicant advised that the proposals complied with the principles and policies of the adopted Edinburgh Local Development Plan. The proposals offered an opportunity to provide a unique high-quality reception centre that would enhance the World Heritage status of the Forth Bridge with the provision of access and education experiences in line with UNESCO objectives as well as encouraging tourism spend and employment opportunities within the local area. It was a sensitive yet innovative and sustainable design approach for this brown field site that would ensure the final outcome achieved a strong sense of place and maintained but enhanced the listed building and conservation areas of the iconic landmark. The proposals demonstrated that the design appreciated and understood the local context, amenity and importance of the surrounding community. The building design, footpath route and associated landscaping evolved and were informed by the public consultation in order to reduce the potential for overlooking neighbouring properties.

The proposals were ideally suited to increase the provision of sustainable access by rail, bus, cycling and walking. A new footpath between the promenade and Dalmeny Station would provide a missing link in terms of a direct path way in this part of the town.

The management of visitor numbers through advanced online booking, allocated time slots and a controlled barrier system meant that the car parking spaces provided would be enough to meet demand. The additional vehicle traffic could be accommodated comfortably within the internal and wider local road network.

Extensive pre-application, public consultation and stakeholder engagement informed the planning submission. Two open public consultation events were held in June and July

and were attended by 200 people. Feedback forms from both of these events showed that 80% of responders supported the proposals.

The applicant urged Committee to support the Chief Planning Officers recommendations and grant planning permission.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/479876

Motion

- 1) To **GRANT** planning permission subject to the conditions, reasons, informatives and a legal agreement as set out in section 3 of the report by the Chief Planning Officer and the informatives that were to become conditions and the additional conditions as listed below:
 - Prior to the initiation of the development, the applicant shall progress a road traffic order with regard to waiting, loading and speed restrictions to Hawes Brae and subsequently install all necessary signs and markings at no cost to the council and was in the interests of road safety.
 - Prior to the initiation of the development, the applicant shall provide details of the opportunities for an uncontrolled pedestrian crossing on Hawes Brae adjacent to the site access. Any subsequent crossing solution shall be implemented prior to the opening of the development. This was in the interests of pedestrian safety.
 - Notwithstanding the submitted landscape drawing, a further landscape plan, including tree numbers and having regard to screening provision between the new path, access bridge and hub building, and the housing located on Ashburnham Loan, shall be submitted and approved by the Planning Authority. The approved landscaping scheme shall be implemented within six months of the completion of development to protect neighbouring residential amenity.
 - Prior to the initiation of development, an amended car park layout shall be submitted for approval by the Planning Authority, demonstrating a parking provision of no more than 39 car parking spaces. The approved parking layout scheme shall be implemented prior to public access to the development. For the avoidance of doubt, the scheme hereby approved shall not be held to include the car parking layout as shown on any of the approved drawings. This was to encourage sustainable forms of transportation to the development.
 - 2) To **GRANT** listed building consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.
 - 3) To **GRANT** conservation area consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.
- moved by Councillor Gardiner, seconded by Councillor Child.

Amendment

- 1) To **GRANT** planning permission subject to the conditions, reasons, informatives and a legal agreement as set out in section 3 of the report by the Chief Planning Officer and the informatives that were to become conditions and the additional conditions as listed below:

- Prior to the initiation of the development, the applicant shall progress a road traffic order with regard to waiting, loading and speed restrictions to Hawes Brae and subsequently install all necessary signs and markings at no cost to the council. This was in the interests of road safety.
- Prior to the initiation of the development, the applicant shall provide details of the opportunities for an uncontrolled pedestrian crossing on Hawes Brae adjacent to the site access. Any subsequent crossing solution shall be implemented prior to the opening of the development. This was in the interests of pedestrian safety.
- Notwithstanding the submitted landscape drawing, a further landscape plan, including tree numbers and having regard to screening provision between the new path, access bridge and hub building, and the housing located on Ashburnham Loan, shall be submitted and approved by the Planning Authority. The approved landscaping scheme shall be implemented within six months of the completion of development to protect neighbouring residential amenity.

- 2) To **GRANT** listed building consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.
 - 3) To **GRANT** conservation area consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.
- moved by Councillor Mowat, seconded by Councillor Osler.

Voting

For the motion: - 7 votes
 For the amendment - 4 votes

(For the motion: Councillors Booth, Mary Campbell, Child, Doran, Gardiner, Key and Munn.
 For the amendment: Councillors Mitchell, Mowat, Osler and Rose.)

