

Notice of meeting and agenda

Development Management Sub-Committee of the Planning Committee

10:00am, Wednesday 6 June 2018

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

This is a public meeting and members of the public are welcome to attend.

Contacts

E-mail veronica.macmillan@edinburgh.gov.uk / blair.ritchie@edinburgh.gov.uk

Tel: 0131 529 4283 / 0131 529 4085

1. Order of business

- 1.1 Including any notices of motion, hearing requests from ward councillors and any other items of business submitted as urgent for consideration at the meeting.
- 1.2 Any member of the Council can request a Hearing if an item raises a local issue affecting their ward. Members of the Sub-Committee can request a presentation on any item in part 4 of the agenda. Members must advise Committee Services of their request by no later than **10.00am on Monday 4 June 2018** (see contact details in the further information section at the end of this agenda).
- 1.3 If a member of the Council has submitted a written request for a hearing to be held on an application that raises a local issue affecting their ward, the Development Management Sub-Committee will decide after receiving a presentation on the application whether or not to hold a hearing based on the information submitted. All requests for hearings will be notified to members prior to the meeting.

2. Declaration of interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Minutes

- 3.1 None.

4. General Applications, Miscellaneous Business and Pre-Application Reports

The key issues for the Pre-Application reports and the recommendation by the Chief Planning Officer or other Chief Officers detailed in their reports on applications will be approved without debate unless the Clerk to the meeting indicates otherwise during “Order of Business” at item 1

- 4.1 33A Colinton Road, Edinburgh EH10 5DU - Proposal to form new dwelling on the land to the south-east of 33A Colinton Road including alterations to existing garage - application no 18/00887/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 4.2 120 – 122 Colinton Road, Edinburgh EH14 1BY – Demolition of two existing shop units and the erection of a new retail unit and 6 residential unit – application no 17/03519/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 4.3 Granton Harbour, West Granton Road, Edinburgh – Application for approval of matters conditioned regarding the reception of buildings containing 18 houses and 144 flats; formation of road access, parking, private and public open space (as amended) – application no 17/05120/AMC – report by the Chief Planning Officer (circulated)

It is recommended that this application be **REFUSED**.

- 4.4 16 Kirkgate, Edinburgh, EH14 6AN – Extension to premises including stair to new upper level to rear comprising accommodation and classroom space for individuals involved in the use of the premises as a place of worship, religious instruction or the social or recreational activities of religious body (as amended) – application no 17/05638/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 4.5 35 Lanark Road, Edinburgh EH14 1TL – Demolition of existing buildings and erection of purpose built student accommodation including change of use and all associated works (as amended) - application no 16/06275/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 4.6 17 Old Fishmarket Close, 190 High Street, Edinburgh – Change of Use from residential flat used for Airbnb to furnished holiday let (In retrospect) – application no 18/00650/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **REFUSED**.

- 4.7 Flat 8, 19 Fishmarket Close, 190 High Street – Change of Use from residential Airbnb to Commercial Furnished Holiday Let (In retrospect) – application no 18/00654/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **REFUSED**.

- 4.8 36 Roull Road, Edinburgh EH12 7JS – Rear house extension and attic extension, removal of car port and sheds, and formation of new patio: (Amendment of 16/01296/FUL) - application no 18/01573/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 4.9 16 Tron Square, Edinburgh, EH1 1RT – Application for retrospective planning permission for change of use to a self catering holiday let (1 bedroom). Property used as such for six years and it has been registered for Non Domestic Rates for that period - application no 18/00705/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **REFUSED**.

5. Returning Applications

These applications have been discussed previously by the Sub-Committee. A decision to grant, refuse or continue consideration will be made following a presentation by the Chief Planning Officer and discussion on each item.

- 5.1 50 Baberton Avenue, Juniper Green (Land 48 Metres West Of) – Construction of four new dwelling houses, including excavation to level site – application no 17/04719/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 5.2 7 – 8 Baxter’s Place, Edinburgh, EH1 3AF – Change of Use from residential (class 9) to short stay services apartments (class 7) (in retrospect) (amended) - application no 17/05645/FUL– report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

6. Applications for Hearing

The Chief Planning Officer has identified the following applications as meeting the criteria for Hearings. The protocol note by the Head of Strategy and Insight sets out the procedure for the hearing.

- 6.1 None.

7. Applications for Detailed Presentation

The Chief Planning Officer has identified the following applications for detailed presentation to the Sub-Committee. A decision to grant, refuse or continue consideration will be made following the presentation and discussion on each item.

- 7.1 85 Craigs Road, Edinburgh (At Land 195 Metres South of West Craigs Cottage) – Residential development with associated transport infrastructure, landscaping and open space – application no 16/05681/PPP – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

8. Returning Applications Following Site Visit

These applications have been discussed at a previous meeting of the Sub-Committee and were continued to allow members to visit the sites. A decision to grant, refuse or continue consideration will be made following a presentation by the Chief Planning Officer and discussion on each item.

- 8.1 None.

Laurence Rockey

Head of Strategy and Insight

Committee Members

Councillors Gardiner (Convener), Child (Vice-Convener), Booth, Dixon, Gordon, Graczyk, Griffiths, Mitchell, Mowat, Osler and Staniforth.

Information about the Development Management Sub-Committee

The Development Management Sub-Committee consists of 11 Councillors and usually meets twice a month. The Sub-Committee usually meets in the Dean of Guild Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

A summary of the recommendations on each planning application is shown on the agenda. Please refer to the circulated reports by the Chief Planning Officer or other Chief Officers for full details. Online Services – planning applications can be viewed online by going to [view planning applications](#) – this includes letters of comments received.

The items shown in part 6 on this agenda are to be considered as a hearing. The list of organisations invited to speak at this meeting are detailed in the relevant Protocol Note. The Development Management Sub-Committee does not hear deputations.

The Sub-Committee will only make recommendations to the full Council on these applications as they are major applications which are significantly contrary to the Development Plan.

If you have any questions about the agenda or meeting arrangements, please contact Committee Services, City of Edinburgh Council, Business Centre 2:1, Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG, 0131 529 4210, email committee.services@edinburgh.gov.uk.

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to <http://www.edinburgh.gov.uk/cpol>.

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Any information presented by you at a meeting, in a deputation or otherwise, in addition to forming part of a webcast that will be held as a historical record, will also be held and used by the Council in connection with the relevant matter until that matter is decided or otherwise resolved (including any potential appeals and other connected processes).

Thereafter, that information will continue to be held as part of the historical record in accordance with the paragraphs above.

If you have any queries regarding this, and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact Committee Services on 0131 529 4210.

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 18/00887/FUL
At 33A Colinton Road, Edinburgh, EH10 5DU
Proposal to form new dwelling on the land to the south-east
of 33a Colinton Road including alterations to existing garage**

Item number	4.1
Report number	
Wards	B10 - Morningside

Summary

The proposal complies with the Edinburgh Local Development Plan and relevant non-statutory Guidance. The proposal is acceptable in principle and the design compliments the character of the conservation area. The application raises no concerns in respect of amenity or road safety.

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES04, LDES05, LEN06, LHOU01, LHOU02, LHOU03, LHOU04, NSG, NSLBCA, NSGD02, OTH, CRPMER,
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Report

Application for Planning Permission 18/00887/FUL At 33A Colinton Road, Edinburgh, EH10 5DU Proposal to form new dwelling on the land to the south-east of 33a Colinton Road including alterations to existing garage

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The application site is the garden ground of 33A Colinton Road. The garden covers a total area of approximately 380 square metres. The site is bordered on the north and west by garages and by 33A Colinton Road and numbers 2 and 2A Abbotsford Park on the east. These properties are not listed. To the south of the site is a neighbouring garden, separated by a stone wall.

The garden is accessed from Colinton Road by a set of stairs and a path that runs alongside the garages on the northern boundary. The garden at present is primarily grassed with a mixture of planting. The application site includes one of the garages on the north boundary, closest to the access path.

The area surrounding the application site is primarily residential in nature. The spatial character is generally typified by villas enclosed by stone boundary walls with large rear gardens and the prevailing building materials are sandstone and slate. There are a variety of architectural styles along Colinton Road, including the Edinburgh Napier University Merchiston Campus, which is approximately 10 metres north of the site. The Campus has larger, more modern style buildings, including a seven storey block.

This application site is located within the Merchiston And Greenhill Conservation Area.

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

The application proposes to erect a new house in the garden ground of 33A Colinton Road. The proposed house will be single storey with an L-shaped floor plan and a pitched, zinc roof. The house will be positioned towards the north east corner of the site and will run adjacent to the existing garages to the north and east boundary.

Access to the property will be taken from Colinton Road through the garage, which will be converted as part of the development. The existing garage door will be replaced with a new, dark grey timber entrance door with a timber and stone screen. An existing masonry pier will be taken down, moved 1 metre and rebuilt to improve access to the proposed entrance of the property. The space in front of the garage will be used for one off street car parking space.

The house will be sunk into the existing garden to maintain one level throughout the proposed dwelling. The property will have two bedrooms and a total internal floor area of approximately 161 square metres. The garden will be approximately 161.5 square metres.

The proposal is contemporary in design and includes materials such as dressed ashlar sandstone for the walls, timber detailing and a zinc metal roof. The proposed dwelling will have large areas of glazing and due to the single aspect, will incorporate a number of rooflights. The windows and doors will be framed with natural timber. An area of the garden will be patioed.

Two trees will be removed to accommodate the proposed dwelling, including a Silver Birch and a Scots Pine tree.

A design statement has been submitted in support of the application and is available to view on the Planning and Building Standards online services.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of permission.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the proposal is acceptable in principle;
- b) the proposal is of an appropriate design and will not have an adverse impact on the special character and appearance of the conservation area;

- c) the proposal raises any issues in respect of amenity;
- d) the proposal raises any issues in respect of transportation and parking;
- e) any material comments made have been addressed; and
- f) the proposal will have an impact on human rights and equalities.

a) Principle

The application site is located in the urban area, as defined by the LDP. Policy Hou 1 in the LDP states that housing development will be permitted on suitable sites in the urban area, provided proposals are compatible with other policies in the Plan.

The principle of residential development in this location is acceptable and complies with Policy Hou 1.

b) Design and Conservation Area

Policy Env 6 in the LDP states that any development within a conservation area must preserve or enhance the special character or appearance of the conservation area and must be consistent with the relevant conservation area character appraisal. Planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it, particularly where this has a special importance, as stated in Policy Des 1. Planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, as stated in Policy Des 4.

Policy Hou 2 in the LDP states that the Council will seek the provision of a mix of house types and sizes where practical, to meet a range of housing needs, including for the elderly and for people with special needs. Policy Hou 4 states that the Council will seek an appropriate density of development for a site, having regard to its characteristics and those of the surrounding area.

The application site is located within the Merchiston and Greenhill Conservation Area. The Conservation Area Character Appraisal (CACA) recognises that there are a variety of architectural styles in the area that contribute to its overall character. The CACA states that large rear gardens are an important feature of the urban structure and that there has been limited development within back land ground. The Conservation Area is typified by high quality, stone built architecture of restricted height, enclosed by stone boundary walls. Prevailing building materials include sandstone and slate. The CACA recognises that if new development is not in harmony with the prevailing grain of the area, it will result in the erosion of its character.

The application proposes to construct one, single storey residential dwelling. This is an appropriate density of development given the characteristics of the site and the surrounding area. The dwelling proposed is spread over one single level, which will be accessible for elderly and disabled inhabitants and works towards meeting the varied needs of these residential groups in the city.

The proposed dwelling will run adjacent to the existing garages on the north and east boundary of the site. Restricting the development of the dwelling to these boundary edges will mean that a large portion of the existing garden ground will be retained at the centre of the site, causing less disruption to the established spatial character of the area. The one storey, sunken height of the proposed dwelling behind the garages will ensure that the proposal is subservient to the surrounding villas and will be screened from public view, causing minimal visual change to the streetscape. Moving and rebuilding the stone pier is acceptable.

Although the proposal introduces a contemporary architectural design to the conservation area, the design draws positively upon the conservation areas characteristics. The design utilises a palette of traditional materials including sandstone and timber, which will help the new dwelling harmonise with the existing built environment. The property will be primarily clad in dressed ashlar sandstone, which is used throughout the conservation area. Natural timber will be used for both the window and door frames, and also as cladding, to create visual interest on the properties facades. The full zinc roof is a more modern addition, however is considered a high quality material as per the Edinburgh Design Guidance (EDG).

The dwelling proposed is of a high quality that will have a positive impact on its surroundings. There will be no detrimental impact on the conservation area as a result of the works. The proposal complies with Policies Des 1, Des 4, Env 6, Hou 2 and Hou 4 and the Council's non-statutory EDG and Listed Buildings and Conservation Areas (LBCA) Guidance.

c) Amenity

The location of the proposed residential dwelling, adjacent to the existing garages, will ensure that there will be no adverse impact to neighbouring properties in terms of sunlight or daylight. The windows on the north east elevation, adjacent to the existing subdivided property at 2 Abbotsford Park, are approximately 18.4 metres from the nearest window. This is an acceptable distance to minimise the impact of any overlooking as supported by the EDG. The size of garden that will be retained between the proposed and existing property will mean that any overshadowing is minimal. Retaining the stone boundary wall as part of the development, will protect the privacy of the property at 4 Abbotsford Park.

The EDG states that a dwelling with two bedrooms should have a minimum internal floor area of 66 square metres. The proposed dwelling is in excess of the Council's minimum internal space standard, with a total floor area of 161 square metres. The proposed house is single aspect and will achieve reasonable levels of daylight through the incorporation of large windows on the north east elevation and rooflights. The proposal contains provision for a garden covering an area of approximately 161.5 square metres. This is an acceptable level of private greenspace, in line with the EDG and Policy Hou 3 in the LDP. Two trees will be removed as part of the proposal to make way for the dwelling. None of these trees are protected by Tree Protection Orders and their removal will not have a detrimental impact on the character of the conservation area. The removal of the trees is acceptable in this instance.

A satisfactory living environment will be created for the future occupiers and there is no adverse impact on the amenity of neighbouring properties. The proposal complies with Policy Des 5 and Hou 3 in the LDP, as well as the EDG.

d) Transport and Parking

Following the conversion of the garage, the property will have one allocated car parking space. As per the EDG, the application site is located within Zone 2 for Parking Standards. A property with more than four habitable rooms is allowed a maximum of one car parking space. The proposal complies with the EDG.

Given that only one residential unit is proposed, it is not expected that this will have an adverse impact on traffic or parking in the area.

The Roads Authority were consulted and raised no objections to the application subject to the inclusion of an informative.

e) Material Comments

The material comments raised in the objections are:

- the proposal is not in keeping with the conservation area; this has been addressed in Section 3.3 b).
- the proposal is of an unacceptable design by virtue of its scale, mass, form and density; this has been addressed in Section 3.3 b).
- the proposal would have an adverse impact on neighbouring amenity in terms of daylight, sunlight, privacy and outlook; this has been addressed in Section 3.3 c).
- the proposal will see a loss of garden space and trees; this has been addressed in Section 3.3 b) and 3.3 c).
- the proposal will see an increase in traffic and pressures on car parking; this has been addressed in Section 3.3 d).

The material comments raised in the representations supporting the application are:

- the proposal will not impact on any views, privacy, daylight, sunlight or overlooking
- the proposal complements the character of the area by virtue of its design
- the proposal brings an additional property type to the area that has been designed with accessibility and the elderly in mind

The general comments made relate to the neighbour notification. Initially, the wrong property had been selected. This was then rectified and the application was re-notified.

f) Human Rights and Equalities

The proposal will not have an adverse impact on human rights or equalities.

Conclusion

The proposal is acceptable in principle and the design compliments the character of the conservation area. The application raises no concerns in respect on amenity or transportation and parking. The proposal complies with the Edinburgh Local Development Plan and relevant non-statutory Guidance.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

Informatives

It should be noted that:

1. The works hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. The applicant should be advised that:
 - a. As the development is located in the extended Controlled Parking Zone, they will be eligible for one residential parking permit per property in accordance with the Transport and Environment Committee decision of 4 June 2013. See http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7 (Category D - New Build).

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 30 March 2018. Seventeen representations have been received including eight objections, seven representations in support and two general comments.

A summary of the material comments made in these representations can be found in Section 3.3 e) of the main report.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

Local Development Plan, Conservation Area

Date registered

9 March 2018

Drawing numbers/Scheme

01 - 08,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Rachel Mushet, Trainee Planning Officer

E-mail: rachel.mushet@edinburgh.gov.uk Tel:

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Env 6 (Conservation Areas - Development) sets out criteria for assessing development in a conservation area.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

Relevant Non-Statutory Guidelines

Non-statutory guidelines 'LISTED BUILDINGS AND CONSERVATION AREAS' provides guidance on repairing, altering or extending listed buildings and unlisted buildings in conservation areas.

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Other Relevant policy guidance

The Merchiston & Greenhill Conservation Area Character Appraisal emphasises the consistent domestic grain, scale and building mass; the high quality stone built architecture of restricted height, generous scale and fine proportions enclosed by stone boundary walls and hedges which define the visual and physical seclusion of the villas; the uniformity resulting from the predominant use of traditional building materials; and the predominance of residential uses within the area

Appendix 1

Application for Planning Permission 18/00887/FUL At 33A Colinton Road, Edinburgh, EH10 5DU Proposal to form new dwelling on the land to the south-east of 33a Colinton Road including alterations to existing garage

Consultations

The Roads Authority

No objections to the application subject to the following being included as conditions or informatives as appropriate:

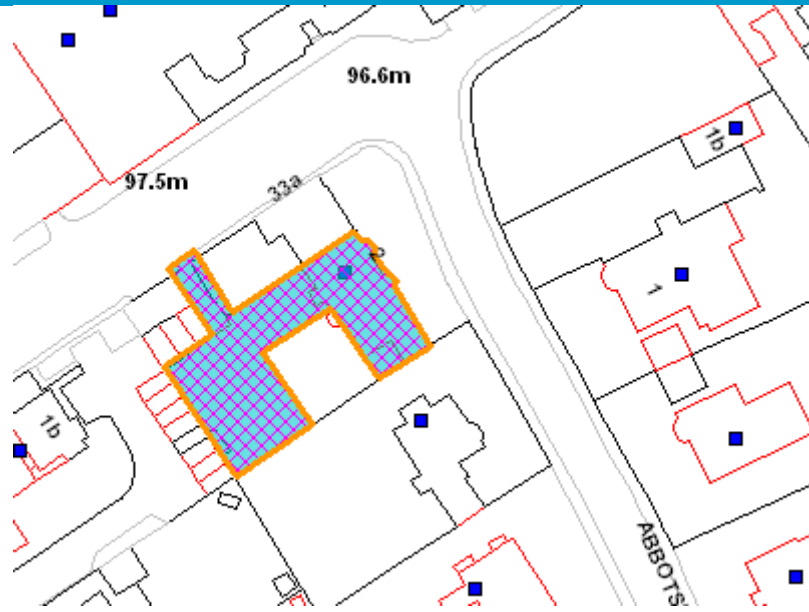
1. The applicant should be advised that:

a. As the development is located in the extended Controlled Parking Zone, they will be eligible for one residential parking permit per property in accordance with the Transport and Environment Committee decision of 4 June 2013. See http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7 (Category D - New Build);

Note:

- 1. A new single storey residential property is to be constructed on part of the garden of the existing duplex property at 33a Colinton Road.*
- 2. The application has been assessed under the 2017 parking standards for Zone 2. These permit (for dwellings of 4 or more habitable rooms) parking for one vehicle. The development proposal results in the loss of a garage but retains an off-street parking space that is currently associated with the existing residential property. This space will provide off-street parking space for the development property. This is considered acceptable.*
- 3. As the site is located within the extended Controlled Parking Zone (S2), both the existing and new residential properties are eligible for one residential parking permit each.*

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 17/03519/FUL
At 120 - 122 Colinton Road, Edinburgh, EH14 1BY
Demolition of two existing shop units and the erection of a
new retail unit and 6 residential units.**

Item number	4.2
Report number	
Wards	B09 - Fountainbridge/Craiglockhart

Summary

The proposal is acceptable in principle and the scale, form and design is appropriate within this location. The proposal will achieve an acceptable environment for future occupiers and will not have an adverse impact on the amenity of neighbouring properties. The proposal will not have a detrimental impact on road safety.

The proposal complies with the Local Development Plan and non-statutory guidance. The proposal is acceptable and there are no material considerations which outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES03, LDES04, LDES05, LHOU01, LTRA02, LTRA03, NSGD02, NSP, LRET05,
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Report

Application for Planning Permission 17/03519/FUL At 120 - 122 Colinton Road, Edinburgh, EH14 1BY Demolition of two existing shop units and the erection of a new retail unit and 6 residential units.

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The site lies within the Craiglockhart Local Centre located to the west side of Colinton Road between Colinton Grove and Craiglockhart Road North. The Centre comprises a variety of uses including a post office, pharmacy, hairdressers (use class 1), a dentist (use class 2) and a hot food takeaway. The application site comprises three single storey buildings which were previously in use as a public house, convenience store and shop unit and have recently been demolished. Adjacent to the site is a vacant unit previously used for the display of motor vehicles.

The wider area comprises a mix of residential and commercial uses including Craiglockhart Leisure Centre across Colinton Road to the south-east. Large two storey stone built villas characterise the eastern side of Colinton Road.

Colinton Road is a principal route into the city centre from the A720 city bypass and is served by a number of buses which connect to the city centre and beyond. National Cycle Route 754 (NCR 754) is accessible approximately 400m west of the site along the northern bank of the Union Canal.

2.2 Site History

29 July 2011 - Planning permission refused for a change of use of shop to sit-in restaurant and ancillary hot food take-away (planning reference 11/01783/FUL).

Adjacent Site

3 August 2012 - Planning permission refused for the demolition of the existing garage and re-development for 37 units, access, parking, associated infrastructure and landscaping (as amended) (16/04062/FUL).

3 January 2018 - An appeal was dismissed by the DPEA as the site does not provide on-site affordable housing, that the scale and proportions of the buildings would not have a positive impact on the surroundings and the design fails to draw on the characteristics of the area by contributing to a sense of place (Reference PPA-230-2212).

Main report

3.1 Description Of The Proposal

The application is for a replacement building on the site comprising three floors of accommodation and basement. The accommodation will comprise ground floor retail space (180 sq metres), two 2 bed flats at the first floor level and a single 2 bed flat at the second floor ranging from 72 square metres to 84 square metres. Access to the upper floors will be via an access stair at the rear of the building.

The height of the building will line through with the two storey corner building to the south west of the site.

Materials proposed include a stone facade, slate tile roofing, and dark grey cladding panels.

No parking or open space is to be provided on the site.

Scheme 1

The building has been reduced in height from three storeys to two storeys and reduced in number from 6 to 3 flats.

Supporting Statements

The following document has been submitted in support of the application and is available to view on the Planning and Building Standards Online Services:

- Design and Access statement.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the principle of the proposed development is acceptable;
- b) the proposed scale, form and design are acceptable;
- c) the proposal raises any issues in terms of neighbouring amenity;
- d) the proposal raises any issues in terms of residential amenity for the occupiers of the development;
- e) the proposal raises issues in terms of road safety;
- f) the proposal is acceptable in relation to other relevant material considerations;
- g) any impacts on equalities or human rights are acceptable; and
- h) comments raised have been addressed.

a) Principle

The application site is located in the Urban Area and within the Craiglockhart Local Centre as designated by the Edinburgh Local Development Plan (LDP). The site was previously developed and is now cleared.

LDP Policy Hou 1 (Housing Development) supports new housing development on suitable sites within the urban area, subject to compliance with other relevant policies in the LDP.

LDP Policy Ret 5 (Local Centres) supports retail development provided it can be integrated into the centre, is compatible with the character and function of the centre, makes a positive contribution to the centre, would not impact on the city centre retail core and is accessible by public transport, foot and cycle.

The local centre has a wide range of shopping and other uses ranging from Pharmacy, Barbers, Chinese takeaway, Hairdresser and Tailor. The role of local centres is to provide a basic level of shopping services within walking distances of all homes.

The new unit will provide 180 sqm of floor space and within the context of the centre as a whole, the proposal is considered compatible in terms of scale and type.

The proposal improves the overall appearance of the building within the context of the existing local centre. The scale, form and design of the extension are considered further in section 3.3 b).

The scale and form of this proposal will not impact on the city centre retail core or any town centre.

The proposed use is acceptable in principle and complies with Policy Ret 5 and Hou 1.

b) Scale, form and design

The existing building is utilitarian in form and appearance, and makes minimal contribution to the wider townscape.

The proposed building is of a contemporary design, with the predominant materials being glazing, stone and render to the rear. This palette of materials is considered appropriate within the context of the site, where there is a mixture of building styles and materials, and will add visual interest to the site.

The height and proportions of the building ties in with the height of existing buildings to the south west of the site creating a bookend to this parade of shops. The building sits comfortably within its context.

The scale and design of the proposal is acceptable and complies with LDP Policy Des 4 (Development Design - Impact on Setting).

c) Neighbouring Amenity

The adjacent site sits at a lower level and currently has single storey buildings abutting the application site. The proposed building is set back from the boundary by one metre at the ground floor with the upper floors stepping back approximately 3 metres. The building is located a sufficient distance from the boundary to ensure the requirements regarding overshadowing are met. No windows are proposed on the rear elevation so no privacy issues arise from the proposal. This will ensure the proposal does not compromise the redevelopment of the adjacent site.

The proposal accords with LDP Des 2 (Co-ordinated Development), Policy Des 5 (Development Design) and the Edinburgh Design Guidance.

d) Amenity of Occupiers

The layout of the proposal does not raise any concerns regarding the amenity of future residents in relation to privacy, daylight, outlook or overshadowing.

Due to the constraints of the site all the units are single aspect. The living rooms and bedrooms are to the front of the building, which faces east, and the bathrooms and stair core are positioned to the rear.

The floor area for each unit is above the standards set out in the Edinburgh Design Guidance and ensures a good standard of amenity is provided for future occupiers.

The proposal is acceptable and complies with LDP Policy Des 5 (Development Design - Amenity) and the Edinburgh Design Guidance.

e) Road Safety

The Council's parking standards for this area (Zone 4) where there is no requirement to provide parking as per the Council's 2017 Parking Standards. The Roads Authority has raised no objections to this application.

The proposal is acceptable from a traffic, road safety and parking perspective and complies with LDP policies Tra 2 (Private Car Parking) and the Council's Parking Standards.

f) Other Material Considerations

Children and Families

The development is not expected to generate any additional pupils. A contribution towards education infrastructure is therefore not required.

g) Equalities and Human Rights

This application was assessed in terms of equalities and human rights. No impact was identified.

h) Public Comments

Material Representations - Objection:

- Not in keeping with the surrounding area - this is addressed in section 3.3 (b).
- height of the building - this is addressed in section 3.3 (b).
- loss of privacy and daylight - this is addressed in section 3.3 (d).
- Impact on parking - this is addressed in section 3.3 (e).

Material Representation - Support

- adds to diversity of the area.

Community Council

The Craiglockhart Community Council agrees with the principle of redevelopment. However, it raised objections to scheme 1 on the following grounds:

- incongruous design - this is addressed in section 3.3 (b).
- parking problems - this is addressed in section 3.3 (e).

Scheme 2

The Community Council is supportive of the revised proposal.

Conclusion

The proposal is acceptable in principle and the scale, form and design is appropriate within this location. The proposal will achieve an acceptable environment for future occupiers and will not have an adverse impact on the amenity of neighbouring properties. The proposal will not have a detrimental impact on road safety.

The proposal complies with the Development Plan and non-statutory guidance. The proposal is acceptable and there are no material considerations which outweigh this conclusion.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application attracted a total of forty seven letters of representation: 41 objecting, 4 supporting and 2 neutral comments. These included comments from the Craiglockhart Community Council.

Neighbours and objectors were re-notified of the amended scheme on the 19 March 2018 and a further 12 letters of representation were received: 8 supporting, 2 objecting and 2 neutral comments. These included comments from the Craiglockhart Community Council supporting the scheme.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

The site is located within an Urban Area.

Date registered

8 August 2017

Drawing numbers/Scheme

01A-07A,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Lynsey Townsend, Senior Planning Officer

E-mail:lynsey.townsend@edinburgh.gov.uk Tel:0131 529 3905

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Non-statutory guidelines on 'PARKING STANDARDS' set the requirements for parking provision in developments.

LDP Policy Ret 5 (Local Centres) sets criteria for assessing proposals in or on the edge of local centres.

Appendix 1

Application for Planning Permission 17/03519/FUL At 120 - 122 Colinton Road, Edinburgh, EH14 1BY Demolition of two existing shop units and the erection of a new retail unit and 6 residential units.

Consultations

Roads Authority - amended response

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.*

Note:

The Council's 2017 Parking Standards permits no parking provision.

Roads Authority

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum £7,000 (£1500 per order plus £5,500 per car) towards the provision of car club vehicles in the area (see note a);*

2. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of secure cycle parking, public transport travel passes, a Welcome Pack, a high quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*

Note:

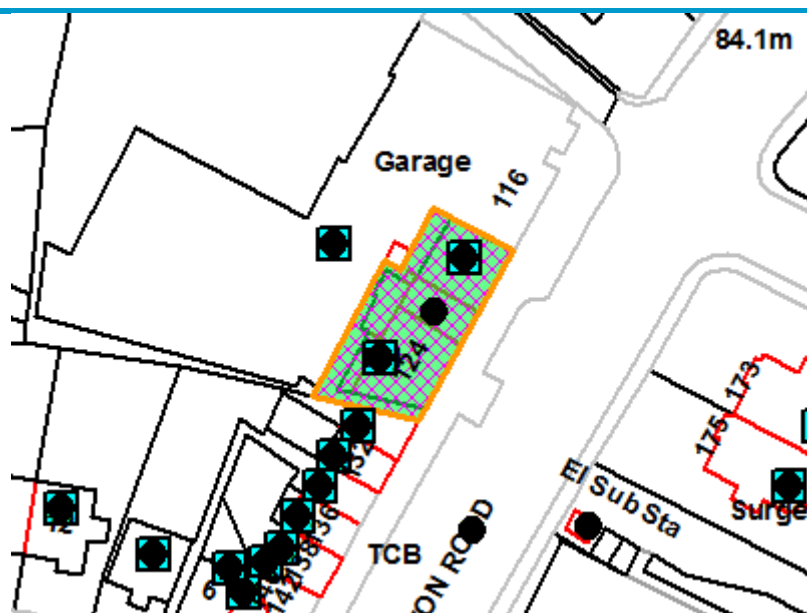
a. *The applicant proposes no parking provision for the proposed development and does not meet the Council's minimum parking requirement of 9 and 5 spaces respectively for the 6 residential units and 243sqm retail in zone 4; however the parking guidance permits developments where parking provision is physically impossible and in this instance car club contribution is considered appropriate.*

Children and Families

The Council's Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' states that no contribution towards education infrastructure is required from developments that are not expected to generate at least one additional primary school pupil.

Using the pupil generation rates set out in the Supplementary Guidance, the development of 6 flats is not expected to generate at least one additional pupil. A contribution towards education infrastructure is therefore not required.

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

Application for Approval of Matters Specified in Conditions 17/05120/AMC

At Granton Harbour, West Harbour Road, Edinburgh
Application for approval of matters conditioned regarding
the erection of buildings containing 18 houses and 144 flats;
formation of road access, parking, private and public open
space (as amended).

Item number	4.3
Report number	
Wards	B04 - Forth

Summary

The proposed residential use on the site is acceptable and would contribute to meeting housing need and regeneration at Granton Waterfront. There are positive aspects of the development and a number of issues have been adequately dealt with.

However, the design of the flatted blocks contains an over dominant protruding roof that is an inappropriate design feature contrary to Local Development Plan (LDP) Policy Des 1 Design Quality and Context.

Although the general layout does follow that set out in the masterplan, the siting of Block C and location of car parking, combined with the awkward site boundary result in a proposed layout that would compromise the regeneration and development potential of the adjacent sites resulting in poorly planned left over areas of space. This is contrary to LDP Policies Des 2 Co-ordinated Development, Des 7 Layout Design and Del 3 Edinburgh Waterfront.

A lack of information has been provided for the safeguarded footpath/cyclepath that runs along the western edge of the development. It appears that the delivery of the walkway conflicts with the proposed road layout impacting on its delivery. This is contrary to LDP Policy Tra 9 Cycle and Footpath Network.

The level of car parking proposed is excessive and is contrary to Policy Tra 2 Private Car Parking.

There is a lack of information provided in relation to landscaping and therefore the proposal is contrary to Policy Des 8 Public Realm and Landscape Design.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDEL03, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES10, LDES11, LEN08, LEN09, LEN13, LEN14, LEN15, LEN16, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, LTRA09, NSG, NSGD02,

Report

Application for Approval of Matters Specified in Conditions 17/05120/AMC

**At Granton Harbour, West Harbour Road, Edinburgh
Application for approval of matters conditioned regarding the erection of buildings containing 18 houses and 144 flats; formation of road access, parking, private and public open space (as amended).**

Recommendations

1.1 It is recommended that this application be Refused for the reasons below.

Background

2.1 Site description

The site is irregular in shape, covering approximately 2.46 hectares. It stretches from West Harbour Road to the south and Hesperus Crossway to the north. The northern part of the site is currently vacant land. The southern part of the site contains various industrial style buildings and the land is occupied by plant/scaffolding hire companies.

It has a zigzag eastern boundary with a number of business/industrial uses and buildings on land immediately to the east. The western boundary of the site is formed by the western breakwater.

A flatted residential scheme is currently under construction to the north of the site, with an existing residential development rising up to seven storeys adjacent to this. To the south are more business/industrial uses.

Access is currently from the south west corner from West Harbour Road. The site can also be accessed from Hesperus Crossway, but fencing is currently in place to prohibit this.

2.2 Site History

Relevant history to the site:

20 June 2003 - Outline planning permission granted for the Granton Harbour Village, mixed use development comprising residential units, hotel and serviced apartments, shops and retail /services, restaurants /cafes, public houses, general business, leisure facilities and marina. This permission includes a legal agreement to secure contributions towards education and transportation infrastructure, 15% affordable housing, restrictions on future tenancies within Granton Industrial Estate and the long term maintenance and upkeep of the Western Breakwater (application number: 01/00802/OUT).

31 January 2014 - Application approved for matters specified in condition 2 as attached to outline permission 01/00802/OUT: covering siting and height of development; design and configuration of public and open spaces; access, road layouts; footpaths and cycle routes. This was subject to a number of conditions (application number: 13/04320/AMC).

2 February 2017 - Approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes (Scheme 2) approved. However, the matters applied for in relation to plots 8C, 12,14, 15, 15A, 16, 17, S1, S2 and 35 are not approved (application number: 16/05618/AMC). This is the most up to date masterplan for the Granton Harbour area.

31 May 2017 - Application submitted for approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes at Granton Harbour, West Harbour Road (application number: 17/02484/AMC). Not yet determined.

Other recent applications within Granton Harbour plots:

15 November 2017 - Application submitted for approval of matters specified in condition 2 of outline application 01/00802/OUT for the erection of buildings containing residential flats, hotel and serviced apartments; formation of road access, parking, and open space on plots 29 and 35 located at the north of Granton Harbour (application number: 17/05306/AMC). Not yet determined.

16 November 2017 - Application submitted for approval of matters specified in condition 2 of outline application 01/00802/OUT for the erection of buildings containing residential flats and houses; formation of road access, parking, and open space on plots 7B and 8C within a central location with Granton Harbour (application number: 17/05332/AMC), Not yet determined.

15 December 2017 - Approval of Matters Specified in Conditions on outline application 01/00802/OUT regarding the erection of a healthcare superhub and five units in Class 1, Class 2 and Class 3 use submitted on Plot 19B to the east of the site refused (application number 17/02865/AMC).

13 March 2018 - Application granted for the change of use of building and land from Class 6 to Class 5 to include building operations and siting of plant to permit use of existing warehouse building as a micro distillery at 29 Sealcarr Street to the east of the site (application number: 17/03297/FUL).

Main report

3.1 Description Of The Proposal

The proposal seeks to primarily deal with the matters specified in condition 2 of the outline planning permission 01/00802/OUT. The condition states that:

Before any work on each phase of the site is commenced, details of the undernoted reserved matters being submitted to, and approved in writing by the planning authority, in the form of a detailed layout of that phase of the site (including landscaping and car parking) and detailed plans, sections and elevations of the buildings and all other structures.

Reserved Matters:

- Siting, design and height of development, including design of all external features and glazing specifications, design and configuration of public and open spaces, external lighting, all external materials and finishes, including their colour.*
- Car and cycle parking, access, road layouts and alignments, servicing areas.*
- Hours of operation and servicing.*
- Footpaths and cycle routes.*
- Boundary treatments.*
- Floor levels (including the submission of all calculations to support the levels, and including a report on sea levels, with climate change, storm surge and wave action).*
- Quay edge retention design.*
- Hard and soft landscaping details, which shall include layout plans to provide full details of ground preparation, and:
 - (i) Existing and finished ground levels in relation to Ordnance Datum.*
 - (ii) Layout and design, including walls, fences and gates.*
 - (iii) Existing and proposed services.*
 - (iv) Any structures in addition to any buildings, such as street furniture (including lighting columns and fittings), play equipment.*
 - (v) Programme of completion and subsequent maintenance for the creation of high quality open space including details of the canal and water features.*
 - (vi) The location of new trees, shrubs, and hedges.*
 - (vii) A schedule of plants to comprise species, plant size and proposed number/density.**

(NOTE:- Landscaping for each phase of development shall be completed within the planting season following the completion of each phase of development, to the satisfaction of the Head of Planning and Strategy. Landscaping shall be designed to minimise the risk of birdstrike).

(viii) Nature of all material to be utilised for land infill or reclamation purposes, whether imported into the site or obtained from within the site; such material shall be clean and inert.

Information has also been submitted to deal with other conditions the more general conditions on the outline permission. In summary, these are:

- 3a) Noise assessment;*
- 3b) Site survey and measures relating to landfill gases and any required protective measures;*
- 3c) Site survey relating to contamination and any required remedial/protective measures;*
- 6) Surface Water disposal arrangements; and*

14) Drainage.

The proposal is for a total of 162 residential units. This is a mixture of 144 flatted properties and 18 terraced units. The units are split into:

- 53 x one bedroom flats.
- 75 x two bedroom flats.
- 16 x three bedroom flats.
- 18 x three bedroom houses.

It should be noted that the submitted accommodation schedule does not match the floor plans. The above figures are taken from the drawings.

Block A and B are both six storeys high and contain 66 units each. These two blocks mirror each other and are located in the northwest and southwest sections of the site. Both blocks are L-shaped with return sections and provide frontage onto the proposed crescent and adjacent area of open space (3,200 sqm). An area of open space covering 2,850 sqm is located within the centre of the site and separates the blocks.

Block C fronts onto the proposed Ross Kestrel Drive and is located adjacent to the Block B. This is six storeys high and contains 12 flats.

The proposed flats have large windows and ordered fenestration. Stone cladding is the prevalent material. Large triple height, bronze metal cladding is proposed to frame the entrance areas. The top storey is recessed to provide balconies on the principal elevations. A large profiled bronze coloured metal roof is proposed. Bronze coloured aluminium windows and rainwater goods are also proposed.

At the north of the site, fronting onto Hesperus Crossway is a series of two storey terraced houses. There are a total of 18 houses split into Blocks D, E, F and G. These have small front gardens and larger rear gardens. To the east of the terrace of houses is a further area of open space covering approximately 670 sqm.

The houses have pitched roofs and are traditional in style. The lower storey incorporates stone cladding and the white render panels are used for the upper storey. On the protruding gables coloured render panels are to be utilised. Grey windows, doors and rainwater goods are proposed. Fibre cement tiles are to be used for the roofing material.

A series of streets are proposed, but due to the awkward site, many are only taken up to the boundary with the adjacent land, where a 1.8 metre high timber fence is proposed. Boundaries elsewhere are a mixture of stone walls and railings.

A total of 193 car parking spaces have been proposed. Basement car parking is proposed for Blocks A and B accessed via a ramp to the rear of the blocks from the 'mews streets'. Block A contains 66 spaces and Block B contains 78 spaces (12 spaces for Block C are also provided here). The car parking for the terraced houses is located in a courtyard to the rear of Block D and E and on spaces taken off the road between Block F and G. One space is provided for each house.

In addition to the 162 spaces provided for the 162 units, there are also 31 road side parking bays located through the proposed development. There are sixteen accessible spaces proposed within the development. The applicant has indicated that all car parking spaces associated with the flatted blocks will be equipped with electrical vehicle charging points.

The houses have garden space to accommodate cycle parking. A total of 296 cycle parking spaces are proposed for the 144 flatted units.

Scheme 1

The original scheme contained the same number of units, but the mix was:

- 32 x one bedroom flats.
- 112 x two bedroom flats.
- 18 x three bedroom houses.

A total of 211 parking spaces were proposed. The layout was broadly the same, however, it contained more surface car parking in courtyard areas and external bin stores. Cycle parking was not clearly identified.

Supporting Statements

The following documents have been submitted in support of the application:

- Design and Access Statement;
- Daylight and Sunlight Report;
- Flood Risk Assessment and Surface Water Management Plan;
- Energy Statement;
- Sustainability Form;
- Noise Assessment; and
- Environmental Risk Assessment.

These documents are available to view on the Planning and Building Standards Online Services.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the development complies with the planning permission in principle;
- b) the details of the development are acceptable;
- c) there are any other material considerations;
- d) there are any equalities or human rights impacts; and
- e) the representations have been addressed.

a) Principle

The outline planning permission for Granton Harbour (01/00802/OUT) supports residential use on the site as part of a wider mixed use development. This application for 162 residential units accords with the outline permission in terms of land use.

The site is located within the Granton Harbour Area at Granton Waterfront, as identified in the Edinburgh Local Development Plan (LDP). It is covered by Proposal EW2c for housing led mixed use development across Granton Harbour. LDP Policy Del 3 supports proposals which meet a number of requirements including the provision of a series of mixed use sustainable neighbourhoods that connect with the waterfront and proposals for a mix of house types, sizes and affordability.

The most recent approved masterplan (application number 16/05618/AMC) and previous iterations show residential development on the site.

The legal agreement attached to the outline permission requires 15% affordable housing provision across Granton Harbour. The most recently approved master plan proposes 2,235 residential units in total. Fifteen percent of this is 335. This has already been secured on other sites with Granton Harbour and therefore no affordable housing is required in this proposal.

The principle of development is acceptable.

b) Acceptability of the Details

Design, Scale and Layout

LDP Policies Des 1 - Des 8 set a requirement for proposals to be based on an overall design concept which draws on the positive characteristics of the surrounding area with the need for a high quality of design which is appropriate in terms of height, scale and form, layout, and materials.

Design and Materials:

The design of the flats is modern and contains well-ordered elevations that utilise large windows in a standardised pattern. Interest is added through the use of recessed areas in the frontages and large metal cladded areas that highlight the entrance points to the flats. The use of sandstone as the main material is acceptable in this location where a number of other materials have been proposed or delivered on site. The simple material palette also avoids a patchwork effect utilised elsewhere in the harbour area.

The flatted blocks do contain an over-dominant profiled metal roof. This distracts from the otherwise well-ordered elevations and represents an intrusion into the public realm. The 3D renderings submitted in support of the application show an awkward roof that does not enhance the development. This is contrary to Policy Des 1 Development Design which states that planning permission will not be granted for inappropriate design.

The two-storey terraced houses are of a simple design and include a protruding gable element to provide interest. The use of sandstone cladding for the ground floor ties the development in with the other proposed flatted blocks. A white render and a series of coloured renders on feature panels have been proposed. The design and use of coloured render is described in the Design and Access Statement as providing a form and colour that references beach huts. If executed well, they would be a distinct addition to the harbour area.

More recent approvals in the Granton Harbour area have contained brick as the primary facing material rather than render. The render on the existing older flatted buildings has not weathered well. However, the proposed houses will be at a lower level and a condition would be required for sample panels to demonstrate the quality of the materials proposed.

In terms of housing mix, the proposal contains a range of house/flat types and sizes. The Edinburgh Design Guidance (EDG) expects that 20% of units should be homes for growing families with at least three bedrooms. The proposals contains 34 units (21%) with three or more bedrooms. The internal floor areas comply with the recommended minimum sizes in the design guidance. The mix and size of house types are acceptable in the context of Policy Hou 2 Housing Mix.

In summary, although there are positive elements in general design of the proposed buildings, the roofline of the flatted blocks represents an awkward and dominant feature contrary to LDP Des 1 Design Quality and Context.

Height and Scale:

There is a mixture of six storey flats and two storey houses. The two storey houses front onto Hesperus Crossway and provide lower scale family housing in an area where predominately flatted blocks are proposed. Lower density housing next to higher flatted development is not uncommon within Edinburgh.

The Granton Harbour area contains a mixture of heights. These are either delivered on site or at various stages within the planning process. To the north there is an existing flatted development that rises up to seven storeys, with a similar sized building adjacent to this currently under construction. Further east of the site, approval has been given for residential flats also up to seven storeys in places and retirement flats up to six storeys.

The height of the proposed blocks is not out of context within the area. Representations have pointed out that previous masterplans have shown this as two and three storey developments, but earlier masterplans have also been approved for up to 9 storeys in this area. The proposed heights are appropriate in the context of the wider Granton Harbour site.

The density of the proposal is 90 dwellings per hectare (dph). This is calculated on a 1.788 ha site once the larger areas of public open space (0.672 ha) are subtracted. For comparison purposes, Marchmont tenements have a density of 99 dph as referenced in the Edinburgh Design Guidance.

Recent approval has been given for Plots S1 and S2 within Granton Harbour and this has a density of 151 dph. Consequently, the density proposed is not overdevelopment of the area as suggested in objections to the proposal.

The general height, scale and density of the development are acceptable.

Layout:

LDP Policies Des 4 Development Design - Impact on Setting and Des 7 Layout Design set out that developments should have regard to the position of buildings on the site and should include a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths and open spaces.

Policy Des 2 Co-ordinated Development states that planning permission will be granted for development which will not compromise: a) the effective development of adjacent land; or b) the comprehensive development and regeneration of a wider area as provided for in a master plan, strategy or development brief approved by the Council.

The layout of the streets follows the general masterplan layout. However, the applicant has submitted several iterations of the masterplan, including a current pending AMC masterplan application that has had a number of revisions. The configuration of this application site is based on land ownership and therefore results in a challenging boundary that carves up the wider site, roads and linkages of the overall masterplan.

Blocks A and B alongside the two storey terraced housing are in fixed locations and do not alter from the previous iterations of the masterplan general layout.

Block C sits adjacent to the eastern boundary of the site. The LDP Development Principles for EW 2c Granton Harbour states that proposals will be expected to complete the approved street layout and perimeter block urban form.

The masterplan and the Design and Access statement show the relationship of this block with the adjacent site. The development of the proposed block would result in a left over area of space on the adjacent site.

The location and alignment of the proposed road (Hesperus Mews North) on the site to the east means this land would be difficult to develop out, resulting in an awkward relationship of Block C and the proposed road. It would not fulfil the aim of creating a comprehensive perimeter block form in this part of the site.

The proposals for this part of the site also show an unclear plan for the infill area between the proposed Ross Kestrel Mews and Hesperus Mews North.

This will impact on adjacent sites and is not in line with the requirements of Policy Des 7 as it does not have full regard to providing a comprehensive and integrated approach to the layout of buildings.

This is not only contrary to Policy Des 2 in relation to compromising adjacent land, but also Policy Del 3 Edinburgh Waterfront, which expects comprehensively designed proposals which maximise the development potential of the area.

A triangular area adjacent to Block A is also shown as left over open space with surface car parking. This also begins to impede on the ability to satisfactorily develop this part of the site and the adjacent parcel of land.

In summary, the layout of the proposal generally follows that of the established masterplan. The issue lies in the co-ordination with the adjacent plots. The proposed development begins to impact on the potential successful implementation of the wider area. It does not provide for comprehensive development and leaves poorly planned left over areas of space. The proposal is contrary to LDP Policies Des 2, Des 7 and Del 3.

Details of the external lighting have not been provided as part of the reserved matter. This would need to be conditioned if committee is minded to approve the application.

The submitted drawings (such as the layout and landscape plans) do not align. If the proposals were to be approved, an enforceable set of matching drawings would be required.

Open Space:

LDP Policy Hou 3 Private Green Space sets out that for flatted developments there should be 10 sqm of open space provision per flat except where private space is provided. The terraced housing all have private gardens.

In terms of numbers, Block A has access to 1,300 sqm of open space, Block B 1,200 sqm and Block C 300 sqm, which is above the 10 sqm requirement for the blocks. Further to this, 19 ground floor flatted units have access to small garden spaces and 24 units have access to a balcony.

The general location of the larger central areas of public open space meets that shown in previous iterations of the masterplan. More than 20% of the site is made up of open space. The design of the open space is considered further in the landscaping section.

Privacy, Daylighting and Sunlighting:

The orientation of the blocks results in no immediate privacy or overlooking issues within the proposed development.

In terms of daylighting, the proposals will not impact on the proposed development to the north. The submitted daylighting information is based on out of date information that states that detailed permission has not been granted for plots 26, 27 and 28. Plot 28 is completed and Plot 27 is under construction. The proposed development of mainly two storey houses on this part of the application site is unlikely to impact on this.

The daylight report does indicate that the design of the houses with the protruding gable will have some impact on daylighting on the ground floor houses themselves in the northwest elevation. However, there is an additional window in the southwest elevation that will limit any impact.

Five windows in the ground floor of Block B in corner elevation, where the building returns on itself will not meet the Vertical Sky Component recommended values. The windows relate to one bedroom and associated bathroom and two bedroom windows (of the same room) and the associated en suite bathroom. These do not fail by a significant amount. The infringement also relates to a proposed building and are not being imposed on an existing property.

Analysis has been provided to show that the open space areas will receive enough sunlight in line with the Edinburgh Design Guidance recommendation.

The proposal does not raise any overriding concerns in relation to privacy, daylighting and sunlighting.

Transport Matters

Access, road layouts and alignments and servicing:

The accesses to the proposed development from Hesperus Crossway and West Harbour Road Street are acceptable in principle. The part road layout proposed due to the application sites boundary matches that anticipated in earlier masterplan iterations for this part of the site.

Waste Services has provided some general advice to the applicant in relation to waste collection measures required. Refuse points are internalised within the flatted blocks. Swept path analysis has been provided for the incorrect size of refuse vehicle and this would need to be addressed to ensure the viability of the road layout. The reserved matter in relation to servicing hours does not apply to this application.

Footpaths and cycle routes:

The site is adjacent to the existing foot/cycle path that runs east/west along Hesperus Crossway and north/south along Hesperus Broadway and Chestnut Street. Further part pedestrian routes are available through the site. The layout will result in some truncated footpaths and pockets of development.

Along the western boundary of the site is the Edinburgh Waterfront Promenade cycleway/footpath. This is safeguarded in the LDP. The proposals are not clear in relation to the detail of this path in this area. There also appears to be a conflict with the north-western corner of the site where the path is 'pinched' where it meets the proposed Ross Kestrel Crescent road. The applicant has not clarified this matter through the submitted revised drawings. Consequently, the proposal is contrary to LDP Policy Tra 9 Cycle and Footpath Network as details of the promenade walkway have not been provided and the drawings indicate a potential conflict which could prevent the implementation of the footpath as shown on the proposals map.

The site is shown as being in an area with good public transport accessibility in the EDG. Bus stops are located approximately 400m from the site on Chestnut Street and on Hesperus Crossway. There are also bus stops to the south of the site on Waterfront Avenue. There are a number of Lothian Bus Services (numbers 24 and 47) that provide links to and throughout the city. Further buses are also available from Granton Square (numbers 16, 19 and 32). A tram safeguard along West Harbour Road and Waterfront Avenue, with a tram stop at Granton Square and on Waterfront Avenue indicatively identified. The proposed development will not interfere with the tram line safeguard.

Car and cycle parking:

Policy Tra 2 Private Car Parking states planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council guidance. The supporting text to Policy Tra 2 sets out that a purpose of the policy is to generally fulfil the wider strategy of encouraging sustainable, non-car modes.

Parking is a reserved matter and a wider parking strategy has not been agreed.

The 2017 EDG parking standards permit a maximum of 162 car parking spaces (one space per unit) in this location. The proposals contain 193 car parking spaces. No reasoned justification for the level of parking has been submitted with the application.

The Roads Authority recommend that the application should be refused. The proposed level of car parking is contrary to the EDG and consequently LDP Policy Tra 2.

Cycle parking locations have been shown within the basement areas. There is a slight infringement in the quantity provided (296 instead of 304). There is no detail design of the cycle parking and it appears there will be difficulty in accessing the cycle parking due to lack of manoeuvrable space.

In summary, issues in relation to the Edinburgh Promenade and the ability for and adequately sized refuse vehicle to access the site remain unresolved. The proposed level of car parking is contrary to LDP Policy Tra 2 Private Car Parking and the Council's Non-statutory Edinburgh Design Guidance.

Landscaping

Landscape Design:

The first part of condition 2 of 01/00802/OUT expects detailed layouts and plans to come forward with detailed layout landscaping plans. The condition provides specific matters that should be covered.

LDP Policy Des 8 Public Realm and Landscape Design indicates that all external spaces, including a number of component parts, should be designed as an integral part of the scheme as a whole.

The location of the main open space areas match those as shown in the masterplan. However, these are bereft of any detail. The applicant was asked to provide further information to deal with the reserved matter in relation to hard and soft landscaping details. The information provided is wholly inadequate and does not demonstrate a high quality, well designed public space.

No information on the design of the open space areas, save for a few sporadic areas of tree planting and some meadow grassland for the main large areas of public open space has been provided. No further type of soft landscape is indicated. Furthermore, there is no detail to show any pedestrian access, location of seating, street furniture, additional structures or play areas within an area that combines to be one of the largest areas of open space in the Granton Harbour development. No information has been provided in relation to other matters such as a programme of completion or subsequent maintenance.

Boundary Treatments:

There are some positive elements proposed for the boundary treatment, with stone walls and railings utilised to differentiate the private garden areas.

It is acknowledged that other areas of the masterplan area may not come forward in the immediate future, which has resulted in the awkward site boundary. The proposal contains a 1.8 metre timber fence along the length of the site boundary. As it is not known when development will come forward on the adjacent sites, the edge condition of the boundaries need to be suitable for the long term. This has not been provided.

The design of the open spaces are contrary to Policy Des 8 as the public space has not been well designed and there is a lack of detail to satisfy the requirements of the policy.

Flooding and Drainage

The reserved matter relates to floor levels and associated information to support the levels. Condition 6 on the outline permission relates to surface water disposal arrangements and condition 14 relates to sustainable urban drainage.

The applicant has provided the relevant flood risk assessment and surface water management information for the site as part of the self-certification (with third party verification) process. The proposals meet the Council's requirements.

SEPA support the proposed finished floor levels which are set at a minimum of 6.0m which is above SEPA's previously recommended level of 5.07 AOD and above that recommended in the submitted flood risk assessment. Further information has also been provided to deal with SEPA's original objection in relation to foul drainage.

The information submitted satisfactorily deals with this reserved matter and conditions 6 and 14 for the application site.

c) Other Material Considerations

Noise:

A Noise Impact Assessment has been provided as required by condition 3a) of 01/00802/OUT. Environmental Protection has considered the assessment and do not object to the application on noise grounds. A condition in relation to acoustic glazing is requested to be added to any approval. As glazing is a reserved matter, this information should be dealt with upfront. However, a condition could be used in this instance if committee were minded to approve the application.

Site investigation:

Site investigation information has been submitted in support of the application as required under condition 3b) and c) of the outline permission. This is being assessed by Environmental Protection. This condition could be discharged for the site once Environmental Protection has assessed its acceptability.

Sustainability:

The applicant has submitted a Sustainability Statement and an Energy Statement in support of the application. Part A of the standards is met through the provision CHP generators and photovoltaic systems.

The proposal is a major development and has been assessed against Part B of the standards. The points achieved against the essential criteria are set out in the table below:

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

The proposal meets the essential criteria. In addition, the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections. Additional measures include the use of electric vehicle charging points, rainwater harvesting and a commitment not to use tropical hardwood.

Archaeology:

The Archaeology Officer has requested that a programme of work is undertaken prior to any development commencing on this site and has recommended a condition. The applicant has disputed this given that much of the land has been reclaimed. However, the site boundary of this application covers the southwest corner of Granton Harbour where historic maps show an early 19th century shipyard.

Condition 5 on the original outline permission related to the implementation of archaeological work. Some work has been undertaken up to 2008 in the wider harbour area, but no work has been undertaken within this application site. As there is an existing condition, if approval is given, an informative should be added to advise the applicant that further archaeological work is required.

d) Equalities

This application raises no adverse impacts in terms of equalities and human rights.

e) Public Comments

Material representations - objection

Design:

- Increased height and density from previous proposals. This should be considered in conjunction with other submitted applications (17/05306/AMC and 17/05332/AMC) - addressed in section 3.3b).
- Visual impact to and from the site - addressed in section 3.3b).
- Wind tunnelling effects - the spaces between the flatted blocks are wide and no issues have been raised by Environmental Protection.

Transport:

- Impact on general traffic, buses and parking - addressed in section 3.3b).
- Unclear how the pedestrian/cycle walkway can be accommodated - considered in section 3.3b).
- Unclear how proposed tramline will be integrated - the proposed development does not impact on the tram safeguard.

Amenity:

- Residential amenity - addressed in section 3.3b).
- Lack of open space proposed - addressed in section 3.3b).
- Noise impact from existing adjacent business on proposed residential amenity - addressed in section 3.3c).

Infrastructure:

- General impacts on infrastructure - there is an existing legal agreement in relation to transport and education contributions, as such further contributions cannot be sought from this proposals.

Community Council

The community council did not comment on the application.

Conclusion

The proposed residential use on the site is acceptable and would contribute to meeting housing need and regeneration at Granton Waterfront. There are positive aspects of the development and a number of issues have been adequately dealt with.

However, the design of the flatted blocks contains an over dominant protruding roof that is an inappropriate design feature contrary to LDP Policy Des 1 Design Quality and Context.

Although the general layout does follow that set out in the masterplan, the siting of Block C and location of car parking, combined with the awkward site boundary result in a proposed layout that would compromise the regeneration and development potential of the adjacent sites resulting in poorly planned left over areas of space. This is contrary to LDP Policies Des 2 Co-ordinated Development, Des 7 Layout Design and Del 3 Edinburgh Waterfront.

A lack of information has been provided for the safeguarded footpath/cyclepath that runs along the western edge of the development. It appears that the delivery of the walkway conflicts with the proposed road layout impacting on its delivery. This is contrary to LDP Policy Tra 9 Cycle and Footpath Network.

The level of car parking proposed is excessive and is contrary to Policy Tra 2 Private Car Parking.

There is a lack of information provided in relation to landscaping and therefore the proposal is contrary to Policy Des 8 Public Realm and Landscape Design.

There are no material considerations that outweigh this recommendation.

It is recommended that this application be Refused for the reasons below.

3.4 Conditions/reasons/informatives

Reason for Refusal:-

1. The proposal is contrary to Local Development Plan Policy Des 1 Design Quality and Context as the protruding roofline of the flatted blocks creates an awkward and dominant feature that is of an inappropriate design.

2. The proposal is contrary to Local Development Plan Policies Des 2 Co-ordinated Development, Des 7 Layout Design and Policy Del 3 Edinburgh Waterfront as the proposed layout compromises the regeneration and development potential of the adjacent site. It will result in poorly planned left over areas of space.
3. The proposal is contrary to Local Development Plan Policy Des 8 Public Realm and Landscape Design, as the proposal does not provide high-quality landscape proposals that have been designed as an integral part of the scheme and lacks sufficient detailed information.
4. The proposal is contrary to Local Development Plan Policy Tra 2 Private Car Parking, as the proposed parking exceeds the parking standards set out in the non-statutory Edinburgh Design Guidance.
5. The proposal is contrary to Local Development Plan Policy Tra 9 Cycle and Footpath Network as it would prejudice the implementation of the proposed cyclepath/footpath along the western/north-western part of the site as identified on the LDP Proposals Map by providing insufficient detail and showing a conflict with the proposed road layout.

Financial impact

4.1 The financial impact has been assessed as follows:

An existing legal agreement is in place for 01/00802/OUT to which this proposal relates to. The agreement required contributions towards transport and education infrastructure. The required transport contributions have already been paid by the previous owner of the site and this part of the legal agreement has been discharged. The relevant education clause requires payment of £1,366 per residential unit (index linked).

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 1 December 2017 and attracted 30 letters of objection and one representation.

The representations are addressed in the Assessment Section of the report.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

The site is located within the Urban Area as shown on the Local Development Plan proposals map. The land is identified as being within Edinburgh Waterfront. Proposal EW 2c (Granton Harbour) states that the area is for a housing-led mixed use development. It sets out a number of Development Principles. These include that proposals will be expected to:

- Complete the approved street layout and perimeter block urban form.
- Provide a housing mix that is appropriate in terms of place-making and would maximise completions within this urban regeneration proposal within the plan period.

Date registered

3 November 2017

Drawing numbers/Scheme

01, 02A - 09A, 10-15, 16A-23A, 24, 25A, 26A, 28A-30A, 31- 33,

Scheme 2

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Kenneth Bowes, Senior Planning Officer
E-mail:kenneth.bowes@edinburgh.gov.uk Tel:0131 529 6724

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Del 3 (Edinburgh Waterfront) sets criteria for assessing development in Granton Waterfront and Leith Waterfront.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Des 10 (Waterside Development) sets criteria for assessing development on sites on the coastal edge or adjoining a watercourse, including the Union Canal.

LDP Policy Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 13 (Sites of International Importance) identifies the circumstances in which development likely to affect Sites of International Importance will be permitted.

LDP Policy Env 14 (Sites of National Importance) identifies the circumstances in which development likely to affect Sites of National Importance will be permitted.

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

LDP Policy Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Appendix 1

Application for Approval of Matters Specified in Conditions 17/05120/AMC

**At Granton Harbour, West Harbour Road, Edinburgh
Application for approval of matters conditioned regarding the erection of buildings containing 18 houses and 144 flats; formation of road access, parking, private and public open space (as amended).**

Consultations

Archaeology Officer response - dated 17 November 2017

Further to your consultation request I would like to make the following comments and recommendations in respect to this application for approval of matters specified in conditions regarding the erection of buildings containing 144 houses and 18 flats, formation of road access, parking, private and public open space.

I refer you to my earlier comments in response to 01/00802/OUT, 06/03636/REM, 13/01013/AMC & 13/04320/AMC & 14/05305/AMC which outlined the archaeological significance of the Granton Harbour redevelopment site. As part of this earlier work this application site has been identified as being of particular significance as it overlies the site of an early 19th century shipyard, in addition to the later sea/harbour walls. Therefore, this application must be considered under terms the Historic Environment Scotland Policy Statement (HESPS) 2016, Scottish Planning Policy (SPP), PAN 02/2011 and also Edinburgh Local Development Plan (2016) policies DES 3 & ENV9.

An archaeological mitigation strategy was agreed for the redevelopment of Granton Harbour in response to the original 2001 Outline application. Although various elements have been undertaken in the intervening period, the last element of field work to the Western Harbour was undertaken in 2008, no archaeological work has been undertaken within this application site.

Accordingly, it is essential that this programme of work is undertaken prior to development commencing and that it is re-secured using the following recommended condition;

'No demolition/development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Please contact me if you require any further information.

Communities and Families response - dated 24 January 2018

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (January 2018), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2018).

Residential development is required to contribute towards the cost of delivering these education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the draft Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Assessment and Contribution Requirements

Assessment based on:

112 Flats (32 one bedroom flats excluded)

18 Houses

This site falls within Sub-Area CB-1 of the 'Craigroyston Broughton Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

If the appropriate infrastructure and land contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

Total infrastructure contribution required:

£718,926

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Total land contribution required:

£3,586

Note - no indexation to be applied to land contribution.

Although the above assessment is based on the current approach to determining developer contributions, there is a legal agreement attached to the original outline consent for the Granton Harbour development (01/00802/OUT). The Planning service has advised that the terms of this agreement are applicable to this application. This requires payment of £1,366 (to be indexed from 2002) per residential unit towards education infrastructure. This equates to £2,165 when indexed to Q4 2017.

If 162 units are delivered at Granton Harbour under the terms of the original agreement, the value of the financial contributions that the Council would receive is estimated to be £350,730 (as at Q4 2017).

It is therefore likely that there will be a significant funding gap with regard to the delivery of the infrastructure that is now required to serve the new housing development expected in the Contribution Zone.

The potential for such gaps to arise has previously been identified and reported through LDP Action Programme governance arrangements, including a report to the Council's Finance and Resource Committee (24 January 2018). There is as yet no confirmed source of alternative funding to address the cumulative gap in capital funding arising. There will also be significant additional revenue costs arising from the new education infrastructure for which no revenue budget currently exists within either Communities and Families, or Corporate Property (with whom responsibility for all property related budgets now lies).

Any future capital and revenue budget pressures arising from the infrastructure requirements in this area, and the Local Development Plan as a whole, will need to be considered as part of the on-going budget consultation process. If the funding gap towards the education infrastructure actions identified in the 'Craigroyston Broughton Education Contribution Zone' and the additional revenue costs are not addressed through Council budget processes, there is a significant risk that the Council will not be able to provide local school places for pupils arising from new development in this area.

Environmental Protection response - dated 20 December 2017

As the current application is an AMC application relating to the outline planning permission, there is already consent for an acceptable quantum of development on the site. This application is for the development of three new blocks of flats comprising 144 units and 18 terraced houses. The proposals within this application include development of the total area of plots 21 & 22 and partial development of plots 19B, 20A, 20B and 23A make up the following: Plot 19B - 4 terraced houses, public open space Plots 20A & 20B - 8 terraced houses, 12 flats, public and private open space, car parking Plot 21 - 66 flats, 6 terraced houses, public and private open space, car parking Plot 22 - 66 flats, public and private open space, car parking Plot 23A - public open space. All private parking to blocks A, B, and C is provided in the below ground car park on a 1 space per apartment (Total 226) basis with all other private parking plus an additional 20% allowed for visitor parking allocated in on-street provision. Secure cycle parking is also proposed in the secure parking area.

The plots are bordered by West Harbour Road, Ross Kestral Crescent, North Breakwater road, Ross Kestral Drive and Ross Kestral Mews. The site is made up of several plots T, U K, O, P & Q. To the north west of the site is open water with some existing residential uses developed to the north (Merlin Ave). There are several commercial and industrial uses located to the south and east (Forth Industrial Estate) of the proposed development site.

Environmental Protection understands that plot-specific issues will be addressed through detailed development processes (assuming the Masterplan delivers no major shift in the content or context of the outline approval, including development phasing). This proposal follows what has been agreed in the masterplan however the density of this proposal has decreased. The indicative capacity approved in the most recent Masterplan (Y-2f) of plots 19B, 20A, 20B, 21, 22 and 23A is 192 Residential units. The present proposal is for 162 units which is not a major departure from the masterplan although it is noted that it is for partial development of some of the approved plots with the applicant advising that there may be a surplus area for future development to realise the original number in the approved masterplan with The application proposes 226 car parking spaces.

Noise

The applicant has submitted several noise impact assessments to assess the potential noise impacts on the various proposed blocks of residential buildings.

Plot T

Due to the proximity of Plot T to existing industrial and commercial activities within Forth Industrial Estate, and proposed commercial activities from Plot 19B, there is potential for industrial/commercial noise to impact upon future residents of the proposed development. It should be noted that Environmental Protection have not received any noise complaints from the existing nearby residential properties located on Merlin Avenue.

Existing and proposed industrial/commercial noise sources have been assessed. Daytime external garden noise is predicted to meet target noise criteria at the most exposed properties. Day and night-time internal noise is predicted to meet target noise criteria with open windows at the most exposed houses in Plot T.

Plot K,O,P & Q

The site is bound by West Harbour Road to the south, Plot U to the north, with existing industrial units to the east. The proposed development comprises a six-storey apartment block (Block A).

Due to the proximity of the site to West Harbour Road, there is potential for road traffic noise to impact upon future residents of the proposed development. There are existing industrial/ commercial units to the east, west, south and north-east of the proposed apartments, therefore there is also the potential for noise from these sources to impact on future residents.

The noise impact assessment for 'Block A' shows that internal road traffic noise levels during the daytime will exceed target noise criteria with standard specification closed windows.

In order to reduce the daytime internal noise to within target criteria, glazing with a sound reduction index of at least 36dB(A) is required. To allow for ventilation whilst achieving internal noise criteria, windows incorporating acoustically attenuating trickle ventilators will need to be installed to any bedroom windows on the south, east and west facing elevations of Block A. The ventilators will need to have as a minimum a sound reduction level $D_{n,e,w}$ of at least 35dB in the 500Hz octave band. If two trickle ventilators are to be installed within the same room, the $D_{n,e,w}$ should be 38dB. If further trickle ventilators are to be installed to the same room, the $D_{n,e,w}$ should be increased by 3dB per extra ventilator. Windows shall remain openable at the occupiers' choice for purge ventilation if required.

Environmental Protection shall recommend a condition is attached to ensure specific details on the required acoustic glazing is submitted when the information is available. Environmental Protection will require specific details on the proposed acoustic glazing including an elevation highlighting all the glazing units requiring upgraded glazing.

Plot U

To the south the site is bound by proposed residential development Plots K and Q. Existing industrial/commercial units are located to the south, south-east and south-west. The proposed development comprises flats and houses (Blocks B, C & D).

Existing industrial/commercial noise sources have been assessed. Daytime external garden noise is predicted to meet target noise criteria at the most exposed properties. Day and night-time internal noise is predicted to meet target noise criteria with open windows at the most exposed houses in.

Land contamination

Environmental Protection has received information regarding the outline consent for Granton Harbour (01/00802/OUT). The applicant has submitted an updated Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Air Quality

As detailed above the quantum of development has decreased slightly, Environmental Protection is concerned with the proposed number of car parking spaces (226). Environmental Protection recommend that this parking provision is reduced significantly.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of Electric Vehicle (EV) charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

- o Dedicated parking spaces with charging facilities.*
- o Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Protection recommends that a 7Kw charger is installed for each parking space provided in the parking area. The location of each charger should be included in a referenced drawing.

Grants may also be available for the installation of EV charge points for workplaces more information can be found at;

<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>.

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

With regards to air quality Environmental Protection do raise concerns due to the high level of parking provision with no local air quality mitigation measures. We would normally encourage the developer to work with this department to produce a Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

1. *Keep Car Parking levels to minimum.*
2. *Car Club facilities (electric and/or low emission vehicles).*
3. *Provision of electric vehicle charging facilities.*
4. *Public transport incentives for residents.*
5. *Improved cycle/pedestrian facilities and links.*

Environmental Protection would also advise the applicant that all energy systems must comply with the Clean Air Act 1993 and that Environmental Protection will not support the use of biomass.

On balance, Environmental Protection recommends no objection subject to the following conditions;

Noise

1. *Full details including elevational drawings and technical data on acoustic glazing required to mitigate traffic noise affecting 'Block A' shall be submitted to the Planning Authority for its approval at the detailed application stage.*

Contaminated Land

1. *Prior to the commencement of construction works on site:*

- (a) *A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and*
- (b) *Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.*

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

Local Air Quality

1. *Prior to the use being taken up, 7Kw electric vehicle charging point, shall be installed serving each space in the car park for all residential properties.*

Informative

2. *Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland Phase Two: An Action Plan For Growth (2017).*
3. *When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993.*

Roads Authority Issues - dated 8 February 2018

The application should be refused.

Reasons:

1. The proposals within this application are not considered to comply with section 2.4 Design, Integration and Quantity of Parking of the Edinburgh Design Guidance 2017 for the following reasons:

a. The level of parking provision is proposed at 211 car parking spaces, the 2017 parking standards permit a maximum of 162 car parking spaces (one space per unit) for a development of this size.

b. A minimum of 8% of the car parking provision should be designated as accessible parking. This should result in 13 accessible spaces, the details within the application propose 4 accessible spaces.

c. A minimum of 1 in 6 spaces should be equipped for Electric Vehicle (EV) charging. Resulting in 26 EV spaces, the details within the application does not show any of the car parking provision equipped for EV charging.

d. No detailed and reasoned justification for this level of car parking provision was provided with the application.

e. No detail provided within the application showing location, design and numbers of cycle parking.

f. No detail provided within the application showing location, design and numbers of motorcycle parking.

SEPA response - dated 2 February 2018

We object to this planning application on the grounds of lack of information (or clarification) on proposals for foul drainage. We will review this objection if the issues detailed in Section 1.1 and 1.2 below are adequately addressed.

1. Drainage

Foul Drainage.

1.1 More information on proposals for foul drainage are necessary.

1.2 SEPA would not support or approve a CAR licence for any private sewage plant, until the connection to the public sewer has been investigated. We note that the public sewer is approximately 140 metres from the centre of the site.

Surface Water Drainage

1.3 The proposals for surface water drainage are acceptable to SEPA.

2. Flood Risk

2.1 We have no objection to the proposed development on flood risk grounds. Notwithstanding this we expect Edinburgh Council to undertake its responsibilities as the Flood Prevention Authority.

2.2 We have provided advice on a number of planning applications in the Granton Harbour area, including the overall masterplan, reference 01/00802/OUT. We did not object to the overall masterplan. We have, however, made recommendations on finished floor levels and any development below ground.

2.3 An updated Flood Risk Assessment (FRA), has been completed by Fairhurst (August 2017). This updated FRA includes additional analysis to quantify wave action and overtopping rates at the site. It is for the City of Edinburgh Council (CEC) to satisfy itself that the assessment of wave action and joint probability correspond with its analysis of these factors.

2.4 We previously recommended that finished floor levels (FFLs) should be set above 5.07mAOD. The FRA recommends FFLs of 5.44mAOD and review of site elevations. FFLs of the ground floor are set at a minimum of 6.0m. We support the elevation of FFLs and the overland flow pathways shown within the Surface Water Management Plan (SWMP). Where ground levels are landscaped they should direct surface water away from developments and not increase flood risk to nearby properties.

2.5 We note that an underground car park is proposed underneath the proposed developments. No further information has been provided on mitigation measures against groundwater ingress, however within the FRA it is stated that the access points or openings to the basement levels should be set to a minimum of 5.44mAOD, which we support. Given the proximity of the sites to the coast and the fact that the parking spaces will be set below the 1 in 200 year extreme still water level for the area we strongly recommend that the car park is tanked and all entrances and exits are elevated relative to the surrounding area so they will not be inundated with surface water in the event of heavy rainfall. We also strongly recommend that in addition to tanking, pumps are installed within to ensure that should water ingress occur, there is a way to remove the standing water.

Caveats & Additional Information for Applicant

2.6 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>.

2.7 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to the City of Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>.

Regulatory advice for the applicant

2. Regulatory requirements

Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in the local SEPA office.

SEPA further response - dated 3 April 2018

Thank you for your consultation which SEPA received on 03 April 2018.

Advice for the planning authority

On the 02 February 2018 (our reference PCS/15707) we objected to planning application 17/05120/AMC on the grounds of lack of information on proposals for foul drainage. On the basis of the information supplied by Fairhurst and on which you consulted us on 03 April we can withdraw our objection to this planning application.

Regulatory advice for the applicant

1. Regulatory requirements

1.1 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in the local SEPA office at:

Silvan House, SEPA 3rd Floor, 231 Corstorphine Road, Edinburgh EH12 7AT

Waste Services response - dated 4 December 2017

I have provided below some general information in relation to this development, but the detailed arrangements need to be agreed with myself at later stage. The architects or developers should liaise directly with me at earliest point via email at anna.napiorkowska@edinburgh.gov.uk.

Waste Management Responsibilities

The Waste and Cleansing Services will be responsible for managing the waste from households and any Council premises only. I am assuming this would include this development.

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland, so that developers must make provision for the full range of bins (either individual Containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

The waste collection teams will require safe and efficient access to these from the earliest occupation, and therefore cognisance must be taken of my comments below in relation to operational viability.

For low density properties, we would recommend individual kerbside collections. This provides each property with landfill (140 litres); mixed recycling (240 litres), glass (box), food box and internal caddy. All of these must be presented on the day of collection before a specified time and removed thereafter. They must otherwise be stored off street at all times.

For high density properties, we would recommend communal waste containers, for: landfill waste, mixed recycling for paper and packaging, glass, and food.

Key points are:

- each bin store must accept the full range of materials in bins, segregated as outlined above. It is not acceptable to have some types of bin in one bin storage area, and others in a different collection point, as recycling is a fully integrated part of the service;*
- the maximum size of a food bin is 500 litres; and that of a glass bin is 660 litres, which are both smaller than other types of waste due to weight issues;*
- provision must be made for the storage and disposal of bulky wastes such as furniture produced by the residents, and indeed access to those by our collection teams.*

Developers can either source their own bins in line with our requirements, or can arrange for us to do so and recharge the cost- this will probably be most convenient for them.

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream.

With regards to the development at West Harbour Road I will require confirmation regarding the distance from the bin stores to the collection point as well as swept path analysis to confirm the refuse collection vehicle can safely enter and exit the site. I would strongly recommend early contact with myself to ensure adequate provision of segregated household waste bins includes all of the above and suitable access for the refuse collectors is provided.

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

Application for Planning Permission 17/05638/FUL

At 16 Kirkgate, Currie, EH14 6AN

Extension to premises including access stair to new upper level to rear comprising accommodation and classroom space for individuals involved in the use of the premises as a place of public worship, religious instruction or the social or recreational activities of a religious body (as amended).

Item number	4.4
Report number	
Wards	B02 - Pentland Hills

Summary

The proposal forms an intensification of an existing use within the green belt, will not have an adverse impact on the Water of Leith Special Landscape Area and will not damage the character and appearance of the surrounding area. The proposal will not have an adverse impact on the amenity of neighbouring residents, does not raise any issues in respect of road safety and parking or equalities and human rights; and complies with policies Env 10, Env 11, Des 1, Des 5 and Tra 4 of the adopted Edinburgh Local Development Plan and the Edinburgh Design Guidance.

Links

Policies and guidance for this application	LDPP, LEN10, LEN11, LDES01, LDES05, LTRA02, NSG, NSGD02,
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Report

Application for Planning Permission 17/05638/FUL

At 16 Kirkgate, Currie, EH14 6AN

Extension to premises including access stair to new upper level to rear comprising accommodation and classroom space for individuals involved in the use of the premises as a place of public worship, religious instruction or the social or recreational activities of a religious body (as amended).

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The site comprises one of two modern church hall buildings situated on the western side of Kirkgate. The buildings are currently in use by Currie Baptist Church. The surrounding area has as a mixed residential/rural character. Historical stone built residential dwellings are situated to the north and south east, with Currie Kirk located to the east. To the north and west is situated dense mature woodland and to the south, open countryside and farmland.

The site is located within the Green Belt.

The eastern boundary of the site borders the Currie Conservation Area. This application site is located within the Currie Conservation Area.

2.2 Site History

26 June 2003 - Planning permission granted to alter toilet to provide disabled facilities and form external ramp for disabled access (application reference: 03/01363/FUL).

29 May 2013 - Planning permission granted for the formation of new link extension between two separate buildings, alteration to buildings to insert windows and to form new disability access ramp (application reference: 13/01122/FUL).

Main report

3.1 Description of the Proposal

The proposal seeks planning permission for a pitched roof upper floor extension and staircase access to the western hall building in order to create a new accommodation and classroom teaching space. The accommodation and classroom spaces is intended for individuals residing at the premises in connection with its use as place of religious instruction and the social or recreational activities of a religious body.

The extension will raise the eaves height of the hall from 3.4 metres to 5.6 metres and the roof ridge height from 4.5 metres to 7 metres. The exterior will consist of timber cladding with UPVC double glazed windows and doors. Timber framed balconies and a timber balustrade will be sited on the southern elevation of the upper level. The roof will be anthracite grey PVC coated metal sheeting. Alterations will also be made to the ground floor northern elevation, reducing the current number of windows.

The proposal does not include provision for any new motor vehicle or cycle parking.

Scheme One

The original proposal was amended to change the proposed external materials. The main exterior material was originally anthracite grey cedar boards, with metal balconies and steel balustrades.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) The proposal is acceptable in principle;
- b) The proposal will have a significant adverse impact on the Water of Leith Special Landscape Area and the character and appearance of the surrounding area;
- c) The proposal will have an adverse impact on the amenity of neighbouring residents;

- d) The proposal raises any issues in respect of road safety and parking;
- e) Any issues raised in objections have been addressed, and;
- f) The proposal raises any issues in respect of equalities and human rights.

a) Principle of the Proposal

The site is designated as Green Belt in the adopted Edinburgh Local Development Plan (LDP). Policy Env 10 of the LDP states that within the green belt and countryside shown on the proposals map, development will only be permitted where it meets one of four specific criteria and would not detract from the landscape quality and/or rural character of the area. Criteria c) of policy Env 10 is identified as being applicable in respect of this application and states that the following development will be supported:

- development relating to an existing use or buildings such as an extension to a site or building, ancillary development or intensification of the use, provided the proposal is appropriate in terms of the existing use, application in type in terms of the existing use, of an appropriate scale, of quality design and acceptable in terms of traffic impact.

The proposed upper floor extension is intended for use as accommodation and classroom space for individuals staying at the church in connection with its use as a place of public worship. It is not intended to form commercial hostel or residential accommodation and does not therefore amount to a material change of use. The use of the accommodation/classroom space as a commercial hostel for individuals not connected to the church would require a separate application for planning permission. The extension is an appropriate intensification of the current use.

The design of the extension is appropriate, with the use of natural timber reflecting a continuation of the existing external material which will blend in suitably with the natural woodland situated directly to the north. . The visual impact of the extension is assessed in greater detail in section b).

The proposal is acceptable in principle and complies with LDP policy Env 10.

b) Impact on Water of Leith Special Landscape Area and the Character and Appearance of the Surrounding Area

LDP policy Env 11 states that planning permission will not be granted for development which would have a significant adverse impact on the special character or qualities of the Special Landscape Areas shown on the Proposals Map. In addition, LDP policy Des 1 states that planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it.

The site is located within the boundary of the Water of Leith Special Landscape Area (SLA). The Pentland Hills SLA is located directly the south of the site.

The Water of Leith SLA draws much of its character from the steep side slopes of the river corridor, and the tranquil, secluded natural environment which the river provides.

The application site is located 100 metres away from the main river and is separated by an extensive section of mature woodland to its north which slopes down sharply towards the north bank of the river. The site is sufficiently distant from the main river to ensure that it will not impact on its secluded character or introduce an incongruous development into its natural environment. In addition, the use of natural timber for the external elevations will enable the building to suitably blend in with its immediate surroundings.

Mature trees situated directly to the north of the site will serve to partially obscure the development from view when approaching from the north along Kirkgate. Extensive mature woodland further to the north of the site will screen the development from wider views along the Water of Leith and Lanark Road West.

The southern elevation of the extension will be more visible when approaching along Kirkgate from the south. However, mature trees and hedging situated along the western boundary of the road will contribute to partially screening the extension from wider view. In addition, the appearance of the southern elevation of the extension is broken up by the inclusion of the balcony doors, creating a suitable aesthetic balance to the elevation's appearance.

The proposal will not have a significant adverse impact on the special character or qualities of the Water of Leith SLA and will not have a damaging impact on the character and appearance of the surrounding area. The proposal complies with LDP policies Env 11 and Des 1.

c) Amenity of Neighbouring Residents

LDP Des 5 states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected.

The proposal has been assessed against the vertical sky component (VSC) test outlined within the Edinburgh Design Guidance (EDG) in respect of any loss of daylight. The extension complies with the VSC test with respect to the surrounding properties and will not result in any loss of daylight for any neighbouring residential property.

The proximity of the access staircase and the northern elevation of the extension to the boundary with the neighbouring property to the north may result in an area of 25 square metres being overshadowed to a potentially adverse degree. However, the premises to the north has an overall curtilage area of 0.37 hectares and the area which will be directly affected therefore represents a negligible amount of the overall curtilage.

In respect of privacy, the balconies on the upper floor are sited 65 metres away from the nearest residential property to the south. The distance is sufficient to ensure that there will be no adverse overlooking. The windows located on the upper floor of the northern elevation area high level glazing and will not permit any overlooking to the north.

The proposal complies with LDP policy Des 5 and will not have a detrimental impact on the amenity of neighbouring residents.

d) Road Safety and Parking

LDP Policy Tra 2 states that Planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in council guidance.

No parking provision is currently provided within the curtilage of the premises. However, the proposed intensification has been assessed and is unlikely to result in an adverse increase in traffic. The Roads Authority were consulted on the proposal and raised no objection.

The proposal does not raise any concerns in respect of road safety and complies with LDP Tra 2.

e) Issues raised by objectors

Objection Comments

Material Considerations

- Proposal involves development in the green belt - addressed in section 3.3 (a).
- Proposal will result in a material change of use to a hostel - addressed in section 3.3 (a).
- Proposed materials are not appropriate - addressed in sections 3.3 (a) and (b).
- Proposal will have an adverse impact on the character and appearance of the surrounding area - addressed in section (b).
- Proposal will result in increase in traffic and parking - addressed in section 3.3 (d).

Non-Material Considerations

- Proposal will have a detrimental impact on the character and appearance of the Currie Conservation Area - the eastern boundary of site lies adjacent to the Currie Conservation Area, but the site is not situated within the conservation area.
- Issues relating to the proposed structural integrity of the building - matters relating to the structural integrity of a building are out with the remit of the planning system and are addressed through the building warrant process.
- Balconies would permit views into the eastern hall and raise issues regarding child safety - Views within existing sites are not safeguarded through the planning system. It is the responsibility of the premises' owners to ensure that all relevant legal standards in relation to child safety and welfare are adhered to.

- Matters relating to ownership of land within the submitted location plan - Issues relating to the ownership of the land on which the development will be constructed are a civil matter and must be addressed through the courts.

f) Equalities and Human Rights

The proposal has been assessed and raises no issues in respect of equalities and human rights.

Conclusion

In conclusion, the proposal forms an intensification of an existing use within the green belt, will not have an adverse impact on the Water of Leith Special Landscape Area and will not damage the character and appearance of the surrounding area. The proposal will not have an adverse impact on the amenity of neighbouring residents, does not raise any issues in respect of road safety and parking or equalities and human rights; and complies with policies Env 10, Env 11, Des 1, Des 5 and Tra 4 of the adopted Edinburgh Local Development Plan and the Edinburgh Design Guidance.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on December 12 2017 and attracted eight letters of objection. A full summary of the considerations raised by the objectors can be found in section 3.3 (e) of the main report.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development**Plan Provision**

The site is located in the Green Belt in the adopted Edinburgh Local Development Plan (LDP).

Date registered

8 December 2017

Drawing numbers/Scheme

01 - 02, 03A,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: James Allanson, Planning Officer

E-mail:james.allanson@edinburgh.gov.uk Tel:0131 529 3946

Links - Policies

Relevant Policies:**Relevant policies of the Local Development Plan.**

LDP Policy Env 10 (Development in the Green Belt and Countryside) identifies the types of development that will be permitted in the Green Belt and Countryside.

LDP Policy Env 11 (Special Landscape Areas) establishes a presumption against development that would adversely affect Special Landscape Areas.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Appendix 1

Application for Planning Permission 17/05638/FUL

At 16 Kirkgate, Currie, EH14 6AN

Extension to premises including access stair to new upper level to rear comprising accommodation and classroom space for individuals involved in the use of the premises as a place of public worship, religious instruction or the social or recreational activities of a religious body (as amended).

Consultations

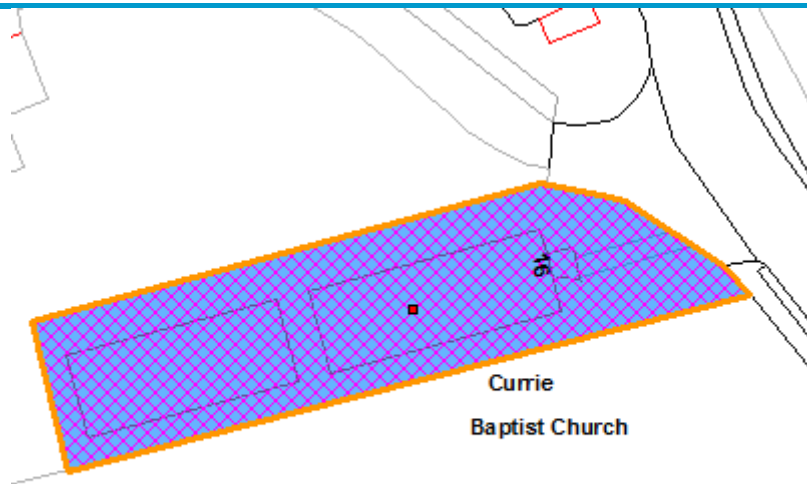
Roads Authority

No objections to the application.

Note:

1. *No formal parking is provided at the current Baptist Church premises.*
2. *The proposals comprise an upper floor extension to the rear building at the property, providing a classroom space and accommodation for individuals involved in the use of the premises as a place of public worship. It is not accommodation available for private rent and thus this will not generate additional vehicular traffic.*
3. *It is noted that there are existing problems in regarding to vehicular parking on the roads in the vicinity of these premises and the Currie Parish Church opposite associated with times of worship. However, it is not expected that this will be exacerbated by the purpose of the proposals.*

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 16/06275/FUL
At 35 Lanark Road, Edinburgh, EH14 1TL
Demolition of existing buildings and erection of purpose
built student accommodation including change of use and
all associated works (as amended).**

Item number	4.5
Report number	
Wards	A02 - Pentland Hills (Pre May 2017)

Summary

The proposal is acceptable in principle and is of a suitable design form and scale which will not have an adverse impact on the character and appearance of the surrounding area. The proposal does not raise any issues in respect of parking, road safety, landscaping, tree retention, biodiversity, flood prevention, waste provision, or equalities and human rights; and will not have a detrimental impact on the setting of any listed buildings, the amenity of neighbouring residents or development of a site of archaeological significance.

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES05, LDES10, LTRA02, LTRA03, LDES09, LEN03, LEN09, LEN10, LEN11, LEN12, LEN15, LEN16, LEN21, NSG, NSGD02, NSGSTU,
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Report

Application for Planning Permission 16/06275/FUL At 35 Lanark Road, Edinburgh, EH14 1TL Demolition of existing buildings and erection of purpose built student accommodation including change of use and all associated works (as amended).

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The application site comprises a car dealership and motor vehicle garage located on the southern side of Lanark Road. The site covers a total area of 0.17 hectares and is located directly adjacent to the Water of Leith which runs adjacent to its southern boundary.

The Union Canal and Towpath are situated directly to the north west of the site on the opposite side of Lanark Road. The Canal and the Slateford Aqueduct are scheduled ancient monuments. A group of category B listed buildings including the Cross Keys Inn (listing reference: LB30121, listing date: 12 December 1974), former Slateford Church (listing reference: LB30017, listing date 12 December 1974, and the Old Manse House (listing reference: LB30122, listing date: 12 December 1974) are located immediately to the south west of the site.

The surrounding area has a mixed residential/commercial character, consisting of one and two storey original historic buildings, some of which have been converted into commercial uses, and more modern contemporary style flatted buildings located to the north and west. Commercial uses including the Longstone Sainsbury's Supermarket and industrial units are located to the north.

The site is located adjacent to the Green Belt.

2.2 Site History

1993 - Planning permission granted to extend premises to form MOT unit (application reference: 93/00391/FUL).

22 May 2001 - Application for outline planning permission to demolish existing buildings and erect a 24 flatted development abandoned (application reference: 01/01143/OUT).

10 August 2001 - Planning application for the construction of a 3 metre high stone retaining wall around the site boundary of 37-39 Lanark Road abandoned (application reference: 01/00457/FUL).

3 February 2004 - Planning application for proposed flatted development of 29 units withdrawn (application reference: 03/03107/FUL).

20 January 2014 - Planning application for a proposed flatted development of 15 units withdrawn (application reference: 06/02249/FUL).

19 December 2016 - Planning permission refused for a change of use at 27, 35, 37-39 Lanark to purpose built student accommodation and erection of two new high quality, managed student residences. Both blocks were to have office/reception and communal area with associated facilities at ground floor level, landscaping, amenity space and cycle storage. The proposal was refused due to it primarily being a non-conforming use within the green belt, having a damaging impact on the Water of Leith Special Landscape Area, loss of trees and issues relating to design, form, scale, amenity of future occupiers and housing provision on the site (application reference: 15/05401/FUL).

Main report

3.1 Description Of The Proposal

The proposal seeks planning permission for the construction of four separate blocks of purpose built student accommodation totalling 105 studio units. All of the individual units will be en-suite and encompass individual cooking facilities, with a main reception and break out area situated at ground floor within the courtyard block. One block will run parallel to the northern boundary of the site and will consist of three interlinked buildings with mansard roofs which rise in height from west to east. The easternmost building will measure 6.9 metres in height at eaves level and 10.15 metres in height at its highest point. The westernmost building will measure 11 metres in height to eaves level and 14.8 metres in height at its highest point. The exterior walls will be finished in white roughcast and the roof in cupa slates.

The building located adjacent to the eastern boundary of the site will be of pitched roof design encompassing a total of four storeys. The building will measure 10.7 metres in height to eaves level and 16.9 metres in height at its highest point. The exterior walls will be finished in red facing brick and the roof in cupa slates.

The proposal includes an access pend and internal courtyard accessed from Lanark Road. The courtyard provides parking provision for five vehicles, a bike store and two tier bike racks providing 100% cycle parking provision for the development.

The original proposal was amended to reduce the height of the building located adjacent to the eastern boundary of the site, increase the overall number of rooms from 92 to 105 and change the layout of the rooms. It is now intended for each individual room to have its own cooking facilities as opposed to communal kitchen areas for groups of rooms.

Supporting Documents

The applicant has submitted the following documents in support of the application which are available to view via planning and building standards online services:

- Ecology Report
- Landscape and Visual Appraisal
- Design and Access Statement
- S1 Sustainability Statement Form
- Flood Risk Assessment and Drainage Strategy Report
- Visualisation

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) The proposal is acceptable in principle and will result in the creation of a satisfactory living environment;
- b) The proposal is of an appropriate design, form and scale and will not have a detrimental impact on the character and appearance of the surrounding area or the Water of Leith Special Landscape Area;
- c) The proposal raises any issues in respect of parking, road safety or waste provision;
- d) The proposal raises any issues in respect of landscaping and tree retention;
- e) The proposal will have any impact on the setting of listed buildings;
- f) The proposal will have an adverse impact on the amenity of neighbouring residents;
- g) The proposal will affect local biodiversity;

- h) The proposal raises any issues in respect of flood prevention;
- i) The proposal raises any issues in respect of contaminated land;
- j) The proposal raises any issues in respect of the development of a site of archaeological significance;
- k) Any issues raised in the representation have been addressed; and
- l) The proposal raises any issues in respect of equalities and human rights.

a) Principle of the Development

Policy Hou 8 of the adopted Edinburgh Local Development Plan states that planning permission for purpose built student housing will be granted where the location is appropriate in terms of access to university and college facilities by walking, cycling and public transport; and provided the proposal would not result in an excessive concentration of student accommodation to an extent that would be detrimental to the maintenance of balanced communities.

In addition to LDP policy Hou 8, the Council's Student Housing Guidance outlines the location and design guidance to be applied to proposals for student housing. Part a) accepts student housing in locations within or sharing a boundary with a main university. For locations out with criteria a), student housing will generally be supported on sites with less than 0.25 hectares (ha) of developable area. This application site does not share a boundary with a university or college campus but is not greater than 0.25 hectares in area. The nearest university facility is Napier University's Craiglockhart Campus which is located half a mile to the south east.

The site is located in very close proximity to both the Water of Leith Walkway and the Union Canal Footpath/Cycle Path. The Water of Leith Walkway can be accessed from Lanark Road directly. The Union Canal Cycle Path is situated close by to the north, with points of access provided from the Water of Leith Walkway at Slateford Aqueduct and the Prince Charlie Aqueduct located to the east of the site on Lanark Road. The Water of Leith Walkway provides pedestrian access to the north of the city, with the Union Canal providing ease of access to Fountainbridge, close to the city centre.

The site is served by four separate Lothian Buses bus routes. Bus numbers 34 and 36 provide direct access to the Heriot Watt campus at Riccarton, the Napier University campus at Sighthill and Edinburgh College. Bus number 36 also provides access to the Napier University Campus on Colinton Road. Numbers 34 and 44 provide access to the city centre with several stops situated within convenient walking distance of Edinburgh University's City Centre Campus.

The surrounding area has a mixed residential/commercial character which encompasses detached and semi-detached residential dwellinghouses, flatted properties and several commercial uses including the Longstone Sainsbury's and several warehouse units located to the north of the site. The site is not identified within the Council's Student Housing Guidance as having a concentration of students comprising more than 20% of the population, and is also identified as having a relatively low number of students living in both private accommodation and university managed accommodation. The nearest purpose built student accommodation building is the Mill House, located at 400 Gorgie Road located one mile to the North East. The introduction of student accommodation in this location will not therefore disrupt the balance of the community.

The proposal includes provision for 105 students to reside within the development and incorporates a break out area for students to socialise and meet in. Cooking facilities will be located within each room and laundry facilities will be provided on site.

96 of the proposed 105 living spaces comply with the vertical sky component test outlined in the Edinburgh Design Guidance and the majority of occupants will therefore be provided with acceptable levels of daylight. The site lies in relatively close proximity to Redhall Park and Meggatland Sports Complex, providing students with ease of access to outdoor amenity sites.

The site is not identified within the June 2014 LDP Housing Land Study as having a high probability of delivering housing and is not greater than 0.25 ha in area. Therefore, in accordance with criteria c) of the Student Housing Guidance, there is no requirement to include a portion of housing as part of the proposed development.

Given the lack of purpose built student accommodation nearby to the site and the existing varied character, it is not considered that the proposal will disrupt the existing community balance or have a detrimental impact on the character and residential amenity of the locality. The site is well served by existing transport links and will result in the creation of a satisfactory living environment.

A small section of the development along the south eastern and eastern boundaries will protrude into land which is designated as being green belt in the LDP. The areas affected encompass an 80 square metre section of ground to the south east on which the bike store and a section of two car parking spaces and the pitched roofed building will be constructed; and a 45 square metre section of land directly to the east which will be converted to hardstanding. The area of the development which will extend into the green belt comprises 7.3% of the overall site area and the majority of the site therefore falls out with the green belt. The area of land affected comprises a mixture of marsh and grass separating the existing vehicle storage yard from the Water of Leith.

LDP Policy Env 10 provides guidance on appropriate development within the green belt and to ensure that development keeps the landscape quality and/or rural character of the area. The area of green belt land which is affected is relatively small and represents a minor part of the overall site area. The land is not publically accessible and development on a small area of land which is already bordered by hardstanding will not detract from the landscape quality of the area. The section of the development situated within the green belt is acceptable and a minor infringement of policy Env 10.

The proposal is acceptable in principle and complies with LDP Hou 8. A minor infringement of LDP policy Env 10 in respect of the section of the development within the green belt is acceptable.

b) Character and Appearance of the Surrounding Area and the Water of Leith Special Landscape Area

LDP policy Des 1 states that planning permission will not be granted for poor quality or inappropriate design that would be damaging to the character and appearance of the area around it. Policy Des 10 states that planning permission will be granted for development on sites adjoining a watercourse were the proposal provides an attractive frontage to the water. In addition policy Env 11 states that planning permission will not be granted for development which would have a significant adverse impact on the special qualities of Special Landscape Areas.

The three blocks of accommodation situated along the northern boundary of the site all rise gradually in height as they progress to the east. The highest point of the westernmost block sits in line with the highest point of the Cross Keys Public House situated to the west. The gradual rise in the height of the buildings serves to mirror the manner in which the topography of the street results in the buildings situated to the west of the site reducing in height gradually when approaching the application site from the west, providing a sense of symmetry within the streetscape.

The pitched roof red brick block adjacent to the eastern elevation of the site forms the most prominent feature on the site. The height of this building has been reduced from the original scheme, and its overall impact on the character of the streetscape is acceptable. The block will not obscure views of the south bank of the Water of Leith when approaching the site from the east.

The use of roughcast and red brick for the exterior walls and cupa slate for the roof tiles is appropriate and adequately reflects the appearance of neighbouring buildings situated on the southern side of Lanark Road. Several of the buildings situated on the southern side of Lanark Road to the west of the site encompass white roughcast and render on their respective elevations, while the premises at number 47-49 is built from red sandstone. The surrounding buildings encompass a variety of roof styles and pitches; and the roof styles of the blocks on the site will not form incongruous features within the streetscape.

The southern boundary of the site directly adjoins the Water of Leith. However, the site is currently in use as a motor vehicle repair facility and as such is not directly accessible to members of the public. In addition, the area of the development highlighted in section a) of the report as being within the green belt is also situated within the Water of Leith Special Landscape Area (SLA). The area affected is small in scale and concerns an area of land which is already bordered by hardstanding. The proposal will predominantly maintain the degree of separation which currently exists between buildings on the site and the Water of Leith and will not have an adverse impact on the SLA.

The proposal will not have an adverse impact on the character and appearance of the surrounding area, the frontage to the Water of Leith, or the Water of Leith SLA. The proposal complies with LDP policies Des 1, Des 10 and Env 11.

c) Parking, Road Safety and Waste Provision

LDP policies Tra 2 and Tra 3 state that planning permission will be granted for development where proposed car parking and cycle parking provision complies with the standards set out in Council guidance.

The proposal includes provision for five car parking spaces and one cycle storage space per resident which will be provided through an indoor bike store and two tier bike racks situated in the south western corner of the site. The Roads Authority was consulted on the proposal and raised no objection to the proposed parking or cycle provision. No concerns were raised in respect of road safety issues.

LDP policy Des 5 states that planning permission will be granted for development where it has been demonstrated that refuse and recycling facilities have been sensitively integrated into the design. The proposal includes provision for refuse storage on site.

The City of Edinburgh Council no longer operates a refuse collection facility for commercial and non-domestic premises. The premises operator will be responsible for making arrangements with a private contractor for the storage and disposal of waste from the site.

The proposal does not raise any concerns in respect of vehicle parking, cycle parking or road safety and complies with policy Tra 2.

d) Landscaping and Tree Retention

LDP Policy Env 12 states that Development will not be permitted if likely to have a damaging impact on trees or woodland worthy of retention unless necessary for good arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.

Nine trees situated on the section of land located between the eastern and southern boundaries of the site and the Water of Leith are shown as being earmarked for removal as part of the construction process on the submitted tree removal plan. However, the land on which these trees are situated does not form part of the application site boundary as defined by the red line running around the site on the submitted location plan. This land is only denoted as being under the ownership of the applicant. Any permission granted would not therefore encompass the trees shown on this plan. In addition, these trees are not located within a conservation area and are not covered by a Tree Preservation Order and the planning authority does not have any direct control over their maintenance or removal.

A cluster of eight fraxinus alnus trees located within the south western corner of the site are denoted as being retained and will be monitored during the construction process and once under the new site management. These trees are not denoted for removal as part of this application.

A condition will be attached requiring detailed landscaping and tree protection measures to be submitted for final consideration by the planning authority before development commences on site.

The grant of planning permission does not remove the requirement to obtain any other necessary consents required in connection with works to remove trees out with the application site. An informative to this effect will be included with any consent granted.

The proposal does not raise any issues in respect of tree preservation and landscaping and complies with LDP Env 12.

e) Setting of listed buildings

LDP policy Env 3 states that development affecting the setting of a listed building will be permitted only if not detrimental to the setting of the building.

The application site borders three listed buildings situated directly to the west. The Cross Keys Public House, the former Slateford Church and the Old Manse are all category B listed buildings.

The development reduces in height towards the west of the site. An area of open space provides a degree of separation between the development and the church and manse house, ensuring neither will be dominated by the proposal. The height of the block sited closest to the Cross Keys Pub will not extend beyond the highest point of the building, ensuring its setting is not adversely affected.

The proposal will not be detrimental to the setting of the nearby listed buildings and complies with LDP policy Env 3.

f) Amenity of Neighbouring Residents

Policy Des 5 states that planning permission will be granted for development where the amenity of neighbouring developments is not adversely affected.

The development will not result in any adverse overshadowing or loss of daylight for any nearby residential property. The windows on the blocks which face onto a boundary wall adjoining a residential property to the west are all a minimum of nine metres away from the boundary, maintaining minimum privacy requirements.

Purpose built student accommodation is expected to include provision for on-site managerial and security personnel to be present at the premises on a 24 hour basis. The continual presence of on-site staff would ensure that the behaviour of students residing within the premises can be monitored and ensure any instances of anti-social behaviour occurring on the premises are dealt with effectively.

The proposal complies with LDP policy Des 5 and will not have an adverse impact on the amenity of neighbouring residents.

g) Impact on Biodiversity

LDP policy Env 16 states that planning permission will not be granted for development that would have an adverse impact on species protected by European Law. LDP Policy Env 15 states that development likely to have an adverse impact on flora, fauna, landscape or geological features of a local nature conservation site will not be permitted.

The section of the Water of Leith situated directly to the south of the application site is designated as being a Local Nature Conservation Site in the LDP. In addition, the area of the site highlighted in sections a) and b) as being with the green belt and Water of Leith Special Landscape Area is also designated within the LDP as a Local Nature Conservation Site. Any development on the site therefore has the potential to affect local biodiversity and wildlife habitats. An ecology survey was undertaken in 2017 and submitted in support of the application detailing the potential impact of the proposal on local wildlife and biodiversity. The impact of the proposal is considered to be acceptable subject to conditions prohibiting tree works during periods which may affect bird breeding, and requiring a method statement for the removal of invasive species identified on site which were identified by the survey.

The proposal will not have an adverse impact on local biodiversity or species protected by European Law, or the flora, fauna landscape or geological features of the local nature conservation site. The proposal complies with LDP policies Env 15 and Env 16.

h) Flood Prevention

LDP policy Env 21 states that planning permission will not be granted for development that would increase a flood risk or be at risk of flooding itself.

Both the Council's Flood Prevention Section and the Scottish Environmental Protection Agency (SEPA) were consulted on the potential flood risks of the proposal. Neither Flood Prevention nor SEPA raised any objection to the final scheme and the proposal will not increase a flood risk or be at risk of flooding itself.

The proposal complies with LDP policy Env 21.

i) Contaminated Land

Environmental Protection was consulted on the proposal and requested that a condition be attached to any final consent requiring a contaminated land survey to be undertaken. A condition requiring a survey will be included as part of any permission issued.

j) Development of a Site of Archaeological Significance

LDP policy Env 9 states that planning permission will be granted for development on sites of known or suspected archaeological significance if it can be concluded from information derived from either a desk-based assessment that no significant archaeological features are likely to be affected by the development.

The City Archaeologist was consulted on the proposal and raised no objection subject to the inclusion of a condition requiring a written scheme of investigation to be submitted and agreed by the planning authority.

The proposal does not raise any issues in respect of the development of a site of archaeological significance and complies with LDP Env 9.

k) Issues Raised in Representations

Objection Comments

Material Considerations:

- The proposal involves development within the green belt - addressed in section 3.3 (a).
- Proposal represents overdevelopment and will have a detrimental impact on the character and appearance of the surrounding area - addressed in section 3.3 (b).
- Proposal will have a detrimental impact on the landscape of the Water of Leith - addressed in section 3.3 (d).
- Insufficient parking provision - addressed in section 3.3 (c).
- Proposal will result in unacceptable pressure on local cycle network - addressed in section 3.3 (c).
- Loss of trees - addressed in section 3.3 (d).
- Adverse impact on local biodiversity and wildlife - addressed in section 3.3 (g).
- Proposal will have a detrimental impact on the setting of nearby listed buildings - addressed in section 3.3 (e).
- Proposal will have a detrimental impact on the amenity of neighbouring residents - addressed in section 3.3 (f).
- Proposal will have an adverse impact on local waste collections - addressed in section 3.3 (c).
- The proposal does not include provision for residential accommodation - addressed in section 3.3 (a).

Non-Material Considerations

- the application site is denoted as being adjacent to the green belt in the adopted Edinburgh Local Development Plan but is not located within the green belt.
- The company name of the existing company using the site should be clarified before the application proceeds - the name of the company using the site at present is not a material consideration in respect of this application.
- Issues relating to ownership of land reclaimed from the water of Leith - issues relating to land ownership are a civil issue.

Support Comments

Material Considerations

- Proposal is acceptable in principle - addressed in section 3.3 (a).
- Proposed development is of an appropriate design and does not have an adverse impact on the character of the surrounding area - addressed in section 3.3 (b).
- Proposal will encourage use of local cycle network - addressed in section 3.3 (c).

Community Council

Craiglockhart Community Council (CCC) and Longstone Community Council (LCC) both objected to the proposal. CCC raised objection to the principle of the proposal, the height, form and scale of the development, the impact of the development on the character and appearance of the surrounding area and the setting of the Water of Leith, transport, parking and the impact on local biodiversity. LCC objected on similar grounds and also in relation to the levels of daylight which would be received by future occupants and loss of trees.

l) Equalities and Human Rights

The proposal has been assessed and does not raise any issues in respect of equalities and human rights.

Conclusion

In conclusion, the proposal is acceptable in principle and is of a suitable design form and scale which will not have an adverse impact on the character and appearance of the surrounding area. The proposal does not raise any issues in respect of parking, road safety, landscaping, tree retention, biodiversity, flood prevention, waste provision, or equalities and human rights; and will not have a detrimental impact on the setting of any listed buildings, the amenity of neighbouring residents or development of a site of archaeological significance.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

Conditions:-

1. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist.

2. Prior to the commencement of development, a site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development. Where necessary, a detailed schedule of any remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

3. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.
4. The trees on the site shall be protected during the construction period by the erection of fencing, in accordance with BS 5837:2012" Trees in relation to design, demolition and construction".
5. Prior to the commencement of development, a method statement shall be submitted to the planning authority detailing what measures shall be employed to eradicate Japanese Knotweed and Himalayan Balsam located on the site. The measures outlined in any such statement to be implemented prior to the occupation of the development.
6. No tree works or scrub clearance shall occur on site from 1st March through to 31 August each year.

Reasons:-

1. In order to safeguard the interests of archaeological heritage.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
4. In order to safeguard protected trees.
5. In order to prevent the spread of Japanese Knotweed and Himalayan Balsam and safeguard the local environment.
6. In order to avoid disturbance during bird breeding.

Informatives

It should be noted that:

1. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
2. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
3. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
4. All energy systems must comply with the Clean Air Act 1993 and that Environmental Protection will not support the use of biomass.
5. The site should be served by at least one electric vehicle charging outlet and should be of the following standard; 70 or 50kW (100 Amp) DC with 43kW (64 Amp) AC unit. DC charge delivered via both JEVs G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.
6. Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).
7. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth).
8. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road.
9. Any gate or doors must open inwards onto the property.
10. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012.
11. Any works to the footway must be carried out under permit and in accordance with the specifications. See Road Occupation Permits http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point.
12. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport.

13. This application site is defined as being all land within the solid red line as shown on approved drawing 03A, agents reference PL (2-) 003. Any consent granted shall only be applicable to land situated within the application site. This consent does not extend to the additional land denoted as being owned by the applicant and outlined in shaded blue on approved drawing 03A, agents reference PL (2-) 003. The granting of this consent does not remove the requirement to obtain any other necessary consents to undertake development or tree removal on the land out with the application site.
14. Any combined heat and power plant (CHP) installed on the site must be compliant with the Clean Air Act 1993.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The proposal attracted thirty five letters of objection, three neutral comments and eighteen letters of support. Individual letters of objection were received from Craiglockhart Community Council, Longstone Community Council and the Water of Leith Conservation Trust. A full summary of the matters raised by objectors and supporters can be found in section 3 of the main report.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

The site is designated as being within the urban area in the adopted Edinburgh Local Development Plan.

Date registered

20 December 2016

Drawing numbers/Scheme

01 - 02, 03A, 04, 05B, 06A, 07A, 08B, 09B, 11B, 12B,, 13B, 14A, 15A, 16-19,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: James Allanson, Planning Officer

E-mail:james.allanson@edinburgh.gov.uk Tel:0131 529 3946

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 10 (Waterside Development) sets criteria for assessing development on sites on the coastal edge or adjoining a watercourse, including the Union Canal.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Des 9 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

LDP Policy Env 3 (Listed Buildings - Setting) identifies the circumstances in which development within the curtilage or affecting the setting of a listed building will be permitted.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 10 (Development in the Green Belt and Countryside) identifies the types of development that will be permitted in the Green Belt and Countryside.

LDP Policy Env 11 (Special Landscape Areas) establishes a presumption against development that would adversely affect Special Landscape Areas.

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Non-statutory guidelines Student Housing Guidance interprets local plan policy, supporting student housing proposals in accessible locations provided that they will not result in an excessive concentration.

Appendix 1

Application for Planning Permission 16/06275/FUL At 35 Lanark Road, Edinburgh, EH14 1TL Demolition of existing buildings and erection of purpose built student accommodation including change of use and all associated works (as amended).

Consultations

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the demolition of existing buildings and erection of purpose built student accommodation including change of use and all associated works.

The site occupies the eastern half of the historic village of Slateford which, as the name suggests, grew up around the historic ford across the Water of Leith at this point. Occupation around such an important ford is likely to have occurred prior to the first reference to the settlement here in the mid-17th century (Stuart Harris Place Names of Edinburgh, 1996) with the road forming main medieval route between Edinburgh & Lanark. Little is accurately known about the pre 19th century layout of Slateford, though the 17th and 18th century maps suggest that its main focus was split between the site of its mill on Logie Green Road and on the eastern bank of Water of Leith (the site of the current public house). By the mid-19th century settlement on the western bank had developed with a range of buildings shown occupying this application site on the 1st edition OS map (the remains of which are still seen in the surviving boundary wall fronting Lanark Rd)

Mills have existed on the Water of Leith at Slateford from probably the medieval period, with Slateford Waulk Mill first recorded in 1659. This 17th century mill stood on the opposite side of the Lanark Road, too the south of the Union Canal Aqueduct. The development site is known to overly the remains of the mill-lade associated with this 17th-20th century Mill. Furthermore, it is recorded that a sluice gate once stood on the river boundary of the site before disappearing under a development of the car park by late 1980's. The date of the current stone weir is unknown however it is likely to date at least in part to the 17th century given its association with Slateford Mill.

The site is regarded as occurring within an area of archaeological significance relating both to the historic Settlement of Slateford and in particular its post-medieval milling industry. As such this application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also Edinburgh City Local Plan Policies ENV9.

Historic Buildings

The current site is occupied by a range of buildings and boundary walls which appear to date back in part to the 19th century. The proposed scheme will see the demolition of these structures and walls considered to be local archaeological interest, as such their loss is considered as having a significant but acceptable impact subject to their recording. Accordingly, if permission is granted it is essential that prior to and during demolition that a detailed historic building survey is undertaken. This will require the production of surveyed phased plans and elevation (interior and exterior) along with detailed descriptions and photographic analysis /survey.

Buried Archaeology

As stated this site is regarded as being of archaeological significance primarily in terms of its post-medieval industrial and settlement archaeology associated with Slateford. The proposed development will require extensive excavations in terms of demolition, construction, landscaping, utilities etc. Accordingly, it is recommended that a programme of archaeological excavation is undertaken post-demolition and prior to development.

In essence this will see a phased archaeological programme of works, the initial phase being an archaeological evaluation up to a maximum of 10% of the site. The results of which would allow for the production of appropriate more detailed mitigation strategies to be drawn up to ensure the appropriate protection of the surviving mill dams/lade and the full excavation, recording and analysis of any further surviving archaeological remains.

Archaeological Public Engagement

Further given the potential importance of these remains in terms of the local Slateford Area and the Water of Leith, it is recommended that the programme of archaeological works contain a programme of public/community engagement (e.g. site open days, viewing points, temporary interpretation boards) the scope of which will be agreed with CECAS.

Accordingly, it is essential that the following condition is attached to this consent to ensure that undertaking of the above elements of archaeological work are undertaken.

'No demolition/development shall take place on the site until the applicant has secured and implemented a programme of archaeological work (historic building recording, preservation, excavation, reporting & analysis and publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Environmental Protection

This application proposes to demolish a vehicle repair and car sales garage and erect residential student apartments. A dwelling house on the site is also to be demolished. There is a public house located to the east of the site separated by the Water of Leith. A public house, the former church which is in use as a business and the former church manse which is in residential use are located to the west of the application site. The Water of Leith is located to the south of the site boundary. To the North of the site is the Lanark Road, a Railway Viaduct and a large Sainsbury Store.

Current uses of the site would indicate that it has the potential to be contaminated and in this regard the site would need to be assessed and remediated where required in the event of any consent being granted. A condition is recommended below in this regard.

However, before Environmental Protection could consider supporting this application, it will be necessary to know if the applicant intends installing a Combined Heat and Power plant (CHP), what fuel type will serve the CHP and what the power inputs/outputs will be.

Any CHP must be compliant with the Clean Air Act 1993.

In addition, due to the proximity of the proposed development to a busy main road and line of sight with a railway viaduct it is considered appropriate that a noise impact assessment be undertaken to determine the effect of road and rail traffic noise on the proposed residential apartments.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of Electric Vehicle (EV) charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

- Dedicated parking spaces with charging facilities.*
- Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Protection recommends that the site is served by at least one electric vehicle charging outlet and should be of the following standard;

70 or 50kW (100 Amp) DC with 43kW (64 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Grants are also available for the installation of EV charge points more information can be found at;

<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>.

We encourage the developer to work with this service to produce a Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

- 1. Car Club facilities (electric and/or low emission vehicles).*
- 2. Provision of electric vehicle charging facilities.*
- 3. Public transport incentives.*
- 4. Improved cycle/pedestrian facilities and links.*

Environmental Protection also advise the applicant that all energy systems must comply with the Clean Air Act 1993 and that Environmental Protection will not support the use of biomass.

Informative

Prior to the commencement of any construction works on site:

- (a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and*
- (b) Where necessary, a detailed schedule of any remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.*

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

Electric vehicle Charging outlet(s) should be of the following standard:

70 or 50kW (100 Amp) DC with 43kW (64 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013).

When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993

SEPA

Thank you for your consultation email which SEPA received on 3 February 2017.

Advice for the planning authority

We object to this planning application on the grounds of a lack of information regarding flood risk and surface water drainage. We will review this objection if the issues detailed below in Section 1 and 2 are adequately addressed.

1. Flood risk

1.1 We have reviewed the information provided in this consultation and it is noted that the application site (or parts thereof) lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of fluvial flooding.

1.2 Insufficient information is provided with this consultation for us to assess flood risk at this site. We therefore object to this development until a Flood Risk Assessment is provided in support of the application. We will review our objection on flood risk grounds if a Flood Risk Assessment demonstrates that the development accords with the principles of Scottish Planning Policy, Flood Risk Management (Scotland) Act 2009 and SEPA Guidance.

Continued.....

1.3 No finished floor levels have been provided on the basement level plan. We would require information on the likelihood of the basement flooding during a 1:200 year event, including an allowance for climate change. Consideration may also need to be given to the use of water resilient/resistant materials during construction.

1.4 Finished floor levels are set to be at 61.6mAOD. We would like clarification that the finished floor levels are above the 1:200 year flood event including a freeboard allowance, as well as due consideration given to climate change.

1.5 Details should be provided of any volume of floodplain lost and associated compensatory storage. This should be calculated using the design flows, giving due consideration to climate change. A hydraulic model should be run to show pre- and post- development water levels at the site and also upstream and downstream to ensure there is no impact on flood risk.

1.6 It should also be demonstrated that safe access/egress from the property can be provided during a 1 in 200 year flood event.

1.7 In the event that the planning authority proposes to grant planning permission contrary to this advice on flood risk, the Town and Country Planning (Notification of Applications) (Scotland) Direction 2009 provides criteria for the referral to the Scottish Ministers of such cases. You may therefore wish to consider if this proposal falls within the scope of this Direction.

2. Surface water drainage

2.1 We have also objected to the application as there do not appear to have been any proposals for surface water drainage included. We will review this objection if a scheme for sustainable drainage (SUDS) surface water treatment is provided which demonstrates there will be no unacceptable adverse impact on the water environment.

2.1 To demonstrate that adequate SUDS are being provided for the development, the applicant will need to support the SUDS scheme with the output from the Simple Index Approach (SIA) Tool (as set out in Chapter 26 of the SUDS Manual). An "SIA total" should be provided for (a) roads, (b) roofs and (c) parking and hardstanding areas along with a drainage plan confirming what SUDS treatment will be provided on site.

2.2 Comments from Scottish Water, where appropriate, the Local Authority Roads Department and the Local Authority Flood Prevention Unit should be sought on the SUDS strategy in terms of water quantity/flooding and adoption issues.

2.3 Further guidance on the design of SUDS systems and appropriate levels of treatment can be found in the CIRIA C697 manual entitled *The SUDS Manual*. Advice can also be found in our Guidance Note *Planning advice on sustainable drainage systems (SUDS)*. Please refer to the SUDS section of our website for details of regulatory requirements for surface water and SUDS.

Continued.....

3. Waste water drainage

3.1 The planning application details that the proposed development will be utilising the public sewer for foul drainage. The applicant should consult with Scottish Water to ensure a connection to the public sewer is available and whether restrictions at the local sewage treatment works will constrain the development. If the proposal should change we would wish to be consulted at the earliest opportunity.

Detailed advice for the applicant

4. Flood risk

4.1 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland.

4.2 We refer the applicant to the document entitled: "Technical Flood Risk Guidance for Stakeholders". This document provides generic requirements for undertaking Flood Risk Assessments. Please note that this document should be read in conjunction Policy 41 (Part 2).

4.3 Our Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process.

4.4 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

4.5 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to the City of Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation.

Regulatory advice for the applicant

5. Regulatory requirements

5.1 Any works to the river banks, including reinforcement or alteration, are likely to require authorisation from us under the Water Environment (Controlled Activities) (Scotland) Regulations 2011.

Continued.....

5.2 Our preference would be that all the technical information required for all permissions and licensing is submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising.

5.3 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulations team in your local SEPA office at:

Silvan House, 231 Corstorphine Road, Edinburgh, EH12 7AT tel: 0131 273 7296

We are now in a position to remove our objection to the proposed development on flood risk grounds. Notwithstanding the removal of our objection, we would expect Edinburgh Council to undertake their responsibilities as the Flood Prevention Authority.

Advice for the planning authority

1. Flood Risk

1.1 We previously responded to this application on the 12th of February 2018. We maintained our objection and requested that the Flood Risk Assessment (FRA) be updated to take account of SEPA's advice on design flow estimates and recommendation for the relocation of building footprints so that they are sited outwith the agreed 1 in 200 year flood extent.

1.2 Since our previously letter it has been agreed between SEPA and Kaya Consulting that a flow of 79.5m³/s is to be used for the 1 in 200 year event. Kaya Consulting have since sent in a revised 1 in 200 year flood extent, which we accept.

1.3 Review of drawing PL(2-)003 indicates that the bike store on the south side of the east building will encroach into the functional floodplain. The bike store will be at risk from floods approaching the design flood event but we are satisfied that accommodation will be located outwith the 200 year flood extent. We would recommend that flood resistant and resilient materials are used during the design and construction of the development.

Continued.....

-2-

Detailed advice for the applicant

2. Flood Risk

Caveats & Additional Information for Applicant

2.1 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>.

2.2 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

2.3 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>.
Regulatory advice for the applicant.

3. Regulatory requirements

3.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

3.2 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.

3.3 You may need to apply for a construction site licence under CAR for water management across the whole construction site. These will apply to sites of 4ha or more in area, sites 5 km or more in length or sites which contain more than 1ha of ground on a slope of 25 degrees or more or which cross over 500m of ground on a slope of 25 degrees or more. It is recommended that you have pre-application discussions with a member of the regulatory team in your local SEPA office.

Continued

-3-

3.4 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

Silvan House SEPA 3rd Floor 231 Corstorphine Road Edinburgh EH12 7AT
Tel: 0131 449 7296

Police Scotland

We would welcome the opportunity for one of our Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.

Roads Authority

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
2. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;
3. Any gate or doors must open inwards onto the property;
4. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012;
5. Any works to the footway must be carried out under permit and in accordance with the specifications. See Road Occupation Permits
http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point
6. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport;
7. A welcome pack should be provided for each resident containing a high quality map of the neighbourhood, showing cycling, walking and public transport routes to key local facilities, plus timetables for local buses and trains. The applicant should consider providing at least a month's bus or rail travel vouchers for each resident.

Note:

- o Current Council parking standards require between 9 and 17 spaces for the development of 97 student rooms. The applicant proposes to provide 5 spaces. Given the restricted nature of the site, the proximity to public transport, the on-road parking restrictions and the proposed travel plan, this is considered acceptable in this case;
- o There are 'Greenway' restrictions on Lanark Road which prevent parking and loading at certain times. There is no intention to amend these restrictions in connection with this development and the applicant should ensure that the proposed development does not require amendments to the restrictions or layout of the road. It is noted that the submitted drawings do not accurately reflect the existing road layout.

Flood Prevention

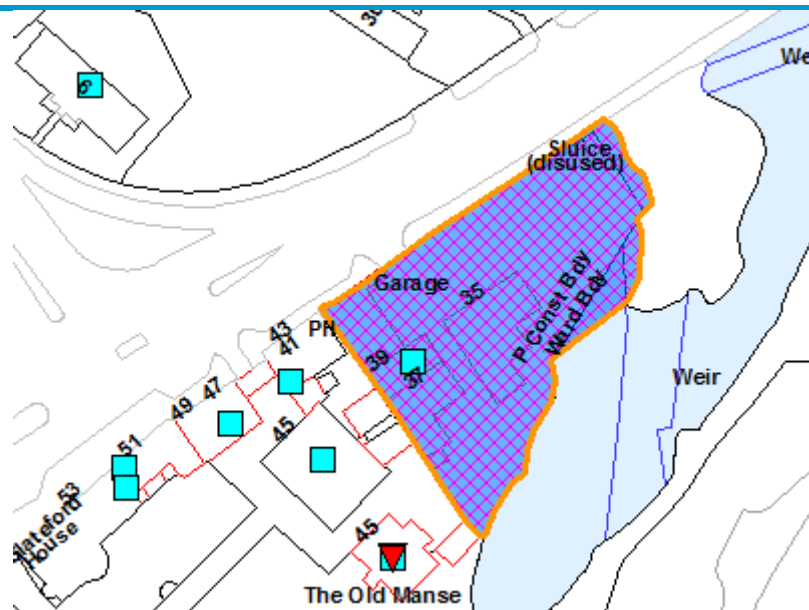
I have now reviewed the most recent copy of the FRA and am happy for this to proceed to determination.

Please note my previous comment from email 10 October about the surface water discharge-

"The proposed diameter of the vortex flow control device is 63mm. Flood Prevention request that best practice is followed and a diameter of 75mm is selected to minimise blockage risk. The subsequent

increase in surface water flows will be acceptable to CEC and updated calculations will not be required to be provided by SBA."

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 18/00650/FUL
At 17 Old Fishmarket Close, 190 High Street, Edinburgh
Change of Use from residential flat used for Airbnb to
Furnished Holiday Let (In retrospect).**

Item number	4.6
Report number	
Wards	B11 - City Centre

Summary

The proposal does not comply with the development plan or the non-statutory guidelines as the change of use to short stay commercial visitor accommodation (SSVCA) would result in an adverse impact on the residential amenity of the existing residents.

Links

[Policies and guidance for this application](#) LHOU07, LDPP, NSG, NSBUS,

Report

Application for Planning Permission 18/00650/FUL At 17 Old Fishmarket Close, 190 High Street, Edinburgh Change of Use from residential flat used for Airbnb to Furnished Holiday Let (In retrospect).

Recommendations

1.1 It is recommended that this application be Refused for the reasons below.

Background

2.1 Site description

The application site is a modern building located on the east side of Old Fishmarket Close. At the ground floor is a restaurant with residential flats at the upper level. The residential flat is a main door and accessed from the rear of the building.

The site lies within the World Heritage Site.

This application site is located within the Old Town Conservation Area.

2.2 Site History

29 December 2000 - Planning permission granted for new flatted housing incorporating cafe/restaurant and office space (as amended) (99/01793/FUL).

Main report

3.1 Description Of The Proposal

The application is for a retrospective change of use from residential to short stay commercial visitor accommodation. The accommodation comprises a living room/kitchen, two bedrooms and a bathroom. The unit measures 81 square metres. The property has a main door access.

Supporting Statements

The following document has been submitted in support of the application and is available to view on the Planning and Building Standards Online Services:

- Planning, Design and Access statement.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of permission.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the proposed use is acceptable in principle in this location;
- b) the impact on the conservation area and listed building;
- c) any impacts on equalities or human rights are acceptable; and
- d) the representations have been addressed.

a) Principal of Use

The permitted use of the property is as a residential flat. Flats do not fall within a defined use within the Town and Country Planning (Scotland) (Use Classes) Order 1997 and are 'sui generis'. Therefore any material change of use away from residential would require planning permission. A determining factor in the assessment of this application is whether the change in use of the flat from residential accommodation to short stay commercial visitor accommodation (SSCVA), not using the property as their principal home, is material.

Enforcement notices were served on several premises alleged to have been operating as SSCVA by both the City of Edinburgh Council and Glasgow City Council. Two appeals against these notices have been considered and determined by the Directorate for Planning and Environmental Appeals (DPEA) in respect of flatted properties at 2/5 Eyre Place, Edinburgh, and 1/3 332 Gallowgate, Glasgow.

Both appeal decisions specifically highlight the manner in which certain factors combine to form a change of use. These factors include the short term nature of the lets, guests being able to access shared and common areas within the buildings, and a frequency of turnovers indicating a pattern of frequent arrivals and departures and a lifestyle dissimilar to that of a permanent resident.

The current planning case law position in respect of the use of properties as short stay commercial visitor accommodation (SSCVA) in England, Scotland and Wales is set down in the English and Welsh Court of Appeal Judgement *Sheila Moore v Secretary of State for Communities and Local Government & Suffolk District Council* 2012 EWCA CIV 1202. This judgement held that the use of a residential premises for short term holiday lets could be a material change of use, with the question of materiality being one of fact and degree. An analysis of such fact and degree requires an assessment of factors such as the number of separate lets in any given period of time, number of individuals occupying the premises, the turnover of new individuals arriving and departing the premises; and the question as to whether the proposed operations would involve a change in character to such an extent that there may be disturbance to established residential character and amenity.

In terms of the development plan, the Edinburgh Local Plan (LDP) Policy Hou 7 - Inappropriate Uses in Residential Areas, states that uses which may be materially detrimental to the living conditions of nearby residents will not be permitted. The Council's Guidance for Businesses advises, in relation to the consideration of proposals for the establishment of short term commercial visitor accommodation, regard will be had to:

- the character of the new use and of the wider area;
- the size of the property;
- the pattern of activity associated with the use including number of occupants, the period of use, issues of noise, disturbance and parking demand; and
- the nature and character of any services provided.

The application site is a two bedroomed main door flat. The use proposed by the application would enable individuals to arrive and stay at the premises for a short period of time on a regular basis throughout the year in a manner dissimilar to that of permanent resident. Combined with the potential for a high level of turnover, the resultant effect of such operations would be a disturbance to the established residential character of the building which would have detrimental impact on residential amenity.

Having regards to the above, it is considered that the proposed change to a short stay commercial property at ground floor would be contrary to Policy Hou 7 and the non-statutory planning guidance for businesses.

b) Conservation Area and Listed Building

No physical alterations are proposed. There will be no impact on the Conservation Area or Listed Building.

c) Equalities and human rights

This application was assessed in terms of equalities and human rights. No impact was identified.

d) Public Comments

Material Representation - Objection

- Loss of residential properties to short term holiday lets - this is addressed in section 3.3 (a).
- Breach established LDP policies - this is addressed in section 3.3 (a).
- Shortage of residential accommodation in the Old Town - this is addressed in section 3.3 (a).

Community Council

The Old Town Community Council objected on the following grounds:

- The change of use is in breach of Policy Hou 7 of the LDP - this is addressed in section 3.3 (a).
- loss of residential accommodation - this is addressed section 3.3 (a).
- loss of amenity to the existing residents - this is addressed in section 3.3 (a).

Conclusion

In conclusion, the proposal is contrary to the Local Development Plan Policy Hou 7 in respect of Inappropriate Uses in Residential Areas and the non-statutory guidance for Businesses as the change to short stay commercial visitor accommodation (SSVCA) would result in an adverse impact on the residential amenity of the existing residents.

It is recommended that this application be Refused for the reasons below.

3.4 Conditions/reasons/informatives

Reasons:-

1. The proposal is contrary to the Local Development Plan Policy Hou 7 in respect of Inappropriate Uses in Residential Areas and the non-statutory guidance for Businesses as the change to short stay commercial visitor accommodation would result in an adverse impact on the residential amenity of the existing residents.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on the 23 February 2018 and three letters of representation were received all objecting. These include comments from The Old Town Community Council and the Old Town Association.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

Edinburgh Local Development Plan - Central Area.

Date registered

13 February 2018

Drawing numbers/Scheme

01-03,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Lynsey Townsend, Senior Planning Officer

E-mail:lynsey.townsend@edinburgh.gov.uk Tel:0131 529 3905

Links - Policies

Relevant Policies:

LDP Policy Hou 7 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

Relevant policies of the Local Development Plan.

Relevant Non-Statutory Guidelines

Non-statutory guidelines 'GUIDANCE FOR BUSINESSES' provides guidance for proposals likely to be made on behalf of businesses. It includes food and drink uses, conversion to residential use, changing housing to commercial uses, altering shopfronts and signage and advertisements.

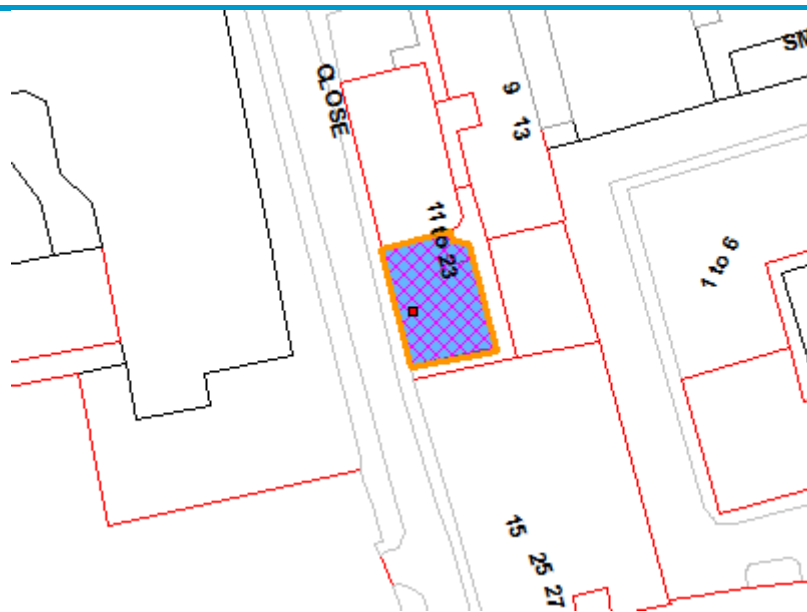
Appendix 1

**Application for Planning Permission 18/00650/FUL
At 17 Old Fishmarket Close, 190 High Street, Edinburgh
Change of Use from residential flat used for Airbnb to
Furnished Holiday Let (In retrospect).**

Consultations

No consultations undertaken.

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 18/00654/FUL
At Flat 8, 19 Old Fishmarket Close, 190 High Street
Change of Use from residential Airbnb to Commercial
Furnished Holiday Let (in retrospect).**

Item number	4.7
Report number	
Wards	B11 - City Centre

Summary

The proposal does not comply with the development plan or the non-statutory guidelines as the change of use to short stay commercial visitor accommodation (SSVCA) would result in an adverse impact on the residential amenity of the existing residents.

Links

[Policies and guidance for this application](#) LDPP, LHOU07, NSG, NSBUS,

Report

Application for Planning Permission 18/00654/FUL At Flat 8, 19 Old Fishmarket Close, 190 High Street Change of Use from residential Airbnb to Commercial Furnished Holiday Let (in retrospect).

Recommendations

1.1 It is recommended that this application be Refused for the reasons below.

Background

2.1 Site description

The application site is a modern building located on the east side of Old Fishmarket Close. At the ground floor is a restaurant with residential flats at the upper level. The residential flats are accessed from a shared door located to the rear of the building.

The site lies within the World Heritage Site.

This application site is located within the Old Town Conservation Area.

2.2 Site History

29 December 2000 - Planning permission granted for new flatted housing incorporating cafe/restaurant and office space (as amended) (99/01793/FUL).

Main report

3.1 Description Of The Proposal

The application is for a retrospective change of use from residential to short stay commercial visitor accommodation. The accommodation is one of four residential flats located on the fourth floor and comprises a sitting/dining room, kitchen, two bedrooms and a bathroom. The unit measure 58 square metres. Access is from a communal stair.

No internal or external alterations are proposed.

Supporting Statements

The following document has been submitted in support of the application and is available to view on the Planning and Building Standards Online Services:

- Planning, Design and Access statement.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of permission.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

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3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the proposed use is acceptable in principle in this location;
- b) the impact on the conservation area and listed building;
- c) any impacts on equalities or human rights are acceptable; and
- d) the representations have been addressed.

a) Principal of Use

The permitted use of the property is as a residential flat. Flats do not fall within a defined use within the Town and Country Planning (Scotland) (Use Classes) Order 1997 and are 'sui generis'. Therefore any material change of use away from residential would require planning permission. A determining factor in the assessment of this application is whether the change in use of the flat from residential accommodation to short stay commercial visitor accommodation (SSCVA), not using the property as their principal home, is material.

Enforcement notices were served on several premises alleged to have been operating as SSCVA by both the City of Edinburgh Council and Glasgow City Council. Two appeals against these notices have been considered and determined by the Directorate for Planning and Environmental Appeals (DPEA) in respect of flatted properties at 2/5 Eyre Place, Edinburgh, and 1/3 332 Gallowgate, Glasgow.

Both appeal decisions specifically highlight the manner in which certain factors combine to form a change of use. These factors include the short term nature of the lets, guests being able to access shared and common areas within the buildings, and a frequency of turnovers indicating a pattern of frequent arrivals and departures and a lifestyle dissimilar to that of a permanent resident.

The current planning case law position in respect of the use of properties as short stay commercial visitor accommodation (SSCVA) in England, Scotland and Wales is set down in the English and Welsh Court of Appeal Judgement *Sheila Moore v Secretary of State for Communities and Local Government & Suffolk District Council* 2012 EWCA CIV 1202. This judgement held that the use of a residential premises for short term holiday lets could be a material change of use, with the question of materiality being one of fact and degree. An analysis of such fact and degree requires an assessment of factors such as the number of separate lets in any given period of time, number of individuals occupying the premises, the turnover of new individuals arriving and departing the premises; and the question as to whether the proposed operations would involve a change in character to such an extent that there may be disturbance to established residential character and amenity.

In terms of the development plan, the Edinburgh Local Plan (LDP) Policy Hou 7 - Inappropriate Uses in Residential Areas, states that uses which may be materially detrimental to the living conditions of nearby residents will not be permitted. The Council's Guidance for Businesses advises, in relation to the consideration of proposals for the establishment of short term commercial visitor accommodation, regard will be had to:

- the character of the new use and of the wider area;
- the size of the property;
- the pattern of activity associated with the use including number of occupants, the period of use, issues of noise, disturbance and parking demand; and
- the nature and character of any services provided.

The application property is a two bedroom flat located on the fourth floor. The flat is accessed via a shared stair where eight other residential flats are present. A SSCVA at the upper floor of this flatted block would result in an adverse impact on the residential amenity of the residents. The proposals would enable individuals to arrive and stay at the premises for a short period of time on a regular basis throughout the year in a manner dissimilar to that of permanent resident. Individuals residing in the premises would have access to areas of communal provision including a shared landing/hallway and staircase. Combined with the potential for a high level of turnover, the resultant effect of such operations would be a disturbance to the established residential character of the building which would have detrimental impact on residential amenity.

Having regards to the above, it is considered that the proposed change to a short stay commercial property at upper floor level would be contrary to Policy Hou 7 and the non-statutory planning guidance for businesses.

b) Conservation Area and Listed Building

No physical alterations are proposed. There will be no impact on the Conservation Area or Listed Building.

c) Equalities and human rights

This application was assessed in terms of equalities and human rights. No impact was identified.

d) Public Comments

Material Representation - Objection

- Loss of residential properties to short term holiday lets - this is addressed in section 3.3 (a).
- Breach established LDP policies - this is addressed in section 3.3 (a).
- Shortage of residential accommodation in the Old Town - this is addressed in section 3.3 (a).

Community Council

The Old Town Community Council objected on the following grounds:

- The change of use is in breach of Policy Hou 7 of the LDP - this is addressed in section 3.3 (a).
- loss of residential accommodation - this is addressed section 3.3 (a).
- loss of amenity to the existing residents - this is addressed in section 3.3 (a).

Conclusion

In conclusion, the proposal is contrary to the Local Development Plan Policy Hou 7 in respect of Inappropriate Uses in Residential Areas and the non-statutory guidance for Businesses as the change to short stay commercial visitor accommodation (SSVCA) would result in an adverse impact on the residential amenity of the existing residents.

It is recommended that this application be Refused for the reasons below.

3.4 Conditions/reasons/informatives

Reasons:-

1. The proposal is contrary to the Local Development Plan Policy Hou 7 in respect of Inappropriate Uses in Residential Areas and the non- statutory guidance for Businesses as the change to short stay commercial visitor accommodation would result in an adverse impact on the residential amenity of the residents.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on the 2 March 2018 and three letters of representation were received all objecting. These include comments from The Old Town Community Council and the Old Town Association.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

Edinburgh Local Development Plan - Central Area.

Date registered

14 February 2018

Drawing numbers/Scheme

01-03,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Lynsey Townsend, Senior Planning Officer

E-mail:lynsey.townsend@edinburgh.gov.uk Tel:0131 529 3905

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Hou 7 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

Relevant Non-Statutory Guidelines

Non-statutory guidelines 'GUIDANCE FOR BUSINESSES' provides guidance for proposals likely to be made on behalf of businesses. It includes food and drink uses, conversion to residential use, changing housing to commercial uses, altering shopfronts and signage and advertisements.

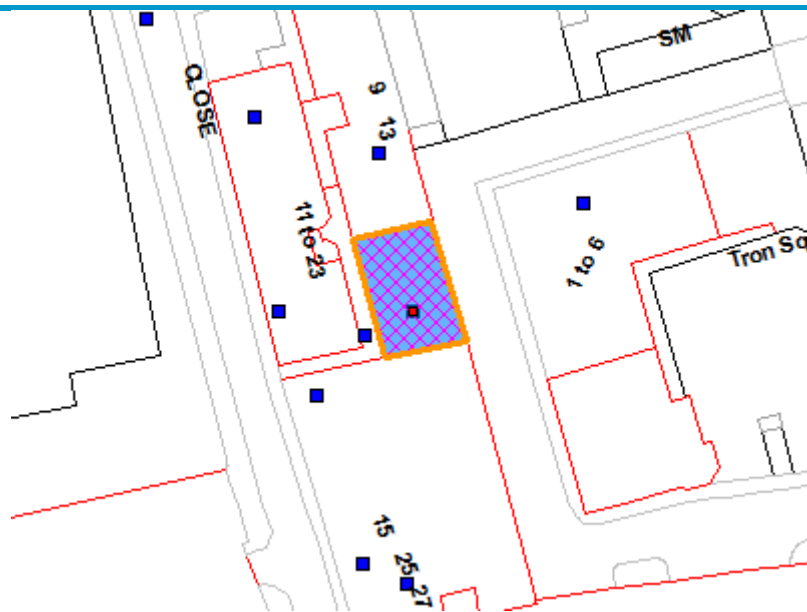
Appendix 1

**Application for Planning Permission 18/00654/FUL
At Flat 8, 19 Old Fishmarket Close, 190 High Street
Change of Use from residential Airbnb to Commercial
Furnished Holiday Let (in retrospect).**

Consultations

No Consultations received.

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 18/01573/FUL
At 36 Roull Road, Edinburgh, EH12 7JS
Rear house extension and attic extension, removal of car
port and sheds, and formation of new patio: (Amendment of
16/01296/FUL).**

Item number	4.8
Report number	
Wards	B06 - Corstorphine/Murrayfield

Summary

The proposal complies with the Development Plan and broadly accords with the Council's non-statutory guidelines. The proposal preserves the character and appearance of the house and surrounding area and would not prejudice residential amenity.

Links

[Policies and guidance for this application](#) LDPP, LDES12, NSG, NSHOU,

Report

Application for Planning Permission 18/01573/FUL At 36 Roull Road, Edinburgh, EH12 7JS Rear house extension and attic extension, removal of car port and sheds, and formation of new patio: (Amendment of 16/01296/FUL).

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The property is a single storey detached dwelling house with garden ground to the front and rear located on the east side of Roull Road. The house has a car port on its north side.

The rear garden of the property is large at approximately 330 sq.m. in area.

The property is characteristic of those on the east side of Roull Road.

2.2 Site History

13 May 2016 - planning permission granted for a rear house extension, attic extension, removal of car port and sheds, and the formation of a new patio (application number: 16/01296/FUL).

Main report

3.1 Description Of The Proposal

It is proposed to erect a pitched roof extension to the rear of the house.

The extension will be gable ended and located on the north-east corner of the house, 1.0m off the northern boundary. It will be approximately 7.35m wide extending 6.2m into the rear garden. The most northerly part of the extension will be flat roofed incorporating a roof window. The extension also incorporates a stainless steel flue for a wood burning stove. This will terminate approximately 2.5m above the roof plane of the extension (600mm above the extension roof ridge/660mm above the house roof ridge) and will be approximately 200mm in diameter.

Windows and fully glazed doors are positioned on the south and east sides of the extension.

The proposed materials include vertical timber cladding for the walls, metal/timber composite windows and doors and a slate roof to match the house.

A car port and garden sheds will be removed to facilitate the proposed development. These works do not constitute development as defined under Section 26 of the Town and Country Planning (Scotland) Act 1997 (as amended).

The rooflights shown on the western (front) and northern roof planes of the house and the alteration to form a new window opening on the north side of the house constitute permitted development under Part 1, Class 2B of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended). No assessment of their merits have therefore been undertaken.

A dormer window on the east roof plane (rear) constitutes permitted development under Part 1, Class 1D of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended). No assessment of its merits has therefore been undertaken.

The proposed log store on the north side of the house constitutes permitted development under Class 1, Part 3A of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended). No assessment of its merits has therefore been undertaken.

The patio area proposed to the rear of the house constitutes permitted development under Part 1, Class 3C (1) of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended). No assessment of its merits has therefore been undertaken.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- (a) the proposed scale, design and materials are acceptable;
- (b) the proposal is detrimental to the amenity of neighbours;

(c) material representations or community council comments raise issues to be addressed; and

(d) human rights and equalities.

(a) Scale, Design and Materials

Policy Des 11 of the Edinburgh City Local Plan and non-statutory 'Guidance for Householders' set out the relevant design criteria for alterations and extensions. In essence, these seek to ensure that alterations and extensions are compatible with the character of the existing building and not detrimental to neighbouring character.

The proposed rear extension is of a modest height and reads as a detached building within the rear garden. The use of timber for the building is appropriate in this scenario. Whilst the extension does not reflect the roof form and pitch of the existing house, its scale is appropriate and the use of slate for the roof provides a unifying link to the house. The extension takes up less than one third of the rear garden area and therefore the proposed extension remains in-keeping with the spatial character of the surrounding area and ample private amenity space remains.

The extension and flue will be partially visible in views from the street. However, their impact will be minimal and will not detract from the character and appearance of the house or the surrounding area.

Overall, the proposed scale, design and materials are acceptable and the proposal will not adversely affect the character and appearance of the existing house or surrounding area. The proposal therefore complies with policy Des 11 and broadly accords with non-statutory guidance.

(b) Residential Amenity

Non-statutory 'Guidance for Householders' sets out the criteria for assessing daylighting, sunlight and privacy.

The proposed extension complies with non-statutory guidance in relation to daylighting and sunlight.

In relation to privacy, the windows on the east side of the extension are over nine metres away from the boundary and are compliant with non-statutory guidance.

The proposed fully glazed double doors on the south side of the extension are within nine metres of the boundary. However, the two metre high wall of the neighbouring conservatory provides adequate privacy protection in respect of the doors.

The rooflights on the northern roof plane of the pitched roof of the extension is within nine metres of the boundary. However, they are located at high level and no privacy concerns arise.

The proposal will not have detrimental effect on neighbouring residential amenity.

(c) Public and Community Council Comments

No public or community council comments have been received.

(d) Human Rights and Equalities

The application has been assessed and has no impact in terms of equalities or human rights.

Conclusion

In conclusion, the proposal complies with the Development Plan and broadly accords with the Council's non-statutory guidelines. The proposal preserves the character and appearance of the house and surrounding area and would not prejudice residential amenity. There are no material considerations which outweigh this conclusion.

Committee Consideration

Committee consideration is required as the applicant is an officer of Planning and Building Standards.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

Neighbours have been notified of the application. No letters of representation have been received.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development Plan Provision	Urban Area - Edinburgh Local Development Plan
Date registered	11 April 2018
Drawing numbers/Scheme	01 - 04, Scheme 1

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Brian Fleming, Senior Planning Officer
E-mail: brian.fleming@edinburgh.gov.uk Tel: 0131 529 3518

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

Relevant Non-Statutory Guidelines

Non-statutory guidelines 'GUIDANCE FOR HOUSEHOLDERS' provides guidance for proposals to alter or extend houses or flats.

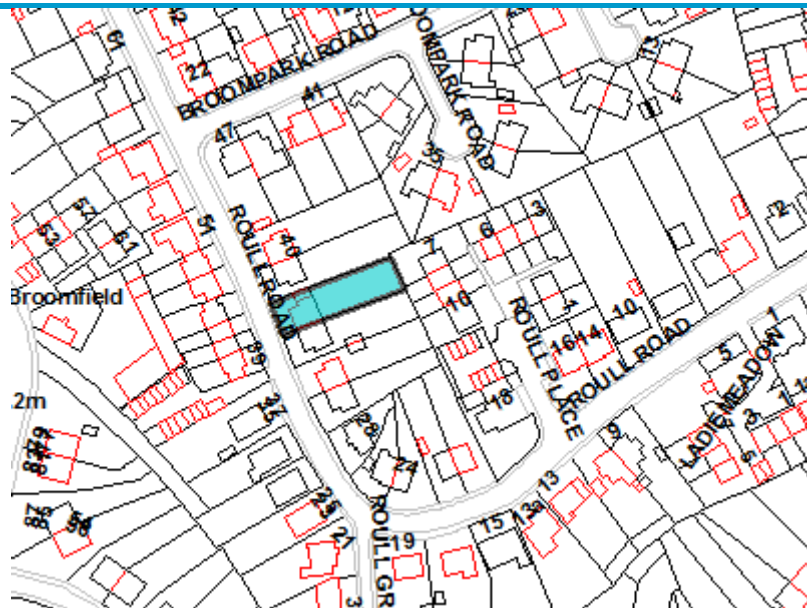
Appendix 1

**Application for Planning Permission 18/01573/FUL
At 36 Roull Road, Edinburgh, EH12 7JS
Rear house extension and attic extension, removal of car
port and sheds, and formation of new patio: (Amendment of
16/01296/FUL).**

Consultations

No consultations undertaken.

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

Application for Planning Permission 18/00705/FUL

At 16 Tron Square, Edinburgh, EH1 1RT

Application for retrospective planning permission for change of use to a self catering holiday let (1 bedroom). Property used as such for six years and it has been registered for Non Domestic Rates for that period.

Item number	4.9
Report number	
Wards	B11 - City Centre

Summary

The proposal does not comply with the development plan or the non-statutory guidelines as the change of use to short stay commercial visitor accommodation (SSVCA) would result in an adverse impact on the residential amenity of the existing residents.

Links

[Policies and guidance for this application](#) LDPP, LHOU07, NSG, NSBUS,

Report

**Application for Planning Permission 18/00705/FUL
At 16 Tron Square, Edinburgh, EH1 1RT
Application for retrospective planning permission for
change of use to a self catering holiday let (1 bedroom).
Property used as such for six years and it has been
registered for Non Domestic Rates for that period.**

Recommendations

1.1 It is recommended that this application be Refused for the reasons below.

Background

2.1 Site description

The site is a main door, ground floor flat within one of three, 4-storey blocks, on the south side of Tron Square. The buildings originally contained 105 separate workmen's dwellings and were built circa 1900. The property is Category B listed, listed 10 December 2006, LB Ref 50778. The surrounding area is characterised by a mix of uses but the immediate vicinity is primarily residential in nature.

The property is within the World Heritage Site.

This application site is located within the Old Town Conservation Area.

2.2 Site History

6 December 2010 - Planning permission granted for Subdivision of existing flat to form two properties (as original arrangement) and reinstatement of flat door to right hand flat (application reference: 10/02982/FUL).

2 December 2010 - Listed building consent granted for Subdivision of existing flat to form two properties (as originally built) and reinstatement of flat door to right hand flat (application reference: 10/02983/LBC).

Main report

3.1 Description Of The Proposal

The application is for a retrospective change of use from residential to short stay commercial visitor accommodation. The property has been operating as a holiday let since 2012. The accommodation is located on the ground floor and comprises a living room/kitchen, one bedroom and a bathroom. The unit measures 34 square metres. The property has a main door access.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of consent.

In considering whether to grant consent, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For the purposes of this issue, preserve, in relation to the building, means preserve it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the proposed use is acceptable in principle in this location;
- b) impact on conservation area and listed building;
- c) any impacts on equalities or human rights are acceptable; and
- d) the representations have been addressed.

a) Principal of Use

The permitted use of the property is as a residential flat. Flats do not fall within a defined use within the Town and Country Planning (Scotland)(Use Classes) Order 1997 and are 'sui generis'. Therefore any material change of use away from residential would require planning permission. A determining factor in the assessment of this application is whether the change in use of the flat from residential accommodation to short stay commercial visitor accommodation (SSCVA), not using the property as their principal home, is material.

Enforcement notices were served on several premises alleged to have been operating as SSCVA by both the City of Edinburgh Council and Glasgow City Council. Two appeals against these notices have been considered and determined by the Directorate for Planning and Environmental Appeals (DPEA) in respect of flatted properties at 2/5 Eyre Place, Edinburgh and 1/3 332 Gallowgate, Glasgow.

Both appeal decisions specifically highlight the manner in which certain factors combine to form a change of use. These factors include the short term nature of the lets, guests being able to access shared and common areas within the buildings, and a frequency of turnovers indicating a pattern of frequent arrivals and departures and a lifestyle dissimilar to that of a permanent resident.

The current planning case law position in respect of the use of properties as short stay commercial visitor accommodation (SSCVA) in England, Scotland and Wales is set down in the English and Welsh Court of Appeal Judgement *Sheila Moore v Secretary of State for Communities and Local Government & Suffolk District Council* 2012 EWCA CIV 1202. This judgement held that the use of a residential premises for short term holiday lets could be a material change of use, with the question of materiality being one of fact and degree. An analysis of such fact and degree requires an assessment of factors such as the number of separate lets in any given period of time, number of individuals occupying the premises, the turnover of new individuals arriving and departing the premises; and the question as to whether the proposed operations would involve a change in character to such an extent that there may be disturbance to established residential character and amenity.

In terms of the development plan, the Edinburgh Local Plan (LDP) Policy Hou 7 - Inappropriate Uses in Residential Areas, states that uses which may be materially detrimental to the living conditions of nearby residents will not be permitted. The Council's Guidance for Businesses advises, in relation to the consideration of proposals for the establishment of short term commercial visitor accommodation, regard will be had to:

- the character of the new use and of the wider area;
- the size of the property;
- the pattern of activity associated with the use including number of occupants, the period of use, issues of noise, disturbance and parking demand; and
- the nature and character of any services provided.

The application site is a one bedroomed property on the ground floor. The applicant indicates that the property has been used as SSVCA since 2012. However, the proposal must be assessed as a proposed use. The proposals would enable individuals to arrive and stay at the premises for a short period of time on a regular basis throughout the year in a manner dissimilar to that of permanent resident. Combined with the potential for a high level of turnover, the resultant effect of such operations would be a disturbance to the established residential character of the building which would have detrimental impact on residential amenity.

Having regards to the above, it is considered that the proposed change to a short stay commercial property at ground floor would be contrary to Policy Hou 7 and the non-statutory planning guidance for businesses.

b) Conservation Area and Listed Building

No physical alterations are proposed. There will be no impact on the Conservation Area or Listed Building.

c) Equalities and Human rights

This application was assessed in terms of equalities and human rights. No impact was identified.

d) Public Comments

Material Representation - Objection

- loss of residential accommodation: this has been addressed in section 3.3(a).

Community Council

The Old Town Community Council objected on the following grounds which are addressed in section 3.3(a):

- The change of use is in breach of Policy Hou 7 of the LDP;
- loss of residential accommodation; and
- loss of amenity for existing residents.

Letters of Support

- property is too small to be used as a residential letting; and
- applicant has put back into the community.

Conclusion

In conclusion, the proposal is contrary to the Local Development Plan Policy Hou 7 in respect of Inappropriate Uses in Residential Areas and the non statutory guidance for Businesses as the change to short stay commercial visitor accommodation (SSVCA) would result in an adverse impact on the residential amenity of the existing residents.

It is recommended that this application be Refused for the reasons below.

3.4 Conditions/reasons/informatives

Reason for Refusal:-

1. The proposal is contrary to the Local Development Plan Policy Hou 7 in respect of Inappropriate Uses in Residential Areas and the non statutory guidance for Businesses as the change to short stay commercial visitor accommodation would result in an adverse impact on the residential amenity of the existing residents.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on the 2 March 2018 and six letters of representation were received (three objections and three letters of support). These include comments from The Old Town Community Council and The Old Town Association.

A full assessment of the representations can be found in the main report in the assessment section.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

The site is within the City Centre, World Heritage Site and Old Town Conservation Area as defined by the Local Development Plan.

Date registered

16 February 2018

Drawing numbers/Scheme

01 & 02,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Murray Couston, Planning Officer

E-mail:murray.couston@edinburgh.gov.uk Tel:0131 529 3594

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Hou 7 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

Relevant Non-Statutory Guidelines

Non-statutory guidelines 'GUIDANCE FOR BUSINESSES' provides guidance for proposals likely to be made on behalf of businesses. It includes food and drink uses, conversion to residential use, changing housing to commercial uses, altering shopfronts and signage and advertisements.

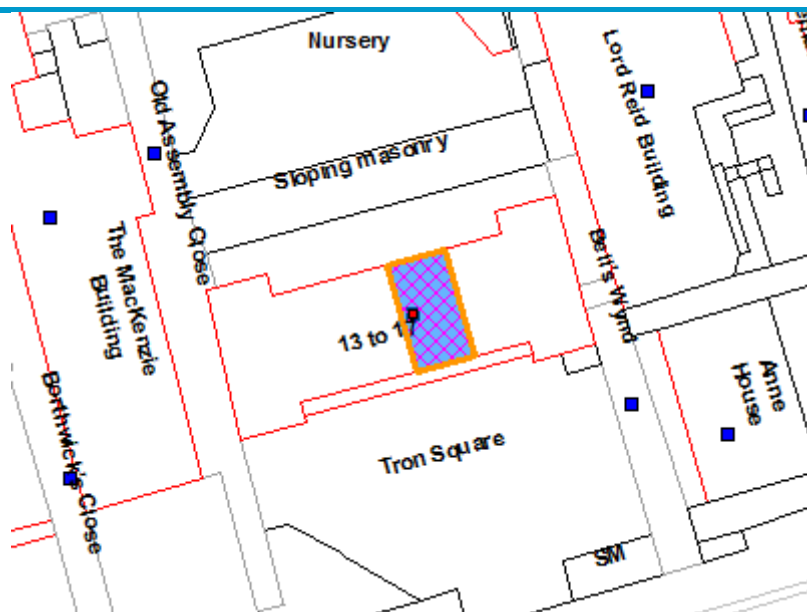
Appendix 1

**Application for Planning Permission 18/00705/FUL
At 16 Tron Square, Edinburgh, EH1 1RT
Application for retrospective planning permission for
change of use to a self catering holiday let (1 bedroom).
Property used as such for six years and it has been
registered for Non Domestic Rates for that period.**

Consultations

No consultations undertaken.

Location Plan



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END

Development Management Sub Committee

Report returning to Committee - Wednesday 6 June 2018

Application for Planning Permission 17/04719/FUL At Land 48 Metres West Of 50, Baberton Avenue, Juniper Green Construction of four new dwelling houses, including excavation to level site.

Item number	5.1
Report number	
Wards	B02 - Pentland Hills

Recommendations

It is recommended that this application be Granted subject to the details below.

Background information

The application was previously considered by the Development Management Sub- Committee on 25 April 2018. At this meeting it was determined that additional information was required in relation to the assessment of the proposal in line with Policy ENV 18 Open Space Protection.

Main report

The area of land subject to the application was formerly in the ownership of Baberton Golf Club. The site has now been sold to the applicant.

ENV 18 - (d) states - "there will be a local benefit in allowing the development in terms of either alternative equivalent provision being made or improvement to an existing public park or other open space".

The proposal complies with part (d) of LDP policy ENV 18 as the sale of the land has generated additional income for Baberton Golf Club. Additional evidence has been submitted setting out the improvements to the golf club that will be of local benefit:

- Allow the golf club to invest in a number of capital projects which has assisted in maintaining memberships and the running of the club;
- Enhance the club's infrastructure, including the installation of a new irrigation system; and
- Develop future opportunities such as room available for member functions and community meetings.

Links

<u>Policies and guidance for this application</u>	LDPP, LHOU01, LHOU03, LDES01, LDES04, LDES05, LDES09, LEN06, LEN18, LTRA02, LTRA03, NSGD02, NSLBCA, CRPJGR,
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A copy of the original Committee report can be found in the list of documents at

<https://citydev-portal.edinburgh.gov.uk/idoxpa-web/applicationDetails.do?activeTab=documents&keyVal=OXNEV5EWI2E00>

Or Council Papers online

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Murray Couston, Planning Officer

E-mail:murray.couston@edinburgh.gov.uk Tel:0131 529 3594

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 17/05645/FUL
At 7- 8 Baxter's Place, Edinburgh, EH1 3AF
Change of Use from residential (class 9) to short stay
serviced apartments (class 7) (in retrospect)(amended)**

Item number	5.2
Report number	
Wards	B11 - City Centre

Summary

The application complies with the adopted Local Development Plan and non-statutory guidance. The proposal is acceptable; the change of use from residential to serviced apartments is acceptable in principle and there will be no detrimental impact on neighbouring amenity. There are no implications in terms of the listed building and conservation area, or for human rights and equalities. There are no material considerations that outweigh this conclusion and approval is recommended.

Links

Policies and guidance for this application	LDPP, LDES05, LEMP10, LEN01, LEN04, LEN06, NSLBCA, NSBUS, CRPNEW,
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Report

Application for Planning Permission 17/05645/FUL At 7-8 Baxter's Place, Edinburgh, EH1 3AF Change of Use from residential (class 9) to short stay serviced apartments (class 7) (in retrospect)(amended)

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The application site comprises two, three-storey, former Georgian townhouse at 7 and 8 Baxter's Place.

The terrace (1-9) was designed by John Baxter, circa 1800 comprising a classical tenement block of 3-storey plus basement and attic properties. The building was listed category 'A' on 14 December 1970 (ref: 28279).

The site is within a mixed use area with commercial properties located below and adjacent. The neighbouring property to the south west is a hotel and residential properties are located to the north east of the building.

Access to the property is recessed between two outshoot commercial units, a pub and a restaurant, and is up a set of stone stairs.

The site is located within the World Heritage Site.

This application site is located within the New Town Conservation Area.

2.2 Site History

24 February 2016 - Planning permission granted at committee for: Alterations and change of use of existing Edinburgh City Football club Ltd social club to 5 no. dwelling flats (Application Reference: 15/02138/FUL).

March 2017 - Enforcement Investigation: Unauthorised change of use (enforcement reference: 17/00113/ECOU).

Main report

3.1 Description Of The Proposal

Retrospective planning permission is sought for the change of use of a residential block of six flats to class 7 short stay serviced apartments. Class 7 is defined in the Use Classes(Scotland) Order as a hotel, boarding house, guest house or hostel. The submitted drawings indicate a total of 48 beds in five flats. One of the existing ground floor flats is to be used as a reception/meeting area for the guests and an area to provide breakfasts and tea and coffee.

Scheme One

The initial scheme proposed six short stay apartments. This was revised to use one of the apartments as a reception area.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of consent.

In considering whether to grant consent, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For the purposes of this issue, preserve, in relation to the building, means preserve it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the proposed change of use is acceptable in principle;
- b) there will be no detrimental impact on the listed building, conservation area or World Heritage Site;
- c) there will be no detrimental impact on neighbouring amenity;

- d) transport impact has been assessed;
- e) there are any implications for human rights and equalities; and
- f) any public comments raised have been addressed.

a) Principle

The site lies within the urban area as defined by the adopted Local Development Plan (LDP). LDP Policy Emp 10 considers proposals for hotel (class 7) uses, which states that hotel development will be permitted in locations within the urban area with good public transport access to the city centre. As the site is within the urban area with good links to the city centre, the principle of the development is acceptable at this location and complies with Policy Emp 10. The LDP does not include any policies on loss of residential use.

b) Historic Environment

The building is category A listed but all internal works have been undertaken under the 2016 approval for change of use to flats. The proposed change of use will not have a detrimental impact on the listed building. There are no implications in terms of the external character of the listed building or for the conservation area and World Heritage Site. The proposal complies with LDP Policies Env 1, Env 4 and Env 6.

c) Neighbouring Amenity

The surrounding area is characterised by a mix of uses. The property is not located in a predominantly residential area and therefore LDP policy Hou 7 does not apply.

LDP Policy Des 5 states that development will be acceptable where the amenity of neighbouring developments is not adversely affected. The serviced apartments are situated within a self-contained block of flats benefitting from its own entrance. There are no private residential properties within the block. The surrounding uses include a hotel to the south west of the site, a restaurant and a bar/nightclub below as well as residential properties. The nearest residential properties are separated at ground floor level from the entrance to this building by existing commercial uses. Given the nature of surrounding uses and that the apartments are self-contained within one building, the amenity of neighbouring properties would not be adversely affected by this proposal.

Furthermore, the introduction of a dedicated reception area should help minimise any impact from the premises.

The proposal complies with LDP policy Des 5.

d) Transport Impact

The site benefits from good transport links and the Roads authority has no objection. There is no requirement for any parking spaces or a tram contribution.

e) Human Rights and Equalities

This application was assessed in terms of potential impacts on human rights and equalities; none were identified.

f) Public Comments

Material Considerations

- Loss of residential properties: Addressed in section 3.3 a);
- Impact on amenity: Addressed in section 3.3 c); and
- Traffic congestion/drop off: Addressed in section 3.3 d).

Non-Material Considerations

- Fire hazard: This would be dealt with by Building Standards;
- Anti-social behaviour: Any anti-social behaviour should be reported to Police Scotland;
- Drainage: This would be dealt with by Building Standards; and
- Quality of construction work: This would be dealt with by Building Standards.

Conclusion

The application complies with the adopted Local Development Plan and non-statutory guidance. The proposal is acceptable; the change of use from residential to serviced apartments is acceptable in principle and there will be no detrimental impact on neighbouring amenity. There are no implications in terms of the listed building and conservation area, or for human rights and equalities. There are no material considerations that outweigh this conclusion and approval is recommended.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Following statutory neighbour notification and advertisement, seven letters of objection have been received. The matters raised are addressed in the assessment section of the report.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

The site is within the Urban Area, World Heritage Site and New Town Conservation Area as defined by the adopted Local Development Plan.

Date registered

10 January 2018

Drawing numbers/Scheme

01-02, 03A, 04-07,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Murray Couston, Planning Officer

E-mail:murray.couston@edinburgh.gov.uk Tel:0131 529 3594

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Emp 10 (Hotel Development) sets criteria for assessing sites for hotel development.

LDP Policy Env 1 (World Heritage Site) protects the quality of the World Heritage Site and its setting.

LDP Policy Env 4 (Listed Buildings - Alterations and Extensions) identifies the circumstances in which alterations and extensions to listed buildings will be permitted.

LDP Policy Env 6 (Conservation Areas - Development) sets out criteria for assessing development in a conservation area.

Non-statutory guidelines 'LISTED BUILDINGS AND CONSERVATION AREAS' provides guidance on repairing, altering or extending listed buildings and unlisted buildings in conservation areas.

Non-statutory guidelines 'GUIDANCE FOR BUSINESSES' provides guidance for proposals likely to be made on behalf of businesses. It includes food and drink uses, conversion to residential use, changing housing to commercial uses, altering shopfronts and signage and advertisements.

The New Town Conservation Area Character Appraisal states that the area is typified by the formal plan layout, spacious stone built terraces, broad streets and an overall classical elegance. The buildings are of a generally consistent three storey and basement scale, with some four storey corner and central pavilions.

Appendix 1

Application for Planning Permission 17/05645/FUL At 7-8 Baxter's Place, Edinburgh, EH1 3AF Change of Use from residential (class 9) to short stay serviced apartments (class 7) (in retrospect)(amended)

Consultations

Roads Authority

No objections to the application.

Note:

- a. Tram contribution for the existing 6 residential use in Zone 1=£19,000; tram contribution for the proposed 11 commercial letting/hostel with 492.31m² GFA=£0, 00; No tram contribution required.
- b. The applicant proposes no parking provision and complies with the Council's 2017 parking provision which allows no parking provision for the proposed use in Zone 1.

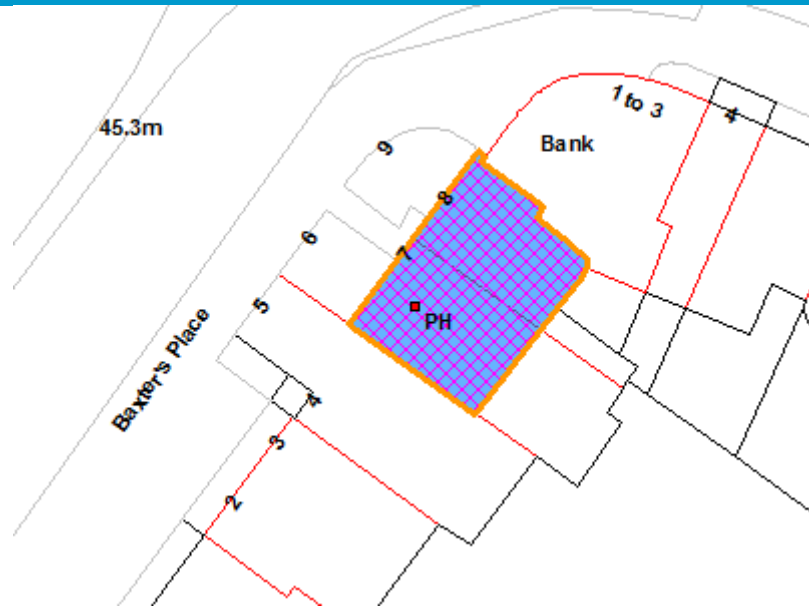
Environmental Protection

Environmental Protection was consulted as part of the application process but no response was submitted.

Historic Environment Scotland

No comments to make on the proposals.

Location Plan



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END

Development Management Sub Committee

Wednesday 6 June 2018

Application for Planning Permission in Principle 16/05681/PPP

At Land 195 Metres South Of West Craigs Cottage 85, Craigs
Road, Edinburgh

Residential development with associated transport
infrastructure, landscaping and open space (scheme 2)

Item number 7.1

Report number

Wards A03 - Drum Brae/Gyle (Pre May 2017)

Summary

The principle of housing development is acceptable and in accordance with the Edinburgh Local Development Plan (LDP). A concept masterplan, development framework and landscape strategy illustrate how the proposed development would comply with the LDP Site Brief and Development Principles and form a suitable basis for detailed design proposals to be prepared at AMSC or FUL application stage. Subject to identified transport interventions being delivered in relation to the development, the proposals offer an acceptable level of connectivity to the existing settlement area, public transport and local facilities.

Planning obligations, as defined through the LDP Action Programme, require contributions to be secured through a Section 75 agreement in respect of transport infrastructure, Edinburgh Tram, educational provision, affordable housing and healthcare.

There are no other material considerations that outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES09, LEN07, LEN08, LEN09, LEN10, LEN12, LEN16, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA08, LTRA09, NSGD02, SGDC,

Report

Application for Planning Permission in Principle

16/05681/PPP

At Land 195 Metres South Of West Craigs Cottage 85, Craigs Road, Edinburgh

Residential development with associated transport infrastructure, landscaping and open space (scheme 2)

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The application site lies on the western edge of Edinburgh to the west of Maybury Road (A902) and north of the Maybury Road/Glasgow Road junction.

The application site (12.6 hectares) includes Craigs Road to the north and the junction with Maybury Road (A902) and Cammo Walk to the north east. The West Craigs housing area and industrial estate are situated to the southern edges of the site. The western site boundary is defined by a fence, with arable land comprising the remainder of HSG19 LDP Housing Proposal lying beyond. The eastern site boundary is defined by Maybury Road including some mature trees and a rocky escarpment.

The site generally slopes southwards from the Craigs Road ridgeline to the north, but is undulating with some relatively steep slopes towards to southern and south western boundaries. The highest parts of the site occur at the eastern boundary with Maybury Road (69 metres AOD) and at the north western corner (65 metres AOD). The lowest areas lie to the south east and south west corners (53-55 metres AOD). The West Craigs Farm is situated within a localised dip.

West Craigs farmhouse and associated farm steading are situated within the northern part of the site, this being accessed via a private lane from Craigs Road. West Craigs Cottage, a single storey, dwelling lies adjacent to Craigs Road at the entrance to West Craigs Farm. A telecommunications mast is situated at the north western corner of the site. A water main and wayleave crosses the site between the south west and north east corner, to the junction with Craigs Road.

The site comprises mainly uncultivated grassland with rocky outcrops and small clusters of trees in the southern part of the site and in the vicinity of the dwellings. A mature hedgerow forms the boundary to Craigs Road with stone walls defining the lane and boundaries to West Craigs Farm.

The residential areas to the south and east of the site are generally characterised by low rise suburban and flatted development. The Cammo Park Estate, a Designed Landscape and Historic Garden Inventory Site, lies 440-490 metres to the north of Craigs Road. Cammo Walk, a country lane providing a connection from Cammo to Craigs Road/Maybury Road junction, enters the site at the north east corner.

The application site substantially reflects the north western extents of Housing Proposal HSG19 as defined in the Edinburgh Local Development Plan (LDP). The application boundary also includes areas of land (approximately 30-80 metres depth) to the north of Craigs Road this comprising part of the Edinburgh Green Belt. Proposed improvement to the Craigs Road/Maybury Road junction are identified as LDP Proposal T17.

2.2 Site History

23 December 2013 - Proposal of application notice approved for erection of residential development with associated access, landscaping and open space (Application reference:- 13/05073/PAN).

23 April 2015 - Planning permission in principle refused for residential development with associated transport infrastructure, landscaping and open space. Reasons for refusal:-

- non-conforming use;
- air quality; and
- transport infrastructure delivery.
-

Site area is similar to that of current Site application 16/00837/PAN but excluded areas to north of Craigs Rd and east of Maybury Rd. (Application reference:- 14/03502/PPP).

4 December 2015 - Appeal against refusal dismissed. Main reason for refusal: the second Proposed Local Development Plan being under examination by Ministers, the application was premature and would undermine plan-making process (DPEA reference:- PPA-230-2153).

13 April 2016 - Proposal of application notice approved for erection of residential development with associated access, landscaping and open space (Application reference:- 16/00837/PAN).

Application Site and land to the West

30 October 2014 - Proposal of application notice approved for residential development and ancillary retail (Class 1), Class 2 (300sqm in total) including landscaping, access and services and all related ancillary development. This included extents of the current application (Application reference:- 14/04156/PAN).

19 April 2017 - Refusal of planning permission in principle for residential development, up to a maximum of 1400 units, and ancillary commercial (Class 1 retail and Class 2 financial and professional) including landscaping, access and services and all other ancillary development (Application reference:- 16/04738/PPP).

09 April 2018 - Submission of planning permission in principle for residential development, up to a maximum of 1400 units, and ancillary commercial (Class 1 retail and Class 2 financial and professional) including landscaping, access and services and all other ancillary development. Red line extents as per application 16/04738/PPP. (Application reference:- 18/01393/PPP).

30 April 2018 - DPEA Reporter minded to allow appeal lodged against the above refusal of planning permission in principle, subject to 23 conditions following the signing or registering or recording of a planning obligation under a Section 75 or some suitable alternative arrangement (Application reference:- 16/04738/PPP, DPEA reference: PPA-230-2207).

Main report

3.1 Description Of The Proposal

Scheme 2

Planning permission in principle is sought for residential development with associated access, landscaping and open space.

The applicant has submitted a concept masterplan with schematic layout, development framework and landscape strategy supported by an Environmental Statement which demonstrate how the site could be developed. This information identifies the site could deliver in the range of 225-250 housing units, with a mix of 2,3,4 and 5 bedroom houses and 1 and 2 bedroom apartments. Proposed development would be low rise in nature, comprising mainly 2 storey dwellings but also some 3 storey apartment blocks and 1.5 storey 'cottage' units.

Two principal areas of the site have been identified for residential development to the north west and south east, these being separated by a proposed green corridor and linear park running diagonally across the site from the north east to the south east. Landscape buffers are identified at all the principal site edges, with a 30 metre landscape buffer to the northern edge of the site with Craigs Road and the Edinburgh Green Belt.

The proposals identify that existing site levels would be significantly re-modelled through extensive cut and fill in order to create suitable development platforms. This would seek to echo the basic forms of the existing topography. Levels in the south eastern part of the site and area to the north east of West Craigs Farm would be reduced between 1 and 6 metres. Conversely land levels to the western and south east corner of the site would be raised by between 1 and 6 metres.

The site topography would inform the drainage strategy with SUDS detention basins identified at three locations, to the north east, south east and south west corners of the site, these being based around three drainage catchment zones.

A Landscape Strategy identifies eight landscape zones, these providing a new landscape structure for the site, comprising green corridor/linear park, landscape buffers and screening to the site edges, SUDS detention basins, usable open space provision and potential locations for streets trees and play equipment.

The principal change from Scheme 1 is the proposed retention of the West Craigs farmhouse within the north western part of the site. This would be retained and re-modelled as a single, large detached dwelling with new extension and garage. The West Craigs farmsteading is identified for removal but a new arrangement would seek to reflect the historic spatial character through courtyard development with one and a half storey cottage type units. The West Craigs Cottage, situated to the northern edge of the site is proposed for demolition.

The Concept masterplan has also been subject to amendment, with a flatted block at the southern edge of the site being positioned further west to minimise visual impact from Craigs Road. The width of internal pedestrian and cycle paths, including those at the eastern and northern boundaries and the green corridor has also been increased.

Two points for vehicular access are identified from Craigs Road via a re-modelled Craigs Road/Maybury Road junction (this being revised from the Scheme 1 proposal) featuring four way signals with pedestrian phase and enhanced provision for pedestrians and cyclists. Three potential vehicular routes are also identified to serve the adjacent parts of HSG19 to the western edge, including a local distributor running to the northern edge of the green corridor.

A strategic pedestrian/cycle route is identified within the proposed green corridor, this linking Cammo Walk to the south west corner of the site. A network of pedestrian accesses are identified across the site including links from Maybury and Craigs Roads to the western and south western edges of the site.

Scheme 1

This formed the original framework masterplan proposal comprising a schematic development layout.

This proposed two principal development areas to the north west and south east bisected by a proposed green corridor of approximately 30 metres width.

The West Craigs farmhouse, farmsteading and West Craigs Cottage situated within the north western part of the site were all identified for potential removal. A 'village green' and square were identified at the former location of the farmhouse and farmsteading.

Supporting information

EIA Screening ascertained that an Environmental Statement would be required in relation to the development of the site. An Environmental Statement including Addendum dated February 2018 has been lodged in support of the application.

Other documents:-

- Concept Masterplan - Revised;
- Development Framework Plan - Revised;
- Landscape Strategy;
- Design and Access Statement Addendum;
- Access, movement and circulation - Extract Statement;
- Planning Statement - Revised;

- Tree Survey and Arboricultural Implication Assessment;
- Flood Risk Assessment, Surface Water Management Plan and Self Certification;
- Ground Investigation Report;
- PAC Report; and
- Transport Assessment.

All supporting documentation is available to view on the Planning and Building Standards Online Services.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) The principle of development is acceptable;
- b) The conceptual masterplan is acceptable and meets the requirements of the LDP Site Brief and Development Principles;
- c) The proposals raise issues relating to transport and accessibility;
- d) There are requirements for development contributions;
- e) Other key matters have been addressed;
- f) There are any impacts on equalities and human rights; and
- g) Issues raised in material representations have been addressed.

a) Principle of development

The application is for residential development with associated transport infrastructure, landscaping and open space.

The extents of the application site (12.6 hectares) represents 17% of the total HSG19 LDP allocation which has an estimated capacity of 1700-2000 units across a 75 hectare site.

LDP Policy Hou 1 states that priority will be given to the delivery of housing and relevant infrastructure through sites allocated in the plan. The application site falls within the HSG19 Maybury allocation, as identified in LDP Table 4, New Housing Proposals. The principle of housing development is therefore acceptable in principle, subject to compliance with other relevant policies in the LDP.

This would be subject to the necessary Environmental Impact Assessment (EIA) being undertaken to inform environmental obligations and mitigation as they relate to the site. The acceptability of the proposal would also be subject to adherence with the LDP Site Brief and delivery of necessary infrastructure.

The application boundary also includes areas of land (approximately 30-80 metres depth) to the north of Craigs Road which is part of the Edinburgh Green Belt. The applicant has confirmed that this land was included in the application boundary to facilitate the upgrading of the Craigs Road/Maybury Road junction. Following further design development for the junction proposal, this has established that minimal land will be required to the north of Craigs Road to deliver the junction and no other development is proposed. In view of this, the proposal would be considered a minor infringement of green belt policy Env 10 and is acceptable taking cognisance of the benefits of delivering housing on the remainder of the application site. However, for avoidance of doubt, it is recommended that a legal obligation be applied to this permission to restrict development to that which is required for junction improvements only.

b) The Masterplan Concept meets the requirements of the LDP Site Brief and Development Principles

The LDP Site Brief for HSG19 Maybury/West Craigs sets out key design principles and structural design elements from which detailed masterplanning can be further developed.

Masterplan concept and urban design approach

Initial proposals for the site were presented by the applicant to the Edinburgh Urban Design Panel at pre-application stage in March 2014. The Panel offered a range of advice including:-

- The need to consider the masterplanning of the wider Maybury housing allocation as a whole, including closer collaboration with the neighbouring landowner's design team or the Council taking leadership of the masterplanning process;
- The potential to retain the historic farm buildings and existing mature trees within the site;
- The need to create a distinct character for the development using its topography, existing buildings, layout, building forms, landscape and views;
- Green space that is integrated into the design with housing facing onto green spaces;
- The need to consider how the western boundary of the site will interface with adjacent future housing on the neighbouring site, to ensure that when both are built out they are seen as a single place rather than two separate developments;

- Views towards the application site, with care taken to ensure that visual impacts are positive;
- Connections to the wider area, to nearby neighbourhoods, services and public transport are necessary to ensure the development is not isolated.

The LDP Site Brief states that comprehensive masterplanning and phasing of development will be required for the wider HSG19 site, these drawing upon place-making and street design principles to create distinctive and sustainable communities at the gateway to the City.

To advance these objectives, proposals for the HSG19 site were subject to initial scoping meetings involving Architecture + Design Scotland (A+DS), the Council, the applicant and adjacent landowners during March-May 2016 with a view to progressing an A+DS Design Forum workshop series to develop a comprehensive masterplan approach for the wider HSG19 site. This was not progressed as the majority landowner was unwilling to participate.

The applicant therefore progressed a site masterplan for their respective part of the HSG19 allocation, this being lodged in support of the application. This approach has sought to respond to the requirements of the LDP Site Brief as they relate to the application site and address the original advice provided by the Edinburgh Urban Design Panel.

Specifically, the preparation of a conceptual masterplan, development framework and landscape strategy have resulted in a detailed masterplan proposition for land in the control of the applicant, these being informed by detailed analysis of the site and context.

The Development Framework has identified a proposed structure for the site including development zones situated to the north western and south eastern part of the site, relative densities, building frontages, feature buildings, a street hierarchy and pathway network, the location of landscape screening and SUDS attenuation basins. The West Craigs farmhouse would serve as a focal point for development in the north western part of the site.

The proposals have also made provision for a green network as per the LDP Site Brief including a 30 metre landscape buffer to the northern edge of the site and green corridor link providing a connection from Cammo Walk to the south west corner of the site.

The Landscape Strategy has identified a landscape structure for the site based around a series of landscape zones, including the distribution, function and types of open space.

The LDP Site Brief also identifies the opportunity for high density development within 400 metres of the pedestrian/cycle bridge to Edinburgh Gateway. Whilst a small area within the south eastern part of the application site falls within this 400 metre threshold, detailed site design considerations would require this area for SUDS attenuation. Relative densities of development would generally increase towards the south western part of the application site - that closest to Maybury junction and Edinburgh Gateway.

The nature of the proposals are considered to provide an appropriate design response to the site context and address the various requirements of the LDP Site Brief, as they relate to the application site.

Site layout principles and requirements of the LDP Site Brief have been subject to design testing and feasibility as part of masterplanning undertaken by the applicant. This has demonstrated that the application site could potentially support housing development in the range of 225-250 units with associated landscaping, open space and access. The concept masterplan has also identified the West Craigs farmhouse as being retained and incorporated into the layout.

The proposed number of units would meet expectations in terms of the estimated capacity of the site whilst allowing necessary site infrastructure to be provided as per LDP Site Brief requirements. On the basis on the extents of the site within the LDP allocation (11.29 hectares) the proposal for 225-250 units would realise a density of 20-22 dwellings per hectare. The general assumption for densities on a greenfield site of this nature would be 25-35 dwellings per hectare.

The relative lower density can be explained by the LDP Site Brief requirements for a landscape buffer to the northern edge of the site and the green corridor within the centre of the site. The site topography, requirements for SUDS and further landscape mitigation, airport height restrictions and retention of the West Craigs farmhouse also have a bearing on the developable area and densities which can be achieved. However, relative densities as they relate to particular plots would be greater (these ranging from 30 to 150 dwellings per hectare). The proposals are therefore considered to meet the requirements of LDP Policy Hou 4 a), in that the proposal would achieve an appropriate density of development having regard to the characteristics of the site and surrounding area.

It is not possible to agree exact unit numbers at Planning Permission in Principle (PPP) stage as detailed matters relating to site access arrangements, SUDS design, noise attenuation, land contamination and archaeology have yet to be fully confirmed. This matter can only be determined following further detailed masterplanning for the site. However, given the design testing which has been undertaken by the applicant, it is suggested that the site should deliver a minimum of 225 units and not exceed 250 units.

Although these proposals do not represent comprehensive masterplanning or phasing of the wider HSG19 site as identified in the LDP Site Brief, this application only represents 17% of the total HSG19 allocation. It is also considered that this part of the site represents a discrete first phase of development, relating closely to the existing settlement area.

The supporting Development Framework Plan and Landscape Strategy would establish an appropriate structure and layout for the development and clear design principles in taking the proposals forward. It is recommended that these plans are approved as part of this Planning Permission in Principle - these providing a suitable basis for the development of a detailed site masterplan and layout at AMC stage. Future proposals should therefore be developed to be substantially in accordance with these approved plans.

However, the conceptual masterplan layout has not yet fully embraced principles contained in the Scottish Government's Designing Streets, requirements of the Council's latest parking standards or the Edinburgh Design Guidance in respect of street design and the integration of parking. The requirement for a finalised masterplan/site layout to be agreed at AMC stage, would allow these aspects to be further developed.

This approach would also allow for further discussion on emerging masterplan proposals for the wider HSG19 site, including potential engagement with A+DS as part of a Design Forum workshop series particularly to secure effective integration between the application site and its adjacent part of HSG19 to the west.

Site Features

LDP Policy Des 3 states that planning permission will be granted for development where it is demonstrated that existing site characteristics and features worthy of retention on the site, have been identified and incorporated through its design.

An analysis of the site, the local and strategic context has been prepared as part of the Design and Access Statement Addendum. This has considered geotechnical issues and topography, with an analysis of opportunities and constraints as they affect the site.

The principal built feature of the site is the West Craigs Farm and Steading. Following discussions with the applicant the West Craigs farmhouse is now identified for retention as part of the masterplan proposals. This matter and the proposed demolition of other structures on the site is further considered in section 3.3 e) Archaeology.

The existing topography is also a defining characteristic of the site. Although the proposed development will require a significant re-grading of levels within the site, this would seek to echo the basic form of the existing site topography, this also informing a SUDS strategy for the development. It is recommended that confirmation of the finalised site levels be stipulated through condition, these not exceeding the levels presented as part of the Landscape Visual Impact Assessment.

The removal and retention of trees as part of the development is further discussed in section 3.3 e).

Landscape Design and Open Space

A Landscape Strategy has been prepared by the applicant as part of the amended masterplan proposal. This has defined a series of eight landscape zones which would serve a range of functions. These include landscape buffer planting at all the principal edges of the site, parks, usable open space and areas of landscape associated with the proposed SUDS attenuation features.

Of a developable site area of 11.29 hectares, 4 hectares of open space is identified which represents 35%. The breakdown of types of open space is as follows:-

- Woodland and other buffers - 12,907 metres square
- Open spaces and local parks - 20, 504 metres square

- SUDS detention areas - 7,344 metres square

LDP Policy Env 20 - Open Space in New Development, states that the Council will negotiate the provision of new publicly accessible and usable open space in new development when appropriate and justified by the scale of development proposed and the needs it will give rise to. In particular, the Council will seek the provision of extensions and/or improvements to the green network.

The LDP Site Brief has identified that two large greenspaces should be provided within the HSG19 allocation, as required by the Open Space Strategy. However, in the absence of comprehensive masterplanning for the HSG19 site it is not possible to establish how such open space will be apportioned across the wider allocation.

In relation to the application site, a network of smaller open spaces are proposed, the extents, nature and usability of which are considered acceptable and meet the requirements of LDP Policy Env 20.

The approach outlined in the Landscape Strategy would meet relevant requirements of the LDP Site Brief in that it would provide a new, strategic, green network link through the central part of the site and a new woodland and grassland habitat (30 metres depth) to the northern edge of the site, this serving as a new green belt boundary.

In terms of usable spaces, the proposed green corridor would serve as a linear park, this also forming a connection with the wider green network. This would be further complemented by a series of green and street spaces including a village park area to provide a setting for the retained West Craigs farmhouse. Three play spaces are also identified with areas of buffer planting to the site edges, being publicly accessible.

However, the Council will be unable to adopt areas of public open space within the application site and these will need to be maintained by a private factor. Legal clauses will therefore be required as part of the permission to main future public access.

With regard to detailed landscape design matters, an outline species mix has been provided as part of the Landscape Strategy, this being prepared to comply with Airport planting restrictions.

In terms of play provision, two Local Areas for Play (LAP), one Local Equipped Area for Play (LEAP) and a Multi-Use Games Area (MUGA) within the linear park/green corridor have been identified. This range of play provision would be considered acceptable for a residential scheme of this size and nature, and provision should be secured through planning obligation with finalised details subject to condition.

It is recommended that all landscape details, including species mix, hard works, boundary treatments, the location of benches and lighting within the landscape be provided. SUDS attenuation ponds should also be detailed to form part of a parkland setting.

The LDP Site Brief identifies the potential to create local green space on the high point of the site next to Maybury Road. In relation to this, existing landforms will be significantly re-graded to create usable development platforms. A proposed landscape buffer to the eastern edge of the site with Maybury Road would seek to absorb the development platform edges and rock escarpment through tree planting, the use of grassland habitats and shrub planting.

In summary, the proposals for landscaping and open space, as defined through the Landscape Strategy are acceptable in principle, these defining strategic design principles and placemaking elements.

The proposals have addressed the requirements of LDP Policies Des 7 - Layout Design, parts a) and f) and LDP Policy Des 9 - Urban Edge Development, part c) in that the proposals will strengthen the green belt boundary and contribute to multi-functional green networks by improving amenity and enhancing biodiversity.

It is recommended that plans contained within the Landscape Strategy be approved as part of this application, this establishing the extents, type and form of open space within the site and forming a basis for future AMC applications. Detailed landscape proposals should therefore be developed to be substantially in accordance with those plans.

Phasing of Development

The LDP Site Brief states that development should start in the eastern part of the HSG19 site to form an extension of the existing built up area.

This application proposal relates to the north eastern part of the HSG19 site which is situated closest to the existing built up area. As such, it is considered to represent a discrete first phase of development of the wider HSG19 site and granting of planning permission in principle would not be prejudicial to the future masterplanning and development for the remainder of the HSG19 allocation.

It is recommended that a phasing plan for the development of the application site be stipulated through condition at AMC stage.

c) Transport

The HSG19 site represents the development of a major strategic housing site in west Edinburgh. In order to promote active travel, minimise private car use and support air quality objectives, it is critical that supporting transport infrastructure is implemented in conjunction with the development of this site. This is to ensure effective connectivity with the existing settlement, particularly local facilities, public transport and the wider transport network.

The LDP and Site Brief highlight a range of transport measures which should be pursued in relation to the development of this part of the HSG19 site. These include improvements to the Craigs Road/Maybury Road junction, the widening of Craigs Road on the southern edge to facilitate all vehicle movements and the development of a 30 metre wide green corridor link to connect Cammo Walk with Edinburgh Gateway via a new pedestrian/cycle overbridge to the south west of the application site. The LDP Site Brief also identifies the requirements for bus infrastructure on Maybury Road and for high quality pedestrian and cycle routes within the application site, these including the formation of new links between Maybury Road and the western parts of the wider HSG19 site.

The LDP Site Brief also refers to other transport related objectives within the wider HSG19 site, these including enhancements to pedestrian/cycle access along Turnhouse Road and the formation of a bus route linking Craigs Road with Turnhouse Road.

These objectives are supported by a range of interventions in the LDP Action Programme.

The Conceptual masterplan proposals and Development Framework identify two vehicular access points from Craigs Road. Whilst the principle of vehicular access in these general locations is considered acceptable, these details would need to be subject to further design testing by the applicant and fully integrated with both the finalised masterplan and new layout for the Craigs Road/Maybury Road junction. The details of site access would therefore need to be confirmed at AMC stage.

The Development Framework also identifies four potential vehicle connections from the application site with adjacent parts of HSG19 to the west. This includes a local distributor type road to provide connection from Craigs Road. Given the absence of comprehensive masterplanning at this stage it has not been possible to confirm whether such links would provide adequate capacity.

An indicative design proposal for the upgrading of Craigs Road/Maybury Road junction (LDP Proposal T17) has been prepared by the applicant, this being subject to discussion with Planning and Transport. This identifies a signal controlled junction with Craigs Road as being widened to the south. The proposed layout has sought to promote design principles to enhance accessibility for pedestrians and cyclists - such facilities being largely absent in the existing junction layout and these considered essential to promote active travel modes. The proposal would enhance pedestrian movement from the site to the east and facilitate the development of an off-road pedestrian/cycle corridor through the application site, this connecting Cammo Walk to the north with Turnhouse Road and Edinburgh Gateway to the south west.

The finalised junction design would need to be subject to traffic modelling, the approach being agreed with the Council in its capacities as both Planning and Roads Authority. It is also recommended that the design approach should generally be in accordance with the principles established through the indicative design proposal. The upgrading of the junction should be substantially complete prior to the occupation of development. These requirements would be stipulated through condition and obligation as appropriate.

The LDP Site Brief also requires that Craigs Road be widened along its southern edge to facilitate all vehicle movements. This must be secured through planning obligation as this relates to the application site and implemented in conjunction with the re-modelling of the adjacent junction.

The Development Framework has identified a range of pedestrian/cycle links across the site. These include a strategic pedestrian and cycle route (4 metres in width) via the proposed green corridor, which provides an off-road link to Edinburgh Gateway and adjacent parts of HSG19, which include a proposed primary school, health centre and community focal point on Turnhouse Road. In order to facilitate the delivery of this route, a financial contribution towards the costs of the pedestrian/cycle overbridge to Edinburgh Gateway and upgrading of connecting cycle routes serving the Gyle and Edinburgh Park to the south and IBG to the west will be required as per LDP Action Programme requirements.

The LDP Site Brief also identifies a requirement for two pedestrian/cycle routes between Maybury Road, the West Craigs Industrial Estate and western part of HSG19. Following discussion with the applicant, the Development Framework proposals have been amended to provide a more direct pedestrian/cycle link from the south east corner to the western edge of the site. This route could also provide a future connection into West Craigs Industrial Estate.

The applicant has also identified a pedestrian (toucan) crossing on Maybury Road to the south east corner of the application site. Although not identified as part of the LDP Action Programme, this would facilitate pedestrian and cycle movements from the south eastern corner of the site to the eastern side of Maybury Road and East Craigs Rigg. It is therefore recommended that a financial contribution to deliver this facility be secured as part of the S.75 legal agreement. The Roads Authority have indicated that the provision of such a facility in this location would be acceptable in principle.

The Roads Authority has also requested various financial contributions are secured in respect of City Car Club and various Traffic Regulation Orders (TRO's). All proposed contributions and obligations as they relate to Transport are further outlined in section 3.3 d).

Parking provision has been shown indicatively as part of the concept masterplan proposal. However, this would appear to exceed requirements of the Council Parking Standards 2017 and detailed design proposals would need to be developed in accordance with Zone 3 of the current standards. The design of proposed parking must also pay full cognisance to the Scottish Governments 'Designing Streets' policy, the Edinburgh Design Guidance 2017 and Edinburgh Street Design Guidance.

The finalised layout of all roads, streets, pedestrian/cycle routes and proposed parking levels would need to be confirmed at AMC stage.

LDP Policy Tra 8 - Provision of Transport Infrastructure, states that development proposals relating to major housing or other development sites and which would generate significant amounts of traffic shall demonstrate through an appropriate transport assessment and proposed mitigation that local and cumulative transport impacts can be timeously addressed in so far as this is relevant and necessary for the proposal. Any required transport infrastructure as identified in the LDP must be addressed as relevant to the proposal.

The Roads Authority has confirmed that the Transport Assessment submitted by the applicant has been assessed and is considered to be generally reflective of the existing and future traffic patterns in the area.

Transport Scotland has no objection to the proposal, on the understanding that the traffic generated by the application site has been incorporated as part of the traffic modelling undertaken for the Council's WETA Refresh Study 2016, and its associated traffic impact on the trunk road network has therefore been taken into consideration in this case.

In summary, subject to necessary transport interventions being secured through legal agreement and delivered in relation to the development of the HSG19 site, the proposals would satisfy the requirements of LDP Policy Tra 8, Provision of Transport Infrastructure.

Site specific development principles as they relate to transport infrastructure have also been addressed as part of the conceptual masterplan and proposed development framework. The proposals would provide a suitable level of connectivity with the exiting settlement area, local facilities and the wider transport network and promote active travel modes.

d) Developer Contributions

The updated LDP Action Programme, is now supported by Draft Developer Contributions and Infrastructure Delivery Supplementary Guidance. The LDP Action Programme and Supplementary Guidance coordinates development proposals with the infrastructure and services needed to support them.

The Guidance explains that where multiple developments need to fund the delivery of strategic infrastructure actions, contribution zones have been established within which legal agreements will be used to secure developer contributions.

The following developer contributions are applicable to HSG19 and will need to be included as part of any future S.75 legal agreement:-

Affordable Housing

The applicant is seeking planning permission for residential development. Should consent be granted a minimum 25% of these homes should be secured as approved affordable housing tenures through legal agreement. The applicant is in agreement with this requirement.

This aspect of the proposal would address the requirements of LDP Policy Hou 6, Affordable Housing.

Education

The site falls within Sub-Area of the W1 Education Contribution Zone - this includes provision for both primary and secondary education:-

A new 21 class primary school and 120 space nursery identified for Maybury with safeguarded site identified at Turnhouse Road, this is located within the HSG19 allocation to the south west of the application site.

Requirement for a new Secondary School to mitigate the cumulative impact of development in west Edinburgh. A proposed facility for this has yet to be established.

To support the delivery of these the following contributions would be required:-

Infrastructure

£3, 480 per flat
£17,783 per house

All infrastructure contributions shall be index linked.

Land

£760 per flat
£3,930 per house

Transport

Maybury/Barnton Transport Contribution Zone:-

This requires upgrades to Maybury junction (T17), Craigs Road junction (T18) and Barnton junction (T19) as per the LDP Action Programme, January 2018.

The application site represents 17.019% land area of the overall HSG19 allocation. Thereby the £2,867,219 contribution required by the LDP Action Programme and Supplementary Guidance would result in a proportional contribution of £487,972 for 250 units.

Contribution in respect of the redesign and construction of Maybury junction to facilitate improved cycling and walking throughout the junction - see estimated costs below.

Maybury (HSG19) Transport Actions:-

Provision of Strategic Green Corridor with pedestrian/cycleway from Cammo Walk to Edinburgh Gateway to be formed as part of the new development layout, as it relates to the application site. It would also be desirable that a through link be secured from the application site to Turnhouse Road and Edinburgh Gateway through the adjacent parts of HSG19. A proportional contribution of 17.019% to be made by the applicant towards the cost of providing a pedestrian/cycle overbridge to Edinburgh Gateway to the south west of the site. The bridge to be provided in full by a third party or by CEC.

Requirement for the provision of various cycle paths to link the development to the wider area. Route to Gyle (600m) (and underpass of A8), A8 (300m) and to Gogar Link Road (500m). Route continues from completed underpass via shopping centre car park to shared use footway by tram stop. Total estimated cost is £480,200. Based on a proportional split of the overall HSG19 site area (17.019%) this would require a contribution of £81,725 for 250 units.

Contribute a sum towards the provision of a shared use cycleway or on-road segregated cycleway along Turnhouse Road (1.5 km length). Estimated total cost £517,000 (including design costs). Based on a proportional split of the overall HSG19 site area (17.019%) this would require a contribution of £88,872.

Contribution in respect of the redesign and construction of Maybury junction to facilitate improved cycling and walking throughout the junction. Total costs of £126,788. The proposed development of this site would require a contribution per dwelling of £86.31. On the basis of 250 units, this would equate to £21,577.

Other Transport:

Contribute the sum of £2000 to progress a suitable order to introduce a lower speed limit along Turnhouse Road. Amount payable will be proportional based on overall HSG19 site area;

Contribute the sum of £2000 to progress a suitable order to re-determine sections of footway and carriageway as necessary for the development;

Contribute the sum of £2000 to progress a suitable order to introduce waiting and loading restrictions as necessary;

Contribute the sum of £2000 to promote a suitable order to introduce a 20mph speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council;

In support of the Council's LTS Cars 1 policy, the applicant should contribute the sum of £18,000 (£5,500 per vehicle + £1,500 per order) towards the provision of Car Club vehicles. Based upon 1 Car Club vehicle per 100 dwellings this would require 3 spaces for this site.

In addition to LDP Action Programme requirements, the requirement for a signalised pedestrian/cycle crossing on Maybury Road linking the south east corner of the site to routes beyond. This should be implemented as part of the development and installed prior to the occupation of the south eastern part of the site (Estimated costs - £50,000).

Total Transport contribution (based upon 250 units):- £756,146 (+ costs of contribution towards pedestrian/cycle bridge to Edinburgh Gateway).

Edinburgh Tram

The application site is located within Tram Contribution Zone 3 as per the Council's Tram Line Developer Contributions report. This is based upon the shortest walking distance from the site to the tramline, via the proposed green corridor and footbridge to Edinburgh Gateway.

On the basis of 250 units, equating to an individual unit cost of £749, this would require a total contribution of £187,250.

This sum is to be indexed as appropriate and the use period to be 10 years from date of payment.

Healthcare

The application site is located within the West Edinburgh Health Care Contribution Zone.

The Draft Developer Contributions and Infrastructure Delivery Supplementary Guidance, identify the requirement for a new medical practice to mitigate the impact of new residential development in West Edinburgh, this potentially being co-located with the new Maybury Road Primary School, located to the south west of the application site.

Developers will be expected to contribute to the development of this facility. The proposed development of this site would require a contribution per dwelling of £1,050. On the basis of 250 units, this would equate to £262,500.

Greenspace

Costs for the implementation of play spaces and equipment within the application site are to be borne by the developer.

DPEA Reporters have recently taken a decision (Appeal reference: PPA-230-2207) relating to the northern part of the application site and adjacent parts of HSG19 allocation lying to the west. The Reporters have queried the Council's approach in relation to some of the developer contributions set out in the Council's Draft Supplementary Guidance. The Council have now considered the Reporters decision and consider there is sufficient evidence to justify the approach taken in the Supplementary Guidance and LDP Action Programme.

Therefore it is considered the Draft Supplementary Guidance should continue to be given significant weight as a material consideration in the determination of this application.

In summary, the developer contributions as outlined above would meet the requirements of LDP Policy Del 1 - Developer Contributions and Infrastructure Delivery in that the proposals would contribute to infrastructure where relevant and necessary to mitigate any negative additional impact, either on an individual or cumulative basis and where commensurate to the scale of the proposed development.

The proposed contributions also address the requirements of the Draft Developer Contributions and Infrastructure Delivery Supplementary Guidance and LDP Action Programme as they relate to the application site. The applicant has also indicated their willingness to comply with the provisions of the Draft Supplementary Guidance.

e) Other matters

Strategic Landscape Impacts

An updated Landscape Visual Impact Assessment (LVIA) has been prepared as part of the Addendum to the Environmental Statement.

The LVIA has included wire frame visualisations from a range of viewpoints around the site including Cammo Park Estate to the north, Craigs Road to the west and Turnhouse Road to the south west. More restricted, localised views have also been prepared to demonstrate the visual impact of development from Maybury Road as will be perceived from the north east and south east corners of the site. These have included the visual effect of the proposed development blocks (based on 2 and 3 storey building heights) and 3D landform profile - both on completion of development and that 15 years after completion of development, once landscaping has become established.

The LVIA has informed the Landscape Strategy for the development. This has identified that the proposed urban form would be set within new landscape structure including landscape buffers comprising screening to all the principal site edges. The proposed remodelling of site levels would effectively lower the higher parts of the site, thus reducing the visual impact of development to the Craigs Road ridge and making the existing slopes within the site less pronounced.

The Landscape Strategy has identified provision for a new woodland and grassland habitat (30m depth) adjoining Craigs Road along the northern edge of the site. This would enable a robust landscape edge to be established at the green belt boundary, thereby addressing requirements of the LDP Site Brief and LDP Policy Des 9 - Urban Edge Development, in that it will provide landscape improvements that will strengthen the green belt boundary and conserve and enhance the landscape setting and special character of the city.

The findings of the LVIA and proposed mitigation as outlined in the Landscape Strategy are considered satisfactory. The LVIA has concluded that there will be no significant adverse effects/impact over the period of construction for the development or the longer term. Although the visual effect of development will be pronounced immediately following completion, this will gradually reduce once landscape screening matures with the proposed landscape structure providing satisfactory mitigation.

The visual impact of the development as perceived from the west and south west, is likely to be significantly affected by the development of the western part of HSG19. It is recommended that landscape screening be implemented to the western edge of the site in order to soften the visual effect of development at the Craigs Road ridge and provide an interim level of screening.

The proposed landscape mitigation would minimise any adverse visual impact to the setting of the Cammo Park Designed Landscape situated to the north east of the site and address the requirements of LDP Policy Env 7 - Historic Gardens and Designed Landscapes.

It is recommended that detailed landscape proposals be secured through condition at AMC stage, these being in accordance with the Landscape Strategy approved as part of this permission.

Air Quality

Issues relating to air quality and traffic generation have been highlighted in a significant number of representations, particularly the impact of development on the local road network and the proximity of the site to the Air Quality Management Area (AQMA) at St John's Road, Corstorphine. CEC Environmental Protection note that traffic generated by the development will add to the existing high traffic flows on Maybury Road, Glasgow Road and Queensferry Road.

An Air Quality Impact Assessment (AQIA) has been prepared by the applicant as part of the Environmental Statement, this being based on 250 units being developed within the application site.

The AQIA has considered the potential impacts of emissions of traffic generated by the proposed development once operational, the cumulative impact of emissions of traffic generated by the development and other planned development in the local area that is likely to impact on traffic flow on the same routes. It has also considered the potential impacts from construction activity at the proposed site and the presence of the composting site on Craigs Road, situated approximately 350 metres from the application site.

The AQIA has noted that a significant amount of development is already planned/committed in west Edinburgh and additional pressure will further increase pressure on the local road network. In terms of cumulative effects, it is noted that should the various committed developments within West Edinburgh, particularly the A8 corridor be fully developed out, this may adversely impact on other air quality receptor locations. It is also anticipated that air quality may be affected during the construction phase of the development by dust emission from earth moving and materials handling.

Environmental Protection has concluded that the proposed development on its own will not have an adverse impact on local air quality with any impacts being limited in nature. SEPA do not object to the development on air quality grounds, but strongly support good practice to reduce emissions and exposure.

Environmental Protection has noted that when the development is completed the primary impact on air quality will result from traffic emissions and the extent of that impact will be dependent on the travel behaviour of its resident population. However, the site is well-situated in relation to the existing transport network, with a series of pedestrian and cycle links in the surrounding area offering connections with the wider network. The site is also well served by public transport including local bus services, with both heavy rail and tram services at Edinburgh Gateway.

Environmental Protection also encourage the developer to work with the Council to produce an up-to-date Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;-

- Keep car parking levels to a minimum;
- Incorporate Car Club facilities (electric and/or low emission vehicles);
- Provision of rapid electric vehicle charging facilities including 7Kw chargers being installed for individual dwellings with a driveway or garage;
- Public transport incentives for residents; and
- Improved cycle/pedestrian facilities and links.

Given the proximity of air quality management areas, Environmental Protection recommend that electric vehicle charging points (7kw) are fully installed and operational prior to occupation, these serving 100% of the spaces. It is also recommended that low NOX boilers are installed to the residential properties.

Environmental Protection have also advised that informatives be applied in relation to construction mitigation. Matters relating to the composting site on Craigs Road are further considered in section 3.3 e) Amenity of neighbours and future residents.

It is considered that matters relating to air quality satisfactorily address requirements of LDP Policy Env 22 - Pollution and Air, Water and Soil Quality, in that there will be no significant effects for health, the environment and amenity with appropriate mitigation to minimise any adverse effects.

Flooding and Drainage

LDP Policy Env 21 states that planning permission will not be granted for development that would increase flood risk or be at the risk of flooding itself. Edinburgh Design Guidance 2017 also sets out detailed requirements in respect of SUDS design.

The LDP Site Brief states that further investigation/consultation will be required to determine the nature of any flood risk on the site and whether further assessment and mitigation measures are required.

The applicant has submitted a Flood Risk Assessment and Surface Water Management Plan as part of the application.

The Surface Water Management Plan identifies the northern, western and southern parts of the site as comprising three catchment areas. SUDS would be achieved through the use of dry attenuation basins which would satisfy Airport requirements.

The Council's Flood Prevention Team has no objections to the proposals subject to conditions being applied in respect of hydraulic modelling (to address 30 year and 200 year plus climate change results), confirmation regarding adoption and maintenance of any surface water network including SUDS and connections to the combined network.

SEPA have remarked that there are no watercourses present on the site and any risk identified is from surface water flooding only. They have no objections to the proposal.

In summary, it is considered that, subject to conditions, that the proposals would address the requirements of LDP Policy Env 21 and Edinburgh Design Guidance, in that proposed SUDS arrangements are satisfactory and would not increase flood risk or result in the site being at risk of flooding itself.

The applicant has indicated that detail of SUDS arrangements are still subject to further design development and have yet to be finalised. In view of this, a surface water management plan and finalised SUDS arrangements would need to be confirmed at AMC stage. Finalised SUDS arrangements would also need to demonstrate compliance with the Edinburgh Design Guidance 2017, particularly that slope gradients to the attenuation basins should not exceed 1 in 6 or be fenced, with area designed to accommodate 1:30 and 1:200 year flooding events designed as parkland space and be easily maintainable by a private factor.

Archaeology

The City Archaeological Officer has commented in relation to the revised Scheme 2 masterplan proposal and EIA Addendum which has considered built heritage issues.

The City Archaeological Officer has welcomed the proposed retention of the historic Georgian, West Craigs farmhouse. He has advised conditions regarding its retention, and detailed historic building survey is undertaken prior to and during any works. This is a higher requirement than outlined in the EIA which is considered inadequate. He has also recommended that a condition be attached requiring the conversion and rebuilding of the farmhouse's garden walls, which should endeavour to re-use rubble derived from the demolition of the farmsteading and existing boundary walls.

The City Archaeological Officer has noted the proposed demolition of the West Craigs farmsteading, this comprising a range of locally significant farm buildings, some of which may pre-date the construction of the farmhouse. However, given the state of repair of these historic buildings, it is noted that the preservation and re-use of these buildings is unfortunately not a viable option. Therefore, if consent is granted for their demolition, a detailed historic building survey (Level 3: internal and external elevations and plans, photographic, written survey and analysis) must be undertaken prior to and during the demolition of these buildings. This must be linked with an appropriate programme of archaeological works to deal with any underlying associated buried remains.

It is also proposed that the 19th Century, West Craigs Farm Cottage, at the entrance to West Craigs Farm from Craigs Road, would be demolished. The City Archaeological Officer has accepted this would be required to deliver the proposed development and has also requested that a level 3, detailed historic building survey be undertaken prior to and during demolition, as per that required for the farmsteading.

The City Archaeological Officer has also commented in relation to buried archaeology on the wider site. The proposed development will involve significant ground breaking works, these potentially having significant impact upon surviving archaeological remains, expected to range from 19th and 20th century farming through to prehistoric occupation. Given the potential for significant archaeological resources, it is essential that an archaeological mitigation strategy is undertaken prior to the submission of any detailed applications (AMSC/FUL), demolition or development. This will require a phased programme of archaeological investigation, the first phase of which will be the undertaking of an archaeological evaluation linked to a comprehensive metal detecting survey.

In summary, the proposed retention of the West Craigs farmhouse in an appropriate setting is welcomed. It will provide an acknowledgment of the history of the site, reinforce a sense of place within the development and addresses the requirements of LDP Policy Des 3, Development Design - Incorporating and Enhancing Existing and Potential Feature. Subject to conditions, requiring further archaeological survey and investigation be undertaken prior to submission of any detailed (AMC/FUL) applications, demolition or development, the proposals address the requirements LDP Policy Env 9 - Development of Sites of Archaeological Significance.

Ecology and Protected Species

An assessment of Ecology and Nature Conservation has been undertaken as part of the Environmental Statement.

The Environmental Statement does not identify any significant ecological constraints to the development of this site with a low potential for protected species using the land.

However, the presence of badgers in the vicinity of the site has since been confirmed through the consultation process. The various buildings associated with the West Craigs farm and steading have also be identified as holding limited roosting potential for bats. Breeding birds have also been identified as being present on the site.

These matters would require further investigation and it is recommended that further ecological surveys are undertaken, prior to detailed design proposals being finalised and commencement of development works. Vegetation removal from the site should also occur outside the bird nesting season. It is also suggested that Swift bricks are implemented as part of the development, to enhance local biodiversity. These various matters can be highlighted through conditions and informatives as appropriate.

The proposal is considered to satisfy the requirements of LDP Policy Env 16 - Species Protection in so far as they are relevant to a Planning Permission in Principle and the current stage of design development.

Trees

Tree cover within the application site is relatively limited. A strip of mature trees cover the rocky escarpment at the eastern boundary of the site with Maybury Road, with an area of woodland enclosing the West Craigs Industrial Estate to the south western boundaries of the application site. A Tree Survey and Arboricultural Implication Assessment has been submitted by the applicant in relation to these areas.

In addition there is also a hedgerow to the south of Craigs Road, two small clusters of planting including gorse to the southern part of the site and domestic tree planting associated with the two existing dwellings. These are not considered to be of significant arboricultural value, although it is recommended that a hedgerow to the south of Craigs Road is subject to tree survey prior to removal to ascertain the level of landscape mitigation.

The development of the site and proposed extensive re-grading will require the majority of trees and vegetation to be removed. However, the mature trees to Maybury Road are identified for retention, these providing landscape screening (as identified in the LVIA) to the eastern site boundary. In order to ensure these trees are protected during the construction works, it is recommended that a condition be applied to secure the necessary protection measures.

The proposal is considered to meet the requirements of LDP Policy Env 12 - Trees, in that, subject to conditions, the development would not have a damaging impact on trees or woodland worthy of retention. The proposed establishment of a new landscape structure for the site, as identified as part of the Landscape Strategy, would provide an appropriate level of tree replacement and mitigation.

Airport Restrictions

Edinburgh Airport has been consulted in relation to the application given the site's proximity to the airport and flight paths. Edinburgh Airport has no aerodrome safeguarding objection to the proposal, subject to conditions being applied in relation to a height limitation of building to 75 metres AMSL, the submission of a Bird Hazard Management Plan, submission of a Landscaping Scheme and SUDS details and informatives relating to cranes and lighting.

Amenity of Neighbours and Future Residents

This application is for Planning Permission in Principle only. The conceptual masterplan layout and development framework are not considered to present any particular issues in respect of neighbour amenity, with landscape buffers and adequate separation distances identified to those site edges which abut existing residential areas to the south and east. Detailed layout proposals would need to demonstrate compliance with LDP Policy Des 5, Development Design - Amenity, and relevant requirements of the Edinburgh Design Guidance both in relation to neighbouring properties and future residents of the development. These matters can be adequately addressed through condition and dealt with at AMC stage.

The former Braehead Quarry, which serves as a composting facility handling household and commercial waste, lies to the north west of the application site. The site is identified in the LDP as a safeguarded waste management facility (RS2).

Environmental Protection note that the Council has received odour complaints from existing residential properties which are located approximately 500 metres from the composting site boundary. The application site lies approximately 350 metres to the south east of this facility. However, this would be separated by the ridge to Craigs Road, and both existing and proposed landscaping. The separation between the composting site and application site should assist in protecting residents from odour nuisance during the normal operation of this site. Although a failure in the management of odour emissions from this site, combined with a north westerly wind could lead to an odour nuisance arising.

This site is regulated by SEPA and is required to control the emissions of dust and odour. Complaints regarding the operation of the site would also be referred to them as regulator. In view of the regulatory regime and proposed level of separation it is not therefore considered that the operation of this site would be affected by proposed residential development.

Environmental Protection has previously raised concerns regarding potential noise impacts from the neighbouring industrial estate and road noise from the A902, Maybury Road. In order to address these issues, a noise impact assessment detailing any mitigation measures will be required at AMC stage. Any noise attenuation measures along the eastern boundary with Maybury Road should be suitably integrated with the detailed landscape design proposals.

Environmental Protection has also noted that the site is outside the noise contours for the airport and therefore will not require this aspect to be further investigated.

Given the longstanding agricultural nature of the site there are no known sources of significant contamination. A Ground Investigation Report has been submitted by the applicant and this is currently being assessed by Environmental Protection. To address any issues relating to land contamination, Environmental Protection have requested that a condition be applied to ensure that any such issues that may be present are fully addressed.

Subject to further detailed assessment being undertaken in relation to noise and contaminated land with appropriate mitigation measures being identified, the proposal is considered to satisfy relevant LDP requirements, including LDP Policy Env 22 - Pollution and Air, Water and Soil Quality and LDP Policy Des 5, Development Design - Amenity, in so far as they are relevant to a Planning Permission in Principle and the current stage of design development.

f) Equalities and Human Rights

The proposal is for planning permission in principle and the full impact of the proposal upon equalities and human rights would be considered at a subsequent detailed planning application stage.

g) Issues raised in material representations

The application was advertised on 6 December 2016, with a 28 day period for comments to take account of the accompanying Environmental Statement. In total 13 representations (13 objections) were received on Scheme 1 including Cramond and Barnton Community Council and a representation lodged on behalf of Edinburgh Airport.

The application was re-advertised for a further 28 day period on 9 March 2018 in order to allow for representations to be submitted on the EIA Addendum and applicant's revised masterplan. 20 representations (19 objections, 1 in support) were received in relation to Scheme 2.

Scheme 2

Principle of development

- No requirement for additional housing in the city - proposal relates to an LDP allocated housing site.
- Additional housing should be focussed on prioritising the use of brownfield sites - proposal relates to an LDP allocated housing site.
- Do not object to housing in principle where there is a genuine requirement - addressed in 3.3 (a).

Traffic impacts

- Proposal and additional housing will generate traffic flow resulting in congestion and delays - particularly Maybury Road, Maybury, Gogar and Barnton junctions - addressed in 3.3 (c).
- Congestion is unpredictable in nature and often very busy outwith peak times - addressed in 3.3 (c).
- Traffic flow projections must take account of cumulative effect of other housing development in the area – addressed in 3.3 (c).
- Current road infrastructure and capacity in the vicinity of the site is not capable of sustaining additional volumes of traffic - proposals do not address poor road network around the site - addressed in 3.3 (c).
- Limited opportunities for walking, running and cycling in the area - addressed in 3.3 (c). Currently difficult to egress from West Craigs and East Craigs areas at peak times - addressed in 3.3 (c).
- Query as to whether existing 40mph speed limit on Maybury Road will be reduced to 30mph - speed limit would be reviewed as part of other transport interventions required to deliver the development.
- Pedestrian crossing to the south west corner of the site should be installed at an early stage of development as currently no safe crossing provision for pedestrians - addressed in 3.3 (c).
- Lack of detail regarding additional traffic impact to Turnhouse Road and Maybury junction. Concern regarding potential closure to general traffic and access for existing residents and businesses - addressed in 3.3 (c).
- Concern regarding impact of Airport freight traffic passing through the area - addressed in 3.3 (c).

- Limited parking in the areas - addressed in 3.3 (c).
- Lack of schools in proximity to the site will increase levels of car use and raise issues of child safety - addressed in 3.3 (c).
- Noise pollution arising from increased traffic - addressed in 3.3 (e).

Air Quality impacts

- Proposal will exacerbate air pollution (CO₂) which are in breach of EU guidelines. Areas in locality of the site are some of the most polluted in the country with objectives for PM₁₀ and NO₂ are not being met - addressed in 3.3 (e).

Craigs Road/Maybury Road junction

- Proposed site access at Craigs Road/Maybury Road is inadequate and proposed signalised junction will result in more traffic congestion - Noted, addressed in 3.3 (c).
- Proposed junction layout and access to the site would make it difficult for vehicles to leave the estate - addressed in 3.3 (c).
- Query as to whether proposed Craigs Road/Maybury Road junction will include both left-hand and right-hand turning provision and through access to Craigs Road - addressed in 3.3 (c).
- Junction proposal could result in greater level of traffic, e.g. rat running into the Craigmount area, if through access permitted to Craigs Road (East) - addressed in 3.3 (c).
- Junction proposal should be delivered prior to commencement of development - addressed in 3.3 (c).
- Junction should be paid for in full by the developer and not as a contribution - contribution will be a proportional split with other developers as set out in 3.3 (d).
- Pedestrian crossings on Maybury Road should be re-designed as underpasses - not accepted, crossings should be at-grade with approach seeking to balance movement and place.

Local infrastructure

- Detrimental effect on Schools and no intent to provide additional infrastructure - addressed in 3.3 (d).
- Detrimental effect on primary health care providers, with local services currently overstretched - addressed in 3.3 (d).
- Query as to whether there will be developer contribution to Edinburgh Tram - addressed in 3.3 (d).

Design and character

- Proposed nature and type of housing will be out of character with the area - addressed in 3.3 (b).
- Landscape impacts and setting of the city - addressed in 3.3 (e).
- Impact to wildlife in the locality of the site - addressed in 3.3 (e).
- Loss of green space - addressed in 3.3 (b).

- Welcome buffer planting, but this should be established early and comprise semi-mature trees - addressed in 3.3 (c).
- Flats to the southern corner of the site should not exceed 3 storeys on the side closest to Maybury Road, with no line of sight to East Craigs Rigg - addressed in 3.3 (b and e).

Procedure

- Reasons for previous refusal of application(s) have not been adequately addressed - this is a new application which must be determined in accordance with the current Development Plan.
- Query regarding neighbour notification - application notified to neighbours in accordance with Council procedures.

Non-Material

- Proposal constitutes development in the Green Belt.
- Applicant has not kept local residents informed regarding this most recent planning application.
- Blocking of private views.
- Impacts during the construction process including noise and smell, construction traffic.
- Development will pose danger to domestic pets in the area.

Corstorphine Community Council Comments

- Concerns previously expressed regarding traffic impacts arising from major housing development in western Edinburgh, particularly as they affect Maybury Road, Barnton and Maybury junctions - addressed in 3.3 (c).
- Severe problems evident regarding congestion and grid locking at peak hours - addressed in 3.3 (c).
- This proposal represents only a minor part of both committed and other proposals in the locality which could comprise 2320 units. There are also other applications in the wider area that will have an effect on traffic including southern phase of Edinburgh Park, extension to the Gyle Centre and the proposed Garden District - addressed in 3.3 (c).
- Note the proposed changes to the Maybury Road/Craigs Road junction including installation of pedestrian/cycle crossings but concern regarding traffic management impact on the eastern limb of Craigs Road, e.g. rat-running - addressed in 3.3 (c).
- Traffic modelling exercises do not adequately take into account the tendency to grid-lock at peak times. Proposed development will compound the existing bad situation - addressed in 3.3 (c).
- Note recent interest in air pollution problems and concern regarding air pollution problems at St Johns Road and Queensferry Road. Modelling exercise regarding the dispersion of fumes on Maybury Road made optimistic assumptions of a 10% reduction of a 10% reduction in car usage - addressed in 3.3 (e).

- Prediction exercises are notoriously optimistic as past experience has borne out, with large housing developments dependant on the economy but many local residents expect to experience increased traffic related problems - addressed in 3.3 (c).

Scheme 1

Issues were raised in respect of the following:-

- Principle of Use;
- Transport Assessment including WETA Refresh Study;
- Air Quality;
- Craigs Road/Maybury Road junction;
- Suggested transport solutions;
- Infrastructure funding and timing;
- Density, design and layout;
- Daylighting, Sunlighting and Privacy;
- Landscape impacts;
- Flooding and drainage; and
- Sustainability.

Conclusion

The principle of housing development is acceptable and in accordance with the Edinburgh Local Development Plan (LDP). A concept masterplan, development framework and landscape strategy illustrate how the proposed development would comply with the LDP Site Brief and Development Principles and form a suitable basis for detailed design proposals to be prepared at AMC or FUL application stage. Subject to identified transport interventions being delivered in relation to the development, the proposals offer an acceptable level of connectivity to the existing settlement area, public transport and local facilities.

Planning obligations, as defined through the LDP Action Programme, require contributions to be secured through a Section 75 agreement in respect of transport infrastructure, Edinburgh Tram, educational provision, affordable housing and healthcare.

There are no other material considerations that outweigh this conclusion.

It is therefore recommended that the application be granted, subject to the applicant entering into a suitable legal agreement.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

Conditions:-

1. No development shall be undertaken on the site and no applications for the approval of matters specified in conditions (AMC) shall be submitted (as required by condition 05 below), until such time as a detailed masterplan and site layout for the entire application site has been submitted to and approved in writing by the Planning Authority.
2. The masterplan and site layout requirement, in condition 01 above, shall include all development plots, shall be developed substantially in accordance with the approved Development Framework Plan, Landscape Strategy and Environmental Statement. The applicant should also engage with any masterplan exercise being progressed by other parties for the wider HSG 19 allocated site (as set out in the Edinburgh Local Development Plan) so as to ensure an effective interface of this site masterplan with adjacent development(s) to the west and south west of this application site.

The masterplan and site layout must be accompanied by the following supporting information, as further outlined in the Approval of Matters condition 05 below:-

- (i) Details of site remodelling and confirmation of site levels, existing and proposed. Site levels must not exceed levels identified in the LVIA contained within the Environmental Statement;
- (ii) A site drainage strategy, surface water management plan and Sustainable Urban Drainage Systems (SUDS) all designed in accordance with the Council's Edinburgh Design Guidance standards. This must include hydraulic modelling and plans of all integrated SUDS elements for flood events of 1:30 plus climate change and strategic location of the Flood Landscape Areas (area between 1:30 plus climate change to the 1:200 plus climate change events). These areas to be below ground solutions with SUDS attenuation features detailed to form part of a parkland setting;
- (iii) Detailed landscape proposals for the entire site including all structural landscaping, public open space and streets, these being developed to be substantially in accordance with the approved Landscape Strategy;
- (iv) Finalised design proposals for the upgrading of the Craigs Road/Maybury Road junction, these developed generally in accordance with the principles identified in the approved indicative layout design. This approach to be agreed by the Council in its capacities as both Roads and Planning Authority;
- (v) Details of site access arrangements from Craigs Road, these fully integrated with finalised design proposals for the upgrading of the Craigs Road/Maybury Road junction, as above;
- (vi) A full Noise Impact Assessment to protect residential properties from noise generated by the A902 Maybury Road to the east and industrial estate premises to the south west, and details implementing the required mitigation integrated;
- (vii) Archaeological mitigation strategy including a phased programme of archaeological investigation, the first phase of which will be undertaking of archaeological evaluation;
- (viii) Site investigation/decontamination arrangements;
- (ix) Protected species survey work to demonstrate any use of the site by bats and badgers;

- (x) A full survey of the trees and hedgerows in that part of the site immediately to the south of Craigs Road; and
- (xi) Site clearance plan including removal of all structures, trees, hedgerows and boundary treatments.

3. The masterplan and site layout requirement, in condition 01 above, shall be accompanied by a phasing framework plan for the entire application site which shall include a plan identifying individual phases of development. Thereafter, reference to phases in subsequent conditions relates to the identified phases within the agreed phasing framework plan.

The phasing framework plan shall include the following items and the timing of their delivery for each sub-site:

- (i) the location of development phases;
- (ii) the minimum and maximum number of residential units;
- (iii) strategic landscaping and open space, play provision, woodland management, and SUDS; and
- (iv) pedestrian, cycle and vehicular links;

Thereafter, the delivery of individual plots and phases will be carried out in accordance with the approved phasing framework plan.

Subsequent AMC applications for each phase of the development shall be accompanied by the following supporting information:

- (v) an updated phasing plan;
- (vi) a Design and Access statement, detailing the layout, streets and spaces, accessibility, safety and security, sustainability and energy efficiency;
- (vii) details of management and maintenance of the landscaping, allotments, SUDS and open space; and
- viii) surface water management strategy.

4. The masterplan and site layout submission, required by condition 01 above, shall also include for the retention and re-modelling of West Craigs farmhouse within the overall development of the site as a whole.
5. Before any work on a sub-site is commenced, details of the undernoted matters shall be submitted to and approved in writing by the Planning Authority in a single package of information for the relevant sub-sites, in accordance with the approved plans for this planning permission in principle; the submission shall be in the form of a fully detailed layout and shall include detailed plans, sections and elevations of the buildings and all other structures, and in full accordance with the agreed masterplan and site layout, and phasing framework plan in accordance with conditions 01-04 above.

Approval of Matters:

- (a) residential unit numbers on the whole site of no less than 225 units and no more than 250 units;

- (b) Design Statement to address vision and design identity for the development, this to include a site design code and strategy for material finishes;
- (c) details of the siting, design of all buildings, structures and individual plots including design of all external features and glazing specifications (including acoustic capabilities);
- (d) heights of all buildings and structures (heights to be shown in relation to AOD including finished floor levels, eaves and ridges) these to be compliant with the airport requirements and not exceed 75 metres AOD. The development layout in the vicinity of the West Craigs farmhouse shall substantially reflect the spatial characteristics of the former steading buildings and shall not exceed 1.5 storeys in height;
- (e) site remodelling and confirmation of site levels, existing and proposed. Site levels must not exceed the levels identified in the LVIA contained in the Environmental Statement;
- (f) design and configuration of public and open spaces, all external materials and finishes, and details of the play equipment;
- (g) details of the vehicular access arrangements including access from Craigs Road and the widening of Craigs Road within the extents of the red line boundary of this application site;
- (h) plans detailing finalised layout of all roads, streets, footpaths and cycle routes, multi-use surfaces including the primary route linking Cammo Walk with Turnhouse Road and Edinburgh Gateway. This must also include signage of pedestrian and cycle access links and lighting details:
- (i) car and cycle parking, access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets, servicing areas, street lighting and electric charging points, in full cognisance of the principles contained in the Scottish Government's Designing Streets Policy and the Council's Edinburgh Street Design Guidance. Parking provision within the development will not exceed requirements of Council's parking standards, Zone 3;
- (j) waste management and recycling facilities;
- (k) a site drainage strategy, surface water management plan and Sustainable Urban Drainage Systems (SUDS) all designed in accordance with the Council's Edinburgh Design Guidance standards. All SUDS must comply with Advice Note 6 'Potential hazards from Sustainable Urban Drainage Schemes'. The submitted plan shall include details of
- Attenuation times,
 - Profiles & dimensions of water bodies,
 - Details of marginal planting,
- Confirmation regarding adoption and maintenance of the surface water network including SUDS and the combined network;
- (l) site investigation/decontamination arrangements;
- (m) Protected Species Survey work of the use of the site by bats and badgers;
- (n) undertake a full Noise Impact Assessment to protect residential properties from noise generated by the A902 Maybury Road to the east and the industrial estate premises to the south of the site, and details implementing the required mitigation integrated with the detailed landscape proposals at (o) below;
- (o) full details of sustainability measures in accordance with the Edinburgh Design Guidance;

(p) All of the trees along the eastern boundary of the development site with Maybury Road (as per 'Tree Survey and Arboricultural Implication Assessment, April 2018') shall be protected at all times during the construction period by the erection of fencing, in accordance with clause 2 of BS 5837:2012 "Trees in relation to design, demolition and construction".

(q) hard and soft landscaping details, including:

(i) boundary treatments (overall site and individual plots);

(ii) walls, fences, gates and any other boundary treatments;

(iii) the location of new trees, shrubs and hedges. This shall include full details of the proposed northern woodland buffer area;

(iv) a schedule of plants to comprise species, plant size and proposed number/density;

(v) programme of completion and subsequent maintenance, including a separate landscape maintenance plan for the SUDS areas;

(vi) existing and proposed services such as cables, pipelines, substations;

(vii) other artefacts and structures such as street furniture, including lighting columns and fittings, and play equipment;

(viii) details of phasing of these works; and

(ix) existing and finished ground levels in relation to Ordnance Datum.

6. No development shall take place on site until a detailed scheme for the widening of that part of Craigs Road forming part of the site, to provide a 7.3 metre wide carriageway with a 2 metre wide verge on its northern side and a 4 metre wide combined footway/cycleway on its southern side within the existing road and application site boundary, has been submitted to and approved in writing by the Planning Authority. That approved scheme shall thereafter be formed laid out and constructed and be available for use prior to the completion of the first phase of any part of the development within the application site, at no cost to the Council.
7. No development shall take place on that phase of the overall site that incorporates West Craigs Farmhouse until a scheme for its restoration and rehabilitation has first been submitted to and approved by the Planning Authority.

Thereafter, those works shall have been completed prior to the first occupation of the last new residential property, within that phase of the site within which West Craigs Farmhouse sits, hereby granted planning permission.

8. No demolition or other means of development shall take place on each phase of the site until the applicant has secured the implementation of a programme of archaeological work (historic building recording, excavation, analysis, reporting, publication, preservation, public engagement) in accordance the approved written scheme of investigation, this being submitted to and approved by the Planning Authority.

9. No development shall take place on site until an updated Extended Phase 1 Habitat Survey has been undertaken. No development shall take place on each phase of the development until an updated Extended Phase 1 Habitat Survey for that phase has been undertaken and the findings incorporated into a detailed Landscape and Habitat Management Plan (LHMP) for that phase of the application site which shall be submitted to and approved in writing by the Planning Authority. Thereafter, those measures identified in the approved LHMP shall be implemented in full as part of the development of the relevant phase of the site.
10. Prior to the commencement of construction works on site:
- (a) a site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Planning Authority, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - (b) a where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
- Any required remedial and/or protective measures shall be implemented, within their respective phase of the overall development, in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Planning Authority.
11. At least two months prior to the commencement of any works within a phase of the site, a phase specific CEMP must be submitted for that sub-site for the written approval of the Planning Authority and all work shall be carried out in accordance with the approved plan include the following provisions:
- (i) risk assessment of potentially damaging construction activities;
 - (ii) identification of "biodiversity protection Zone";
 - (iii) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
 - (iv) the location and timing of sensitive works to avoid harm to biodiversity features;
 - (v) the times during construction when specialist ecologists needs to be present on site to oversee works;
 - (vi) responsible persons and lines of communication;
 - (vii) the role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person; and
 - (viii) use of protective fences, exclusion barriers and warning signs.

Thereafter, all works carried out on the relative site or sub-site must be carried out in full accordance with the approved specific construction environmental management plan.

12. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:
- (i) monitoring of any standing water within the site temporary or permanent;

- (ii) sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at <http://www.aoa.org.uk/policy-safeguarding.htm>);
- (iii) management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design';
- (iv) reinstatement of grass areas;
- (v) maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow;
- (vi) which waste materials can be brought on to the site/what if any exceptions, e.g. green waste;
- (vii) monitoring of waste imports (although this may be covered by the site licence);
- (viii) physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste; and
- (ix) signs deterring people from feeding the birds.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

13. No building or structure erected within the development site shall exceed the heights specified in the 'Edinburgh Airport - Anticipated Maximum Ridge Heights' document, October 2014, as set out in the Edinburgh Airport consultation letter dated 7 December 2016 (Edinburgh Airport Ref: EDI2609).
14. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at: <http://www.aoa.org.uk/operations-safety/>). These details shall include:
 - (i) any earthworks;
 - (ii) grassed areas;
 - (iii) the species, number and spacing of trees and shrubs;
 - (iv) details of any water features;

(v) drainage details including SUDS - Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) (available at: <http://www.aoa.org.uk/policy-safeguarding.htm>); and
(vi) others that the applicant or the Authority may specify and having regard to Advice Note 3: Potential Bird Hazards from Amenity Landscaping and Building Design and Note 6 on SUDS].

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

15. Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)'. The submitted Plan shall include details of:
- (i) attenuation times;
 - (ii) profiles & dimensions of water bodies; and
 - (iii) details of marginal planting.

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reasons:-

1. In order to secure an integrated layout and satisfactory urban design for the site as a whole, restrict the quantum of development to that appropriate to the site characteristics and to that assessed by the associated Environmental Statement.
2. In order to secure an integrated layout and satisfactory urban design for the site as a whole, restrict the quantum of development to that appropriate to the site characteristics and to that assessed by the associated Environmental Statement.
3. To ensure the site is designed, developed and delivered cohesively.
4. In order to ensure the retention of this property and the contribution that it makes to the historic character of this part of the site.
5. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Act 1997 and to enable the Planning Authority to consider these matters in detail.
6. To ensure an appropriate means of vehicular access between the site and the surrounding public road network to a standard that would accommodate the traffic generated by that development and existing traffic levels.
7. In order to ensure the retention of the property and promote its rehabilitation as a residential property.
8. In order to safeguard the interests of archaeological heritage.

9. Since the original ecological issues were first addressed those provisions have and overtime will become out dated. Prior to the commencement of development on the site there is a requirement to reappraise those findings to ensure an up to date LHMP.
10. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
11. To control pollution of air, land and water.
12. It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.
13. Development exceeding these heights would penetrate the Obstacle Limitation Surface (OLS) surrounding Edinburgh Airport and endanger aircraft movements and the safe operation of the aerodrome.
14. To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of birds and an increase in the bird hazard risk of the application site.
15. To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)' (available at: <http://www.aoa.org.uk/operations-safety/>).

Informatives

It should be noted that:

1. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
2. As soon as practicable upon the completion of each phase of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation all of those matters identified in the proposed Heads of Terms.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

5. Charging outlet (wall or ground mounted) should be of the following minimum standard:

Type 2 (EN62196-2), Mode 3 (EN61851-1) compliant and be twin outlet. With the ability to supply 22kW (32 Amps) AC - Three Phase power and have the ability to be de rated to supply 11kW to each outlet when both are in use. Where this is not possible then 7kW (32 Amps) AC - Single Phase chargers that have the ability to deliver power of 7kW capacity to each outlet simultaneously.

6. The scheme will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

Bedrooms - 30dB LAeq, T and 45dB LAfmax, and
Living Rooms - 35dB LAeq, D

Where;

T = Night-time 8 hours between 23:00 - 07:00 hours, and

D = Daytime 16 hours between 07:00 - 23:00 hours

7. The following mitigation measures shall be included during each construction phase:

a) All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.

b) The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.

c) Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.

d) Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.

e) All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.

- f) Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.
- g) This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.
- h) No bonfires shall be permitted.
8. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at: <http://www.aoa.org.uk/operations-safety/>).
9. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at: <http://www.aoa.org.uk/operations-safety/>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.
10. In regards to planning condition 12, the breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.
11. The incorporation of swift nesting sites/swift bricks into the scheme is recommended. Further details on swift bricks can be found at: www.edinburgh.gov.uk/biodiversity
12. The applicant or his client to submit a Green Travel Plan to the Council's Transport Section prior to the first occupation of any property on the site.
13. **Heads of Terms**

Limitation on development to the north of Craigs Road

That area defined within the red line boundary of the application site to the north of Craigs Road shall not be developed in any way whatsoever other than specific development directly relating to, or forming a part of, the alteration and improvements to the junction of Craigs Road with Maybury Road, and only then following the submission of full details of those works to, and having obtained written permission from, the Planning Authority.

Affordable Housing

25% of all residential units constructed across the entire site to be 'affordable housing' in accordance with the Council's 'Edinburgh Local Development Plan' and Housing policy. Those affordable houses should be completed and be capable of occupation prior to the completion of 66% of the total residential properties granted for the entire site. The legal agreement would be required to contain the full affordable housing provisions so that the Council's affordable housing policy is imposed on all future developers of the site and its various phases.

The commencement date shall not occur until the Applicant has agreed with the Council the following details in writing:—

- (a) the type of affordable housing tenure(s) for the affordable housing units;
- (b) the location(s) of the affordable housing subjects, if not already agreed between the Council and the proprietors;
- (c) the design standards to which the affordable housing units are to be built, which standards shall be agreed with the Council's Housing Regeneration section and shall not be deemed to have been agreed by virtue of the grant of planning permission or any other approval granted by the Council;
- (d) the type of affordable housing contracts by which the affordable housing units are to be leased, sold or otherwise made available to persons in housing need whether by transfer or land or completed units to the Council, to a registered social landlord or otherwise;
- (e) all of those affordable housing units shall have been constructed and capable of occupation prior to completion of 66% of the open market housing units within the whole site or the sub-site, subject to the choice made at 1 above.

Educational contributions

Per unit infrastructure contribution requirement of:

- per Flat - £3,480
- per House - £17,783
- NB/. - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Per unit land contribution requirement:

- per Flat - £760
- per House - £3,930
- NB/. - no indexation to be applied to land contribution.

Tram Contribution

Tram contribution (residential only (zone 3)):

Total contribution of £187,286 (based on a proposal of 250 residential units), equating to an individual unit cost of £749.14.

- (i) The planning obligation should be concluded using the agreed individual unit cost.

- (ii) The Tram contribution shall then be calculated for each phase of the development; indexed linked (BCIS) from the date of the conclusion of the agreement, multiplied by the number of residential units within the phase and should then be paid; either in full prior to the commencement of that phase, or in two parts 50% prior to the commencement of development and 50% prior to the completion of the house equal to 50% of the number of dwellings within that phase.
- (iii) The Council shall then utilise the Tram contribution towards the Tram Project.

Maybury/Barnton Transport contribution zone

Taylor Wimpey Limited site area of 12.60 hectares is therefore 17.019% of the overall Edinburgh Local Development Plan HSG 19 allocation.

Thereby the £2,867,219 contribution required by and identified in the Supplementary Guidance would result in a proportionate contribution for this site of £487,972 for 250 units.

- (i) The precise contribution should be further calculated on a per dwelling basis of £1,951.89.
- (ii) The Maybury/Barnton Transport contribution shall then be calculated for each phase of the development; indexed linked (BCIS) from the date of the conclusion of the agreement, multiplied by the number of residential units within the phase and should then be paid; either in full prior to the commencement of that phase, or in two parts 50% prior to the commencement of development and 50% prior to the completion of the house equal to 50% of the number of dwellings within that phase.
- (iii) The Council shall then utilise the Maybury/Barnton Transport contribution towards the defined works and repay any unused part within ten years of the date of receipt of the last payment made from this development.

Additional contribution in respect of the redesign and construction of Maybury Junction to facilitate improved cycling and walking throughout the junction with a total cost of £126,788. The proposed development of this site would require a contribution per dwelling of £86.31. On the basis of 250 units, this would equate to £21,577.

Railway bridge link to the south

The developer will pay 17.019% of the total cost of providing the footbridge over the railway line to the south west of the site. That bridge to be either provided in full by a third party or by City of Edinburgh Council.

Cycle and Pedestrian links to the south

Requirement for the provision of various cycle paths to link the development to the wider area. These are: Cycle paths to Gyle (600 metres) (and underpass of A8), A8 (300 metres) and to Gogar Link Road (500 metres). Route continues from completed underpass (led by Network Rail) via the shopping centre car park, to shared use footway by tram stop. Determine whether it is possible to take away the row of parking around periphery (or change to parallel parking), to make room for segregated cycle lane. Make underpass shared use Cycle path to Gogar Link Road - north of station. Plotted provisionally.

The contribution costs linked directly to the Edinburgh Local Development Plan allocation HSG 19 is £480,200 and therefore the proportion required (at 17.019%) for this development is £81,725.24 with a per dwelling payment of £326.90 based on 250 units.

Shared use cycleway along Turnhouse Road contribution

Contribute a sum towards the provision of a shared use cycleway or on-road cycleway along Turnhouse Road (1.5 kilometres in length). The contribution costs linked directly to the Edinburgh Local Development Plan allocation HSG 19 is £517,000 and therefore the proportion required (at 17.019%) for this development is £87,988.23 with a per dwelling payment of £351.95 based on 250 units.

Car Club contribution

The Car Club contribution and number of spaces required within the development site shall be provided on a phase by phase basis across the development site.

(i) This requires one vehicle to be provided for a development of up to 100 dwellings, and two vehicles for up to 200 dwellings, and so on for each phase of development.

(ii) The contribution would be for £5,500 per vehicle required plus £1,500 per order both figures index linked to the date of conclusion of the agreement.

(iii) Those contributions should be paid prior to the commencement of development on the respective phase of development.

(iv) The Council shall utilise the Car Club contribution towards a Car Club to fund the provision of a Car Club vehicle(s) to be located within the development, including the provision of suitably delineated on-street parking spaces and associated costs.

(v) In the event of the Car Club contribution not being utilised in full by the Council within ten years of the date of receipt of the last payment by the Council, then such contribution or the unused part thereof, as appropriate, together with any interest that has accrued thereon, shall be refunded to the Proprietors.

Traffic Regulation Orders contributions

There would be a number of Traffic Regulation Orders (TRO) required in terms of; introducing loading and waiting restrictions, the re-determination of a road, the installation of a traffic management system, and/or speed reduction orders and stopping-up orders. These would need to be identified at the AMC application stage and the financial contribution for each of these is £2,000.

(i) The development shall not commence for each phase of development until the TRO Contribution(s) have been paid.

(ii) The TRO contributions shall be applied by the Council towards the promotion of a TRO for the purpose of any of the following; introducing loading and waiting restrictions, the re-determination of a road, the installation of a traffic management system, and/or speed reduction orders and stopping-up orders.

(iii) In the event of the TRO contributions not being utilised in full by the Council within ten years of the date of receipt of the last payment then such contribution, or the unused part, together with any interest, shall be refunded to the proprietors.

Toucan pedestrian crossing on Maybury Road

A 'Toucan' signalised pedestrian crossing shall be installed by the applicant on Maybury Road at a location concurrent with and immediately to the south east corner of the site, at no expense to the Council.

- (i) Details of the design and specification of the crossing shall be submitted to and agreed by the Council within 6 months from the submission of the first AMC application to the Council as the Planning Authority; and
- (ii) Thereafter, the agreed crossing scheme shall be carried out, completed in full and be available for use prior to the first occupation of any residential dwelling on any part of the overall development site.

Healthcare Contribution

A Healthcare contribution per dwelling of £1,050 is required; that is equivalent to a total of £262,500 for a development of 250 units.

- (i) The cost per dwelling contribution shall be; indexed linked (BCIS) from the date of the conclusion of the agreement, multiplied by the number of residential units within the phase and should then be paid; either in full prior to the commencement of that phase, or in two parts: 50% prior to the commencement of development and 50% prior to the completion of the dwelling equivalent to 50% of the number of dwellings within that phase.
- (ii) The Council shall utilise the healthcare infrastructure contribution towards the provision of healthcare infrastructure improvements, that are identified as actions in the Council's Action Programme within the Health Care Contribution Zone, located to the North and East of the Development.
- (iii) The Council may transfer the healthcare infrastructure contribution to the Health Board(s) responsible for where the healthcare infrastructure improvements are to be made who shall then apply the healthcare infrastructure contribution in accordance with 5 on the healthcare infrastructure improvements identified by the Council.
- (iv) In the event of the Healthcare contribution not being utilised in full by the Council within ten years of the date of receipt of the last payment by the Council, then such contribution or the unused part thereof, as appropriate, together with any interest that has accrued thereon, shall be refunded to the Proprietors.

Landscape with the boundary of future public roads

Landscape trees and shrubs to be adopted by the City of Edinburgh Council within the boundaries of any future public road are to be clearly identified on separate landscape plans. Those trees and shrubs to be adopted shall be checked by the developer's chartered Landscape Architect at the following stages:

- (i) Tree and plant material delivery on site and storage conditions;
- (ii) Inspection of tree pit construction;
- (iii) Topsoil inspection of all planting areas;
- (iv) Inspection of planted tree with watering facility; and
- (v) The Landscape Architect to be present at the handover meeting with the Council Team that will be responsible for the future maintenance.

At each stage there shall be a letter signed by the landscape architect to be sent to the Planning Authority certifying that the works on site accord with the planning requirements.

Strategic Green Corridor provision

Detailed provision of a 'Strategic Green Corridor' incorporating the necessary pedestrian and cycle access shall be formed as part of the overall site layout of the development of the site in accordance with the approved details forming part of the Planning Permission in Principle and as set out in full in the subsequent AMC applications. That corridor shall extend to the south-western boundary of the site in such a manner so as to link through to the adjoining development site such that the corridor formed is continuous and the pedestrian and cycle access is available from this site to that neighbouring development and vis-a-versa.

Open space and play provision and maintenance

Detailed provision shall be made for all open space identified within the development site, in the terms agreed as part of the AMC applications submitted in accordance with condition 05, to be maintained in a suitable manner and so as to be available for public access at all times.

Within those open space areas there shall be four locations to be equipped to provide play areas, as follows:

- (i) two as Local Areas for Play (LAP), one each within the north-western and the south-western parts of the site;
- (ii) one as a Locally Equipped Area for Play (LEAP); and
- (iii) one as a Multi-Use Games Area (MUGA) to be delivered within the vicinity of the proposed green corridor/linear park;
- (iv) all to be in locations to be first agreed with the Planning Authority as part of the submission of the first AMC application;
- (v) the details of the proposed equipped areas shall be submitted to and approved by the Planning Authority prior to the occupation of the first dwelling unit on the whole site;
- (vi) the costs of implementation of the equipped play areas are to be met in full by the developer; and
- (vii) details of the future maintenance of those sites are to be undertaken in accordance with a scheme which shall first be submitted to and agreed by the Planning Authority.

All equipped play areas shall be formed, laid out and constructed and be available for use prior to the occupation of the 200th dwelling unit on the whole site.

Financial impact

4.1 The financial impact has been assessed as follows:

The application is subject to a legal agreement for developer contributions.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The proposal is for planning permission in principle and full impact of the proposal on equalities and human rights would be considered at subsequent detailed planning application stage.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

A Proposal of Application Notice (13/05073/PAN) was submitted to City of Edinburgh Council on 10 December 2013. The development description outlined proposed residential development with associated access, landscaping and open space. The PAN considered by the Council's Development Management Sub-Committee on 12 March 2014. The Committee noted the key issues at this stage in the process.

The PAN set out in a proposed programme of pre-application consultation. A copy was sent to the following organisation;

Community Councils:

- Corstorphine Community Council

Neighbourhood Partnerships:

- Western Edinburgh Neighbourhood Partnership

Ward Councillors:

- Drumbrae Ward/Gyle Councillors

Public Exhibition

The Proposal of Application Notice (reference 13/05073/PAN) refers to a notice in the Edinburgh Evening News on 13 February 2014 advertising two public exhibitions to be held on 20 and 22 February 2014. There was a further unmanned exhibition in the Drumbrae Library from 24 February to 1 March 2014. Leaflets advertising the exhibitions were sent out to residential areas to the south and east of the site, along with invitations to view the proposals, which were also sent to the neighbours of the site, the Cockburn Association and Edinburgh and Lothians Greenspace Trust. The results of the community consultation were submitted with the application as part of the Report on Community Consultation.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 6 December 2016, with a 28 day period for comments to take account of the accompanying Environmental Statement. In total 13 representations (13 objections) were received on Scheme 1 including Cramond and Barnton Community Council and a representation lodged on behalf of Edinburgh Airport.

The application was re-advertised for a further 28 day period on 9 March 2018 in order to allow for representations to be submitted on the EIA Addendum and applicant's revised masterplan. 20 representations (19 objections, 1 in support) were received in relation to Scheme 2.

The matters raised in representations are considered in the Assessment section 3.3.

Corstorphine Community Council provided comments in relation to Scheme 2. These are included in Appendix 1, Consultations.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

The site forms part of Housing Proposal HSG19 in the adopted Edinburgh Local Development Plan 2016.

The following policies and guidance are also material to the determination of this application:-

Draft Supplementary Guidance: Developer Contributions and Infrastructure Delivery, approved for consultation, 18 January 2018.

Edinburgh Local Development Plan Action Programme, approved 18 January 2018.

Edinburgh Design Guidance 2017

Edinburgh Street Design Guidance 2015

Open Space 2021, Edinburgh's Open Space Strategy 2016

Scottish Government, Designing Streets 2010

Date registered 18 November 2016

Drawing numbers/Scheme 01, 03-08,

Scheme 2

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Francis Newton, Senior Planning Officer
E-mail:francis.newton@edinburgh.gov.uk Tel:0131 529 6435

Links - Policies

Relevant Policies:

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 9 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

LDP Policy Env 7 (Historic Gardens and Designed Landscapes) protects sites included in the national Inventory of Gardens and Designed Landscapes and other historic landscape features.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 10 (Development in the Green Belt and Countryside) identifies the types of development that will be permitted in the Green Belt and Countryside.

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 8 (Provision of Transport Infrastructure) sets out requirements for assessment and mitigation of transport impacts of new development.

LDP Policy Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Draft Developer Contributions and Infrastructure Delivery SG sets out the approach to infrastructure provision and improvements associated with development.

Appendix 1

Application for Planning Permission in Principle

16/05681/PPP

At Land 195 Metres South Of West Craigs Cottage 85, Craigs Road, Edinburgh

Residential development with associated transport infrastructure, landscaping and open space (scheme 2)

Consultations

Archaeology

The site is centred the historic West Craigs Farm located on the Craigs ridge overlooking Edinburgh Airport and former RAF base of Turnhouse to the SW. The origins of the farm date back to the 15th/16th centuries, though earlier medieval occupation is thought possible. The site contains a range of important rural historic buildings dating back to the late-18th / early- 19th century including West Craigs Farm House, West Craigs Steading and West Craigs Farm Cottages. Archaeological evidence from the surrounding area also suggests that the site has significant potential for containing archaeological evidence dating back to early prehistory.

As such the site has been identified as containing occurring within and area being of archaeological and historic significance both in terms of buried archaeology and surviving rural farm buildings and cottages. Accordingly, this application must be considered under terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP) and Historic Environment Scotland Policy Statement (HESPS) 2016 and also CEC's Edinburgh Local Development Plan (2016) Policies ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Historic Buildings

West Craigs Farmhouse Steading

Although unlisted West Craig Farm in my opinion considered to be an important local survival of a Georgian Farmhouse dating from the period of Agricultural Improvement starting in the late 18th century. Although undoubtedly 'altered' from its original date of construction (I would like to know what 200-year-old building isn't) this in my opinion does not distract from its local archaeological and historic significance. Indeed, given the age of this building combined with the historic evidence suggesting that this is the last of a series of farm buildings going back to perhaps the turn of the 16th century (S Harris, Place Names of Edinburgh).

In my opinion the potential loss of West Craig Farmhouse would be considered as having a significant adverse archaeological impact and one that is contra to planning policies ENV8b & ENV9.

West Craigs Farm Cottages

The 19th century cottage situated on the entrance to West Craigs Farm from Craigs Road is clearly depicted on the 1st Edition OS map Although not designated this historic farm worker's cottage associated with West Craigs Farm is in my opinion of local historic/archaeological significance.

Accordingly, it is recommended that this building is retained as its loss would be considered as having a significant adverse archaeological impact and contra to Policy ENV8b & ENV9.

It is strongly felt that the retention of these buildings will significantly contribute to the design of the new scheme and be in line with earlier CEC design briefs for the area and also Scottish Government and CEC Design Guidance and Place Making Agendas. Their retention and reuse will also tie into the requirements on the neighbouring and associated development site centred upon Meadowfield Farm West Craigs, where the historic significance of similar contemporary buildings has been recognised as contributing significantly to emerging design.

As such it is recommended that this application is refused consent.

However, if consent is granted for its demolition it is essential that a Detailed historic building survey (level 3: internal and external elevations and plans, photographic and written survey and analysis) is undertaken prior to and during demolition of all of these historic buildings. This will be linked with an appropriate programme of archaeological works to deal with any associated buried remains.

Buried Archaeology

The proposals will require significant ground breaking works in regards to the construction of the various phases of development. Such works will have significant impacts upon any surviving archaeological remains, expected to range from 19th/20th century farming activity through to prehistoric sites.

Given the potential for significant archaeological resources to occur across the proposed area, it is essential that if consent is granted for this scheme that an archaeological mitigation strategy is undertaken prior to submission of any further detailed (FUL/AMC) applications, demolition or development. In essence this strategy will require the undertaking of phased programme of archaeological investigation, the first phase of which will be the undertaking of archaeological evaluation (min 10%) linked to comprehensive metal detecting survey & field walking.

The results from this initial phase of work will allow for the production of appropriate more detailed mitigation strategies to be drawn up to ensure the appropriate protection and/or excavation, recording and analysis of any surviving archaeological remains during each phase of development.

Public Engagement

As stated not only does the site contain significant historic buildings but it is likely to contain a wealth of associated remains dating back to early prehistory. It is therefore considered essential therefore that a programme of public/community engagement is undertaken during all subsequent phases of development. The full the scope of which will be agreed with CECAS but will include: site open days, viewing points, temporary interpretation boards and exhibitions.

In consented it is essential therefore that a condition be applied to any consent if granted to secure this programme of archaeological works based upon the following CEC condition;

'No demolition, development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis, reporting, publication, preservation, public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Archaeology further comment

I would like to make the following comments and recommendations in respect to the revised concept Masterplan, EIS, Design & Access Statement Addendum and Access, Movement & Circulation information submitted in response to this application for proposed residential development with associated transport infrastructure, landscaping and open space.

As stated in my earlier 2017 response, this site is centred the historic West Craigs Farm located on the Craigs ridge overlooking Edinburgh Airport and former RAF base of Turnhouse to the SW. The origins of the farm date back to the 15th/16th centuries, though earlier medieval occupation is thought possible. The site contains a range of important rural historic buildings dating back to the 18th and 19th centuries including West Craigs Farm House, West Craigs Steading and West Craigs Farm Cottages. Archaeological evidence from the surrounding area also suggests that the site also has significant potential for containing archaeological evidence dating back to early prehistory.

As such the site has been identified as containing occurring within and area being of archaeological and historic significance both in terms of buried archaeology and surviving rural farm buildings and cottages. Accordingly, this application must be considered under terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP) and Historic Environment Scotland Policy Statement (HESPS) 2016 and also CEC's Edinburgh Local Development Plan (2016) Policies DES 3, ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Historic Buildings

West Craigs Farmhouse Steading

It is welcomed that the proposed new masterplan has taken on board our objections regarding the loss of this locally important historic Georgian Farmhouse and that this building will now be retained along with its gardens. It is recommended therefore that a condition is attached to this PPP application that will see its retention as outlined in the revised indicative masterplan and associated documents.

In addition as part of any future conversion/redevelopment of this building it is essential that a Detailed historic building survey (internal and external elevations and plans, photographic and written survey and analysis) is undertaken prior to and during any works. West Craigs Farmhouse Steading This is a higher requirement that outlined in Turley's EIS (section 11.55) which is considered inadequate. This programme of HBR will be linked with an appropriate programme of archaeological works to deal with any associated buried remains (both internal and external).

Furthermore it is also recommended that a condition should also be attached requiring the conservation and rebuilding of the farmhouses garden walls. This should endeavour to reuse rubble derived from the demolition of the farms steading.

West Craigs Farm Cottages

The proposed revised scheme will require the demolition of the 19th century cottage situated on the entrance to West Craigs Farm from Craigs Road. As stated in my original 2017 response I regard this historic farm worker's cottage as being of local historic/archaeological significance. Accordingly it is demolition would be considered as having a significant adverse archaeological impact and potentially contra to Policy ENV8b & ENV9.

Having assessed the submitted revised documents it is clear that the applicants have considered carefully its retention as part of the new masterplan. However its will with reluctance that I concur that to successfully deliver the proposed development that this building will required to be lost. However it is essential to mitigate against this loss and that a permanent record of this historic building is undertaken. This will require the undertaking of a detailed historic building survey (level 3: internal and external elevations and plans, photographic and written survey and analysis) prior to and during demolition. This will also be linked with an appropriate programme of archaeological works to deal with any associated buried remains.

West Craigs Farmhouse Steading

As stated earlier the Steading attached to West Craigs Farm comprises a range of locally significant farm buildings some of which may pre-date the construction of the Georgian Farmhouse. However given the state of repair of these historic buildings preservation and reuse is unfortunately not a viable option. Therefore it is essential that if consent is granted for their demolition that a detailed historic building survey (level 3: internal and external elevations and plans, photographic and written survey and analysis) is undertaken prior to and during demolition of these historic buildings. This will be linked with an appropriate programme of archaeological works to deal with any underlying associated buried remains.

Buried Archaeology

The proposals will require significant ground breaking works in regards to the construction of the various phases of development. Such works will have significant impacts upon any surviving archaeological remains, expected to range from 19th/20th century farming activity through to prehistoric occupation.

Given the potential for significant archaeological resources to occur across the proposed area, it is essential that if consent is granted for this scheme that an archaeological mitigation strategy is undertaken prior to submission of any further detailed (FUL/AMC) applications, demolition or development. In essence this strategy will require the undertaking of phased programme of archaeological investigation, the first phase of which will be the undertaking of archaeological evaluation (min 10%) linked to a comprehensive metal detecting survey.

The results from this initial phase of work will allow for the production of appropriate more detailed mitigation strategies to be drawn up to ensure the appropriate protection and/or excavation, recording and analysis of any surviving archaeological remains during each phase of development.

Public Engagement

As stated not only does the site contain significant historic buildings but it is likely to contain a wealth of associated remains dating back to early prehistory. It is therefore considered essential therefore that a programme of public/community engagement is undertaken during all subsequent phases of development. The full the scope of which will be agreed with CECAS but will include: site open days, viewing points, temporary interpretation boards and exhibitions.

In consented it is essential therefore that a condition be applied to any consent if granted to secure this programme of archaeological works based upon the following CEC condition;

'No demolition, development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building recording, excavation, analysis, reporting, publication, preservation, public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Affordable Housing comment

1. Introduction

Housing and Regulatory Services have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

- *The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.*
- *This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.*

2. Affordable Housing Provision

This application is for a development consisting of a 250 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (62) homes of approved affordable tenures.

The application site is included as part of the LDP site HSG 19 Maybury, which will deliver up to 2,000 new homes, with a mix of 2, 3, 4 and 5 bed houses and apartments. CEC Housing is keen to assist the applicant indication that the affordable housing will amongst the first phase(s) of the development. It was agreed that there would be four main areas for affordable housing within HSG 19; two on the West Craigs land, one on the Taylor Wimpey land (subject of this application) and one are on the land owned by Roseberry Estates. 25% of the homes across the sites will be affordable housing and the applicant has confirmed they are working with Dunedin Canmore and that the properties would be tenure blind. Dunedin Canmore proposed a mix of social rented housing, mid-market rented housing and low cost home ownership (likely to be Golden Share). These would be a combination of low/mid rise flats and houses and would include some homes specifically for elderly people across HSG 19 Maybury.

3. Summary

The applicant has made a commitment to provide 25% (62 homes) on site affordable housing and this is welcomed by the department. These will be secured by a Section 75 Legal Agreement. This department welcomes this approach which will assist in the delivery of a mixed sustainable community.

- *The applicant has indicated it is working with Dunedin Canmore Housing to deliver the affordable housing*
- *The affordable housing includes a variety of house types and sizes to reflect the provision of homes across the wider site.*

- *In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be identical in appearance to the market housing units, an approach often described as "tenure blind"*
- *The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.*

Affordable Housing comment updated April 2018

1. Introduction

Housing and Regulatory Services have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

o The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.

o This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.

2. Affordable Housing Provision

This application is for a development consisting of a 250 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (62) homes of approved affordable tenures. The affordable homes are required to be tenure blind, fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides. The applicant has stated there will be a mix of, two, three, four and five bedroom houses on site as well as two bedroom flats. The affordable housing should be represented by this mix. The Council aims to secure 70% of new onsite housing for social rent and we ask that the applicant supports the Council aims by entering into an early dialogue with the Council and RSLs to ensure that this is delivered.

The application site is included as part of the LDP site HSG 19 Maybury, which will deliver up to 2,000 new homes, with a mix of 2,3,4 and 5 bed houses and apartments. CEC Housing welcomes the affordable housing being amongst the first phase(s) of the development. It was agreed that there would be four main areas for affordable housing within HSG 19; two on the West Craigs land, one on the Taylor Wimpey land (subject of this application) and one are on the land owned by Roseberry Estates. 25% of the homes across the sites will be affordable housing and the applicant has confirmed they are working with Dunedin Canmore and that the properties would be tenure blind.

Dunedin Canmore proposes a mix of social rented housing, mid-market rented housing and low cost home ownership across the masterplan area. These would be a combination of low/mid rise flats and houses and would include some homes specifically for elderly people.

In terms of accessibility, the affordable homes are to be situated within close proximity of regular public transport links and are located next to local amenities. An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided.

3. Summary

The applicant has made a commitment to provide 25% (62 homes) on site affordable housing and this is welcomed by the department. These will be secured by a Section 75 Legal Agreement. This department welcomes this approach which will assist in the delivery of a mixed sustainable community.

- o The applicant is working with Dunedin Canmore Housing to deliver the affordable housing*
- o The affordable housing includes a variety of house types and sizes to reflect the provision of homes across the wider site*
- o The applicant is requested to support the Council aims to secure 70% of the affordable housing on site for social rent*
- o In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be identical in appearance to the market housing units, an approach often described as "tenure blind"*
- o All the onsite affordable homes must meet the Edinburgh Design Guidance and the affordable homes will have to be designed and built to the RSL design standards and requirements.*
- o The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.*
- o An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided.*

Architecture + Design Scotland

A&DS held limited pre-application discussions with the applicant and the council in connection with the site. However our typical pre-application engagement process was not carried out and we are not in a position to provide an appraisal of the quality of the masterplan and development proposals. Our response to the planning application is to re-state our offer of support to the project through a Design Forum workshop process, see below. This may be relevant to planning conditions in the event of a grant of consent and it may, for example, link to support for further masterplanning work or Design Coding to be carried out at AMSC stage.

Background

The masterplanned proposals for the site were identified by City of Edinburgh Council as a Locally Significant project eligible for support by A&DS via a Design Forum workshop and appraisal process. Whilst this support was discussed in connection with pre-application design development at Planning Permission in Principle stage a number of constraints prevented the intended Design Forum workshop process and Appraisal taking place prior to the present application.

Offer of Support

We have offered to facilitate Design Workshops at AMSC stage in the event that both the applicant and the council are in favour of a significant process of Design Review and development following a Planning Permission in Principle.

The purpose of such a process would include:

- To help align proposals amongst the various land interests of HSG 19 inclusive of West Craigs, Dunedin Canmore, Taylor Wimpey and Rosebery Estates.

-To provide independent design review of the quality of the urban design, landscape and architectural frameworks proposed and any documentation targeting 3rd parties such as developed Masterplanning or Design Codes.

-To help align proposals with relevant infrastructure initiatives of City of Edinburgh Council and other agencies such as Maybury Road junction alterations, the Gogar transport interchange and access to local services.

Building Standards

Geo-environmental Phase I & II reports would be required for the Building Wwarrant application.

Corstorphine Community Council

Our views on this development are similar to those we have expressed on neighbouring and earlier developments and consist chiefly on concerns regarding the potential impacts on traffic growth, local infrastructure provision, density of housing development, loss of open space and Green Belt and general degradation of the local environment. There is recognition that the major forcing factor behind recent adoption of LDP2 comes from housing pressures. The question is often asked as to what is the optimum size to which Edinburgh should aspire to grow.

As regards traffic growth the main concern here is chiefly in conjunction with potential air pollution though there are also other issues such as road crossing and walking and contributions to degradation of local environment and dwelling space. Traffic pollution levels are at present under scientific and medical review and advisory limits continue to be reviewed downwards and new pollutants found in vehicle exhausts - for example I quote the 'New Scientist' article on p16 of the 29/10/2016 issue.

We note the various traffic assessments prepared on the developer's behalf for these local major developments those for 14/03502/PPP and the more recent 16/04738/PPP were unduly optimistic in some of the underlying assumptions whilst the 'Weta' assessment for this application gives no guidance to underlying assumptions and makes no comments regarding pollution levels on St.John's Rd. in Corstorphine Village or on the Queensferry Rd. There is also no mention of other local developments such as the opening of the new Forth Rd. Bridgand developments at Newbridge, Kirkliston, and South Queensferry and district. The influence of HGV's and commercial delivery vehicles also seems somewhat downplayed.

Corstorphine Community Council - Addendum to ES/Non-Tech Summary March 2018

As a community council concern has been expressed from the earliest submission of plans for major housing developments in western Edinburgh regarding the knock on effect on traffic management on Maybury Rd. and the associated junctions at Barnton and Maybury. There are already severe problems with regard to grid locking particularly during the morning 'rush hour' and to a somewhat lesser extent in the evenings.

This development is only a minor part of other major housing developments in the area - the major one being 16/04728/PPP AT 19 Turnhouse Rd. for 1400 units and currently under developer's appeal against refusal and 17/04395/PAN at 18 Cammo Walk for 670 units. The sum total of these developments would be 2320 units, not to mention the developer's intention to emplace a further 400 units north of Craigs Rd. bringing the total to 2720 housing units. There are also other applications out with the immediate area that will have an effect on traffic - 18/01012/PAN for mixed use development comprising the southern phase of Edinburgh Park and 17/05894/PAN for extension to the Gyle complex. There are also plans for a large housing development on the Western limb of Queensferry Rd. and the possible 'Garden City' development of 3200 units between Gogar and Hermiston.

The changes to road layout enabling West - East access of Craigs Rd. over Maybury Rd. is noted together with the associated installation of pedestrian / cyclist crossings but concern is expressed, particularly by local residents, of the potential for severe effects on traffic management on the eastern limb of Craigs Rd. running from Maybury Rd. to Drum Brae where there are already problems of road side parking, morning 'rat running' and 'school drop off'.

We note that there have been various traffic modelling exercises with respect to this and the neighbouring developments based on various 'trip rates' and vehicle numbers per length of road but are concerned that this does not adequately take into account the tendency to grid - lock at peak times. It has to be realised that these developments are additions to an existing bad situation as regards traffic.

Recently there has been local concern regarding problems of air pollution particularly on St. James's Rd. and Queensferry Rd. - a modelling exercise regarding the dispersion of fumes on Maybury Rd. made the optimistic assumptions of a 10% reduction of car usage in the immediate area owing to the provision of footpaths and cycle ways etc. and minimum traffic speeds of 5 - 10 kilo meters/ hr.

It is acknowledged that the 'car habit' will be notoriously difficult to break and at rush hour periods cyclists and pedestrians whether going to work or school etc. will be concentrating at the new crossing points at the north - east and south east corners of the site when traffic is likely to be stationary or only moving intermittently thus reducing the dispersal of traffic fumes.

Many prediction exercises are notoriously optimistic as past experience has often born out and such large housing developments as mentioned above are obviously dependent on the long term performance of the national economy but many local residents expect to experience in their lifetimes increased traffic related problems.

Children + Families comment

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (Updated December 2016), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

The Council's assessment has indicated that additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' have been identified and are set out in the Action Programme and current Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Residential development is required to contribute towards the cost of education infrastructure to ensure that the cumulative impact of development can be mitigated. To ensure that the total cost of delivering the new education infrastructure is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established.

Assessment and Contribution Requirements

Assessment based on:

*50 Flats
200 Houses*

This site falls within Sub-Area W-1 of the 'West Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the Action Programme and Supplementary Guidance.

The Education Appraisal considered the impact of new housing sites allocated in the LDP, including the application site. Appropriate education infrastructure actions to mitigate the cumulative impact of development are identified. The required contribution will therefore be based on the established 'per house' and 'per flat' rate for the appropriate part of the Zone.

The application is for planning permission in principle. The required contribution should be secured through a legal agreement based on the established 'per house' and 'per flat' contribution figures set out below.

If the appropriate contribution is provided by the developer, Communities and Families does not object to the application.

Per unit infrastructure contribution requirement:

*Per Flat - £2,892
Per House - £15,854*

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment.

Per unit land contribution requirement:

Per Flat - £628

Per House - £3,673

Note - no indexation to be applied to land contribution.

Children + Families further comment

The CF response sent in February will still apply despite the revised drawings.

Cramond & Barnton Community Council

From the outset, this Community Council wishes to record its continuing opinion that this development is inappropriate, given potential traffic generation and congestion issues specific to this and adjacent development proposals and cumulative flows from other developments in West and North Edinburgh and beyond, on the A8 and A90 corridors and on Barnton and Maybury Junctions. However, we accept that this development is part of LDP2 and likely to go ahead. In this context, we wish to ensure that traffic, educational, medical and landscape issues are fully taken into account by the City Council in considering this application.

Consideration of the Planning Applications in Isolation

While recognising that the planning system requires this application to be considered on its individual merits, we are concerned at -

a. issues relating to the consideration of proposed developments in North and West Edinburgh, without recognition of the cumulative impacts on roads infrastructure and education and health services. These issues were highlighted in a recent joint paper to the Council from the Chairs of Queensferry & District, Kirkliston, and Cramond & Barnton Community Councils and discussed with the Locality Manager and senior representatives of Planning Services. We would urge planning officers and elected members to appreciate the cumulative effects of the several major LDP2 developments in our, and adjacent, Community Councils' areas, where roads, education and GP services are all operating at, or over, capacity.

b. lack of an integrated approach to aspects of this development and the adjacent proposed development 16/04738/PPP, in particular with regard to the proposed location of junctions onto the Maybury Road, and proposals for land on the northern edge of Craigs Road. We urge a more integrated approach to the planning of the adjacent HSG19 development sites and agreement on the preferred junction with Maybury Road (see comments below).

Prematurity

Cramond & Barnton Community Council contends that any current decision on Application 16/05681/PPP is premature, given -

a. *the intended production of Supplementary Guidance on contribution zones, as outlined in LDP2 Del1. Also, Del2 states that*

'Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time.'

We have been unable to ascertain that funding and implementation commitments have been made by the City Council in respect of the required roads improvements - especially at the Maybury, Barnton and Craigs Road Junctions, or Bughtlin Roundabout, and to deliver the educational infrastructure required to support this development. Indeed, the Report to the Finance & Resources Committee (19/01/2017) highlighted gaps in required infrastructure funding to support these and other LDP developments and risks that developer contributions may fall short of those required, due to factors such as inflation, market conditions, etc..

Permission for this development should be withheld until funding to deliver roads, education and other essential infrastructure is assured, as consistent with LDP2 policies Del1 and Del2.

b. *SESplan and the LDP Reporter have highlighted issues of traffic generation and congestion arising from growth in cross-border traffic and the cumulative effects of developments in the City, Fife and the Lothians. These issues were not fully assessed in LDP2, have been the subject of the SDP2 Transport Appraisal and will be assessed in the Cross-Border Transport Appraisal. As indicated in SDP2 Transport Appraisal, traffic flows and congestion associated with the A8 and A90 corridors and Barnton and Maybury Junctions are forecast to be significantly higher than previously estimated and road corridors and junctions are likely to require more substantial up-grades than proposed in LDP2 (e.g. 'smart' traffic lights as the solution to Barnton Junction congestion is risible).*

Permission for this development should be withheld until -

a. *results of the Cross-Border Transport Appraisal are known, identification of adequate mitigation measures for the A8 and A90 corridors and Maybury and Barnton Junctions are identified, and the delivery of such improvements has been completed.*

b. *SESplan's Cross-Boundary Transport Contributions Framework has been published, as this will focus on mitigation measures for key 'hotspots' on the transport network, potentially including Maybury and Barnton Junctions.*

Specific Traffic and Roads Issues

i. *There is a lack of clarity on whether a new Craigs Road/Maybury Road Junction (as proposed by the Council) or an additional arm to the Bughtlin Roundabout (as application 16/04738/PPP) is the most appropriate option for access to/egress from these developments and land uses at Turnhouse. The Community Council has considered both junction options and recommends that -*

- the LDP2 proposal for a new Craigs Road/Maybury Road Junction should be replaced by access to Maybury Road via a fourth arm to Bughtlin Roundabout, along with signal controls and widening of traffic lanes at this Roundabout.

- A signalised pedestrian/cyclist crossing should replace the proposed road junction at Craigs Road, to provide a more direct sustainable travel link to Craigmount High School and the eastern footway on Maybury Road
- provision of any new Bughtlin Roundabout approach road should be accompanied by substantial landscaping to minimise landscape impacts of roads infrastructure, traffic and street lighting on views from Cammo parkland and Cammo, Barnton and East Craigs residential areas.

The principal reasons underpinning these recommendations are that interruptions to the through flow of traffic on Maybury Road should be minimised, especially as further lights- controlled junctions and pedestrian crossings on Maybury Road will be required to serve the Cammo development. Cumulatively these junctions and crossings will exacerbate delays and congestion on Maybury Road, which already experiences unacceptable levels of congestion at peak times.

In addition, the proposed Craigs Road/Maybury Road Junction will encourage cross flows of traffic from Craigs Road West to Craigs Road East; thereby, increasing issues of 'rat-running' through East Craigs to avoid congestion at Maybury Junction and increasing traffic flows and hazards in the vicinity of Craigmount High School.

The Bughtlin Roundabout option will have more substantial landscape impacts than the Craigs Road/Maybury Junction alternative, and substantial landscaping will be required to mitigate such impacts.

ii. The Community Council is aware that Craigs Road and Turnhouse Road are essential emergency access routes for Edinburgh Airport and ready access from Turnhouse airfreight complex to Maybury Road and the national roads network is essential for airfreight operators and Edinburgh's economy. The Community Council emphasises the need for robust assessments of the impacts of proposed changes to road access arrangements associated with the HSG19 developments, including restrictions on through-access on Turnhouse Road, Airport emergency incident responses and airfreight operations. Current Traffic Assessments are deficient in the respects.

iii. While the walking/cycling route across the site will serve users from the Gyle and Gateway Station, it will not provide a convenient off-road alternative to Maybury Road for cyclists travelling between Maybury and Barnton or East Craigs. A section of off-road cycle route should be provided within the development site running parallel to Maybury Road, or a developers' contribution made to widening the footway along Maybury Road in this vicinity to provide a segregated, or joint use, cycle route. This would complement proposals for an off-road cycle path alongside Maybury Road within proposals for the Cammo development.

GP Services

GP services in North West Edinburgh are currently under major strain and mostly operating over capacity and not accepting new patients. Planning permission for this development should not be granted until assurances are provided by NHS Scotland that additional GP services can be provided to satisfy the expanded populations resulting from the HSG19 and HSG20 developments.

Landscape Issues

The Environmental Assessments show intrusive skyline impacts of the development, when viewed from Cammo parkland, Mauseley Hill and northern sections of Maybury Road, largely due to the topography of the site. Such skyline intrusion will be evident also from existing and proposed residential areas at Cammo and only partially be mitigated by the 30m green buffer strip on the south side of Craigs Road. Also, as Craigs Road runs along an elevated ridge, traffic flows and street lighting will be evident on views from the North. The Community Council recommends that planning permission should be conditional on -

a. inclusion of a woodland buffer strip on land adjacent to the north side of Craigs Road. This should 'mirror' the buffer strip on the south of Craigs Road and reduce daytime landscape impacts and night-time light pollution.

b. boundary planting on the southern and northern sides of Craigs Road, being undertaken in advance, or at the initial stages, of development and including a significant proportion of semi-mature trees.

Appropriateness of Submission

The Community Council recognises that some elements of this submission are more appropriate to a full planning application, rather than the current application for permission in principle; however, we wish to record all our concerns and recommendations at this stage to influence the future development of the proposals as well as consideration of the current application.

Edinburgh Airport

Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 75m AMSL.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Edinburgh Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding an Overview' for further information (available at <http://www.aoa.org.uk/operations-safety/>).

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- monitoring of any standing water within the site temporary or permanent*
- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).*

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

Submission of SUDS Details

Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)'. The submitted Plan shall include details of:

- Attenuation times
- Profiles & dimensions of water bodies
- Details of marginal planting

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)' (available at <http://www.aoa.org.uk/operations-safety/>).

Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at <http://www.aoa.org.uk/operations-safety/>).

These details shall include:

- any earthworks*
- grassed areas*
- the species, number and spacing of trees and shrubs*
- details of any water features*
- drainage details including SUDS - Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).*
- others that you or the Authority may specify and having regard to Advice Note 3: Potential Bird Hazards from Amenity Landscaping and Building Design and Note 6 on SUDS].*

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

We would also make the following observations:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/operations-safety/>).

Lighting

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/operations-safety/>).

Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

Flood Prevention comment

1) The applicant has not included an independent check declaration for this application. They have repeated the checklist already submitted by the report originator. Goodsons must complete and sign the section of the declaration certificate below the phrase 'To Be Completed by the Checking Organisation'.

2) The proposed discharge rates included in Appendix 2b on drawing 8746/401 rev A are acceptable to CEC Flood Prevention.

3) Should the Head of Planning be minded to grant Permission in Principle for this application then Flood Prevention require two conditions to be included to be addressed at a future planning permission stage:

a. The applicant will submit detailed hydraulic modelling calculations for acceptance by Head of Planning.

(Informative note: hydraulic modelling calculations for all underground pipework shall include rainfall data, manhole and pipe schedules (to mAOD), and pipe surcharge report for all underground pipe connections. The manholes in the calculation should be cross-referenced to the drainage drawing to enable interpretation. The results should include the 30 year and 200 year plus climate change results. Should the model identify flood or flood risk in the system then drawings will be required to indicate where exceedance flow will be directed, how it will be contained within the site and lastly how it will be drained once the event has subsided).

b. Please stipulate who will adopt and maintain the surface water network, including any SUDS and connections into the combined network.

Point 1 above should be addressed before proceeding to determination.

Flood Prevention further comment

Please find attached a consultation response. Points 1 and 2 require to be addressed before PPP can be granted. Point 3 is for future AMCs and the like.

In order to better inform the planning application process further information is required with respect to drainage.

1. *The applicant has not included an independent check declaration for this application. As this is classed as a major development under planning an independent check is required.*

2. *The proposed discharge rates for the development do not align with CEC Flood Prevention guidelines. The North area of the site draining surface water to the highway drain running North is 4.1Ha in area. However, it is noted that the area positively drained from this in the storage estimate include in Appendix 3C is 2.46Ha. CEC Flood Prevention request a discharge rate equal to the 2 year Greenfield runoff rate or 4.5 l/s/ha is used, whichever is smaller. Therefore we would anticipate a maximum discharge rate into the highway drain of 11.1l/s during the 200 year + 30% cc event. Please revise the storage calculation and confirm that this revised volume of storage can be included in the site layout.*

We would also note that the applicant should obtain permission from CEC Roads Locality to discharge to the highway drain running along Maybury Road.

3. *Should the Head of Planning be minded to grant permission in principle for this application then Flood Prevention require two conditions to be included to be addressed at a any future planning permission stage:*

a. *The applicant will submit detailed hydraulic modelling calculations for acceptance by Head of Planning.*

i. *Informative note: hydraulic modelling calculations for all underground pipework shall include rainfall data, manhole and pipe schedules (to mAOD), and pipe surcharge report for all underground pipe connections. The manholes in the calculation should be cross-referenced to the drainage drawing to enable interpretation. The results should include the 30 year and 200 year plus climate change results. Should the model identify flood or flood risk in the system then drawings will be required to indicate where exceedence flow will be directed, how it will be contained within the site and lastly how it will be drained once the event has subsided.*

b. *Please stipulate who will adopt and maintain the surface water network, including any SUDS and connections into the combined network.*

Flood Prevention further comment

Flood prevention are happy for this to be determined with no further comment provided two conditions along the lines of those below are included in any permission.

a. *Prior to the start of works on site the applicant will submit detailed hydraulic modelling calculations for acceptance by Head of Planning.*

i. *Informative note: hydraulic modelling calculations for all underground pipework shall include rainfall data, manhole and pipe schedules (to mAOD), and pipe surcharge report for all underground pipe connections. The manholes in the calculation should be cross-referenced to the drainage drawing to enable interpretation. The results should include the 30 year and 200 year plus climate change results. Should the model identify flood or flood risk in the system then drawings will be required to indicate where exceedence flow will be directed, how it will be contained within the site and lastly how it will be drained once the event has subsided.*

b. *Prior to the start of works on site the applicant will confirm who will adopt and maintain the surface water network, including any SUDS and connections into the combined network.*

Police Scotland comment

We would welcome the opportunity for one of our Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.

SEPA comment

We have no objection to this planning application. Please note the advice provided below.

Advice for the planning authority

1. Flood Risk

1.1 We have reviewed the information provided in this consultation and it is noted that part of the application site lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding.

1.2 The risk identified at this site is from surface water flooding only. Ironside Farrar Ltd (September 2016) have not identified any small watercourses on site and we have no additional information to suggest otherwise. A Drainage Impact Assessment has been submitted and the council should be satisfied that surface water from the site can be captured and discharged at an agreed rate, which will not increase the flood risk to existing nearby development (or cause flooding on-site). The areas identified on the SEPA Surface Water Flood Map as being lower areas where water may pond have been identified as green space and SUDS on the Framework Masterplan drawing (ref. no. 10_3201, dated October 2016) which we support.

1.3 We would reiterate that for all development in this area, consideration should be given to the proposed future realignment of the Gogar Burn to ensure development complements this realignment and does not restrict its feasibility.

1.4 We also recommend that contact is made with the Flood Prevention Officers within Edinburgh Council to glean any information/ local knowledge that they may possess.

SEPA further comment

We note that our consultation response dated 13 December 2016 offered no objection and also highlighted that the flood risk at this site was due to surface water only - this is an issue for the Council's flood prevention officer to comment on and we therefore have no further comments to make.

SEPA comment - Addendum to ES/Non-Tech Summary March 2018

We have no objection to this planning application. Please note the advice provided below.

1. Flood Risk

1.1 We have reviewed the information provided in this consultation and it is noted that part of the application site lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding.

1.2 The risk identified at this site is from surface water flooding only. Ironside Farrar Ltd (September 2016) previously did not identify any small watercourses on site and we have no additional information to suggest otherwise. The latest information submitted in the Environmental Statement Addendum Non-Technical Summary (February 018) states that the findings in the November 2016 Environmental Statement remain valid. A Drainage Impact Assessment was also submitted in 2016 and the council should be satisfied that surface water from the site can be captured and discharged at an agreed rate and not increase the flood risk to existing nearby development (or cause flooding on-site). The areas identified on the SEPA Surface Water Flood Map as being lower areas where water may pond remain as green space and SUDS on the Framework Masterplan drawing (ref. no. 30_02, dated November 2017), which we support.

1.3 We would reiterate that for all development in this area, consideration should be given to the proposed future realignment of the Gogar Burn to ensure development complements this realignment and does not restrict its feasibility.

1.4 We also recommend that contact is made with the Flood Prevention Officers within Edinburgh Council to glean any information/ local knowledge that they may possess.

2. Air Quality

2.1 We are encouraged to note that a number of committed developments have been included in the air quality impact assessment. A particular concern is that individual developments when assessed on their own are often shown to have a negligible impact, but cumulative development can contribute to a "creeping baseline" and may lead to future air quality issues.

2.2 The assessment concluded that the impact of the development and committed developments on air quality will be negligible and no mitigation measures for air quality have been recommended. Air quality dispersion models have a degree of uncertainty as they rely on a number of assumptions. We therefore highlight that the planning system has an important role to play in ensuring that future air quality problems are prevented or minimised.

2.3 Having reviewed the City of Edinburgh Council's local air quality monitoring, which formed part of the air quality assessment for this development. We note that the automatic monitoring sites at St John's Rd (2.1km east of development site) and Queensferry Rd (1.5km north-west of development site) recorded an exceedance of the annual mean NO2 objective in 2016. The City of Edinburgh Council currently have six Air Quality Management Areas (AQMA's) due to exceedances of NO2 and PM10 objectives. Five of these AQMA's are due to transport emissions. This indicates that air quality is an issue in the council's area.

2.4 Although we do not object to this development on air quality grounds, we strongly recommend that good practice to reduce emissions and exposure is incorporated into all developments. EPUK and IAQM guidance; Land Use Planning and Development Control Planning for Air Quality provides a section on 'Principles of Good Practice'. The section outlines examples of good practice for air quality mitigation in the design and operational phases of development.

2.5 The council should take these principals in to consideration. We also support the council's Environmental Services comments regarding electric vehicle charging points outlined in the ES addendum appendices as follows "We would encourage the applicant to commit to installing 100% of the houses with electric vehicle 7Kw chargers like other developers".

Scottish Natural Heritage comment

Position

This proposal, if delivered to appropriate standards and in accordance with the framework masterplan drawing, the supporting design statement and associated EIA documents, could provide a well integrated housing expansion to the west of Edinburgh. This would provide multi-functional green infrastructure with landscape, amenity and recreational benefits, with connecting recreational access both through the site and beyond. Further detailed advice is provided below and we suggest that the Council closely considers the planning measures that may be necessary to enable successful delivery of the proposal, including the landscape and recreational access proposals, along with all other associated natural heritage enhancement or mitigation.

Background

This is a strategically important site in terms of city expansion westwards, and one which will link into the rest of the larger Maybury LDP allocation. This locally sensitive landscape requires a good approach to layout and design of housing and green infrastructure, with consideration of how streets and the development edge, including the green infrastructure proposed, will connect to the adjacent West Craigs North development.

Appraisal

Landscape and Visual, and Green Infrastructure

We consider the proposal has built on the key development principles outlined within the LDP, producing a more detailed development framework and a set of masterplan principles for the site. These principles, including the design approach for the site's green infrastructure, if successfully delivered to appropriate standards and ensuring appropriate linkages to the neighbouring developments and proposals, could lead to multiple benefits for both people and nature.

We note evolution of the masterplan from the previous submission and recommend that the key principles and framework for the site, as currently proposed, are taken forward and developed in more detail, namely:

- the full specification of the various green networks and open spaces, including linear park and smaller green spaces, detention basins, 30m woodland edge and general tree planting through the site;*
- the detailed design of development frontages onto the various green network and open spaces proposed;*
- the design and connectivity of the various paths which, if delivered to appropriate standards, will allow access to permeate around and through the site, connecting to proposals beyond.*

However, we also recommend that further detailed consideration is given to the likely Civil Aviation Authority requirements for Aerodrome Safeguarding in this area and the specific implications this may have for the design layout and delivery of landscaping and other aspects of environmental mitigation, including SUDS. In this regard we would advise that there is still some uncertainty on how likely restrictions on SUDS and planting will influence or alter the design and layout of such features. We therefore recommend that the Council should be sufficiently satisfied that these measures can be delivered to satisfactory standards or in accordance with submitted plans.

We also recommend that further clarity on the content and long term financing of maintenance and management of the open spaces is secured as this will be important for the successful delivery of the placemaking objectives and environmental mitigation for the site.

Ecology

We are satisfied with the results and conclusions of the species surveys and advise that no protected species licences will be required. We recommend that the standard construction mitigation measures for badgers, listed in 6.76 and 6.77 of the ES, are taken forward as there is the potential for badgers to visit the site from surrounding areas.

Scottish Natural Heritage - Addendum to ES/Non-Tech Summary March 2018

Background

You have consulted us on the Environmental Statement (ES) Addendum. We previously provided you with advice on the content of the original ES by letter dated 20 January 2017.

SNH Advice - Landscape and placemaking

We note that this Addendum includes several minor changes to the proposed development. Some of these changes may result in minor improvements to landscape and placemaking elements when compared to the original scheme. However we are content to rest on the principles and advice we provided to you in our previous letter, dated 20 January 2017.

SNH Advice - Ecology

We note that the ES Addendum rests on the assessment within the original ES. We support this position and we rest on the ecology advice provided in our letter dated 20 January 2017.

Transport Scotland comment

The Director does not propose to advise against the granting of permission. Transport Scotland's response is made on the understanding that the traffic generated by the application site has been incorporated as part of the traffic modelling undertaken for the West Edinburgh Transport Appraisal (WETA), and that it's associated traffic impact on the trunk road network has therefore been taken into consideration in the provision of a contribution towards the associated works at Newbridge Junction.

Roads Authority Issues comment

With regard to the overall layout (drawing number 10_3201 revision 01)

Road layout and parking numbers etc. will be reserved matters. However the following should be noted with regard to the preliminary layout on this drawing;

- *There should be a cycle/pedestrian link in the SE part of the site linking to Maybury Road. (as per the LDP)*
- *All shared cycle/pedestrian paths should be minimum 4m in width*
- *Roundabouts on internal roads are not acceptable*
- *A footway is required on the south side of Craigs Road (immediately alongside)*
- *There should be a footway on both sides of any road (not applicable to 'shared surface' areas)*
- *Cul de Sacs should have turning areas*
- *the roads should be suitable for a 12m refuse vehicle (including turning areas)*
- *future proof pedestrian/cycle links are required to the industrial estate to the south*
- *all roads to comply with Designing Streets. A Quality Audit will be required prior to agreeing any road layout.*

With regard to the Craigs Road / Maybury Road junction (drawing TP/062/SK/004E)

- *we will require a pedestrian (and possibly cycle) crossing facilities on the north arm*
- *does Cammo walk provide a direct replacement for the footway being removed NW side of junction ?*

- *the crossings should be designed as a cycle crossing as well as pedestrian (discussions required with active travel team)*
- *we require cycle advanced stop lines and lead in lanes*
- *radii seem excessive (c 10m) on one corner*
- *the design should be allow for a right turn into Craigs Road (from Maybury Road northbound) - for possible future implementation*
- *check positioning of push buttons as they do not seem to line up with tactile paving in one location*
- *anti-skid surfacing may be required on approaches*
- *the 'slip road' type arrangement for the left turn from Maybury Road is not desirable from a cycle safety point of view and should be reviewed*
- *The east - west alignment of the junction will not work and should be reviewed*
- *The arrangement of the pedestrian crossings is not ideal as they are not very direct. We would prefer to see fewer staggered crossings if possible.*

A full assessment will be carried out by our traffic signals team. Please note that some of the comments above relating to the junction will likely affect the transport assessment.

The developer should be aware of the contribution zones for both the LDP action plan and the WETA study. The development will also be assessed for a Tram contribution.

Roads Authority Issues comment - finalised

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. *The applicant will be required to;*

a. *Contribute the sum of £187,285 (based on 250 units in Zone 3) to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment;*

b. *Contribute the sum of £487,972 (based on 250 units) to the Maybury / Barnton contribution zone (includes upgrading to Maybury junction (T17), Craigs Road junction (T18) and Barnton junction (T19));*

c. *Contribute a sum towards; Cyclepaths to Gyle (600m) (and underpass of the A8), A8 (300m) and to Gogar Link. Route continues from completed underpass (led by Network Rail) via the shopping centre car park, to shared use footway by tram stop. Possible removal of parking around periphery to make room for segregated cycle lane. Make underpass shared use Cyclepath to Gogar Link Road - north of station. Total estimated cost (excluding design and contingencies which will be added to final amount) £392,000. Amount payable will be proportional based on the overall level of development of HSG19;*

d. *Contribute a sum towards the provision of a shared use cycleway along Turnhouse Road (1.5 km approximately) or on-road segregated cycleway. Estimated total cost £517,000 (including design costs). Amount payable will be proportional based on the overall level of development of HSG19;*

- e. *Contribute a sum towards the re-design of Maybury Road junction for cycling and walking. Total estimated cost £126,788 (including design and contingency costs). Amount payable will be proportional based on the overall level of development of HSG19;*
- f. *Contribute the sum of £2,000 to progress a suitable order to introduce a lower speed limit along Turnhouse Road. Amount will be proportional based on the overall level of development of HSG19;*
- g. *Contribute the sum of £2,000 to progress a suitable order to re-determine sections of footway and carriageway as necessary for the development;*
- h. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
- i. *Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council*
- j. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £18,000 (£1500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;*
- k. *Provide a signalised pedestrian/cycle crossing on Maybury Road linking the south east corner of the site to routes beyond. To be installed prior to the occupation of the south east part of the site.*

Items b) to f) above as per the LDP Second Action Programme January 2018.

Note regarding orders; the applicant should be advised that the successful progression of any Order is subject to statutory consultation and advertisement and cannot be guaranteed;

2. The internal road layout (including parking) and the precise positions of the access/es into the development are to be reserved matters. The applicant should note that the general layout shall be in accordance with the Maybury and Cammo Site Brief (Edinburgh Local Development Plan November 2016) and shall include provision for the following;

- a. *Maybury/Edinburgh Gateway pedestrian/cycle route - route to be formed as part of the new development layout. This route forms part of the strategic green corridor from Edinburgh Gateway to Cammo and quality landscaping is required.*
- b. *Bus route Craigs Road /Turnhouse Road - bus route and bus stop facilities to be included as part of the overall road layout design.*

3. *All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
4. *A Quality Audit, as set out in Designing Streets, to be submitted prior to the submission of the AMC application/s. The scope of the Audit to be agreed with the Council and all recommendations made by the Audit report to be incorporated into the final design;*
5. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (incl.. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
6. *The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
7. *The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;*
8. *Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;*
9. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;*
10. *Electric vehicle charging outlets are to be provided for this development, one per five spaces (on street) with garages/driveways each having passive provision of an electric charging point.*

11. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Chief Planning Officer.*

Notes:

Parking -

The application will be assessed under the Councils 2017 parking standards. The proposed development is in Zone 3 of the parking standards.

As stated above, parking numbers to be reserved matters, however the following indicates the zone 3 parking standards;

Car Parking - Maximum number of car parking spaces;

studio / 1 - 2 rooms: 1 space

3 rooms: 1.5 spaces

4 or more rooms: 2 spaces

Cycle Parking;

studio/1 room: 1 cycle parking space

2 / 3 rooms: 2 cycle spaces

4 or more rooms: 3 cycle spaces

Motorcycle Parking;

1 per 25 units

Disabled car parking;

5% of total capacity.

Transport Assessment

The submitted Transport Assessment has been assessed as being generally reflective of the existing and future traffic patterns in the area. The proposed junction arrangement at Craigs Road/Maybury Road is to be finalised and further modelling will be required before the final design is agreed.

Waste Services comment

As this relates to the construction of domestic properties at Craigs Road, we would expect this Service to be responsible for the provision of waste management services to this property.

The requirements from our point of view relate to:

Compliance with Waste Strategy

The provision of a full recycling service is mandatory in Scotland, so that developers must make provision for the full range of bins (either individual containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

Given the area and the waste management arrangements for properties nearby, we would have assumed that the waste collection for the houses will be by kerbside collection, so that the residents are responsible for presenting the waste on the street on the correct collection days, and removing the containers afterwards.

The bins provided would be for: landfill waste (140 litre bin), mixed recycling (240 litre bin), glass, batteries, small electricals, and textiles (small box), food (small box) and - where relevant- garden waste (240 litre bin).

We would assume that the waste collection for the flats shown will be by communal bins, so that the residents are not responsible for presenting the waste on the street on the correct collection days, and removing the containers afterwards. Assuming that this is the case, the waste collection teams will require safe and efficient access to these, and therefore cognisance must be taken of my comments below in relation to operational viability. While there is mention of, "external waste and recycling bins including external composting facilities which are accessible via the rear of the properties to ensure waste is not carried through properties", we are unable to identify their location or size, and would need to ensure that they are suitable for the correct arrangement of bins.

The bins required for communal waste collections would be for: landfill waste, mixed recycling for paper and packaging, glass, and food.

Key points are:

-each bin store must accept the full range of materials in bins, segregated as outlined above. It is not acceptable to have some types of bin and others in a different collection point, as recycling is a fully integrated part of the service;

- the maximum size of a food bin is 500 litres; and that of a glass bin is 660 litres, which are both smaller than other types of waste, due to weight issues;

- provision must be made for the storage and disposal of bulky wastes such as furniture produced by the residents, and indeed access to those by our collection teams.

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream.

Developers need to speak to us to ensure that our requirements for safe access are complied with, as well as to ensure that there is sufficient off street storage for the containers. I would recommend they do so as soon as possible.

Waste Services further comment

Waste Service's response provided in December 2016 still applies for 16/05681/PPP. In order to agree on waste strategy I will require swept path analysis for the whole development to confirm Refuse Collection Vehicles can safely enter, service and exit the site. Detailed requirements are listed in the attached Architects Instructions.

Roads Authority Issues

Note - The internal layout (including parking) of the roads servicing the development and the precise position of access(es) onto Craigs Road are all reserved matters. Consequentially the only matters being considered at this stage, relevant to Transport, are;

1) If the proposed signalised junction access at Maybury Road/Craig's Road can accommodate this development and the other sites in the LDP.

2) An assessment of the impact of the development and the other LDP developments on the local road network.

The application should be continued.

Reasons:

1. The layout of the Maybury Road / Craigs Road junction will require further discussions to ensure that the design meets the aims of Transport Proposal T17 (Table 9 p.39) in the approved LDP (also referred to as T18 in the Action Programme).

T18 (Craigs Road Junction) in the Action Programme (December 2016) requires 'improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road. New signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road'.

It is acknowledged that the proposals do increase junction capacity as demonstrated in the submitted Transport Assessment, however the facilities for cycles and pedestrians at the junction require improvements to that proposed, particularly to fulfil the requirements of the LDP site brief for HSG 19.

The following elements of the design require further discussion/review;

- o Provision of cycle/pedestrian crossing facility on the north arm (Maybury Road).*
- o The slip road type arrangement northbound on Craigs Road is not acceptable from a cycle safety position.*
- o Footway and cycleway widths.*
- o Overall road and lane widths.*
- o Provision of more direct pedestrian / cycle crossing routes including connections with the Cammo Walk to Edinburgh Gateway station green corridor.*

- o *The re-determination of the south end of Cammo Walk (required as part of the proposed design).*
- o *Widths of central islands/reserves.*
- o *Alignment of east-west route (Craigs Road) through the junction.*

The developer will be required to demonstrate that any revised design can accommodate the traffic generated by this development and the other sites in the LDP. The developer should also include an updated analysis of both the Maybury Junction and Barnton Junction in the context of the development taking into account the final LDP, based on the Transport Statement previously submitted for the site.

In addition to the internal layout and access position onto Craig's Road, all required transport contributions as per the LDP should be reserved matters. The development will also be assessed for a Tram contribution in line with the approved Developer Contributions report. Further, the applicant will require to prepare all required road redetermination plans and meeting the council's full cost in respect of advertising the Order.

All contributions sought as outlined above can be subject to suitable legal agreements associated with the future AMC applications.

A Quality audit as per Designing Streets will require to be submitted with the AMC application- the scope and terms of this QA are to be agreed with the council.

Environmental Protection comment

Local Air Quality

Planning Advice Note (PAN) 51: Planning, Environmental Protection and Regulation 3 sets out the Scottish Executive's core policies and principles with respect to environmental aspects of land use planning, including air quality. PAN 51 states that air quality is capable of being a material planning consideration for the following situations where development is proposed inside or adjacent to an Air Quality Management Area (AQMA):

- o *Large scale proposals.*
- o *If they are to be occupied by sensitive groups such as the elderly or young children.*
- o *If there is the potential for cumulative effects.*

The planning system has a role to play in the protection of air quality, by ensuring that development does not adversely affect air quality in AQMAs or, by cumulative impacts, lead to the creation of further AQMAs (areas where air quality standards are not being met, and for which remedial measures should therefore be taken.

AQMAs have been declared at five areas in Edinburgh - City Centre, St John's Road (Corstorphine), Great Junction Street (Leith) Glasgow Road (A8) at Ratho Station and Inverleith Row/Ferry Road. Poor air quality in the AQMAs is largely due to traffic congestion and the Council's Air Quality Action Plan contains measures to help reduce vehicle emissions in these areas. The Council monitors air quality in other locations and may require declaring further AQMAs where Air Quality Standards are being exceeded. It is noted that a significant amount of development is already planned / committed in west Edinburgh and additional development will further increase pressure on the local road network. Committed development has therefore been accounted for in the applicants Air Quality Impact Assessment.

Reducing the need to travel and promoting the use of sustainable modes of transport are key principles as identified in the LPD. The LDP also states growth of the city based on car dependency for travel would have serious consequences in terms of congestion and air quality. An improved transport system, based on sustainable alternatives to the car is therefore a high priority for the Council and continued investment in public transport, walking and cycling is a central tenet of the Council's revised Local Transport Strategy 2014-19.

The site is well-situated in relation to the existing transport network. A series of footpaths, footways and usable cycle links exist in the surrounding area offering connections with the wider network. The site is well-located for access to public transport services with local bus routes and heavy rail within walking distance of the site at the new Edinburgh Gateway station. Edinburgh tram is also within walking distance.

Environmental Protection raised concerns regarding the potential impacts this development may have on local air quality. Traffic generated by the development will add to existing high traffic flows on Maybury Road, Glasgow Road and Queensferry Road. There is also a composting facility located approximately 350 m north-west of the application site which is a potential source of dust and odour emissions. It's noted that there are one hundred existing residential properties along stretches of these roads within 1 km of the site. The applicant has therefore submitted a supporting air quality impact assessment which has considered the potential impacts from construction activities at the application site, the impacts of emissions of traffic generated by the proposed development once operational and the cumulative impact of emissions of traffic generated by the proposed development and other planned development in the local area that is likely to impact on traffic flow on the same routes. The air quality impact assessment has been carried out based on 250 residential units being developed within the application site.

The applicant has submitted a supporting air quality impact assessment and air quality is anticipated to be affected during the construction phase of the development by dust emission from earth moving and materials handling, however the level of emission is largely dependent on weather conditions. Mitigation measures will be adopted to limit dust emission and its associated effects on the environment and amenity. Environmental Protection shall recommend an informative to ensure this is controlled within a detailed construction and Environmental management plan.

When the development is completed the primary impact on air quality will result from traffic emissions. The extent of the impact is dependent on the travel behaviour of its resident population.

Local Authorities undertake air quality monitoring in order to meet its duties under Part IV of the Environment Act. This includes measurements of Nitrogen Dioxide (NO₂) at various locations across the city using diffusion tubes including some of which are within 2 km of the development site. The NO₂ diffusion tube measurements from across Edinburgh show high concentrations exceeding the 40 µg/m³ annual mean objective is present next to busy roads, particularly within street canyons. In the vicinity of the proposed development site, exceedences have been recorded on the Glasgow Road and at the Barnton junction/Queensferry Road. Annual mean concentrations at other locations around the Barnton junction/Queensferry Road are below the objective level. There was one breach of the annual mean objective outwith the AQMAs and that was at Queensferry Road. This data has consistently resulted in breaches of the annual mean objective, even though adjacent monitoring, including that from the automatic analyser has always been compliant. Façade measurements concurrent with the site also meet the objective.

Trend analysis of the annual mean NO₂ concentrations at most sites shows there is a slight decrease in NO₂ levels, including Queensferry Road. There is a flattening trend at Glasgow Road, with concentrations varying between 26 and 29µg/m³ over the five-year period.

The applicant has predicted that concentrations of NO₂ within the application site closest to Maybury Road would be lower than at the nearest monitoring site at 158 Glasgow Road and at the Barnton junction due to the lower traffic flow along the A902 than along the A90 or A8 and the greater distance of the application site from the junctions of the A902 with the A90 and A8.

The air quality impact assessment shows that the annual mean objective for NO₂ is likely to be met at all receptor locations. However, the annual mean objective for Particulate Matter (PM₁₀) may not be met at two receptors near the Maybury junction. The applicant states that the traffic from the proposed development makes no perceptible difference to concentrations of PM₁₀ at these locations and will not significantly affect whether or not the objective is achieved.

If consented the operational phase of the development will cause increases in local traffic at a level which will give rise to imperceptible increases in concentrations of PM₁₀ and NO₂ at roadside locations on affected roads. The significance of these changes has been deemed negligible, even at roadside properties on the Glasgow Road and at the junction of Maybury Road with Queensferry Road where existing concentrations of PM₁₀ and NO₂ may be close to the relevant annual mean objectives. Therefore, the proposed development on its own will not have an adverse impact on local air quality.

Air quality mitigation for the operational phase can be limited however the applicant must ensure that as a minimum they install electric vehicle charging points in accordance with the Edinburgh Design Standards and install low NO_x boiler to the residential properties.

Environmental Protection encourage the developer to work with this department to produce an up-to-date Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

- 1. Keep Car Parking levels to minimum.*
- 2. Car Club facilities (electric and/or low emission vehicles).*
- 3. Provision of rapid electric vehicle charging facilities.*
- 4. Public transport incentives for residents.*
- 5. Improved cycle/pedestrian facilities and links.*

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches, and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

The applicant must be aware that there are now requirements stipulated in the Edinburgh Design Guidance must be achieved. Edinburgh has made progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality especially as this site is located near an AQMA, furthermore their quieter operation will mean that a major source of noise will decrease.

The Sustainable Energy Action Plan is the main policy supporting the Council's Electric Vehicle Framework. Increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions.

To ensure that the infrastructure required by the growing number of electric vehicles users is delivered, one of every six spaces should include a fully connected and ready to use electric vehicle charging point, in developments where ten or more car parking spaces are proposed. Electric vehicle parking spaces should be counted as part of the overall car parking provision and not in addition to it.

Due to the proximity to the AQMA as a minimum Environmental Protection would recommend that 7Kw charging provision will be required for all residential properties with rapid chargers located at some communal parking spaces. Information on chargers is detailed in the Edinburgh Design Standards Technical Information Design Standards.

Environmental Protection are satisfied that the impacts of this proposed development will be limited. The applicant must keep the numbers of car parking spaces to a minimum, committed to good cycle provisions, electric vehicle charging facilities and supported with a travel pack. It is recommended that the travel pack is refreshed. Due to the proximity of the air quality management areas Environmental Protection will recommend the electric vehicle charging points are fully installed and operational prior to occupation serving 100% of the spaces.

Cumulative Impacts

As stated in addition to the proposed development at West Craigs, there is provision in the Local Development Plan for further 1700 - 2000 residential properties at Maybury and 500-700 new residential properties at Cammo. In addition to this "Special Economic Development Areas" have been identified north of the Glasgow Road at the Royal Bank at Gogarburn and at the Royal Highland Centre. Although each planning application must be considered on its own merits, within the confines imposed by national, regional and local policies in circumstances such as this it presents difficulties when developments are permitted sequentially, with each individually having only a relatively low polluting potential, but which cumulatively result in a significant worsening of air quality.

All of these potential developments will cumulatively generate additional traffic on the local network leading to an increased risk that the air quality objectives for PM10 and NO2 will not be met in the immediate vicinity of the junctions of Maybury Road with Queensferry Road and the Glasgow Road. The potential cumulative impact of already committed development plus the residential development at Cammo has been modelled by the applicant and the output of the model states that the annual mean objective for NO2 is likely to be met at all the receptor locations allowing for the cumulative effects of committed development and the proposed development at Cammo as well as this proposed development.

However, it also highlights that the annual mean objective for PM10 may not be met at all the receptors once the committed development and the development at Cammo are operational with or without the additional traffic associated with the proposed development. The assessment shows that the objectives may not be met at two receptors that are particularly close to Maybury Road and two receptors that are particularly close to Glasgow Road. This proposed development on its own does not make a significant difference to whether the PM10 objective is met at these locations however the cumulative impacts as described above if fully developed out may adversely impact a number of other receptor locations.

Composting

The existing composting site north-west of the application site is located approximately 350m from the boundary of the application site. In 2012 the site handled 32,259 tonnes of household and commercial waste. The site is regulated by Scottish Environment Protection Agency (SEPA) and is required to control emissions of dust and odour.

It should be noted that Environmental Health Officers have received odour complaints from existing residential properties which are located approximately 500m of the composting site boundary. Complaints are referred onto SEPA as they are the regulator.

This separation distance between composting operations and the proposed residential properties is greater than the minimum of 250m that is outlined in Environment Agency Position Statement on Composting (Environment Agency, 2009) in relation to the permitting of new composting operations. This separation distance is also recommended in the Scottish Planning Policy (and draft reviewed SPP) in regard to outdoor composting facilities and residential developments. Therefore, in accordance with the guidelines the separation between the composting facility and the application site should be sufficient to protect future residents in relation to any adverse health effects that might arise as a result of bio-aerosol emissions.

The separation between the composting site and the application site should also be sufficient to protect future residents from odour nuisance during normal operation of the site, although a failure in the management of odour emissions from the site combined with a north-westerly wind could lead to odour nuisance arising.

Contaminated Land

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Assessment. Until this has been completed Environmental Assessment recommends that a condition is attached to ensure that contaminated land is fully addressed.

Noise

Environmental Assessment raised concerns regarding the potential noise impacts from the neighbouring industrial estate and road noise from the A902. Details of mitigation will be required during the detailed stage. This must be submitted in the form of a noise impact assessment which details exactly what mitigation measures are required. The site is outside the noise contours for the airport therefore we will not require this aspect to be further investigated.

Therefore, Environmental Protection offers no objection to this application subject to the following conditions;

Conditions

1. Prior to the commencement of construction works on site:

(a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

(b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

2. *The development shall not commence until a scheme for protecting the residential properties hereby approved from noise from the industrial estate to the south and A902 has been submitted to and approved in writing by the Head of Planning; all works which form part of the approved scheme shall be completed to the satisfaction of the Head of Planning before any part of the development is occupied.*

3. *Electric vehicle 7Kw (type 2) chargers shall be installed throughout the development site serving at least every sixth parking space, details shall be shown on submitted detailed plans.*

Informative

The scheme will be designed in accordance with BS8233:2014 ' Guidance on sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

Bedrooms - 30dB LAeq, T and 45dB LAfmax

Living Rooms - 35 dB LAeq, D

T - Night-time 8 hours between 2300 - 0700

D - Daytime 16 hours between 0700 - 2300

Construction Mitigation

a) *All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.*

b) *The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.*

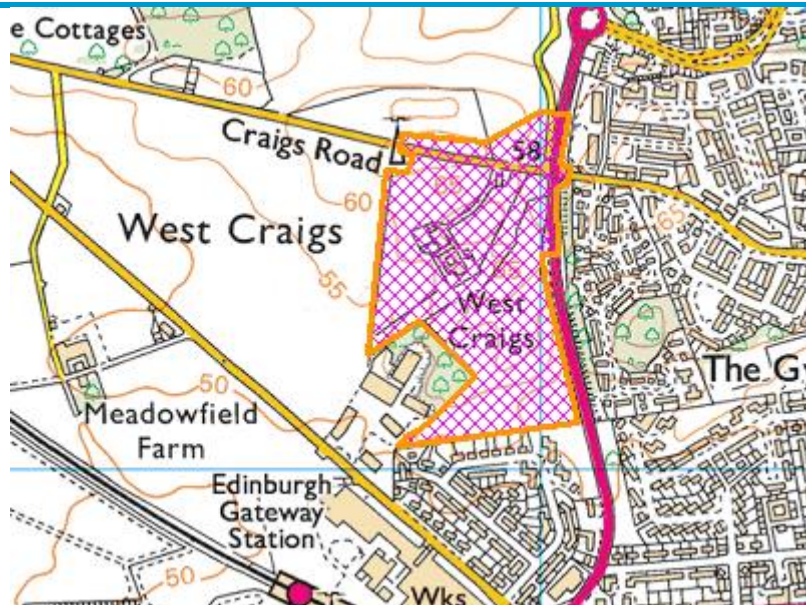
c) *Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.*

d) *Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.*

e) *All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.*

- f) *Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.*
- g) *This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.*
- h) *No bonfires shall be permitted.*

Location Plan



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END