Decision

- 1) To **GRANT** planning permission subject to the conditions, reasons, informatives and a legal agreement as set out in section 3 of the report by the Chief Planning Officer and the informatives that were to become conditions and the additional conditions as listed below:
 - Prior to the initiation of the development, the applicant shall progress a road traffic order with regard to waiting, loading and speed restrictions to Hawes Brae and subsequently install all necessary signs and markings at no cost to the council and was in the interests of road safety.
 - Prior to the initiation of the development, the applicant shall provide details of the opportunities for an uncontrolled pedestrian crossing on Hawes Brae adjacent to the site access. Any subsequent crossing solution shall be implemented prior to the opening of the development. This was in the interests of pedestrian safety.
 - Notwithstanding the submitted landscape drawing, a further landscape plan, including tree numbers and having regard to screening provision between the new path, access bridge and hub building, and the housing located on Ashburnham Loan, shall be submitted and approved by the Planning Authority.

The approved landscaping scheme shall be implemented within six months of the completion of development to protect neighbouring residential amenity.

- Prior to the initiation of development, an amended car park layout shall be submitted for approval by the Planning Authority, demonstrating a parking provision of no more than 39 car parking spaces. The approved parking layout scheme shall be implemented prior to public access to the development. For the avoidance of doubt, the scheme hereby approved shall not be held to include the car parking layout as shown on any of the approved drawings. This was to encourage sustainable forms of transportation to the development.

- 2) To **GRANT** listed building consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.
- 3) To **GRANT** conservation area consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.

(Reference – report by the Chief Planning Officer, submitted.)

Appendix

Agenda Item No. / Address	Details of Proposal/Reference No	Decision
<p>Note: Detailed conditions/reasons for the following decisions are contained in the statutory planning register.</p>		
<p>4.1 - Finance House, Orchard Brae House, 10 Orchard Brae</p>	<p>Part demolition and conversion of existing building and erection of new development for residential accommodation with associated business, commercial, leisure, ancillary uses, public realm, hard and soft landscaping, access arrangements, parking and infrastructure - application no 20/00124/PAN</p>	<p>To note the key issues at this stage.</p>
<p>4.2 - 15 Dalry Road, Edinburgh, EH11 2BQ</p>	<p>Installation of external ducts (as amended) - application no 19/04781/FUL</p>	<p>To GRANT planning permission subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.</p>
<p>4.3 – 15 Dalry Road, Edinburgh, EH11 2BQ</p>	<p>Installation of external ducts (as amended) - application no 20/00001/LBC</p>	<p>To GRANT listed building consent subject to the informatives as set out in section 3 of the report by the Chief Planning Officer.</p>
<p>6.1 - Forth Rail Bridge, Hawes Brae, South Queensferry</p>	<p>Protocol Note by the Head of Strategy and Communications - application no 19/04116/FUL, 19/04118/LBC and 19/04117/CON</p>	<p>Noted.</p>

[6.2 - Forth Rail Bridge, Hawes Brae, South Queensferry](#)

Development of a Forth Bridge Walk Reception Centre, new sections of bridge access system, new viewing platforms, associated car parking, landscaping, servicing and alterations to existing vehicular and pedestrian accesses - application no 19/04116/FUL

To **GRANT** planning permission subject to the conditions, reasons, informatives and a legal agreement as set out in section 3 of the report by the Chief Planning Officer and the informatives that were to become conditions and the additional conditions as listed below:

- Prior to the initiation of the development, the applicant shall progress a road traffic order with regard to waiting, loading and speed restrictions to Hawes Brae and subsequently install all necessary signs and markings at no cost to the council. Reason – In the interest of road safety.
- Prior to the initiation of the development, the applicant shall provide details of the opportunities for an uncontrolled pedestrian crossing on Hawes Brae adjacent to the site access. Any subsequent crossing solution shall be implemented prior to the opening of the development. Reason – In the interest of pedestrian safety.
- Notwithstanding the submitted landscape drawing, a further landscape plan, including tree numbers and having regard to screening provision between the new path, access bridge and hub building, and the housing located on Ashburnham Loan, shall be submitted and

Agenda Item No. / Address	Details of Proposal/Reference No	Decision
		<p>approved by the Planning Authority. The approved landscaping scheme shall be implemented within six months of the completion of development. Reason – to protect neighbouring residential amenity.</p> <ul style="list-style-type: none"> • Prior to the initiation of development, an amended car park layout shall be submitted for approval by the Planning Authority, demonstrating a parking provision of no more than 39 car parking spaces. The approved parking layout scheme shall be implemented prior to public access to the development. For the avoidance of doubt, the scheme hereby approved shall not be held to include the car parking layout as shown on any of the approved drawings. Reason – to encourage sustainable forms of transportation to the development.
<p>6.3 - Forth Rail Bridge, Hawes Brae, South Queensferry</p>	<p>Forth Rail Bridge, Hawes Brae, South Queensferry - Installation of bridge access system on Forth Bridge and installation of glazed capping to Dalmeny Battery - application no 19/04118/LBC</p>	<p>To GRANT listed building consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.</p>

Agenda Item No. / Address	Details of Proposal/Reference No	Decision
6.4 - Forth Rail Bridge, Hawes Brae, South Queensferry	To demolish 2x ancillary buildings of residential property to make way for proposed development of Forth Bridge Experience - application no 19/04117/CON	To GRANT conservation area consent subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer.