

Notice of meeting and agenda

Development Management Sub-Committee

10.00 am Wednesday, 9th December, 2020

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome watch the live webcast on the Council's website.

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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 items in part 4 or 5 of the agenda. Members must advise Committee Services of their request by no later than **1.00pm on Monday 7 December 2020** (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

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| 3.1 | Minute of the Development Management Sub-Committee of the 21 February 2018 – submitted for approval as a correct record | 9 - 22 |
| 3.2 | Minute of the Development Management Sub-Committee of the 25 November 2020 – submitted for approval as a correct record | 23 - 30 |

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.

Pre-Applications

- 4.1 Report for forthcoming application by MMMARS Dundas Limited. 31 - 38
for Proposal of Application Notice at Centrum House, 108 - 114,
116 Dundas Street, Edinburgh - Demolition of existing building
and erection of mixed use development including residential,
office, retail and café/restaurant uses - application no
20/03923/PAN – Report by the Chief Planning Officer
- 4.2 Report for forthcoming application by DV4 Properties Orchard 39 - 44
Brae Co Ltd. for Proposal of Application Notice at land adjacent to
30 Queensferry Road, Edinburgh - Residential development with
associated access, landscaping, parking and infrastructure -
application no 20/03938/PAN – Report by the Chief Planning
Officer

Applications

- 4.3 Brunstane, Edinburgh - Confirmation of Tree Preservation Order 45 - 56
No. 193 – Report by the Chief Planning Officer
- It is recommended that the order be **CONFIRMED**.
- 4.4 Falcon Road West, Edinburgh (at Land 31 Metres East Of 4) - 57 - 80
Demolition of commercial premises and erection of 5 storey
residential development, covered parking and stores, rear
garden, private terraces and externally mounted renewable
technologies (Air Source Heat Pumps and PV Panels) (as
amended) - application no 20/01354/FUL – Report by the Chief
Planning Officer
- It is recommended that this application be **GRANTED**.

- 4.5** St Kentigern's Church, St Peter's Place, Edinburgh - Conversion of existing former church to 4 houses and construction of 10 new flats (as amended) - application no 20/00490/FUL – Report by the Chief Planning Officer 81 - 104
- It is recommended that this application be **GRANTED**.
- 4.6** Kinellan Road, Edinburgh - Confirmation of Tree Preservation Order No. 192 – Report by the Chief Planning Officer 105 - 114
- It is recommended that this application be **CONFIRMED**.
- 4.7** Meadowfield Farm, 15 Turnhouse Road, Edinburgh (At Land 175 Metres Southeast of) - Erection of 142x new dwellings with associated roads, parking, footpaths and hard and soft landscaping (Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP re conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 5 only) (as amended) - application no 20/03942/AMC – Report by the Chief Planning Officer 115 - 148
- It is recommended that this application be **APPROVED**.
- 4.8** 19 Turnhouse Road, Edinburgh (At Site 100 Metres North East Of) - Erect 158x new dwellings with associated roads, parking, footpaths and hard and soft landscaping (Approval of Matters Specified in Conditions of consent 16/04738/PPP in respect of condition nos. 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 4 only) (Appeal ref: PPA-230-2207) (as amended) - application no - 20/03224/AMC – Report by the Chief Planning Officer 149 - 184
- It is recommended that this application be **APPROVED**.

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 None.

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.

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| 7.1 | Lochside Way, Edinburgh (Land Adjacent To) - Development of southern phase of Edinburgh Park to comprise mix of uses including residential (Class 9 houses and sui generis flats), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/Class 2/Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works - application no 20/02068/FUL – Report by the Chief Planning Officer | 185 - 258 |
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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.

Andrew Kerr

Chief Executive

Committee Members

Councillor Neil Gardiner (Convener), Councillor Maureen Child (Vice-Convener), Councillor Chas Booth, Councillor Mary Campbell, Councillor George Gordon, Councillor Joan Griffiths, Councillor Max Mitchell, Councillor Joanna Mowat, Councillor Rob Munn, Councillor Hal Osler and Councillor Cameron Rose

Information about the Development Management Sub-Committee

The Development Management Sub-Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council. The meeting will be held by Teams and will be webcast live for viewing by members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283 / 0131 529 4237, email veronica.macmillan@edinburgh.gov.uk / martin.scott@edinburgh.gov.uk.

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

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Minutes

Development Management Sub-Committee of the Planning Committee

10.00 am Wednesday 21 February 2018

Present:

Councillors Gardiner (Convener), Booth, Cameron (substituting for Councillor Child for agenda item 6), Child, Gordon (substituting for Councillor Ritchie), Graczyk, Griffiths, Mitchell, Mowat, Osler and Staniforth.

1. Minutes

Decision

To approve the minute of the meeting of the Development Management Sub-Committee of 7 February 2018 as a correct record, subject to the amendment of the minute of 10 January 2018, at item 1.1 to state that the voting numbers for the amendment was 8 and not 11.

2. General Applications and Miscellaneous Business

The Sub-Committee considered reports on planning applications listed in Section 4, 6, 7 and 9 of the agenda for the meeting.

Requests for Presentations

The Chief Planning Officer gave a presentation on agenda item 4.2 - 543 Gorgie Road, Edinburgh – as requested by Councillors Booth and Osler.

The Chief Planning Officer gave a presentation on agenda item 4.4 – 1 Lauriston Place, Edinburgh – as requested by Councillor Booth.

Requests for Hearings

Councillors Lang, Work and Young as local ward members had requested that a hearing be held to consider agenda item 7.1 – 10 Builyeon Road, South Queensferry.

Decision

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

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

3. 14 Bath Street, Edinburgh

The Chief Planning Officer had identified a planning Application for planning permission for the retention of principal façade of former cinema building (including partial restoration of missing elements) and the erection of a residential building comprising 20n flatted dwellings including garages, car parking and associated landscaping at 14 Bath Street, Edinburgh, to be dealt with by means of a hearing (application no. 16/06447/FUL).

(a) Report by the Chief Planning Officer

The property was a vacant former cinema, last serving as a bingo hall, standing on Bath Street, the main approach road to Portobello beach from Portobello High Street.

The existing building was designed in 1938/39 but built either during or slightly after the Second World War. Although intended to look like a solid concrete structure, it was actually brick-built with a thin rendered cement skin, standing on a concealed timber frame. The frontage had several added outer layers over the original frontage. The frontage had been stripped of all its original projecting glazed features, and its central tower had been truncated, giving a much lower and flatter form than that originally built. Internally the front section contained the entrance lobby, stairs and projection room, but these areas had been stripped of most original features.

To the rear the building's character was very different. This section contained the auditorium. Externally this section was a simple rendered brick box with a corrugated asbestos roof. Steel uprights (paired C-sections) were visibly expressed as thin "pilasters". Brickwork was only half a brick thick here, despite its great height, and it was not structurally connected to the steel uprights. Steelwork was corroded through where it connects to ground level. It was noted that the outer render contains layers of asbestos.

Internally, the currently accessible lower auditorium was plain and relatively featureless. Its proportions were compromised by a suspended ceiling, and this space was of no intrinsic architectural merit. Above the suspended ceiling the original form and ornamentation remains substantially intact. This included the entire upper balcony, which although lacking seating, retained its original form and structure. However, it was noted that this ornamentation, though remaining fairly intact above the suspended ceiling, also contained a high percentage of asbestos fibre, rather than being pure plaster.

The structure as a whole was listed category C on 12 December 1974 (reference number: 26818).

The site contained three mature trees along its eastern edge onto Mentone Terrace, but was otherwise wholly hard-surfaced, with tarmac creating an informal (non-delineated) parking area.

On its west side the cinema abuted a substantial five storey Victorian tenement, rising higher than the current remnant cinema structure.

Bath Street as a whole was varied in character, with buildings dating from 1810 to contemporary, and with scales varying from one storey to five storeys. The carriageway

was narrow, and although a two-way street, parking on each side restricts car movements to a single car travelling in one direction at any given time.

To the rear, Mentone Terrace was a residential street of more consistent character than Bath Street, which wrapped around the north-east corner of the site. Mentone Terrace was cottage-like in character on its western side, and more tenemental in character on the east and to the north.

This application site was located within the Portobello Conservation Area.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

(b) Portobello Community Council

Sean Watters gave a presentation on behalf of Portobello Community Council.

He indicated that Portobello Community Council objected to the applications. The new owners and the agent for the application attended their meeting in November 2106 asking for feedback on their proposals for re-development. The Community Council ran a short consultation to gather the view of the community which broadly reflected the response to the planning application itself. They received 263 responses to which a substantial majority objected to both the principal of changing the use to residential and on the actual proposals themselves.

The Community Council also had concerns about the economic viability of the proposals and possible changes to the listed building status of the building. They thought that the application had failed to demonstrate a case for the demolition of a highly valued local buildings that the proposed re-development would be detrimental to local character and amenity and that local opinion seemed decisively in favour of rejecting the proposals.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

(c) Friends of the George

Phil Denning (Chair of Out of the Blue), Michael Davison (Friends of the George) and Steve Wood (Conservation Accredited Engineer and Director at David Narro Associates) gave a presentation on behalf of the Friends of the George.

Phil Denning indicated that the positive vision for the building proposed by Friends of the George built upon feasibility work undertaken by Out of The Blue. At the time of their feasibility work they noted interest to purchase the site, though it was sold without notification to the current developer. They remained fully supportive of Friends of The George and had helped to facilitate commitment from Queen Margaret University to collaborate in the development of the building as a community cinema and cultural venue. With their commitment to support the delivery of this project, Out Of The Blue, brought a wealth of experience and expertise.

Michael Davidson explained that they were a constituted group who aimed to revive The George Cinema. With over 300 members, they had a vision to retain and upgrade this building and operate it as a community cinema and cultural venue. They were confident of delivering this vision and drew on the skills and experience of their committee and extensive membership.

They were grateful for the support they had received from all four of our ward councillors. They needed to use their limited time to question the conclusions drawn by others about the viability for the repair of the auditorium. On the basis of the professional advice provided by conservation accredited consultants they contended that the repair of the auditorium was entirely feasible.

Regarding asbestos, the mere presence of asbestos did not necessitate removal, let alone the demolition of a building. Such issues had been addressed on many similar projects. It was possible that with demolition there was a greater risk of harm emanating from the disturbance of asbestos materials than would a scheme of carefully controlled and executed retention. The problem could not be simply measured in terms of square metres. The information about asbestos in the developer's report suggested that a much less invasive approach to dealing with coatings could be considered.

Steve Wood indicated that the structure was not showing any fundamental signs of distress. The defects present were purely a result of lack of maintenance and were not a result of the original structural design. The design did not require upgrading to meet current codes. There were no structural issues which would prohibit the repair or adaptation of the building to allow it to remain in use.

Redesign or structural work would be limited to firstly, adaptation or intervention, which would be routine and deliverable and secondly, repair which, despite the localised corrosion of some of the columns, would not be significant or unduly complex. Additionally, the reported lack of ties and restraint in the context of masonry infill panels was fundamentally erroneous and details were provided of the ties and restraint throughout the structure. In the unlikely event any panels might require additional restraint, this could be delivered in a routine manner.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

(d) Councillor Mary Campbell, Ward Member

Councillor Mary Campbell thanked the Sub-Committee for hearing the deputation and urged the members to reject this application on the grounds of Policy ENV2. When she visited the site, she was surprised by the large number of original features that remained, such as the detail on the wall and features remaining over and above the original terrazzo floor and stair. The developers had referred extensively to asbestos, however, this was fairly common and existed in City Chambers. She also raised the impressive, detailed proposal for the Community Centre on Workspace that was pulled together by the Friends of the George and Out of the Blue. Communities needed more than just housing, they needed spaces for them to use. Leith would be benefitting from

a refurbished community asset in the form of the theatre, it would therefore be fantastic if Portobello could do the same for their community asset.

In conclusion, Policy ENV2 required that the demolition of a listed building would only be permitted in exceptional circumstance, that account should be taken of the value to be derived from its continual use, the type of use should safeguard its future and that public benefits to be derived from allowing demolition outweighed the loss. She did not consider these conditions to be met, so urged the members to reject the application.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

(e) Councillor Kate Campbell, Ward Member

Councillor Kate Campbell indicated that she had been a member of the Sub-Committee and knew the very difficult decision that they faced. Obviously, more houses were needed in the city, but the proposed project intended to build a small number of luxury homes that sacrificed a great historic building and had the potential to become a hub for the community. Historic Environment Scotland guidance stated that once lost listed buildings could not be replaced, therefore, there was a presumption against demolition or other works that adversely affected the listed building. The George was to be the last of the super cinemas about in the city and it was designed by well-known architects. Planning authorities should therefore only approve such applications where they were satisfied that one of the criteria was met that this building was incapable of repair. The people who made up the deputations today were not idealists, but were experts. They were confident in their alternative proposal and that the building was able to be repaired and restored. If the Sub-Committee made decided that demolition of the building should go ahead, they had to be clear that the HESPS test and the criteria set out in the LDP, under Policy Env 2 had also been met. Finally, she had been inside this building and it was clear that this is amazing building that had to be preserved. The Sub-Committee could set the building on a path to restoration or they could destroy it forever. During the decade 1960 to 1969, some major mistakes were made. Once lost, listed buildings could not be replaced, so these mistakes should not be repeated.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

(f) Councillor Laidlaw, Ward Member

Councillor Laidlaw indicated that the Council spoke a great deal about supporting community councils, yet when it came to planning decisions it often seemed that the community benefit of a development fell by the wayside. The George had been a vibrant and much-loved part of Portobello since the outbreak of the Second World War. Portobello was a vibrant and thriving community and needed to have more than just new homes, it needed local amenities, places to work and arts and culture that provided a focus to their community. Edinburgh needed more housing, but Portobello was contributing more than its fair share, with over two thousand new homes being

planned or being constructed, which created more pressure and an opportunity to create amenity spaces. He previously lived in an area of London with its own community cinema – “the Lexi”. It could easily have been come yet another luxury development, but the community resisted and instead became a cultural centre and a community hub. The George could offer such an experience for the people of Portobello. To demolish an iconic piece of architecture and replace it with yet more “high end” residential development was very short sighted. The Sub-Committee should listen to the community which has in large numbers objected to the plans to demolish the George. The Sub-Committee were asked to carefully consider if they would support turning this arts centre into yet another block of expensive flats when it could be a valuable hub for the community and a real support for culture across the city.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

(g) Councillor Child, Ward Member

Councillor Child thanked the Sub-Committee for being allowed to speak and indicated that she agreed with the other three ward councillors in that they supported the community and supported the retention of this building and its use for the community. She had received an e-mail from Professor Ian Campbell, who was a constituent and objected to this. He said with great eloquence, as an architectural historian, that he expressed his extreme concern and incomprehension at both council officers and Historic Environment Scotland apparently accepting, uncritically, the assertions of the reports commissioned by the applicants. He previously worked for the predecessor of Historic Environment Scotland and always took such reports with great scepticism when assessing cases for demolition. The reports commissioned by those who wanted to save the George were compiled by conservation accredited professionals and they concluded that there were no insuperable problems in saving the building and restoring it as an invaluable community asset. The four members were from different parties, but were all of one mind and that was to please save this building.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

(h) Applicant and Applicant’s Architect – Buckley Building UK

Liam Buckley (Buckley Building UK) and George Gilbert (Architect to the Applicant) spoke in favour of the development.

Liam Buckley indicated that he was the owner/applicant and hoped that their proposal was the only one being considered by the Sub-Committee at today’s hearing.

He indicated that he spent most of my life in Portobello and the surrounding area, so he was well aware of this building and its history, from an early age. His company had a proven track record in delivering new residential housing developments in sensitive areas, such as Park Lane in Portobello. After viewing the George, it was clear to see

that the building was an extremely poor condition. He regarded this as a unique opportunity, and he was the only party to come forward with a credible offer. Since that time, we have been transparent in our approach to our free unique conservation design led proposal. They were committed to a thorough consultation process, which included guided tours for members of the public and elected members. They also distributed information leaflets to the local community, had support from the silent majority of residents in Portobello and encouragement from the Cockburn Association, who had commended their proposals. His ambition was to see the George restored to its former appearance whilst at the same time and improving its surrounding amenity for local residents. Obtaining planning permission today would go a long way to achieving this.

George Gilbert indicated that he had been an architect for 45 years involved in many applications' presentations to this authority's historic buildings applications for over 40 years. This application had received an extremely high level of professional and consultee support from internal Council consultees and statutory consultees. The application had been audited by the Council and by Historic Environment Scotland. There had been substantial comment about the views of the various engineers, however, there was only one Edinburgh-based engineering company of some repute that had unrestricted access to the George and that was the applicant's consulting engineers. They had engaged the services of experts in the field of asbestos. It had been concluded that the asbestos in this building was not suitable for encapsulation, the structure itself was deteriorating and would need some considerable remediation and it would require the removal of asbestos in considerable quantities. But it was doubtful if the alternative proposals had been comprehensively audited or was compliant with all Council policies. There were 14 Council policies none of these had been met for these proposals. However, the Head of Planning's report was totally supportive of his application. The application was also supported by Historic Environment Scotland and the Cockburn Association whose views were held in high regard. The developer had been actively encouraged to progress this application to a conclusion and done so in a transparent and informed way. It was fairly unique that there was so much support from the Council, the Scottish Office, professional engineers and public watchdogs and with a considerable amount of consultation.

It was hoped that the Sub-Committee would see this as a measure of the commitment of the applicant and the granting of planning permission would reinforce the Council's commitment to the very sensitive regeneration of a valuable historic building and to those parts of the City over which they exerted influence.

The presentation can be viewed via the link below:

https://edinburgh.public-i.tv/core/portal/webcast_interactive/293968

Decision

To refuse planning permission for the reason that the proposals were contrary to Local Development Plan Policies ENV 2 (Listed Buildings – Demolition) and ENV 4 (Listed Buildings – Alterations and Extensions).

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

Declaration of Interest

Councillor Child declared a non-financial interest in the above item as she had expressed a view on the application, left the room and took no part in consideration of this item.

4. 14 Bath Street, Edinburgh

The Chief Planning Officer provided details on an application for Listed Building Consent for Partial Demolition of former cinema building including retention and partial restoration of principal façade and addition of new-build element to the rear at 14 Bath Street, Edinburgh - (Application no. 16/06449/LBC).

Decision

To refuse listed building consent for the reason that the proposals were contrary to:

- 1) Local Development Plan Policies ENV 2 (Listed Buildings – Demolition) of the local development plan.
- 2) Part 2 of the HESPS Test was not met as the building was not incapable of repair.

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

Declaration of Interest

Councillor Child declared a non-financial interest in the above item as she had expressed a view on the application, left the room and took no part in consideration of this item.

Appendix

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|--|---|--|
| <p>Note: Detailed conditions/reasons for the following decisions are contained in the statutory planning register.</p> | | |
| <p><u>Item 4.1 – 21A Corbiehill Road, Edinburgh</u></p> | <p>Construction of a new two-storey educational building comprising 8x classrooms and ancillary accommodation - application no 17/04270/FUL</p> | <p>To GRANT planning permission subject to informatives as detailed in section 3 of the report by the Chief Planning Officer.</p> |
| <p><u>Item 4.2 – 543 Gorgie Road, Edinburgh</u></p> | <p>Demolition of Existing Buildings and Erection of 23 residential properties, with Associated Access Roads, Landscaping and Boundary Treatments (as amended) – application no 17/00392/FUL</p> | <p>To CONTINUE consideration of this item as a presentation to the next meeting of the Sub-Committee.</p> |
| <p><u>Item 4.3 – 17A Hamilton Place, Edinburgh (Stockbridge Primary School)</u></p> | <p>Proposal for single storey classroom annex to Stockbridge Primary School, containing two classrooms and ancillary spaces - WC's , a store and cloak spaces - application no 17/04206/FUL</p> | <p>To GRANT planning permission subject to conditions, reasons and informatives as detailed in section 3 of the report by the Chief Planning Officer.</p> |

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|---|---|--|
| <u>Item 4.4 – 1 Lauriston Place, Edinburgh (Land 100 Metres South Of)</u> | Application for planning permission proposing the erection of residential development and ancillary works together with a mix of class 1, 2 and 3 uses at ground floor level (as amended) – application no 17/00168/FUL | To GRANT planning permission subject to: <ol style="list-style-type: none"> 1. Conditions, reasons, informatives and a legal agreement as detailed in section 3 of the report by the Chief Planning Officer. 2. An additional informative that the applicant investigate further opportunities to install 100% cycle parking to meet the needs of the residents. 3. Additional contribution requirements for health care provision to be incorporated in a suitable legal agreement. |
| <u>Item 4.5 – 111 Longstone Road, Edinburgh (31 Metres Northeast Of)</u> | Erect 1x illuminated Hoarding Sign – application no 17/05547/ADV | To GRANT advertisement consent subject to conditions, reasons and informatives as detailed in section 3 of the report by the Chief Planning Officer |
| <u>Item 4.6 – 7 Mortonhall Road, Edinburgh</u> | Proposed alterations to existing garage with additional new study/sun room at first floor level. Internal alterations to link existing kitchen space with basement living room. New bi-fold door opening on rear elevation. Installation of air source heat pump on rear elevation of garage (as amended) – application no 17/04518/FUL | To GRANT planning permission subject to conditions, reasons and informatives as detailed in section 3 of the report by the Chief Planning Officer. |

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|---|--|---|
| <u>Item 4.7 – 181 Newhaven Road, Edinburgh (Trinity Primary School)</u> | Single storey classroom annex to Trinity Primary School, containing two 60m ² classroom spaces and ancillary accommodation – application no 17/04960/FUL | To GRANT planning permission subject to conditions, reasons and informatives as detailed in section 3 of the report by the Chief Planning Officer. |
| <u>Item 4.8 – Niddrie Mains Road, Edinburgh (Redevelopment Site)</u> | (Redevelopment Site) – Erection of 194 new residential units, comprising 128 flats and 66 terraced houses, along with associated roads, pedestrian paths, parking courtyards, amenity space and soft landscaping (matters listed in conditions I (a), two, three (excluding (h)), four, five and six) (as amended) – application no 17/03244/AMC | To APPROVE matters specified in conditions as detailed in section 3 of the report by the Chief Planning Officer. |
| <u>Item 4.9 – 17-22 Royal Terrace, Edinburgh</u> | Alterations to the glazed screens which form part of the external elevations to the restaurant and lounge areas. Replace the existing glazed elevations with folding windows and sliding doors to the Playfair lounge and restaurant. New external seating area with timber screening to the Playfair Terrace – application no 17/05048/FUL | To GRANT planning permission subject to conditions, reasons and informatives as detailed in section 3 of the report by the Chief Planning Officer. |
| <u>Item 6.1 – 14 Bath Street, Edinburgh</u> | Protocol Note by the Head of Strategy and Insight | Noted. |

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|--|---|--|
| <u>Item 6.2(a) – 14 Bath Street, Edinburgh</u> | Planning permission for retention of principal façade of former cinema building (including partial restoration of missing elements) and the erection of a residential building comprising 20n flatted dwellings including garages, car parking and associated landscaping – application no 16/06447/FUL | To REFUSE planning permission for the reason that the proposals were contrary to Local Development Plan Policies ENV 2 (Listed Buildings – Demolition) and ENV 4 (Listed Buildings – Alterations and Extensions). |
| <u>Item 6.2(b) – 14 Bath Street, Edinburgh</u> | Application for Listed Building Consent for partial demolition of former cinema building including retention and partial restoration of principal façade and addition of new-build element to the rear – application no 16/06449/LBC | To REFUSE listed building consent for the reason that the proposals were contrary to: <ol style="list-style-type: none"> 1) Local Development Plan Policies ENV 2 (Listed Buildings – Demolition) of the local development plan. 2) Part 2 of the HESPS Test was not met as the building was not incapable of repair. |

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|---|---|---|
| <p><u>Item 7.1 – 10 Builyeon Road, South Queensferry (Land 288 Metres Southwest Of)</u></p> | <p>Mixed use development to provide residential, employment, primary school and associated uses – acknowledging BP Pipeline (Edinburgh LDP Site HSG32) (Scheme) - application no 16/01797/PPP</p> | <p>To GRANT planning permission in principle subject to:</p> <ol style="list-style-type: none"> 1. Conditions, reasons, informatives and a legal agreement as detailed in section 3 of the report by the Chief Planning Officer, subject to further conditions outlined from Transport Scotland. 2. Additional informatives that: <ol style="list-style-type: none"> (a) The developer should undertake public consultation and a placemaking exercise in relation to condition 1. (b) The submission of a Publicity and Consultation Report with condition 1. (c) Significant AMC applications be brought before the DM Sub-Committee for consideration. (d) Time period for the submission of the first AMC application, in relation to condition 1, be brought forward within 3 years. By Direction. |

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|--|--|--|
| <u>Item 9.1 – 3 Burdiehouse Crescent, Edinburgh (Site 117 Metres Northeast Of)</u> | <p>Forthcoming application by City of Edinburgh Council for the erection of a new-build school for children with additional support needs including all associated hard and soft landscaping, external stores, boundary fencing, car parking with drop off areas and upgrading of existing access road - application no 18/00237/PAN</p> | <p>To CONTINUE consideration of this item to the next meeting of the Sub-Committee.</p> |
| <u>Item 9.2 – 181, 183, 185, 187, 198, 191, 193-195 St John’s Road, Edinburgh</u> | <p>Forthcoming application by Mactaggart And Mickel Commercial Development Ltd for mixed used development (Class 9 and sui generis flats) together with commercial space (including class 1, 2 and 3) and hot food takeaway (sui generis), car parking and associated works – application no 17/06066/PAN</p> | <p>To CONTINUE consideration of this item to the next meeting of the Sub-Committee.</p> |

Minutes

Development Management Sub-Committee of the Planning Committee

10.00 am, Wednesday 25 November 2020

Present:

Councillors Gardiner (Convener), Child (Vice-Convener), Booth, Mary Campbell, Dixon (substituting for Councillor Gordon), Griffiths, Mitchell, Mowat, Osler, Rose and Frank Ross (substituting for Councillor Munn).

1. Minutes

Decision

To approve the minute of the Development Management Sub-Committee of 11 November October 2020 as a correct record.

2. General Applications and Miscellaneous Business

The Sub-Committee considered reports on planning applications listed in Sections 4, 5 and 7 of the agenda for this meeting.

Requests for Hearings

Ward Councillors Lang and Young requested a hearing in respect of item 7.1 - 132 Glasgow Road, Edinburgh.

Ward Councillor Claire Miller requested a hearing in respect of item 7.4 - 7 Lower Gilmore Place, Edinburgh.

Decision

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

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

3. 132 Glasgow Road, Newbridge (Land Adjacent To)

Details were provided of an application for planning permission for the erection of 132 dwellings with associated roads, SUDS, landscaping & ancillary works, formation of vehicular accesses to the A8 Glasgow Road and Hillwood Rise (Amended description) at 132 Glasgow Road, Newbridge (Land Adjacent To) - application no. 16/04861/FUL.

The Chief Planning Officer gave details of the proposals and the planning considerations involved and recommended that the application be granted.

Decision 1

Motion

To **REFUSE** the request for a hearing and agree to determine the application at the meeting of the Development Management Sub-Committee of 25 November 2020.

- moved by Councillor Gardiner, seconded by Councillor Child.

Amendment

To **CONTINUE** consideration of the application for a hearing.

- moved by Councillor Booth, seconded by Councillor Osler.

Voting

For the motion: - 7 votes

For the amendment: - 4 votes

For the motion: (Councillors Child, Dixon, Gardiner, Griffiths, Mowat, Ross and Rose.)

For the amendment: (Councillors Booth, Mary Campbell, Mitchell and Osler.)

Decision

To **REFUSE** the request for a hearing and agree to determine the application at the meeting of the Development Management Sub-Committee of 25 November 2020.

Decision 2

To **GRANT** planning permission subject to:

- (a) The conditions, reasons, informatives and a legal agreement as set out in section 3 of the report by the Chief Planning Officer.
- (b) An additional condition requiring that, notwithstanding what was shown on the approved plans, the applicant should submit revised details of the access to Hillwood Rise, which would be for active travel purpose only, and would preclude the ability of vehicles (but with the exception of emergency vehicles), to access the development hereby approved and the adjacent residential development, details to be approved by the Council as planning authority and should be implemented prior to the completion of the development.

Reason

To protect residential amenity and to promote active travel.

- (c) An additional informative that the applicant look at the possibility of retaining or using existing trees, where that could be achieved from an arboricultural point of view and in addition to that and look at variety of trees in terms of the age of replacement trees to look at a suitable and viable tree belt.
- (d) Referral to Scottish Ministers
(Reference – report by the Chief Planning Officer, submitted.)

Appendix

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|---|---|---|
| <p>Note: Detailed conditions/reasons for the following decisions are contained in the statutory planning register.</p> | | |
| <p>4.1 – Forthcoming application by Izar V Lux S.a R.l for Proposal of Application Notice at 105, 113 Dundas Street, 34 Fettes Row, 7,11 and 13 Eyre Terrace</p> | <p>Demolition of existing building and erection of residential development, with associated landscaping, car parking and access arrangements - application no. 20/03825/PAN</p> | <ol style="list-style-type: none"> 1) To note the key issues at this stage. 2) To take account of the following additional issues: <ul style="list-style-type: none"> • To address the concerns of the local community regarding the wider site. • In respect of green space, the report should address the responses to issues raised and how these should be addressed. • That the Place Brief should be considered as part of the wider brief, considering that this was adjacent to publicly accessible green space in the area. • There should be strong cycling and walking links to George V Park, east of the site. • That the developers consider permeability and how the park fits into the wider network. • It was important that this park was preserved, and permeability enhanced as a public asset. • That the developers consider a memorial for a former football team. |

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|--|---|--|
| <p>4.2 - Forthcoming application by John G Russell (Transport Limited) for Proposal of Application Notice at Salamander Street/Bath Road, Edinburgh</p> | <p>Demolition of existing buildings and erection of mixed-use flatted residential and commercial development with associated access, car parking, greenspace and ancillary works - application no. 20/03799/PAN</p> | <p>1) To note the key issues at this stage.</p> <p>2) To take account of the following additional issues:</p> <ul style="list-style-type: none"> • To note that the community council had concerns about quality of information supplied in the PAN. • To note concerns about tenure and compliance with affordable housing policy. • That there should be compliance with policy on greenspace and access to green space. • That there was a need to ensure walking and cycling access and permeability through the site, especially potential for east west permeability as this site and sites nearby could contribute to the waterfront promenade. • That there should be engagement with the local community council to address concerns about green spaces and ensure the link between Leith Links and the coast. • To address concerns about the narrow nature of the street and lighting on Salamander Street. |

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|---|--|--|
| 4.3 - 2 Abbey Lane, Edinburgh | Residential 66 flats and student accommodation development, with commercial/community unit (Use Class 1, 2, 3, 4 and/or 10), associated ancillary uses, landscaping, parking and infrastructure - application no. 20/02827/FUL | To GRANT planning permission subject to the conditions, reasons, informatives and a legal agreement as set out in section 3 of the report by the Chief Planning Officer. |
| 4.4 - 2 Allan Park Crescent, Edinburgh (Land 16 Metres North East Of) | New 3-bedroom dwelling house (as amended) - application no. 20/02743/FUL | To GRANT planning permission subject to the informatives as set out in section 3 of the report by the Chief Planning Officer. |
| 4.5 – Seven Acre Park Play Area, Standedykehead, Edinburgh | To construct a steel framed shed to provide indoor equestrian facility (as amended) - application no. 19/03525/FUL | To GRANT planning permission subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer. |
| 4.6 – 22-23 Teviot Place, Edinburgh | Erection of prefabricated building for use as student social space and associated prefabricated toilet cabins and fencing for 6 months. (Retrospective) - application no. 20/03612/FUL | To GRANT planning permission subject to the conditions, reasons and informatives as set out in section 3 of the report by the Chief Planning Officer. |
| 5.1 – 10 Builyleon Road, South Queensferry (Land 288 Metres Southwest Of) | Mixed use development to provide residential, employment, primary school and associated uses - acknowledging BP Pipeline (Edinburgh LDP Site HSG32) (Scheme 3) - application no. 16/01797/PPP | To AGREE to a further three-month extension to the period to conclude the legal agreement which would enable the planning permission to be released for this application. |
| 5.2 – 61 Leith Street, Edinburgh | Single storey extension, partial change of use, external alterations, landscaping and other associated works - application no. 18/10093/FUL | To AGREE to a further three-month extension to the period to conclude the legal agreement which would enable the planning permission to be released for this application |

7.1 – 132 Glasgow Road, Newbridge (Land Adjacent To)

Erection of 132 dwellings with associated roads, SUDS, landscaping & ancillary works, formation of vehicular accesses to the A8 Glasgow Road and Hillwood Rise (Amended description) - application no. 16/04861/FUL

1. To **REFUSE** the request for a hearing and agree to determine the application at the meeting of the Development Management Sub-Committee of 25 November 2020.

(on a division)

2. To **GRANT** planning permission subject to:

(a) The conditions, reasons, informatives and a legal agreement as set out in section 3 of the report by the Chief Planning Officer.

(b) An additional condition requiring that, notwithstanding what was shown on the approved plans, the applicant should submit revised details of the access to Hillwood Rise, which would be for active travel purpose only, and would preclude the ability of vehicles (but with the exception of emergency vehicles), to access the development hereby approved and the adjacent residential development, details to be approved by the Council as planning authority and should be implemented prior to the completion of the development.

Reason

To protect residential amenity and to promote active travel.

(c) An additional informative that the applicant look at the possibility of retaining or using existing trees, where that could be achieved from an arboricultural point of view and in addition to that and look at variety of trees in terms of the age of

| Agenda Item No. / Address | Details of Proposal/Reference No | Decision |
|--|--|--|
| | | <p>replacement trees to look at a suitable and viable tree belt.</p> <p>(d) Referral to Scottish Ministers</p> |
| <p>7.2 – 23-27 Gylemuir Road, Edinburgh</p> | <p>Residential development comprising 126 units, associated landscaping, access and other ancillary works (as amended) - application no. 20/01854/FUL</p> | <p>To continue consideration of the application to request the applicant to resolve the issue of active travel to ensure public access and to resolve parking issues.</p> <p>Dissent</p> <p>Councillor Booth requested that his dissent be recorded in respect of the above item.</p> |
| <p>7.3 – 540A Lanark Road, Edinburgh</p> | <p>Change of use from Class 2 (Bank) to Class 1 (Permitted Development) and to extend the existing Class 2 use premises to form a new Hot Food Takeaway (Sui Generis) - application no. 20/01598/FUL</p> | <p>To refuse planning permission on the basis that that the proposals would be contrary to Edinburgh Local Development Plan Policies Des 12 (Alterations and Extensions), Env 6 (Conservation Areas - Development), Env 22 (Pollution and Air, Water and Soil Quality) and Tra 2 (Private Car Parking).</p> |
| <p>7.4 – 7 Lower Gilmore Place, Edinburgh</p> | <p>Demolition of existing buildings and erection of student residential development with associated landscaping - application no. 20/02976/FUL</p> | <ol style="list-style-type: none"> 1. To CONTINUE consideration of the application for a hearing. 2. The additional representations to be circulated to members and that these be included in an addendum to the report by the Chief Planning Officer when the application was next considered. |

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Development Management Sub Committee

Wednesday 9 December 2020

Report for forthcoming application by

MMMARS Dundas Limited. for Proposal of Application Notice

20/03923/PAN

**at Centrum House, 108 - 114, 116 Dundas Street, Edinburgh
Demolition of existing building and erection of mixed use development including residential, office, retail and café/restaurant uses.**

Item number

Report number

Wards

B05 - Inverleith

Summary

The purpose of this report is to inform the Development Management Sub-Committee of a forthcoming application for full planning permission for the demolition of the existing building and erection of a mixed-use development including residential, office, retail and café/restaurant uses at Centrum House, 108 - 114, 116 Dundas Street, Edinburgh.

In accordance with the provisions of the Town and Country Planning (Scotland) Act 1997, as amended, the applicants submitted a Proposal of Application Notice, 20/03923/PAN, on 15 September 2020.

Links

Coalition pledges

Council outcomes

Single Outcome Agreement

Recommendations

- 1.1 It is recommended that the Committee notes the key issues at this stage and advises of any other issues.

Background

2.1 Site description

The application site is on located at the north-west corner of Dundas Street and Fettes Row, bounded by Henderson Place to the rear.

The existing building on the site comprises two adjoining office blocks: 108-114 Dundas Street 116 Dundas Street, dating from the 1980s with a combined internal floor area of approximately 4,600 square metres. Both blocks are seven storeys high in total with two below ground levels including a car park at basement level.

The buildings at 13-24 Fettes Row (inclusive numbers) and 104 and 106 Dundas Street are category B listed (listed building reference: LB28755, listed on 10 November 1966).

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

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description of the Proposal

The proposal is for the demolition of the existing building and erection of a new mixed-use development including residential, office, retail and café/restaurant uses.

3.2 Key Issues

The key considerations against which the eventual application will be assessed include whether:

a) The principle of the development is acceptable in this location;

The site is located in an Urban Area, as defined in the Edinburgh Local Development Plan (LDP) and Policies Emp 9 - Employment Sites and Premises, Hou 1 - Housing Development and Hou 6 - Affordable Housing are particularly relevant in terms of the redevelopment of the site for non-office use and principle and type of housing in this location.

b) The proposal will preserve the setting of the listed buildings;

The impact of the proposal on the setting of the adjacent category B listed buildings and other listed buildings in the surrounding area will be considered against the provisions of Section 59 (1) of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997:

"In considering whether to grant planning permission for development which affects a listed building or its setting, a planning authority or the Secretary of State, as the case may be, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

The development will also be assessed against Historic Environment Scotland's Managing Change in the Historic Environment guidance notes.

Conservation Area Consent will be required for the demolition of the existing building on the site.

c) The proposal will preserve or enhance the character or appearance of the New Town Conservation Area;

The demolition of the existing building on the site will be considered against the provisions of Section 64(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 which states that:

"In exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

The proposed demolition will also be assessed for compliance with LDP Policy Env 5 and the impact of the development on the character and appearance of the conservation area will be considered against LDP Policy Env 6.

d) The proposals will have an impact on the Outstanding Universal Value (OUV) of the Old and New Towns of Edinburgh World Heritage Site;

The site is adjacent to the World Heritage site boundary, so the proposal will need to be assessed against local views and setting.

e) The design, scale, layout and materials are acceptable within the character of the area;

The proposal will be considered against the provisions of the Edinburgh Local Development Plan and Edinburgh Design Guidance. A Design and Access Statement will be required to accompany the application.

f) The proposal is not detrimental to the amenity of neighbours;

The proposal will be assessed against relevant design policies in the Edinburgh Local Development Plan and Edinburgh Design Guidance. A daylight and privacy assessment will be required, and noise impact assessment may be required in support of the application with respect to Class 3 uses at ground floor level.

g) Access arrangements are acceptable in terms of road safety and public transport accessibility;

The proposal shall have regards to the LDP transport policies and the Edinburgh Street Design Guidance. Developer Contributions and Infrastructure Delivery Supplementary Guidance will apply to the proposal. The applicant will be required to provide transport information to demonstrate how the proposal prioritises active travel and is aligned with parking standards, including service arrangements and cycle parking provision.

h) There are any other environmental factors that require consideration;

The applicant will be required to submit sufficient information to demonstrate that the site can be developed without having a detrimental impact on the environment. In order to support the application, the following documents are anticipated:

- Pre-application Consultation Report;
- Planning Statement;
- Heritage Statement;
- Design and Access Statement;
- Townscape and Visual Impact Assessment;
- Tree Survey;
- Sustainability Form S1;
- Sustainability Statement;
- Transport Statement;
- Surface Water Management Plan and
- Waste Management Information.

3.3 Assessment

This report highlights the main issues that are likely to arise in relation to the various key considerations. This list is not exhaustive and further matters may arise when the new application is received, and consultees and the public have the opportunity to comment.

Financial impact

4.1 The forthcoming application may be subject to a legal agreement.

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 This is a pre-application report. When a planning application is submitted it will be assessed in terms of equalities and human rights.

Sustainability impact

7.1 A sustainability statement will need to be submitted with the application.

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 applicant has confirmed that there will be an online consultation in accordance with government guidance for the period of the Covid-19 emergency. The online consultation event was held 28 October. The event was advertised in the Edinburgh Evening News and flyers were distributed in the surrounding area on 20 October 2020.

The New Town and Broughton Community Council and Councillors Barrie, Mitchell, Osler, Whyte, Doran, Miller, Mowat and Rankin were notified of the Proposal of Application Notice on 15 September 2020.

Background reading/external references

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

David R. Leslie

Chief Planning Officer

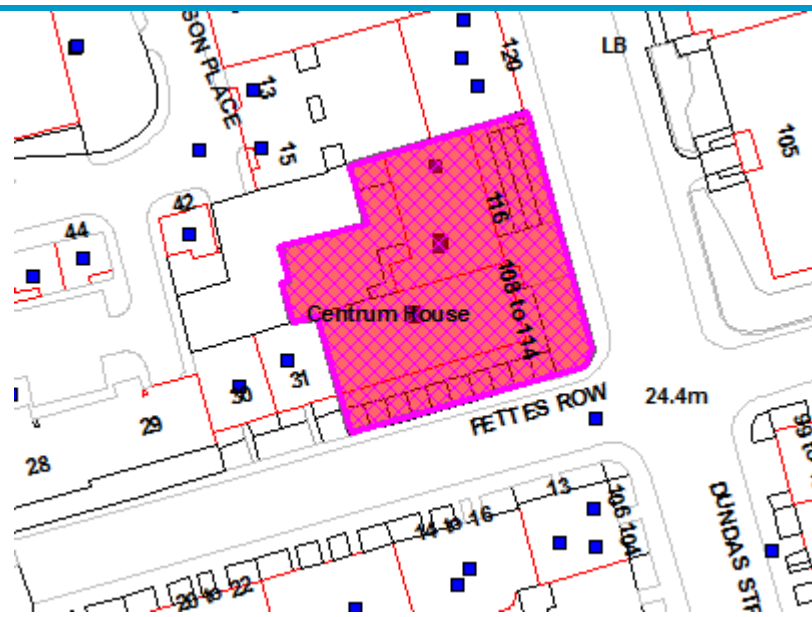
PLACE

The City of Edinburgh Council

Contact: Clare Macdonald, Senior Planning Officer

E-mail: clare.macdonald@edinburgh.gov.uk

Location Plan



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Development Management Sub Committee

Wednesday 9 December 2020

Report for forthcoming application by

**DV4 Properties Orchard Brae Co Ltd. for Proposal of
Application Notice**

20/03938/PAN

**at land adjacent to 30 Queensferry Road, Edinburgh
Residential development with associated access,
landscaping, parking and infrastructure.**

Item number

Report number

Wards

B05 - Inverleith

Summary

The purpose of this report is to inform the Development Management Sub-Committee of a forthcoming application for planning permission for a residential development with associated access, landscaping, parking and infrastructure on Land Adjacent To 30 Queensferry Road.

In accordance with the provisions of the Town and Country Planning (Scotland) Act 1997, the applicants submitted a Proposal of Application Notice 20/03938/PAN on Monday 14 September 2020.

Links

Coalition pledges

Council outcomes

Single Outcome Agreement

Recommendations

- 1.1 It is recommended that the Committee notes the key issues at this stage and advises of any other issues.

Background

2.1 Site description

The site is approximately 1 hectare in area, bordered by Queensferry Road to the South, Orchard Brae to the East, and Orchard Brae Avenue to the North and West. There is currently a triangular seven storey, brown brick, office building, Orchard Brae House, on site with a two storey car parking building, surface car parking and landscaping. There are a number of mature trees and bushes along the site boundaries. Trees located on the south-west, south-east and north-east corners are the subject of a Tree Preservation Order.

The site is adjacent to Dean Conservation Area, the World Heritage Site and the New Town Gardens and Dean Landscape.

2.2 Site History

14 November 2007 - Application Withdrawn - Mixed use development comprising new-build residential to west, existing offices refurbished and new build offices, residential or hotel to east and associated car parking and landscape (ref: 07/00051/OUT).

01 November 2019 - Application Withdrawn - Residential development comprising 19 flats with associated amenities incl. car parking, bike stores, bin stores and landscape works (ref: 18/10356/FUL).

Main report

3.1 Description of the Proposal

The proposal is for the redevelopment of areas of existing car parks to the east and west of Orchard Brae House. The proposal is for residential development with associated access, landscaping, parking and infrastructure.

3.2 Key Issues

The key considerations against which the eventual application will be assessed include whether:

a) The principle of the development is acceptable in this location having regard to the development plan;

The site is located in the Urban Area as identified by the Local Development Plan (LDP). LDP Policy Hou 1 (Housing Development) supports housing development at suitable sites within the Urban Area, subject to other LDP policies. Proposals for residential development would be expected to address the principles of LDP Policy Hou 2 (Housing Mix), which requires an appropriate mix of residential units to meet the needs of the range of household types in the area, with regard to other considerations. Proposals would also be expected to demonstrate compliance with the terms of LDP Policy Hou 6 (Affordable Housing). The application site is located within Sub-Area CB-3 of the 'Craigroyston Broughton Education Contribution Zone' and at its current scale the proposal will likely require an infrastructure contribution in line with LDP Policy Del 1.

b) design, scale and layout are acceptable within the character of the area and the proposal complies with the Edinburgh Design Guidance

The proposals will be considered against the provisions of the LDP design policies and the Edinburgh Design Guidance. In particular, the proposed design will need to take account of:

How the proposed development will integrate with its surroundings; demonstrating that no harm will be caused to the qualities of the World Heritage Site, the setting of the Dean Conservation Area or the setting of the New Town and Dean Designed Landscape.

The impact on amenity of neighbouring and future occupiers, as required by LDP Policy Des 5 (Development Design - Amenity). This will include the requirement for greenspace provision, in accordance with LDP Policy Hou 3.

A Design and Access Statement will be required to support the application as well as a Daylight, Overshadowing and Privacy Assessment for both the proposal and neighbouring properties. Sufficient visual information will be needed to assess the impact of the proposal on the setting of the Dean Conservation Area, protected views outlined in Edinburgh Design Guidance and the setting of the Dean Cemetery,

c) The proposals will have an impact on the Outstanding Universal Value (OUV) of the Old and New Towns of Edinburgh World Heritage Site;

The site is adjacent to the World Heritage site boundary, so the proposal will need to be assessed against local views and setting.

d) access arrangements are acceptable in terms of road safety, public transport and accessibility

The applicant will be required to provide transport information that demonstrates how the proposal prioritises active travel and is aligned with parking standards, including service arrangements and cycle parking provision. Information is also needed on the impact on traffic flow on local roads and access to public transport.

d) other environmental factors that require consideration

The applicant will be required to submit sufficient information to demonstrate that the site can be developed without having a detrimental impact on the environment including mature growth trees which are the subject of a Tree Preservation Order.

In order to support the application, it is anticipated that the following documents will be submitted:

- Air Quality Impact Assessment;
- Arboriculture Impact Assessment and Management Plan;
- Archaeology Statement;
- Daylight, Overshadowing and Privacy Assessment;
- Design and Access Statement;
- Flood Risk Assessment and Surface Water Management Plan;
- Landscape and Visual Impact Appraisal;
- Landscape Strategy;
- Noise Impact Assessment.
- Phase 1 Site Investigation Report;
- Phase 1 Habitat and Protected Species Survey;
- Planning Statement;
- Pre-Application Consultation report;
- Sustainability Statement;
- Sustainability Form S1;
- Townscape Assessment and
- Transport Statement.

The application will need to be screened for an Environmental Impact Assessment including the cumulative impact of the proposals.

3.3 Assessment

This report highlights the main issues that are likely to arise in relation to the various key considerations. This list is not exhaustive and further matters may arise when the new application is received, and consultees and the public have the opportunity to comment.

Financial impact

4.1 The forthcoming application may be subject to a legal agreement.

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 This is a pre-application report. When a planning application is submitted it will be assessed in terms of equalities and human rights.

Sustainability impact

7.1 A sustainability statement will need to be submitted with the application.

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

In light of the ongoing Covid-19 situation, Scottish Government guidance on pre-application consultation makes provision for public consultation to be carried out without the need for a face to face public event.

The Proposal of Application Notice signposted a website (www.orchardbrae.scot) where members of the public could view proposals and submit comments between the 14 September 2020 and 6 November 2020 . The website was also to host an interactive question and answer session between 3.00pm and 8.00pm on the 21 October 2020 and provide details of how to obtain hard-copies of the consultation material. The results of this consultation will be submitted with the future planning application as a Pre-application Consultation Report.

Craighleith/Blackhall Community Council, Stockbridge/Inverleith Community Council and West End Community Council received a copy of the Proposal of Application Notice and Councillors Barrie, Mitchell, Osler and Whyte were notified of the proposals. Neighbours of the development site received flyers by post and the proposal was advertised in Edinburgh Evening News prior to the public consultation event.

Background reading/external references

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

David R. Leslie

Chief Planning Officer

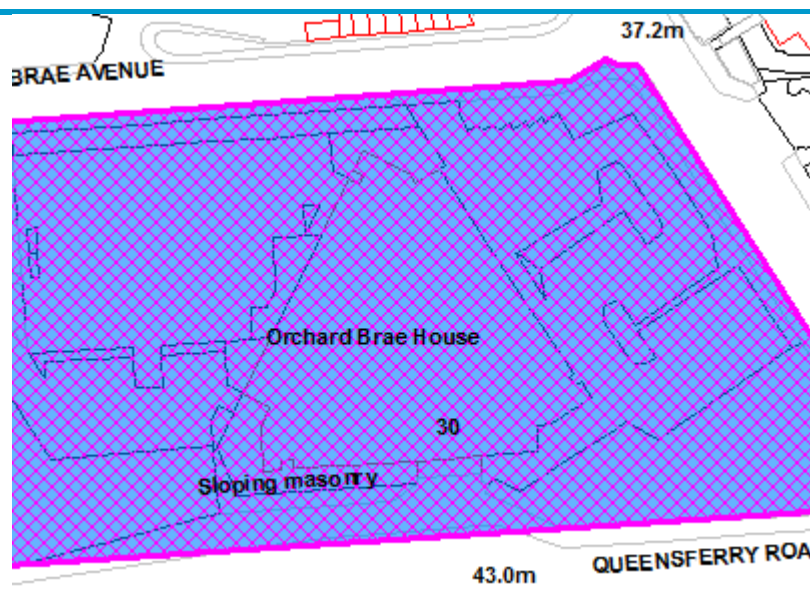
PLACE

The City of Edinburgh Council

Contact: Christopher Sillick, Planning Officer

E-mail: christopher.sillick@edinburgh.gov.uk

Location Plan



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Development Management Sub Committee

Wednesday 9 December 2020

Confirmation of Tree Preservation Order No. 193 (Brunstane, Edinburgh)

Item number

Report number

Wards

Ward 17 – Portobello/Craigmillar

Summary

Tree Preservation Order TPO No. 193 (Brunstane, Edinburgh) was made on 10 June 2020 to protect woodland areas in the interests of protecting amenity. This Order expires after 6 months unless it is confirmed within this time. The Order must be confirmed before 12 December 2020 to ensure the Order provides permanent protection for the tree.

It is recommended that Committee confirms Tree Preservation Order No. 193 (Brunstane, Edinburgh).

Links

[Policies and guidance for this application](#)

CDP ENV12

Report

Confirmation of Tree Preservation Order No. 193 (Brunstane, Edinburgh)

Recommendations

1.1 It is recommended that Committee confirms the Order.

Background

2.1 Site description

The site consists of groups of trees and woodland at Brunstane, Edinburgh. The trees were planted as part of the design for the original Gilberstoun housing development and provides important visual and amenity benefit as well as green corridors surrounding the public footpath network. It is designated as an area of Green Corridors in the 2009 Open Space Audit. The trees have been planted as part of previous landscaping and are thought in general to be around 30 years old.

This site is not within a conservation area.

2.2 Site History

12 October 2020 – Permission granted for the felling of 8 Birch trees immediately next 194 Gilberstoun

It is a concern that the trees if not protected would be subject to ad hoc felling.

Main report

3.1 Description of The Proposal

This report deals with the confirmation of a Tree Preservation Order, TPO No. 193.

The Tree Preservation Order was made to ensure protection for this local important asset.

3.2 Determining Issues

Is it expedient in the interests of amenity to confirm the Tree Preservation Order and if so, should the Order be modified?

Does the proposal 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?

Objections/supportive and other representations to the Order timeously received.

3.3 Assessment

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

- a) the trees which have been made the subject of the Order contributes to amenity and whether the making of the Order is expedient;
- b) the proposal complies with the development plan;
- c) equality and human rights issues have been addressed; and
- d) any representations received require the Order to be abandoned, confirmed or confirmed with modifications.

a) Amenity and Expediency

The trees in question are of amenity value due to its prominence in the locality

The expediency of making the Order relates to the need to ensure the amenity provided by the maturing planting and landscaping around the development is maintained and managed for future residents and visitors. There are development pressures in the area. Refusal of any planning application on the grounds of tree loss can result in pressure to remove trees as a constraint to development.

The making of the Tree Preservation Order was therefore expedient in the interests of amenity.

b) Development Plan

Policy 'ENV 12' of the Edinburgh Local Development Plan 2016 states that where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders.

In view of the amenity provided by the trees, the proposal complies with the development plan.

c) Equalities and Human Rights

The proposals raise no equalities or human rights concerns.

The statutory requirement on planning authorities is to make Orders where this is in the interests of amenity. Amenity in this context is interpreted as extending beyond the amenity of an individual party and being of wider public benefit. An Order allows any person to apply for permission to carry out tree pruning, felling etc at any time; at that time the individual circumstances of the case must be assessed and a decision on tree work proposals reached. There is a right of appeal against the decision of a planning authority.

d) Representations

The Planning Authority is required to consider any objection or representation within 28 days of making and advertising a Tree Preservation Order. The making of the TPO was advertised in the normal manner. Only one representation was timeously received and this was a letter from a local resident supporting the making of the Order.

Conclusion

The trees in question are of amenity value and contributes to the attractiveness and character of the area around Gilbertstoun and Brunstane House. The confirmation of the Tree Preservation Order is expedient in the interests of amenity.

In order to provide long term protection to the trees in question, it is recommended that the Tree Preservation Order be confirmed.

The Tree Preservation Order map and Schedule are enclosed at Appendices 1 and 2.

Financial impact

4.1 The financial impact has been assessed as follows:

Costs are accommodated through existing budgets.

Risk, Policy, compliance and governance impact

5.1 Provided Tree Preservation Orders are confirmed 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

Not applicable.

8.2 Publicity summary of representations and Community Council comments

The Order was advertised on 20 December 2019 in accordance with regulatory requirements. A copy was also displayed in the local library and available to view at the Planning and Building Standards reception in Waverley Court.

Background reading/external references

- [Planning guidelines](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development**Plan Provision**

Where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders (ENV12).

Date registered

N/A

Drawing numbers/Scheme

N/A

David Leslie

Chief Planning Officer
PLACE
City of Edinburgh Council

Contact: Iain McFarlane, Programme Director City Plan
E-mail: iain.mcfarlane@edinburgh.gov.uk Tel: 0131 529 3045

Links - Policies

Relevant Policies:**Local Development Plan****LDP Policy ENV12 (Trees)**

Development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or other tree 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.

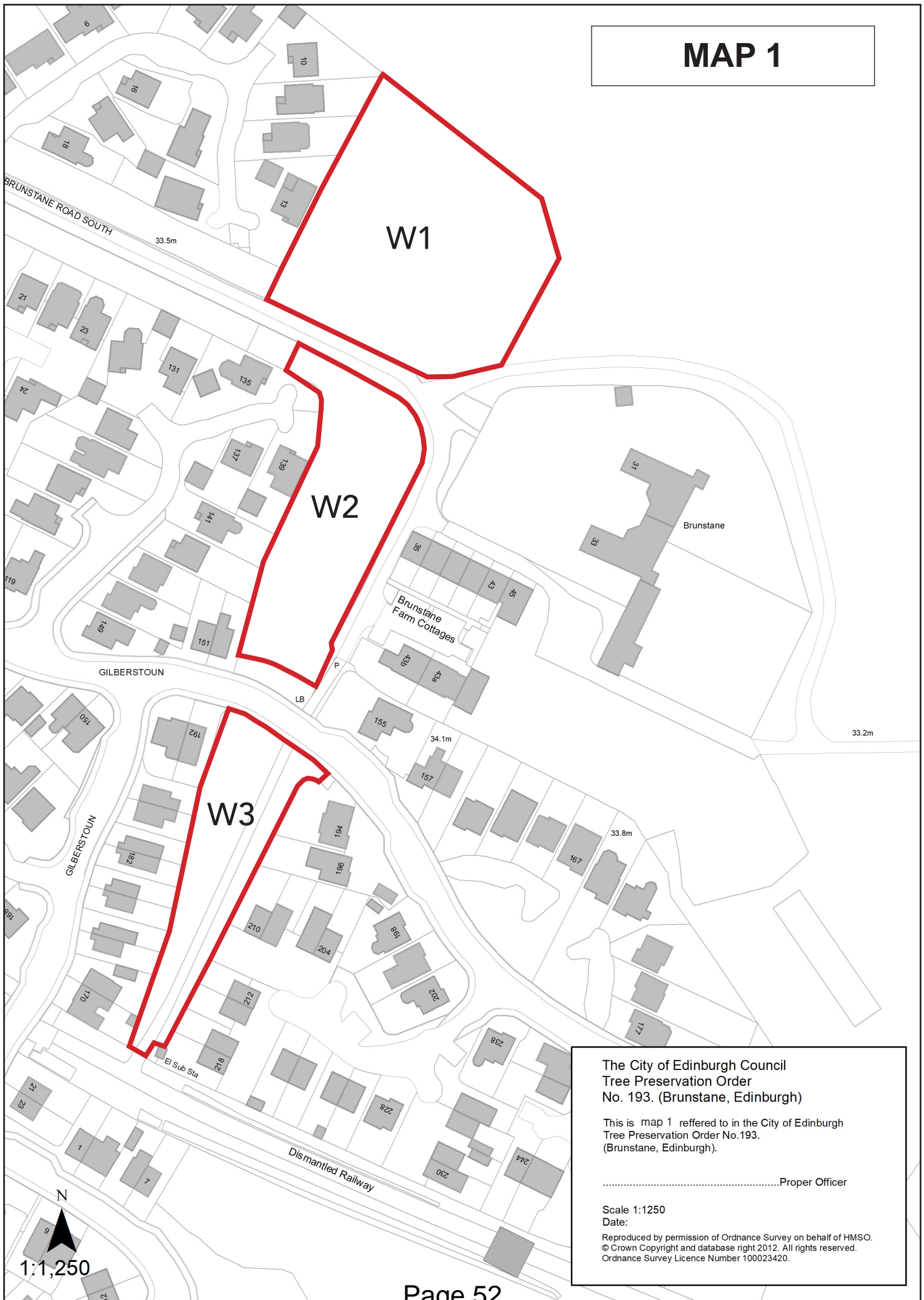
This policy recognises the important contribution made by trees to character, biodiversity, amenity and green networks. In assessing proposals affecting trees, the Council will consider their value, taking into account status such as Tree Preservation Order, heritage tree, Ancient Woodland and Millennium Woodland, and information from tree surveys.

Where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders.

Appendix 1

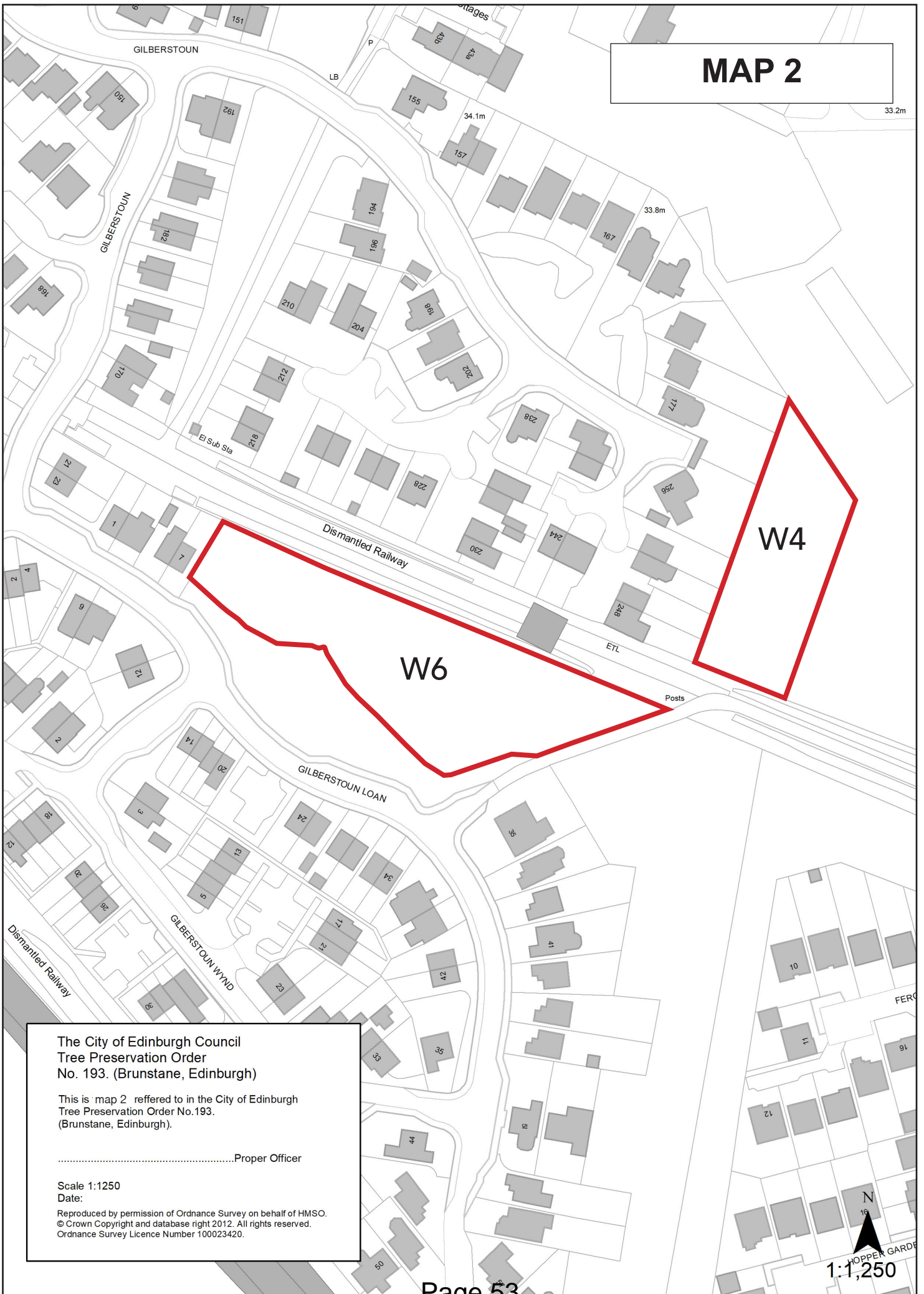
Tree Preservation Order Map

MAP 1



MAP 2

33.2m



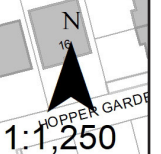
The City of Edinburgh Council
Tree Preservation Order
No. 193. (Brunstane, Edinburgh)

This is map 2 referred to in the City of Edinburgh
Tree Preservation Order No.193.
(Brunstane, Edinburgh).

.....Proper Officer

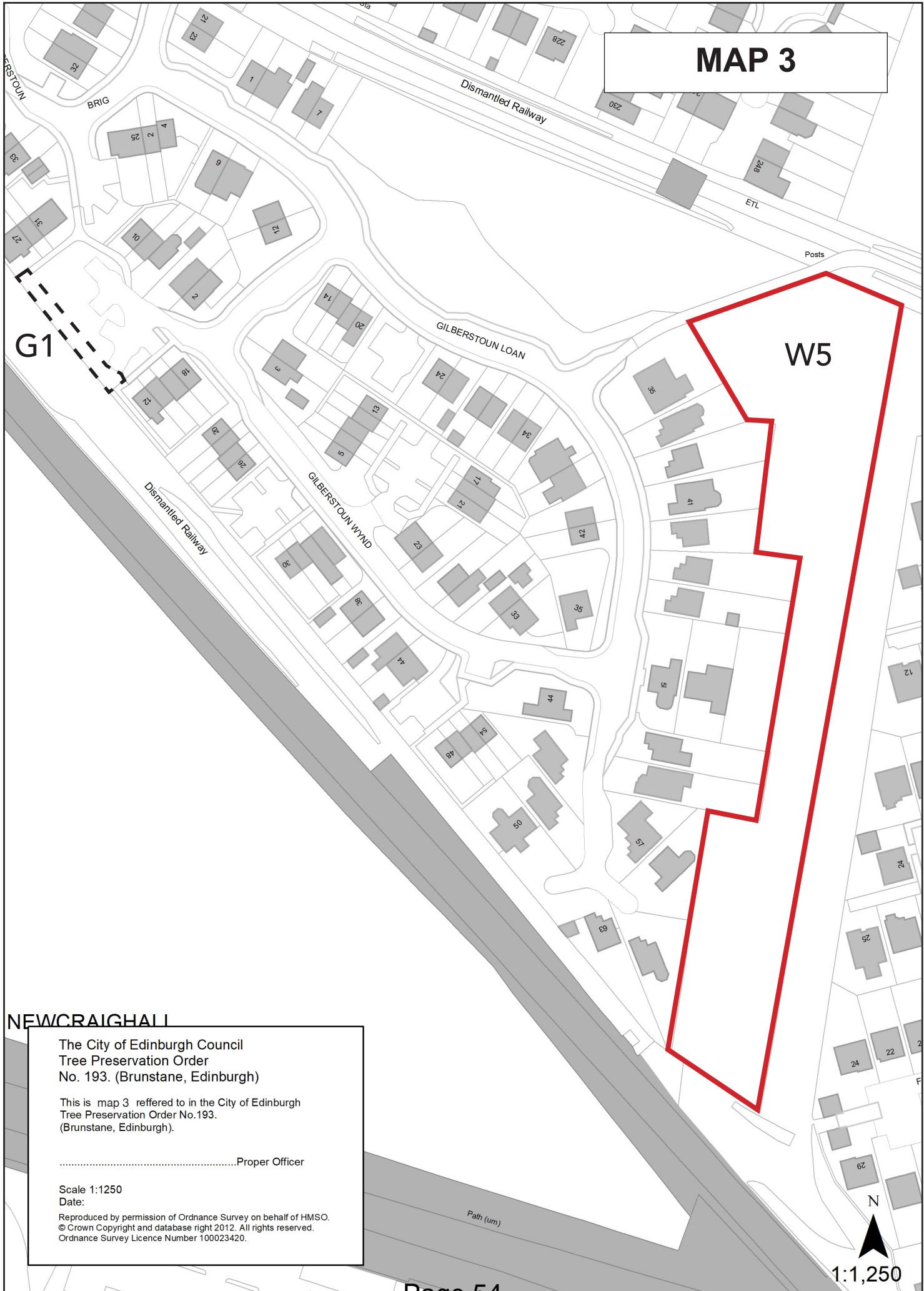
Scale 1:1250
Date:

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1:1,250

MAP 3



G1

W5

NEWCRAIGHALL

The City of Edinburgh Council
Tree Preservation Order
No. 193. (Brunstane, Edinburgh)

This is map 3 referred to in the City of Edinburgh
Tree Preservation Order No.193.
(Brunstane, Edinburgh).

.....Proper Officer

Scale 1:1250
Date:

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Appendix 2

Tree Schedule

| Trees Specified Individually (marked in green on the maps) | | |
|---|--|------------------|
| No. on Map | Description | Situation |
| | None | |
| Trees Specified by Reference to an Area (within a solid black line on the map) | | |
| No. on Map | Description | Situation |
| | None | |
| Groups of Trees (within a broken black line on the maps) | | |
| No. on Map | Description | Situation |
| G1 | A closely grown group of trees consisting mainly of cherry and hawthorn. | |
| Woodlands (Within a red line on the maps) | | |
| No. on Map | Description | Situation |
| W1 | Comprising trees of mixed species | |
| W2 | Comprising trees of mixed species | |

| | | |
|----|-----------------------------------|--|
| W3 | Comprising trees of mixed species | |
| W4 | Comprising trees of mixed species | |
| W5 | Comprising trees of mixed species | |
| W6 | Comprising trees of mixed species | |

Development Management Sub Committee

Wednesday 9 December 2020

**Application for Planning Permission 20/01354/FUL
at Land 31 Metres East Of 4, Falcon Road West, Edinburgh.
Demolition of commercial premises and erection of 5
storey residential development, covered parking and
stores, rear garden, private terraces and externally
mounted renewable technologies (Air Source Heat Pumps
and PV Panels) (as amended)**

Item number

Report number

Wards

B10 - Morningside

Summary

The proposal complies with the Local Development Plan and there are no material considerations which should outweigh this conclusion. Redevelopment will not prejudice nearby employment sites and it will contribute to the improvement of the wider area. The proposal is of an appropriate design, scale, form, massing and density and the removal of a building with limited architectural or historic qualities will have a positive effect on the character and appearance of the streetscape. Impact on the environment has been suitably mitigated. Landscaping and level of private garden ground are acceptable.

The proposal will not have an adverse effect on the amenity of neighbouring developments and future occupiers shall benefit from satisfactory levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook. The range of house types and sizes is suitable having regard to the character of the surrounding area and the level and design of car and cycle parking are acceptable.

The proposal safeguards the setting of the listed building and conservation areas and it will not be detrimental to their character, appearance or historic interest.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN03, LEN06, LEN21, LEN22, LEMP09, LHOU01, LHOU02, LHOU03, LHOU04, LTRA02, LTRA03, LTRA04, LRS06, NSG, NSGD02, NSLBCA, CRPMON, CRPGRA,

Application for Planning Permission 20/01354/FUL at Land 31 Metres East Of 4, Falcon Road West, Edinburgh. Demolition of commercial premises and erection of 5 storey residential development, covered parking and stores, rear garden, private terraces and externally mounted renewable technologies (Air Source Heat Pumps and PV Panels) (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 extends to 0.1ha. It is occupied by a single-storey former telephone exchange with corrugated metal frontage and is used for non-food retail purposes. Falcon Road West marks the northern boundary and provides the only access. A stone wall approximately 2m in height separates the application site from a single-storey white rendered Royal Mail Delivery Office to the west. Private greenspace associated with Falcon Court sits to the east and south and is segregated by Leylandii hedging.

A single-storey brick Kwik-fit building is to the north and marks the easternmost extent of the Morningside / Bruntsfield Town Centre. The application site in conjunction with Kwik-fit effectively acts to separate the Town Centre to the west from predominantly residential areas to the east. Scale of development and materials evident vary, and includes the neighbouring single-storey premises, rendered and concrete three and four-storey tenements to Falcon Road West and the five and six-storey blocks within Falcon Court.

The eastern and southern boundaries of Falcon Court mark the extent of the Grange and Morningside Conservation Areas respectively. Falcon Road West is a two lane 20mph public road with parking restricted to residents or pay and display on-street parking on either side. Falcon Gardens, Avenue and Road to the east are subject to the School Streets initiative whereby vehicular access is restricted during peak hours. Pavement widths range from 1.9m to 4.8m.

2.2 Site History

9 August 2000 - Change of use from storage and hiring of tools to non-food retail at 6 Falcon Road West (application reference: 00/01765/FUL)

7 April 2020 - Permitted development confirmed in relation prior notification for demolition of existing single-storey retail unit (application reference: 20/01355/PND)

Main report

3.1 Description of the Proposal

The application proposes the erection of a five-storey residential flat development of 11 units. The single block proposal has a built footprint of 538sqm and will measure 16.7m in height to a flat roof with a 50-panel solar PV array. The ground and first floors have two 3-bed units, one split level, and one 2-bed. Two 3-bed flats and one 2-bed will occupy each of the second and third levels and two 3-bed units are proposed on the fourth floor. South facing terraces with air source heat pumps will be provided and the fourth floor shall also have balconies to the north. All are dual aspect except for the 2-bed units and a stair and lift provides full access to each apart from the split level unit.

The ground floor comprises 11 car parking spaces, 33 cycle parking spaces, plant rooms and a communal refuse and recycling point. Two of the car parking spaces will have electric vehicle charging points and another is accessible. The existing access to the northeast corner of the application site will be replaced by an entrance to the northwest.

Grassed private garden ground and areas of landscaping shall be provided to the south and north respectively. The principal and forwardmost sections of the side elevations will be natural sandstone and crest elain brick is proposed to the rear and remaining parts of the east and west elevations. The fourth floor is clad in zinc and grey timber or aluminium is to finish the windows, doors and associated detailing.

Previous Schemes

The application was amended prior to this recommendation. Scheme 2 comprised the repositioning of the vehicular access from the northeast corner to the northwest. Scheme 3 comprised the substitution of the principal elevation material from brick to natural sandstone, the redesign of the fourth floor, the inclusion of windows to the east elevation, the 'stepping in' of the east elevation to match the west and a reduction in ground floor depth (principal elevation to rear). Scheme 4 comprised the further reduction in ground floor depth, in the projection of terraces to the rear and the inclusion of a split level flat.

The following documentation were submitted in support of the application:

- Daylight and Sunlight Assessment;
- Drainage Strategy Report, accompanied by self-certification and checklist;
- Flood Risk Assessment, accompanied by self-certification;
- Materials Schedule;
- Noise Impact Assessment;
- Pre-development Overland Flow Routes, to correct a discrepancy in the Flood Risk Assessment;
- Sustainability Statement Form S1 and
- Transport Statement, including a subsequent revision.

These are available to view on the City of Edinburgh Council Planning and Building Standards Online Portal.

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 design, scale, density, materials, layout, landscaping and relationship to the character and appearance of the streetscape is acceptable;
- c) it will adversely affect the amenity of neighbouring developments and provide future occupiers with acceptable levels of amenity;
- d) it raises any issues with respect to transport and road and pedestrian safety;
- e) it would have a detrimental impact on the setting of listed buildings or conservation areas;
- f) it protects or enhances the cities natural environment and resources;
- g) it raises any issues in respect of equalities and human rights;
- h) there are any other material planning considerations and
- i) the report has addressed all material considerations raised by Community Councils and letters of representation.

a) Principle of the Proposal

Local Development Plan (LDP) Policy Hou 1 supports the delivery of housing on suitable Urban Area sites provided this would be compatible with other LDP Policies. LDP Policy Emp 9 supports the redevelopment of Urban Area employment sites for non-employment uses if it would not prejudice the activities of nearby employment premises and would contribute to the regeneration and improvement of the wider area. The inclusion of floorspace for business uses is also required for larger than 1ha sites; this does not apply here.

Although the wider area is not in any specific need of regeneration, the proposal will have a positive effect on the character and appearance of the streetscape through the removal of a building with limited architectural or historic qualities. A residential use is compatible with the character of the area and City of Edinburgh Council (CEC) Environmental Protection have confirmed that the introduction of housing will not prejudice the activities of nearby employment sites. Whilst the change in use will remove a small scale employment site, any decrease in economic activity will be suitably offset by increased expenditure in the local area by future occupiers.

Summary

The proposal is acceptable in principle provided it is compatible with other LDP Policies. Redevelopment will not prejudice nearby employment sites and it will contribute to the improvement of the wider area.

b) Design and Relationship to the Streetscape

LDP Policy Des 1 requires the creation or contribution towards a sense of place. The effective future development of adjacent land is safeguarded by LDP Policy Des 2 and LDP Policy Des 3 seeks the incorporation and enhancement of existing characteristics and features worthy of retention on the site and its surroundings. LDP Policy Des 4 ensures that developments have a positive impact on its surroundings and LDP Policy Des 6 requires the minimisation of environmental impact. LDP Policy Des 7 and LDP Policy Des 8 seek integrated developments and high quality landscaping. LDP Policy Hou 4 secures appropriate developmental densities.

Appearance, Scale, Form and Massing and Impact on Surroundings

The application site historically formed part of the grounds of Falcon Hall. The extensive gardens were first reduced by the late 19th Century formation of Falcon Avenue then by the early to mid-20th Century developments of the RMDO and tenements to Falcon Road West. The application site was occupied by a telephone exchange by 1948 but land to its south and east remained vacant. The corrugated metal frontage was added in the late 1970s and Falcon Court and Kwik-fit arrived in the 1960s and 1990s respectively. Steel's Place does not appear to have ever continued past its current termination point.

This historic development of Falcon Road West has created a disjointed streetscape, punctuated by buildings of varying architectural character, scale and massing. This has resulted in the street having an unusually open atmosphere when compared to nearby areas which have been subject to more cohesive, wholesale developments completed over a shorter time period. A significant contributor to this is the low-density, mid-20th Century Falcon Court development. Whilst the open atmosphere is relatively unique, it has been produced by a fragmented developmental history and not by design, and retention of a building with limited architectural or historic qualities would be of detriment to the clear streetscape enhancement benefits which could be achieved by redevelopment.

The proposal effectively seeks to continue the building line of 179 to 185 Morningside Road. Amendments to the proposal have reduced its massing so that the upper levels are broadly similar in depth (principal elevation to terrace edge) to nearby tenements. Glazing to upper level terraces, windows to the east elevation and a set back restrained finish to the top floor has helped to reduce the overall massing of the proposal and any increase when compared to nearby tenements is acceptable, noting the technical requirements for new build developments. A deeper ground floor will be significantly screened from the wider public realm by the RMDO and Leylandii hedging, with this level also acting to conceal parking and other essential services.

The possible redevelopment of the RMDO has been satisfactorily safeguarded by a blank western elevation. Should this occur, a connecting or infill development will further reduce the proposals overall massing which is currently overemphasised by the open atmosphere of Falcon Road West and the application site's detached location.

The proposal will not exceed the height of tenements within 15 to 21 Falcon Road West or those to Morningside Road. Materials and finishes are suitable for a fundamentally contemporary design in a location with varying architectural styles. The use of stone promotes harmonisation with the Morningside Road tenements, particularly if a connecting or infill development is introduced on the RMDO site. The density of development is comparable to nearby tenements and the level of private amenity space is acceptable for a small scale proposal on a constrained urban site. Landscaping works forward of the principal elevation promote streetscape consistency by mirroring the front gardens of 3 to 5 and 15 to 21 Falcon Road West as well as their set back from street building line. The proposal, through the inclusion of these areas of landscaping and in the general appearance of the ground floor, ensures an appropriately active frontage.

Sustainable Development

Sustainability Form S1 has been provided which certifies that the development will comply with Section 6 (Energy) of the Domestic Technical Handbook. Ensuring compliance forms part of a Building Warrant and is the responsibility of CEC Building Standards.

The proposal constitutes the suitable intensification of a comparatively low-density urban site and the adoption of Low and Zero Carbon Technologies promotes the reduction of carbon emissions. The titled solar PV array will largely be screened from the wider public realm by the height of the proposal and this feature will not have a detrimental impact on the character and appearance of the streetscape. There are clear solar gain benefits from the large proportion of south facing glazing and full internal recycling facilities shall be provided. Sustainable Travel assessment forms part of Paragraph 3.3d).

Summary

The proposal is of an appropriate design, scale, form, massing and density and it will have a positive impact on the character and appearance of the streetscape. The development constitutes the suitable residential intensification of a low density site in proximity to a Town Centre and landscaping and public realm works are appropriate for this constrained urban location. In order to confirm that the development will effectively integrate with the character and appearance of its surroundings, it is recommended that a detailed specification of materials and finishes and a landscape plan are provided prior to the commencement of development by conditions.

c) Amenity

LDP Policy Des 5 seeks to safeguard the amenity of neighbouring developments and ensure that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook. LDP Policy Hou 2 seeks a mix of house types and sizes to meet a range of housing needs and LDP Policy Hou 3 requires the provision of an adequate level of green space to meet the needs of future residents.

Neighbour Amenity

A Daylight and Sunlight Assessment (DSA) was submitted in support of the proposal. Impact on levels of sunlight and daylight for neighbouring properties was assessed against the 25-degree Vertical Sky Component (VSC) test. The proposal will not intersect the 25-degree VSC line from the nearest and lowest windows within 5 Falcon Road West, 25m to the northwest, 15 Falcon Road West, 22m to the northeast, 31-45 Falcon Court, 20m to the southeast, and 9 Steel's Place 20m to the southwest. The proposal will maintain acceptable levels of natural light for all neighbouring properties.

Impact of shadowing on neighbouring amenity spaces was assessed against the Building Research Establishment Guidelines. There will be no change in the pre and post-development levels of shadowing for the front curtilages of 15 Falcon Road West, the greenspace of 31-45 Falcon Court or the rear curtilages of 179-193 Morningside Road. The northern positioned curtilages of Steel's Place shall not be affected and experience significant levels of shading currently by the to the rear location.

There are no material concerns regarding the privacy and immediate outlook of neighbouring properties given the separation distances involved and differences in aspect. A residential use does not give rise to any specific noise concerns and the air source heat pumps will not adversely affect neighbour amenity provided they comply with identified frequency limits. It is noted that the DSA was undertaken in respect of the original proposal. This has not had any impact on its conclusions given that the amended scheme is of the same height and smaller in footprint.

Future Occupier Amenity

A Noise Impact Assessment was submitted in support of the proposal. The potential for noise to the detriment of future occupier amenity from the RMDO, Kwik-fit and air source heat pumps was considered. All bedrooms are positioned towards Falcon Road West except for the three two-bed units on the first to third floors and the eastern positioned flat on the fourth floor. The first to third floor bedrooms are set-back to the east of the projecting element on the rear elevation and the top floor has a limited view of the RMDO because of this feature. Noise from the RMDO and Kwik-fit were found to be within acceptable limits and the frequency limited air source heat pumps shall not adversely affect future occupier amenity. CEC Environmental Protection raised no objection subject to compliance with identified frequency limits for the air source heat pumps. An informative has been attached as this can be suitably controlled and enforced under Environmental Health legislation.

Each unit complies with the minimum internal floor space requirements and the range of house types and sizes proposed are comparable to nearby tenements. Adequate levels of storage will be provided, and each would be appropriate for a suitable range of future occupiers. All benefit from step free access to Falcon Road West, the car parking area, rear positioned terrace and shared external amenity space by a lift except for the split level flat in full. Eight of the 11 flats will be dual aspect but the three 2-beds which are not are south facing. The open nature of land to the south and east ensures that each unit shall achieve reasonable levels of natural light and immediate outlook.

The level of private amenity space to the rear exceeds 20% of the application site area, and this excludes the landscaping forward of the principal elevation. It will achieve reasonable levels of natural light and privacy given its south facing aspect and lack of significant development to the immediate boundaries. The presence of overgrown *Leylandii* hedging outwith the application site will partly impede levels of natural light to the private garden ground. The Planning Authority has encouraged engagement with neighbours to reduce its overall height, whilst noting the privacy benefits of this hedging. However, the natural light impediment effect is minimal, and it is accepted that it shall not be materially detrimental if no action is taken.

Refuse and recycling facilities are stored internally on the ground floor and access will be provided for public waste collection services. Ground floor occupation by the split level flat and the location of accesses to Falcon Road West promotes community security and redevelopment will improve natural surveillance.

Summary

The proposal will not have an adverse effect of the amenity of neighbouring developments and future occupiers shall benefit from acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook. The range of house types and sizes proposed, having regard to the character of the surrounding area, is appropriate and an adequate level of private green space will be provided for future occupiers.

d) Transport and Road and Pedestrian Safety

LDP Policy Tra 2 and LDP Policy Tra 3 grant planning permission when the car and cycle parking provision comply with and does not exceed the levels set out in the EDG. LDP Tra 4 seeks appropriately sited parking of a high-quality design.

Car and Cycle Parking

11 car parking spaces and 33 cycle parking spaces are proposed. Two of the car parking spaces will have electric vehicle charging points and another is accessible. Access is shared and via a secure, inward opening set of doors to Falcon Road West. Automatic entry is proposed preventing the need to leave vehicles and reducing the potential for queuing on Falcon Road West as well as ingress and egress conflict. Whilst its formation will require the loss of one on-street parking space, this should be compensated by the infilling of the existing access. CEC as Roads Authority raised no objection subject to informatives and the level and design of parking complies with EDG.

CEC Environmental Protection registered their opposition but not objection to the level of car parking as Morningside Road is a Local Air Quality Management Area. They consider that the potential for increase in car based travel would exacerbate known air quality issues in the locality and a reduction in car parking is justified because of the application site's public transport accessibility level (PTAL) of 4, on the EDG scale of 1 (low) to 6 (high). A Town Centre is also within walking distance.

A number of representations have made reference to increased demand for on-street car parking. The Transport Statement (TS) submitted in support has erroneously noted that future residents will not be eligible for on-street parking permits because the new build proposal is in the controlled parking zone (CPZ). As the application site is in the extended CPZ, future residents will be eligible to apply for a permit which could potentially result in each unit having one off-street space and being eligible for another on-street.

The Planning Authority recognises that the application site could be suitable for a low car parking development and suggested a reduction to the applicants; this has been resisted. Whilst not formally assessed within the TS, the existing lawful use would be expected to generate some vehicular trips and demand for on-street spaces given the current building's lack of visitor parking. A no or low car parking development as a means to discourage car based travel could well have no material impact on on-street parking demand as future occupiers could instead apply for permits putting pressure on the availability of spaces. Ultimately, the allocation of parking permits is outwith the control of the Planning Authority and the one per unit off-street provision shall reduce the potential need for additional parking permits. On balance, as the level of car parking complies with the EDG and forms part of an otherwise acceptable redevelopment, the level of parking provision does not warrant a recommendation of refusal for this small scale proposal.

The lack of objection from CEC Environmental Protection on air quality grounds was subject to an electric vehicle charging point condition and due to the use of air source heat pumps and solar PV panels as a means to reduce air quality impact. Given the known air quality issues nearby, and clear sustainability benefits through potential connectivity to the Solar PV array over fossil fuel sources, a condition is recommended which requires all 11 car parking spaces have electric vehicle charging points.

Road and Pedestrian Safety

The repositioning of the access has introduced the potential for conflict with the RMDO operations by reducing visibility. The application site is separated from the RMDO by an approximately 2m in height boundary wall which reduces to approximately 1.3m to 1.5m in height for two gate piers either side of the RMDO entrance. Although the proposal will increase the height of development in proximity to the RMDO access, it is evident that the wall and gate piers located outwith the application site currently have some impediment effect on visibility. The Transport Statement estimates that three and four two-way vehicular trips will be generated in the peak AM and PM periods respectively. Given the existing boundary features and the relatively low vehicular traffic generated, the proposed location of the access is considered acceptable for this urban location and shall not have a materially detrimental effect on visibility. It is noted that the TS was undertaken in respect of the original proposal. This has not had any impact on its conclusions as visibility did not form part of its assessment.

Falcon Road West is a 20mph public road and links to Falcon Gardens, Avenue and Road which are subject to the School Streets initiative where vehicular access is restricted during peak hours. The level of vehicular trips is estimated to be low and the proposal shall not result in a material intensification of any existing road and pedestrian safety concerns for Falcon Road West and adjacent streets.

Summary

The level and design of car and cycle parking spaces accords with EDG. The access shall not impede on the operations of the RMDO by reducing visibility and there are no specific road and pedestrian safety concerns for this small scale proposal.

e) Impact on the Listed Building and Conservation Areas

LDP Policy Env 3 safeguards the setting of listed buildings by not permitting development which would be detrimental to its character, appearance or historic interest. LDP Policy Env 6 requires development to preserve or enhance the setting of conservation areas.

The application site is 70m to the east of the Category B Listed Morningside Public Library. Whilst the scale and massing of development on the application site will increase, sympathetic materials are to be used and the proposal will not significantly protrude past the building line of the existing building, the RMDO or 179 to 185 Morningside Road. Neither shall it exceed the height of tenements within 15 to 21 Falcon Road West or those to Morningside Road and views towards the library from Falcon Road West and its dominant position at the junction will be satisfactorily maintained. The proposal will have no material impact on the setting of the Grange and Morningside Conservation Areas given the separation distances and density and scale of existing intervening development.

Summary

The proposal safeguards the setting of the listed building and will not be detrimental to its character, appearance or historic interest. The proposal preserves the setting of conservation areas.

f) Natural Environment and Resources

LDP Policy Env 21 seeks to ensure no increased flood risk for the application site or its surroundings. LDP Policy Env 22 supports development that does not generate significant adverse effects for health and the environment. LDP Policy RS6 ensures that there is sufficient water and wastewater capacity for the development.

Flood Risk and Surface Water

A Drainage Strategy Report (DSR) and Flood Risk Assessment were submitted in support of the proposal. The application site is not located within or adjacent to an area at risk of flooding from any source. The sustainable drainage systems are proposed to operate without flooding up to a 200-year storm event, plus a 40% climate change allowance. Pre and post-development overland flow routes are broadly similar and will be designed to drain water away from the proposal and bounding properties. CEC Flood Prevention raised no objection but advised that the results of soakaway testing or Scottish Water's agreement to discharge surface water to the combined sewer are typically expected at planning stage.

CEC Flood Prevention suggest that a condition would be suitable in respect of surface water management. The applicant has submitted a Pre-development Enquiry to Scottish Water but has not yet received discharge to sewer acceptance. Soakaway testing requires excavations and a vacant site. The DSR considers that surface water from the application site discharges to the combined sewer at present as there is no evidence of alternative provision. It proposes that this will be continued post development but with attenuation and flow control to current requirements. This is acceptable in terms of planning for this small scale proposal in the Urban Area as confirmation of surface water management forms part of a Building Warrant and other separate to planning consenting mechanisms.

Pollution and Air, Water and Soil Quality

The application site does not currently meet the legal definition of contaminated land and historic uses do not give rise to any specific concerns. CEC Environmental Protection raise no objection subject to a site investigation condition. Their opposition but not objection on air quality grounds to the level of car parking was registered and this has been addressed in paragraph 3.3d).

Water and Waste Water Provision

Scottish Water confirm that there is adequate capacity to serve the development and no current network issues which may impact provision.

Summary

The proposal will not increase flood risk for the application site or its surroundings. There is adequate water and waste water capacity to serve the development and no significant land contamination issues.

g) Equalities and Human Rights

The proposal will be required to meet Section 4 (Safety) of the Domestic Technical Handbook, which includes the adoption of inclusive design measures. Ensuring compliance forms part of a Building Warrant and is the responsibility of CEC Building Standards.

There are no potential occupation barriers in respect of race, faith, ethnicity, gender or sexual orientation. All 11 units will benefit from step free access to Falcon Road West, the car parking area, rear positioned terrace and shared external amenity space by a lift except for the split level flat in full. This is considered acceptable for this small scale proposal in respect of the needs of persons with mobility difficulties given that ten step-free flats will be provided for an area which is largely comprised of more historic tenements with poor or ground floor only step-free access.

h) Other Material Planning Considerations

Whilst CEC Communities and Families advises that the proposal is not expected to generate any additional pupils, and that no contributions are required for this less than 12 unit development, the levels of internal amenity space and number of bedrooms proposed are likely to be of some interest to growing families.

The application site falls within the catchment of a new Canaan Lane primary school. Secondary pupils are within the catchment of Boroughmuir or St Thomas of Aquin's High Schools, and the former is subject to ongoing additional capacity measures. The potential demand for pupil places can be suitably accommodated by the existing and planned increases to school capacity and there are no capacity concerns for this small scale 'windfall' site.

i) Community Councils and Letters of Representation

Material Comments - Objections

- Impact on employment sites - this is addressed in paragraph 3.3a) and 3.3c).
- Loss of jobs and economic output - this is addressed in paragraph 3.3a).
- Affordable housing - this is addressed in paragraph 3.3a).
- Design and materials not in keeping - this is addressed in paragraph 3.3b).
- Impact on neighbour amenity from loss of daylight, sunlight, overlooking, privacy and noise - this is addressed in paragraph 3.3c).
- Increased on-street refuse demand - this is addressed in paragraph 3.3c).
- Impact on Leylandii Hedging - this is addressed in paragraph 3.3c).
- Increased on-street car parking demand - this is addressed in paragraph 3.3d).
- Level of car parking - this is addressed in paragraph 3.3d).
- Road and pedestrian safety - this is addressed in paragraph 3.3d).
- Drainage and public utility capacity - this is addressed in paragraph 3.3f).

Material Comments - Neutral

- Impact on neighbour amenity from loss of daylight, sunlight, overlooking, privacy and noise - this is addressed in paragraph 3.3c).

Non-material Comments

- Construction access and noise is outwith the control of the Planning Authority.
- Restricting parking permits is outwith the control of the Planning Authority.
- Loss or impediment of private views are not protected by the planning system.
- A site notice was not required for this application.

- Estate agent signs are outwith the control of the Planning Authority.
- Factoring arrangements are outwith the control of the Planning Authority.
- Management of asbestos is outwith the control of the Planning Authority.
- Resurfacing of Falcon Road West is a matter for CEC as Road Authority.
- 'Luxury' of flats, there is no such definition in planning legislation.
- Establishment of precedence, all applications are considered on their own merits against the Policies of the Local Development Plan.
- Tenure, including possibility of use for short-term holiday letting purposes, tenure is outwith the control of the Planning Authority and 11 residential flats are proposed. Use of any for short term holiday letting purposes may constitute a change in use and require an application for planning permission.
- COVID-19 regulations, paper comments and in person viewing of documentation were suspended due to the COVID-19 pandemic and the application was determined in accordance with all statutory legalisation in force.

Conclusion

The proposal complies with the Local Development Plan and there are no material considerations which should outweigh this conclusion. Redevelopment will not prejudice nearby employment sites and it will contribute to the improvement of the wider area. The proposal is of an appropriate design, scale, form, massing and density and the removal of a building with limited architectural or historic qualities will have a positive effect on the character and appearance of the streetscape. Impact on the environment has been suitably mitigated. Landscaping and level of private garden ground are acceptable.

The proposal will not have an adverse effect on the amenity of neighbouring developments and future occupiers shall benefit from satisfactory levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook. The range of house types and sizes is suitable having regard to the character of the surrounding area and the level and design of car and cycle parking are acceptable.

The proposal safeguards the setting of the listed building and conservation areas and it will not be detrimental to their character, appearance or historic interest.

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

3.4 Conditions/reasons/informatives

Conditions :-

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

2. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, will be submitted to and approved in writing by the Planning Authority prior to the commencement of development. Once approved, the landscaping shall be fully implemented within six months of the competition of the development.
3. All eleven car parking spaces shall have 7Kw electric vehicle charging outlets (wall or ground mounted) installed and operational prior to occupation.
4. Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, 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 required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
 - ii) 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 for the approval of the Planning Authority.

Reasons: -

1. In order to enable the planning authority to consider these matters in detail.
2. In order to ensure that a high standard of landscaping is achieved and timeously provided.
3. In order to promote sustainable travel.
4. In order to ensure the most efficient and effective rehabilitation of the site.

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. The proposed cycle parking to be in a secure and under cover location.
5. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), 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 be advised that, 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(Category D - New Build).
7. 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.
8. The air source heat pumps should meet the following noise output levels at the associated frequency criteria shown below:

Frequency (Max Noise Output from air source heat pump): 63Hz (87) / 125Hz (76) / 250Hz (68) / 500Hz (62) / 1kHz (58) / 2kHz (55) / 4kHz (52)

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:

This application was assessed in terms of equalities and human rights. The impacts are addressed in paragraph 3.3g).

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

Neighbour notification was carried out on the 23 April 2020. The application appeared on the weekly list of the 27 April 2020. The statutory neighbour notification period expired on the 14 May 2020.

51 comments were received; 50 objecting and one maintaining a neutral position. A summary of considerations raised is provided in 3.3i).

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 application site is located within the Urban Area as identified by the Local Development Plan.

Date registered

18 March 2020

Drawing numbers/Scheme

01, 02, 03B, 04, 05C, 06C, 07C, 08, 09,

Scheme 4

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Graham Fraser, Assistant Planning Officer

E-mail: graham.fraser@edinburgh.gov.uk

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

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 Emp 9 (Employment Sites and Premises) sets out criteria for development proposals affecting business and industrial sites and premises.

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 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 RS 6 (Water and Drainage) sets a presumption against development where the water supply and sewerage is inadequate.

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

The Morningside Conservation Area Character Appraisal emphasises that the architectural character of the conservation area is largely composed of Victorian and Edwardian villas and terraces which form boundaries to extensive blocks of private open space. The villa streets are complemented by the profusion of mature trees, extensive garden settings, stone boundary walls and spacious roads. The villas which are in variety of architectural styles are unified by the use of local building materials.

The Grange Conservation Area Character Appraisal emphasises the high quality stone built architecture of restricted height enclosed by stone boundary walls, the uniformity resulting from the use of local grey sandstone for buildings and boundary walls and Scots slate for roofs, the formal and picturesque detached and semi-detached dwellings of generous scale and fine proportions, the low density grain of the area, and the spacious and uncluttered streetscape.

Appendix 1

Application for Planning Permission 20/01354/FUL At Land 31 Metres East Of 4, Falcon Road West, Edinburgh Demolition of commercial premises and erection of 5 storey residential development, covered parking and stores, rear garden, private terraces and externally mounted renewable technologies (Air Source Heat Pumps and PV Panels) (as amended)

Consultations

City of Edinburgh Council as Roads Authority (7 April 2020) - No objection subject to conditions or informatives.

- 1. The proposed cycle parking to be in a secure and under cover location;*
- 2. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), 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;*
- 3. The applicant should be advised that, 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 (Category D - New Build); and*
- 4. 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.*

Note: The proposed 11 car parking spaces, including one disabled space and two electric vehicle spaces, and 33 cycle parking spaces are considered acceptable.

City of Edinburgh Council Commercial Development and Investment (26 May 2020)
- No objection

The application relates to a 524 sqm (net) retail warehouse located at 4A Falcon Road West, Edinburgh, most recently occupied by the school-wear supplier 'Aitken & Niven'.

The economic impact of the existing building can be estimated. Based on the average employment density for a retail warehouse (reflecting the most recent use of the building) - one FTE employee per 90 sqm - the building could be expected to support 6 FTE jobs if fully-occupied (524 / 90). Based on the average GVA per employee for the retail sector in Edinburgh (£34,185 in 2018 prices), the building could be expected to support £0.21 million of GVA per annum if fully occupied by a retailer (£34,185 × 6). The economic impacts associated with the existing building are therefore negligible. The area in question is largely residential, but with some light industrial uses. The application site is immediately adjacent to Morningside / Bruntsfield Town Centre.

Commentary on proposed uses

The application proposes the comprehensive redevelopment of the existing site, delivering a single five-storey block of 11 flats. The development as proposed would deliver approximately 11 new flats. These would not be expected to directly support any economic activity. However, the flats could be expected to support economic activity via the expenditure of their residents. Based on average levels of household expenditure in Scotland, the residents of the 11 flats could be expected to collectively spend approximately £0.28 million per annum. Of this £0.28 million, it is estimated that approximately £0.14 million could reasonably be expected to primarily be made within Edinburgh. This £0.14 million could be expected to directly support approximately 1 FTE job and £0.05 million of GVA per annum (2017 prices).

It is estimated that the proposed development would support approximately 1 FTE job and £0.14 million of GVA per annum via the impact of residents' expenditure. This represents a small decrease on the economic impacts of the existing building.

City of Edinburgh Council Flood Prevention (14 September 2020) - No objection subject to a condition

We have no major concerns over the overland flow paths.

These are accepted. Regarding the condition, we typically request the results from soakaway testing or Scottish Water's confirmation they agree with discharging surface water to the combined sewer at planning stages. This prevents an approved planning application having to rely on something that is later not deemed feasible. However, I understand this is not always possible and we have on occasion accepted conditions. In this instance, we would accept attaching a condition to the approval.

City of Edinburgh Council Place Development (26 May 2020) - No objection as the proposal does not meet the 12 units or more threshold for affordable housing provision

City of Edinburgh Council Communities and Families (30 June 2020) - No objection

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, a development of 11 flats is not expected to generate at least one additional pupil.

A contribution towards education infrastructure is therefore not required

Scottish Water (8 October 2020) - No objection

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water Capacity Assessment

There is currently sufficient capacity in the Glencorse Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

City of Edinburgh Council Environmental Protection (3 November 2020) - No objection subject to conditions

A Noise impact assessment has been provided in support of the application which considered noise from the adjacent postal office depot, Kwik Fit garage opposite and air source heat pump noise sources.

The initial site visit and noise measurements highlighted concerns with the potential for night-time delivery noise from the post office depot, affecting the south (rear) elevation bedrooms of the development. The scheme layout has been amended to remove all bedrooms from the south façade to the north facade (except one bedroom to the east end of the south façade on the top floor, in a four bedroom apartment, which has a limited angle of view to the depot and a significant setback distance. Once these amendments had been made to the design, the noise levels from the post office depot were found to be within acceptable levels. In addition, noise levels from the Kwik Fit garage (which are daytime only) were found to be within acceptable daytime limits and an air source heat pump noise specification recommendation has been provided to ensure noise does not affect nearby residential properties.

The application site is exceptionally well placed in order to utilise sustainable modes of transport including local bus, cycling and walking. Environmental Protection has recommended that the site include reduced car parking due to congestion levels on Morningside Road. However, this has been resisted by the applicant. They have also provided two electric vehicle charging points (the bare minimum under the parking standards). The development does however provide air source heat pumps for each property which does go some way to reducing the need for the use of gas which itself increases background NO2 levels. Whilst Environmental Protection would prefer to see reduced car parking, it is accepted that the development is small scale, includes some electric charging spaces and renewable heating methods and won't object on this issue.

Therefore, Environmental Protection has no objection to the above application subject to the following conditions:

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

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, 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 required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

ii) 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 for the approval of the Planning Authority.

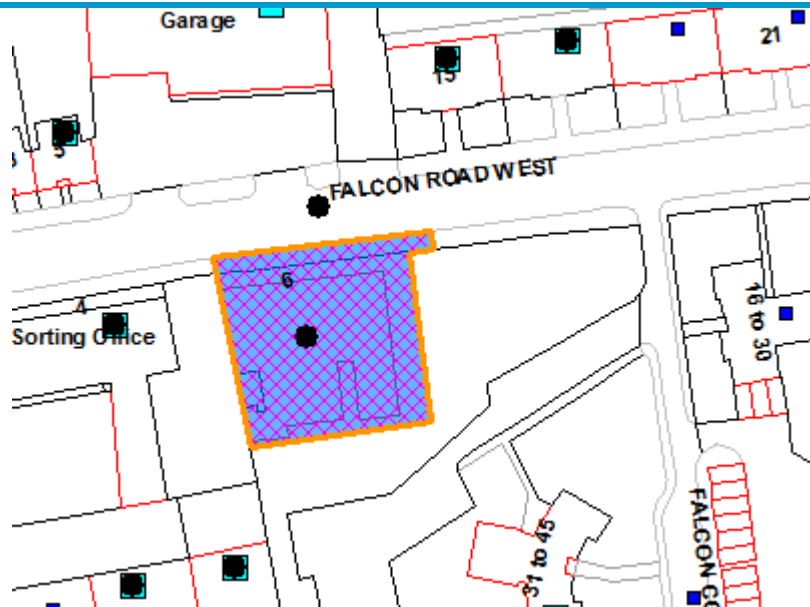
2. The air source heat pumps should meet the following noise output levels at the associated frequency criteria shown in the table below

Frequency (Max Noise Output from air source heat pump)

63Hz (87) / 125Hz (76) / 250Hz (68) / 500Hz (62) / 1kHz (58) / 2kHz (55) / 4kHz (52)

3. A minimum of two 7Kw electric vehicle charging outlets (wall or ground mounted) shall be installed and operational prior to occupation as shown on drawing reference 2549-OBE-XX-00-DR-A-(0-)-0003-B and dated 16 March 2020.

Location Plan



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END

Development Management Sub Committee

Wednesday 9 December 2020

**Application for Planning Permission 20/00490/FUL
at St Kentigern's Church, St Peter's Place, Edinburgh.
Conversion of existing former church to 4 houses and
construction of 10 new flats (as amended).**

Item number

Report number

Wards

B10 - Morningside

Summary

While the proposals do not strictly comply with a number of policies in the adopted Edinburgh Local Development Plan, the planning history of the site and the wider environmental benefits of the scheme are relevant planning considerations that outweigh the infringements.

The scheme, as amended, will not result in adverse harm to the visual amenity of the area and future occupiers will have reasonable levels of living amenity within the development in this location. The proposal will not result in unreasonable harm to neighbouring amenity. A legal agreement will be required to secure on site affordable housing and to provide a sum towards providing a pedestrian link as identified in Fountainbridge Development Brief. There are no material considerations that would outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES12, LEN06, LEN09, LEN12, LEN16, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LHOU05, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02, NSLBCA, OTH, CRPMAR, DBFOUN,

Report

Application for Planning Permission 20/00490/FUL at St Kentigern's Church, St Peter's Place, Edinburgh. Conversion of existing former church to 4 houses and construction of 10 new flats (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 is the former St Kentigern's church which ceased to be a place of worship by 1941. The building was last in use as a garage and is not listed. The site is accessed via a tenement pend from St Peter's Place to the west and is currently fenced off.

The north west elevation of the church building fronts onto the Union Canal. Further along the site to the north east is a fenced off pedestrian link to Rope Walk where there is a three storey modern block of flats that sits in front of the site. On the western section of the site is the rear elevation of a five-storey tenement building that fronts onto St Peter's Place with commercial uses on the ground floor. The south west rear section of the site fronts onto the elongated gardens belonging to the corner tenements of St Peter's Place and Gilmore Place. The rear of the site also fronts onto an elongated rear garden belonging to detached building at 100 Gilmore Place. The eastern section of the site fronts onto a row of rear end gardens belonging to properties on Gilmore Place also.

This application site is located within the Marchmont, Meadows and Bruntsfield Conservation Area.

2.2 Site History

23 November 2012 - Planning permission granted for change of use, conversion and extension of St Kentigern's Church to form 31 student bedrooms and a restaurant (Application number 09/03320/FUL).

10 September 2018 - Planning permission granted for change of use, conversion + extension of St Kentigern's Church to form 31 student bedrooms and restaurant (renewal of consent 09/03320/FUL) (Application number 15/04795/FUL).

22 March 2019 - Planning permission granted for change of use within the ground floor of the former church at St Kentigern's to provide student accommodation, which will form part of the greater scheme for student accommodation approved under planning applications 09/03320/FUL and 15/04795/FUL (Application number 19/00787/FUL).

Main report

3.1 Description of the Proposal

The proposal is for the development of new flats and the conversion of the existing church building into housing on the site. A total of 14 units are proposed and 100% of the homes will be for mid-market rent.

The conversion of the church building would see a provision of 4 terraced units; 4-bedroom units, ranging between 90 sqm and 128 sqm.

The new built block will be four storeys in height, and it will house 10 flatted units; 6 two-bedroom units, ranging between, 67 sqm and 82 sqm; and 4 studio units, ranging between 43 sqm and 44 sqm. The elevational treatment finish is to include blonde sandstone, aluclad timber windows and privacy mesh screens on the proposed windows throughout.

A provision of two cycle spaces per flat is to be provided. One car parking space is also be provided within the site.

Five category u trees within the site are to be removed. In addition, three trees that lie outside the application boundary on Rope Walk are to be removed.

Previous Scheme

The original scheme was amended to reduce the height of the new build from five to four storey and this has reduced the original number of the new build units from 12 to 10 units. The materials and the size and positioning of the windows on the new build block has been revised.

The following documents were submitted and are available to view on the Planning and Building Standards Online Services.

- Bat Survey;
- Tree Survey and Constraints;
- Flood Risk Assessment and Surface Water Management Plan and
- 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.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states - special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area.

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 housing on the site is acceptable;
- b) the principle of conversion of the church building to residential is acceptable;
- c) the proposal is for an appropriate development design and layout and will not detract from the character or appearance of the conservation area;
- d) the density of the development is appropriate for the site;
- e) future occupiers of the new build will have an acceptable level of living amenity;
- f) neighbouring amenity will not be adversely affected by the proposal;
- g) the proposal raises any road safety and meets the current parking standards
- h) other material considerations have been addressed and
- i) public comments raised in representation have been addressed.

a) Principle

Policy Hou 1 Housing Development in the Edinburgh Local Development Plan (LDP) states the circumstances that priority will be given to the delivery of the housing land supply. Criteria (d) of policy Hou 1 permits housing on suitable sites in the urban area, provided that the proposals are compatible with other policies in the plan. The application site is in an urban area as designated in the Edinburgh Local Development Plan. The principle of housing on the site is acceptable, subject to compliance with other policies in the plan. This is addressed in more detail below.

The proposals comply with Hou 1 in the LDP.

In addition, the site lies with the Fountainbridge area of the City Centre where proposal CC3 supports a range of uses and the implementation of the Fountainbridge Public Realm Strategy. The proposal is compatible with these aims.

b) Principle of the proposed conversion

LDP policy Hou 5 Conversion to Housing states that planning permission will be granted for the change of use of existing buildings in non-residential use to housing provided that a satisfactory residential environment can be achieved, housing would be compatible with nearby uses, appropriate open space, amenity and car and cycle parking standards are met and that the change of use is acceptable having regard to other policies in the plan.

Residential Amenity

The Edinburgh Design Guidance requires a minimum internal floorspace of 91 sqm for three-bedrooms or more with enhanced storage designed for growing families. Out of the four units proposed within the church building, only one unit falls below the minimum standard by 1 sqm and this is an acceptable minor infringement when weighed against the benefits of the entire scheme.

Daylighting

Daylighting to the existing church building is demonstrated in the submitted design and access statement. It shows that bedrooms on the first floor to the south west aspect of the building would be below the standards contained in the Edinburgh Design Guidance due to the height of the existing neighbouring tenement building. There is a requirement for direct skylight to penetrate halfway through a living space. However, direct skylight in this instance would only penetrate through one third of the rooms. This would result in one out of the proposed four bedrooms within each of the units being non-compliant. Given that the proposals relate to an historic church building with arched stone surrounds, increasing the size of the existing window openings would result in adverse harm to the character and appearance of the building. In addition, the conversion relates to an existing church building and there is a higher expectation that daylighting levels should be fully met in new build developments. As the infringement affects only one bedroom/living space in each of the proposed units, future occupiers will still benefit from higher levels of daylighting on the upper floor levels and on the south east section of the building. On balance, the infringement is minor when weighed against the overall benefits of the proposed conversion of a historic building and is acceptable. Future occupiers will still have reasonable levels of daylighting within the buildings.

Privacy

The Edinburgh Design Guidance advises that the pattern of development in an area will help to define appropriate distances between buildings and consequential privacy distances.

The windows on the south west aspect of the existing building will face onto the neighbouring tenement building where it will have a privacy distance of 15 metres to the nearest windows and this is acceptable. The windows on the south east side of the existing building will have a distance between 5.7 metres to 14 metres against the south west elevation on the new build block. Despite the close proximity of housing unit one against the new build block, the existing windows on the building will not face directly onto opposing windows and this is acceptable. Future occupiers within the church conversion will have acceptable level of privacy.

Nearby Uses

The surrounding site is mainly residential with the Union Canal recreational activities nearby. Fountainbridge is an area of ongoing change with regenerative goals to bring mixed use developments to the area. The proposal is compatible with the character of nearby uses.

Open Space

Policy Hou 3 Private Green Space in Housing Development states that planning permission will be granted for development which makes adequate provision for green space to meet the needs of future residents.

The site plan shows pockets of grassed over areas to the sides of the church that would amount to more than 10 sqm for each of the proposed units within the setting of the church. However, despite this quantity, the space would not be of high amenity value in terms of privacy and its capacity to receive unobstructed sunlight due to the height of neighbouring buildings and trees. Consideration was given to reduce the footprint of the new build block in order to improve the amenity space. However, the applicant states that converting the existing church building will require significant investment to bring the building up to standard and the feasibility of the scheme is dependent on the new build block. The development height of the new block has already been reduced, resulting in a reduction in the proposed number of units and this is a relevant material consideration. While the amenity space will not be of high value, the site is walking distance to nearby amenities, including Fountain Park and is located adjacent to Union Canal which provides a number of recreational activities. Therefore, an exception to policy Hou 3 is justified in this instance.

Car and Cycle Parking

LPD Policies Tra 2- Tra 4 sets out the requirement for private car and cycle parking.

The scheme proposed is to be car free with the exception of one car parking space for service and maintenance only. The limited provision of car parking complies with the maximum standard as contained in the Edinburgh Design Guidance. In addition, the site is highly accessible to public transport and nearby amenities.

The Design and Access statement clarifies that given that each of the houses will have private gardens, this would allow for the storage of cycles. In addition, bicycles can also be stored internally within the new units.

Waste

The site plan shows the location of the proposed bin stores. Waste Services have confirmed that they would not be able to collect waste from the site given that the existing pend entrance is not large enough for the fleet vehicles to reverse down. In addition, the location of the existing church building means that any collection of waste would be beyond the recommended 10 metres pulling distance and would be uphill. The applicant has advised that the collection of waste from the site is to be privately managed in their capacity as social housing providers and this is acceptable.

In summary, the minor infringements relating to non-compliance with housing footprint, daylighting and quality of open space provision are minor as future occupiers will still have reasonable levels of living amenity. The conversion of the existing church to form four housing units is acceptable and broadly complies with LDP policy Hou 5.

c) Development Design and Conservation Area

Section 64(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states:

In exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Policies Des 1-Des 5 in the LDP sets out the design principles to ensure policy compliant schemes for new development proposals.

LDP Policy Env 6 (Conservation Areas- Development) also states that development within a conservation area will be permitted which preserves or enhances the special character or appearance of the conservation area and is consistent with the relevant character appraisal.

The character appraisal for Marchmont, Meadows and Bruntsfield conservation area emphasises that the area is characterised by tenemental housing, mostly in the Scots Baronial style.

The siting and layout of the existing church building is unusual in the context of its surroundings and access arrangement. Historic maps show that the existing six storey tenement block fronting Viewforth/ St Peter's Place was developed some time before 1892 with the pend access being formed in anticipation of further developments. By 1905, the church building was developed where the section of land to the east of the site has remained undeveloped and overgrown with a drop in the site levels which is accessed by a ramp.

The proposed new build block is to infill the undeveloped area of land with an 'F' plan form which will help to break down the proposed scale and massing of the development. The development height as revised, together with the flatness of the roof, will not overwhelmingly project above the height of neighbouring buildings or read as a dominating addition when viewing the site from the south side of the Union Canal. While flat roofs are not characteristic features of the conservation area, the site lies on the fringe of the conservation area and is close to Fountainbridge which is an area of on-going change with modern developments being constructed along the Union Canal.

The spatial pattern is mixed with tenement buildings and detached houses that have elongated gardens. The proposal will be set back from the Union Canal which is an important frontage and would be tucked behind the modern flats on Rope Walk where the proposed scale, form and design will not read as a contrived back-land addition to the townscape. The proposed development will benefit from being visually read in its own right due to its separation between different types and styles of nearby buildings. The proposal is for a high quality and contemporary block of flats, where it will utilise materials appropriate for its surroundings. In these circumstances, the proposed development design will not result in adverse harm to the character or appearance of the conservation area.

Policy Des 12 (Alterations and Extensions) in the LDP states that planning permission will be granted for alterations to existing buildings which are compatible with the character of the existing building.

Alterations to the existing church building are to open the existing bricked up window openings with new glazing and to install new doors within the existing altered openings. These works are acceptable. A number of rooflights are to be installed and a condition is required to ensure that the rooflights will sit flush within the roof. This is to safeguard the historic character of the building in this location.

The proposed alterations will enable the beneficial use of the building to be adapted which will result in conservation gains. The proposal complies with policy Des 12 in the LDP.

The site lies with the Fountainbridge area of the City Centre where proposal CC3 supports the implementation of the Fountainbridge Public Realm Strategy. The Fountainbridge Development Brief identifies a number of urban strategies for sites throughout the area. The site is shown in Figure 14 of the brief which identifies a requirement to deliver a pedestrian priority route through the site from Rope Walk to Viewforth/St Peter's Place in order to deliver active travel links. A sum of £15,000 for the cost of the land (verge between Rope walk and site), the design and the delivery of footway is required. The applicant has agreed to pay this sum and this will be secured via a legal agreement. This is to ensure that the proposal accords with policy Del 1 (Developer Contributions and Infrastructure Delivery), policy Des 2 (Co-ordinated Development in the LDP and the aims of CC3.

In summary, the proposal broadly complies with policies Des 1-5, 12 and Env 6. Subject to securing a sum towards a pedestrian link from Rope Walk, the proposal would accord with Del 1 in the LDP. The design and layout of the proposal is acceptable for the characteristics of the site.

d) Development Density

LDP Policy Hou 4 (Housing Density) of the LDP seeks to ensure that the density of a development is appropriate for a site by having regards to the character of the area, the need to safeguard living conditions within the development and accessibility to public transport.

Not including the conversion of the church building, the residential density of the new build block equates to 265 units/ ha. In comparison to its surroundings, the proposal is for a higher density of development due to the lack of adequate open/ private garden space provision. In addition, the proximity of the new build block to nearby trees has identified concerns that the proposal is for an overdevelopment of the site. However, it should be noted that the site currently has planning permission for student housing (application number, 15/04795/FUL) which does not expire until September 2021 and this is a relevant material consideration.

While the proposal is for a higher density of development, the visual amenity of the area will not be adversely affected and future occupiers within the development will still have reasonable levels of living amenity. In addition, the proposal is for a car free scheme where the site is highly accessible to public transport and nearby amenities. In these circumstances, the planning history and the overall benefits in providing social housing outweighs the infringements relating to the nearby trees and lack of open/private space provision.

While the proposals do not strictly comply with Hou 4 in the LDP, the overall benefits of the scheme render the infringement acceptable in this instance.

e) New build - Future Occupiers Amenity

LDP Policy Des 5 Development Design - Amenity of the LDP states that planning permission will be granted for development where it is demonstrated that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook.

Floorspace

The Edinburgh Design Guidance requires a minimum internal floorspace of 36 sqm for a studio dwelling and 66 sqm for a two-bedroom dwelling. The proposal more than exceeds the minimum floorspace standard and this is acceptable.

Daylight

The submitted design and access statement demonstrates that daylighting levels will be met within the new build block and that future occupiers will have an acceptable level of living amenity in terms of daylighting.

Privacy

The proposed north west elevation on the new build block will have a privacy distance between 9 and 10 metres from the neighbouring block of flats on Rope Walk where direct views to opposing windows will be avoided and this acceptable. Future occupiers within the new build block will have reasonable levels of privacy and outlook.

Noise

The new build block would be surrounded by residential uses on all sides and is compatible with that use. Therefore, future occupiers will not be adversely affected in terms of noise.

Open space

Policy Hou 3 Private Green Space in Housing Development under criterion (a) states that in flatted or mixed housing/flatted developments where communal provision will be necessary, this will be based on a standard of 10 square metres per flat (excluding any units which are to be provided with private gardens). A minimum of 20% of total site area should be useable greenspace.

The site layout does not include private garden space for occupants of the new build block. While the layout includes landscaped areas of grass, this does not amount to 20% of the site being useable greenspace. The site plan shows the provision of four benches and whilst the proposals do not strictly comply with policy Hou 3, it would still provide future occupiers with outdoor seating within an attractive setting. In addition, it is not uncommon to find new build flats in the immediate area without useable garden greenspace due to the townscape characteristics and its accessibility to nearby amenities. Therefore, an exception to policy Hou 3 is justified in this instance.

In summary, future occupiers of the new build block will have reasonable levels of living amenity within the proposed development.

f) Neighbouring Amenity

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

The existing neighbouring gardens at 96-100 Gilmore Place will be partially shaded by the proposed new build block from mid-day through to evening sunlight. The degree of overshadowing is small in comparison to the overall size of the affected gardens. In addition, the affected area is the most distant part of the garden from the houses. In these circumstances, neighbouring amenity will not be adversely affected in terms of overshadowing.

The new windows on the proposed south east and north east elevations of the new build will be capable of overlooking into the neighbouring gardens at 96-100 Gilmore Place due to the height of the development and its proximity to the boundary. However, the existing trees within the neighbouring gardens to some extent acts as a privacy barrier. In addition, the existing windows on the rear elevation of the tenement buildings on St Peter's Place is partially capable of overlooking into these affected gardens. Given these townscape/landscape characteristics, the degree of overlooking will not be adverse.

The windows on the new build will have a privacy distance between 9 and 10 metres from the neighbouring block of flats on Rope Walk which comprises a narrow strip of glazing. Neighbouring amenity will not be adversely affected in terms of privacy.

In summary, neighbouring amenity will not be adversely affected as a result of the new build block and the proposal broadly complies with LPD policy Des 5.

g) Road Safety and Parking Standards

LPD Policies Tra 2- Tra 4 sets out the requirement for private car and cycle parking.

As noted above, the proposal is for a car free scheme with the exception of one parking space being provided for service and maintenance only. The limited provision for car parking is welcomed, and the site is highly accessible to nearby public transport and amenities.

A provision of 2 cycle parking space for each of the flatted unit is to be provided and this complies with the standards.

The proposal is to utilise the existing pend access. Transport Planning were consulted on the proposals and raised no issues in respect to road safety.

The proposals comply with policies Tra 2- Tra 4.

h) Material Considerations

Affordable Housing

LDP policy Hou 6 Affordable Housing states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units proposed.

The proposal is for 14 units and there is a requirement to provide 3.5 affordable units. However, the proposal is for mid-market rent where 100% of the homes are to be provided. This approach is welcomed by the Council's Housing Management and Development. Therefore, a legal agreement will be required to secure a minimum of 25% of onsite affordable housing. This is to accord with LDP policy Hou 6.

Trees and landscaping

LDP policy Env 12 Trees states that development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or on any other tree 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.

The proposal is to remove 5 category U trees within the site which are trees in poor condition. Due to the requirement to deliver the pedestrian link through the site from Rope Walk as identified in the Fountainbridge Development Brief, this will involve the removal of three large trees outside the application boundary where their size and shape make a visual contribution to the area. It should be noted that the trees located outside the application boundary are not part of the conservation area and are not protected.

Without reducing the footprint and siting of the new build, it would be difficult to achieve a meaningful tree replacement scheme on the site in order to offset the loss of the three trees. However, the lack of open space provision on the site has been addressed and the scheme has been amended to reduce the development height. It would be unreasonable to place a prohibitive requirement for replacement tree planting when there would be greater benefits in allowing the trees to be removed to deliver the pedestrian link from Rope Walk as envisioned in the Fountainbridge Development Brief and to provide the environmental benefits that 100% affordable housing would bring.

There are number of neighbouring trees that overhang the site. Concerns were raised that the proximity of the new build to the trees would not allow sufficient space for the trees to be developed without being cut back significantly. Due to the COVID-19 situation, the applicant provided photographic evidence to demonstrate that the overhanging trees had a history of being cut back. This information is accepted.

While the proposed layout will provide limited landscaping, open space or sufficient space for replacement tree planting, the planning history of the site, the requirements of Fountainbridge Development Brief and the condition of the neighbouring trees is a relevant material consideration that outweighs these concerns. In these circumstances, the infringement relating to policy Env 12 is acceptable.

Bats

LDP Policy Env 16 Species Protection seeks to protect species that are protected under European or UK law from the impacts of new development proposals.

A bat survey was submitted and identifies the presence of two non-breeding roost sites for soprano pipistrelle bats which were found within the existing church building. For any works to be carried out on the building, there is a requirement for a bat licence to be obtained from NatureScot. Given that the requirement to obtain a licence relates to a different statutory regime, an informative will be added to ensure that the necessary consents have been obtained.

Flood Issues

LDP Policy Env 21 Flood Protection seeks to ensure that new development proposals do not increase a flood risk or be at risk of flooding itself; impede the flow of flood water or deprive a river system of flood water storage within the areas shown on the Proposals Map as areas of importance for flood management; or be prejudicial to existing or planned flood defence systems.

A flood risk assessment and a surface water management plan were submitted. Flood Planning were consulted and raise no issues.

The proposals comply with LDP policy Env 21.

Archaeology

LDP policy Env 9 (Development of Sites of Archaeological Significance) seeks to protect and enhance archaeological remains, where possible, to preserve them in situ in an appropriate setting.

The former St Kentigern's Church is regarded as being of local historic importance in its own right and also occurs within an area of industrial archaeological potential due to its location adjacent to the Union Canal.

Ground-breaking works associated with the proposal has the potential to disturb significant remains associated with the industrial use and development of the adjacent Union Canal. Therefore, a condition requiring a programme of archaeological works is required. This is to accord with policy Env 9 in the LDP.

i) Comments

No comments were received.

Conclusion

In conclusion, while the proposals do not strictly comply with a number of policies in the adopted Edinburgh Local Development Plan, the planning history of the site and the wider environmental benefits of the scheme are relevant considerations that outweigh the infringements. The scheme as amended, will not result in adverse harm to the visual amenity of the area and future occupiers will have reasonable levels of living amenity within the development in this location. The proposal will not result in unreasonable harm to neighbouring amenity. A legal agreement will be required to secure onsite affordable housing and to provide a sum towards providing a pedestrian link as identified in Fountainbridge Development Brief.

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. Notwithstanding the approved drawings, the proposed rooflights on the church building as shown on drawing No. 08 shall be conservation types where they sit flush on the roof.
3. Notwithstanding the approved drawings, sample details of the materials for the new build block and surface treatment of the site shall be submitted to and approved in writing by the Planning Authority before commencing works on the site. The details, as approved shall be implemented in full before the first residential units on the site is occupied.

Reasons: -

1. In order to safeguard the interests of archaeological heritage.
2. To safeguard the historic character of the building.
3. In order to enable the planning authority to consider this/these matter/s in detail.

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. Permission should not be issued until the applicant has entered into a suitable legal agreement to ensure that affordable housing is provided in accordance with Council policy.

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. 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 to transport infrastructure.

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.

6. No works connected with the disturbance of the two non-breeding roost sites for soprano pipistrelle, or other development works, as identified in the application, which may have an impact on a European protected species shall take place until a licence has been issued by NatureScot and a copy provided to the Planning Authority.
7. Due to the proposed felling of trees and vegetation, these are likely to host nesting birds. Clearance works should be undertaken outside of the nesting bird season (March - August). If this is not possible, a nesting bird check should be undertaken by suitably qualified ecologist prior to works commencing. Should it be necessary to clear ground during the bird nesting season, the land should be surveyed (no more than 48 hours prior to works) by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.
8. Consideration should be given to including enhancements for biodiversity into the scheme e.g. swifts' bricks and pollinators species. This would be in keeping with the Edinburgh Biodiversity Action Plan 2019-2021

9.
 1. The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 2. The applicant will be required to contribute £15,000 for cost of land (verge between Rope walk and site), design and delivery of footway to connect Rope Walk to the proposed footway within site to ensure that active travel route from Rope Walk to Viewforth as envisaged in the Fountainbridge site brief is delivered;
 3. Proposed footway from site boundary adjacent Rope Walk to Viewforth is required to be built to adoptable standards to ensure public rights of passage (RCC is required);
 4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. 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;
 5. The applicant should be advised that as the development is located in Zones 1 to 8, they will not be eligible for residential parking permits 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 A - New Build);
 6. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;
 7. 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.

Note:

The Council's GIS of shows that there is a gap between site boundary and the private road (Rope Walk). Footway provision will require land acquisition (CPO).

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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 21 February 2020 and no comments were 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

The site is an urban area as designated in the adopted Edinburgh Local Development Plan and the Marchmont, Meadows and Bruntsfield Conservation Area.

Date registered

13 February 2020

Drawing numbers/Scheme

01-04, 05A, 06-08, 09A-13A, 14-17, 18A and 19.,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Laura Marshall, Planning Officer

E-mail: laura.marshall@edinburgh.gov.uk

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 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 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

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

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

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 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

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.

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

Other Relevant policy guidance

The Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal emphasises the well proportioned Victorian tenemental perimeter blocks with Baronial detailing and the substantial area of the open parkland formed by the Meadows and Bruntsfield Links.

The Fountainbridge Development Brief sets out planning and design principles intended to establish a comprehensive townscape and infrastructure framework for the Fountainbridge area.

Appendix 1

Application for Planning Permission 20/00490/FUL At St Kentigern's Church, St Peter's Place, Edinburgh Conversion of existing former church to 4 houses and construction of 10 new flats (as amended).

Consultations

Archaeology

The former St Kentigern's Church is regarded as being of local historic importance in its own right and also occurs within an area of industrial archaeological potential due to its location adjacent to the Union Canal. The Church was designed by John More and Dick Peddle and constructed next to the Union Canal in 1897 though it ceased to be a place of worship by 1941. Lying adjacent to the Union Canal, the north end of the site directly overlies the western end of the late-19th century rope walk which extended as far east as Leamington Road.

Accordingly, this application must be considered under the terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HESPS) 2016 and Archaeology Strategy and CEC's Edinburgh Local Development Plan (2016) Policies ENV 2 and 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.

It is to be welcomed that this application seeks to conserve and reuse this historically locally significant late-Victorian Church. However, there will be a moderate upon the fabric of this historic building which will require the undertaking of an archaeological historic building survey (annotated plans/elevations, photographic and written survey) linked to an appropriate level of documentary research prior to and during any alterations.

Similarly, ground breaking works associated with this development have the potential to disturb significant remains associated with the industrial use and development of the adjacent Union Canal. This will require the undertaking of a programme of archaeological works during all ground-breaking activities in order to fully record, excavate and analyse any significant surviving buried archaeological remains that may be disturbed by development, where protection in situ is not possible.

As this programme of archaeological works has yet to be undertaken, it is recommended that the following condition this application, to ensure that this programme of archaeological work is undertaken prior to/during construction.

'No alterations/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) 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

Housing Management and Development are the statutory consultee for Affordable Housing. Housing provision is assessed to ensure it meets the requirements of the city's Affordable Housing Policy (AHP).

- Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.

- 25% of the total number of units proposed should be affordable housing.

-The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:

<https://www.edinburgh.gov.uk/affordable-homes/affordable-housing-policy/1>

Affordable Housing Provision

This application is for a development of 16 homes and as such the AHP will apply. There is an AHP requirement for a minimum of 25% (four) homes of approved affordable tenures.

The affordable homes are required to be a representative mix of the types being delivered across the site, tenure blind and fully compliant with latest building regulations. The design of affordable housing should be informed by guidance such as Housing for Varying Needs and other relevant design guides.

The site is close to the City Centre and Tollcross Town Centre with good access to regular public transport links. No car parking spaces will be provided as part of the development, but cycle parking will be available.

The applicant is LAR Housing Trust, an affordable housing provider who has recently delivered new affordable housing in the city. The applicant has stated their intention that all 16 (100%) of the new homes will be affordable housing and managed by themselves. There will be four houses (with four bedrooms) within a converted church building and 12 flatted apartments (a mix of studio, one bed and two bed units) in a new build block, offering a good mix of new affordable home types.

The applicant intends to deliver 16 affordable homes rather than the minimum AHP requirement of four. 100% of the homes on the site will be for mid-market rent. Although the Council normally aims to secure 70% of new onsite housing for social rent, LAR are not a registered social landlord. Mid-market rent homes are the Council's second priority in terms of affordable housing tenure types. The proposal will not require any grant

funding from the Council. The delivery of 16 homes for mid-market rent on this highly accessible site is welcomed.

Summary

The proposal that 100% of the homes (16 units) will be for mid-market rent and managed by the applicant is acceptable to Housing Management and Development. The proposal will deliver a good mix of new affordable homes in a highly accessible location, assisting in the delivery of a mixed sustainable community.

A minimum of 25% onsite affordable housing should be secured by a Section 75 Legal Agreement, as required by the city's Affordable Housing Policy. The agreement will ensure that the tenure type, mix and location of the affordable homes that will be delivered is agreed with the Council. The homes should be designed and built to the affordable housing provider's design standards and requirements. We would be happy to assist with any queries on the affordable housing requirement for this application.

Flood Planning

This application can proceed to determination, with no further comments from our department.

Waste Services

We could not offer the service required to carry the waste at this site as it is beyond a 10 metre pulling distance and uphill and also the entrance isn't large enough for our fleet vehicles to reverse down.

Transport Planning

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

- 1. The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
- 2. The applicant will be required to contribute £15,000 for cost of land (verge between Rope walk and site), design and delivery of footway to connect Rope Walk to the proposed footway within site to ensure that active travel route from Rope Walk to Viewforth as envisaged in the Fountainbridge site brief is delivered;*
- 3. Proposed footway from site boundary adjacent Rope Walk to Viewforth is required to be built to adoptable standards to ensure public rights of passage (RCC is required);*
- 4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. 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;*
- 5. The applicant should be advised that as the development is located in Zones 1 to 8, they will not be eligible for residential parking permits 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 A - New Build);*

6. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;

7. 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

Note:

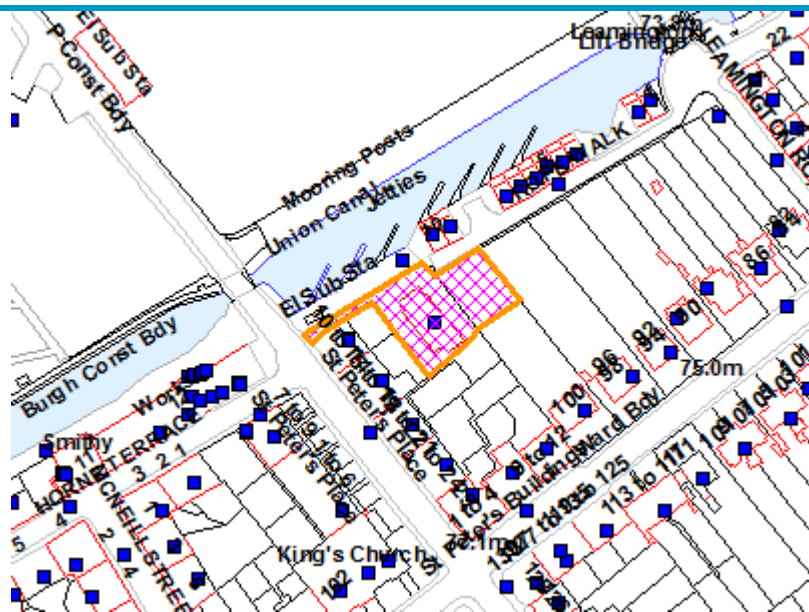
a) The Council's GIS of shows that there is a gap between site boundary and the private road (Rope Walk). Footway provision will require land acquisition (CPO).

b) The applicant proposes 1 car parking space and complies with the Council parking standards. Proposed car parking space is acceptable because the area has good public transport accessibility;

c) 12 secure cycle parking spaces being proposed complies with the Council's cycle parking standards for the proposed flats in Zone 1. Cycle parking will be provided within the curtilage of the building;

d) Refuse collection will be done from Viewforth.

Location Plan



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END

Development Management Sub Committee

Wednesday 9 December 2020

Confirmation of Tree Preservation Order No. 192 (Kinellan Road, Edinburgh)

Item number

Report number

Wards

Ward 06 – Corstorphine/Murrayfield

Summary

Tree Preservation Order TPO No. 192 (9 Kinellan Road, Edinburgh) was made on 10 June 2020 to protect woodland areas in the interests of protecting amenity. This Order expires after 6 months unless it is confirmed within this time. The Order must be confirmed before 12 December 2020 to ensure the Order provides permanent protection for the tree.

It is recommended that Committee confirms Tree Preservation Order No. 192 (9 Kinellan Road, Edinburgh).

Links

[Policies and guidance for this application](#)

CDP ENV12

Report

Confirmation of Tree Preservation Order No. 192 (9 Kinellan Road, Edinburgh)

Recommendations

1.1 It is recommended that Committee confirms the Order.

Background

2.1 Site description

The site consists of two areas of mainly mature trees at 9 Kinellan Road, Edinburgh. The trees form part of the mature setting of the house and grounds, some surrounding the former quarry, now garden pond. The site is an area of steep sloping garden of 0.61 hectares, with a mixture of deciduous and coniferous trees commonly found in large gardens. It is surrounded by mainly residential properties.

This site is located within West Murrayfield Conservation Area.

2.2 Site History

13 January 2020 - planning permission was sought for the erection of 8 townhouses and 11 apartments within the grounds 9 Kinellan Road development on the land (reference 20/00203/FUL). The application was withdrawn on 11 November 2020.

10 January 2019 - planning permission was sought for the erection of 10 townhouses and 9 apartments within the grounds of 9 Kinellan Road (reference 19/00082/FUL), The application was withdrawn on 18 July 2019.

10 September 2014 – notification to fell tree in the garden of 9 Kinellan Road. Decision notice to Raise No objection was issued on 26 September 2014.

It is a concern that the trees if not protected would be subject to ad hoc felling. There has been prior unauthorised tree work on site, which has led to the Tree Preservation Order being issued.

Main report

3.1 Description of The Proposal

This report deals with the confirmation of a Tree Preservation Order, TPO No. 192.

The Tree Preservation Order was made to ensure protection for this locally important asset.

3.2 Determining Issues

Is it expedient in the interests of amenity to confirm the Tree Preservation Order and if so, should the Order be modified?

Does the proposal 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?

Objections/supportive and other representations to the Order timeously received.

3.3 Assessment

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

- a) the trees which have been made the subject of the Order contributes to amenity and whether the making of the Order is expedient;
- b) the proposal complies with the development plan;
- c) equality and human rights issues have been addressed; and
- d) any representations received require the Order to be abandoned, confirmed or confirmed with modifications.

a) Amenity and Expediency

The trees in question are of amenity value due to their prominence in the locality

The expediency of making the Order relates to the need to ensure the amenity provided by the maturing planting is maintained and managed for future residents and visitors. There are development pressures in the area. Refusal of any planning application on the grounds of tree loss can result in pressure to remove trees as a constraint to development.

The making of the Tree Preservation Order was therefore expedient in the interests of amenity.

b) Development Plan

Policy 'ENV 12' of the Edinburgh Local Development Plan 2016 states that where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders.

In view of the amenity provided by the trees, the proposal complies with the development plan.

c) Equalities and Human Rights

The proposals raise no equalities or human rights concerns.

The statutory requirement on planning authorities is to make Orders where this is in the interests of amenity. Amenity in this context is interpreted as extending beyond the amenity of an individual party and being of wider public benefit. An Order allows any person to apply for permission to carry out tree pruning, felling etc at any time; at that time the individual circumstances of the case must be assessed and a decision on tree work proposals reached. There is a right of appeal against the decision of a planning authority.

d) Representations

The Planning Authority is required to consider any objection or representation within 28 days of making and advertising a Tree Preservation Order. The making of the TPO was advertised in the normal manner. No representations were timeously received in connection with the making of the Order.

Conclusion

The trees in question are of amenity value and contributes to the attractiveness and character of the area around West Murrayfield Conservation Area. The confirmation of the Tree Preservation Order is expedient in the interests of amenity.

In order to provide long term protection to the trees in question, it is recommended that the Tree Preservation Order be confirmed.

The Tree Preservation Order map and Schedule are enclosed at Appendices 1 and 2.

Financial impact

4.1 The financial impact has been assessed as follows:

Costs are accommodated through existing budgets.

Risk, Policy, compliance and governance impact

5.1 Provided Tree Preservation Orders are confirmed 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

Not applicable.

8.2 Publicity summary of representations and Community Council comments

The Order was advertised on 20 December 2019 in accordance with regulatory requirements. A copy was also displayed in the local library and available to view at the Planning and Building Standards reception in Waverley Court.

Background reading/external references

- [Planning guidelines](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development**Plan Provision**

Where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders (ENV12).

Date registered

N/A

Drawing numbers/Scheme

N/A

David Leslie

Chief Planning Officer
PLACE
City of Edinburgh Council

Contact: Iain McFarlane, Programme Director City Plan
E-mail: iain.mcfarlane@edinburgh.gov.uk Tel: 0131 529 3045

Links - Policies

Relevant Policies:**Local Development Plan****LDP Policy ENV12 (Trees)**

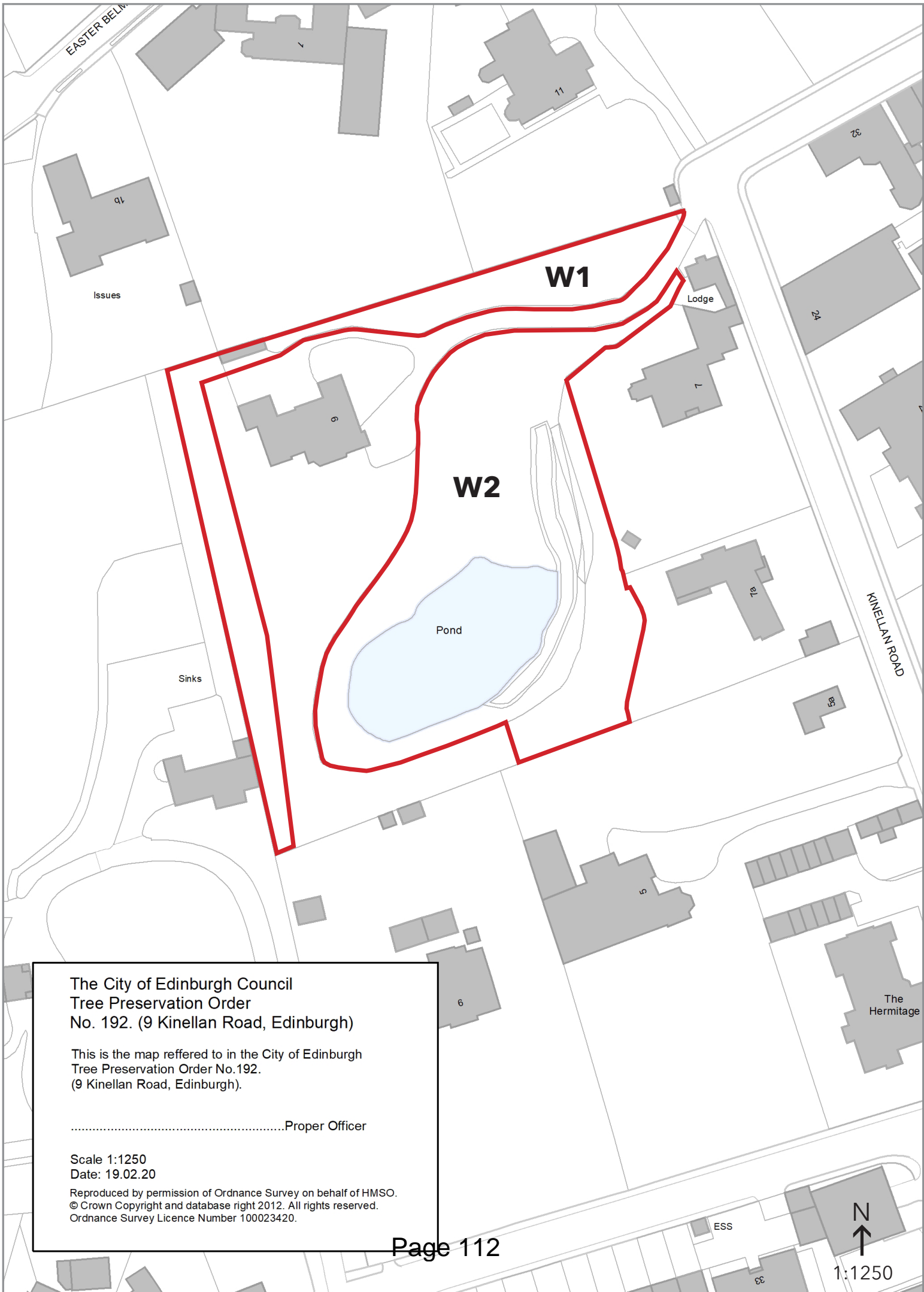
Development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or other tree worthy of retention unless necessary for good arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.

This policy recognises the important contribution made by trees to character, biodiversity, amenity and green networks. In assessing proposals affecting trees, the Council will consider their value, taking into account status such as Tree Preservation Order, heritage tree, Ancient Woodland and Millennium Woodland, and information from tree surveys.

Where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders.

Appendix 1

Tree Preservation Order Map



**The City of Edinburgh Council
Tree Preservation Order
No. 192. (9 Kinellan Road, Edinburgh)**

This is the map referred to in the City of Edinburgh
Tree Preservation Order No.192.
(9 Kinellan Road, Edinburgh).

.....Proper Officer

Scale 1:1250
Date: 19.02.20

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Appendix 2

Tree Schedule

| Trees Specified Individually (marked in green on the maps) | | |
|---|-----------------------------------|--|
| No. on Map | Description | Situation |
| | None | |
| Trees Specified by Reference to an Area (within a solid black line on the map) | | |
| No. on Map | Description | Situation |
| | None | |
| Groups of Trees (within a broken black line on the maps) | | |
| No. on Map | Description | Situation |
| | None | |
| Woodlands (Within a red line on the maps) | | |
| No. on Map | Description | Situation |
| W1 | Comprising trees of mixed species | Ground, with house Rockshiel, 9 Kinellan Road, Edinburgh, in the County of Midlothian, part of 3 acres, 15 falls and 30 ells (or 3 acres, 3 roods, 25 poles and 10 yards) or thereby, to west of 2 parks in Estate of Murrayfield, more particularly described in Sasine of James Morison recorded GRS(Edin, now Mid) 28 Oct. 1846 (under exception of Disposition |
| W2 | Comprising trees of mixed species | |

| | | |
|--|--|---|
| | | in favour of James Ballantine recorded said GRS, 18 November 1912). |
|--|--|---|

Development Management Sub Committee

Wednesday 9 December 2020

Application for Approval of Matters Specified in Conds 20/03942/AMC

**At Land 175 Metres Southeast Of Meadowfield Farm 15,
Turnhouse Road, Edinburgh**

**Erection of 142x new dwellings with associated roads,
parking, footpaths and hard and soft landscaping (Approval
of Matters Specified in Conditions of planning permission in
principle 16/04738/PPP re conditions 5 (Part 2 i, ii, iii, iv, v,
vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix))
as applicable to Plot 5 only) (as amended).**

Item number

Report number

Wards

B01 - Almond

Summary

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2) and is consistent with the strategic masterplan and accompanying Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The proposal to deliver one hundred and forty-two affordable homes of mixed tenure at this development plot complies with the Council's affordable housing policy. The proposed site layout, with higher density and four storey flatted blocks at the east of the site and lower two to three storey buildings around the rest of the site, will introduce a well-balanced and varied urban environment in this part of the wider masterplan site. A good level of internal amenity is afforded to future residents in terms of floor spaces

which comply with or exceed recommendations in the Edinburgh Design Guidance. With regard to external amenity, a mixture of private and communal gardens and a 'pocket park' at the west of the application site ensure good open space for future residents to complement strategic landscape areas such as parks in the wider masterplan site.

Access to and from the site is acceptable for vehicles, active travel and pedestrians and the proposed layout means future residents will enjoy good access to the surrounding area's evolving road and path network.

A clear design concept is demonstrated by the applicant and the proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

Links

| | |
|---|--|
| <u>Policies and guidance for this application</u> | LDPP, LDES01, LDES02, LDES04, LDES05, LDES06, LDES07, LDES08, LEN09, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02, |
|---|--|

Report

Application for Approval of Matters Specified in Conds 20/03942/AMC

**At Land 175 Metres Southeast Of Meadowfield Farm 15,
Turnhouse Road, Edinburgh**

**Erection of 142x new dwellings with associated roads,
parking, footpaths and hard and soft landscaping (Approval
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vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix))
as applicable to Plot 5 only) (as amended).**

Recommendations

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

Background

2.1 Site description

The application site ('the site') is situated in the west of the city and forms part of a larger development site allocated as HSG 19 in the Edinburgh Local Development Plan.

The site is situated to the south of Turnhouse Road with the most recent use as agricultural land which is the dominant character of the surrounding area. The site is partially bounded at the south by the Edinburgh-Fife railway line and the remainder of the site is largely surrounded by existing agricultural land. The former Meadowfield farmhouse and steading area lies to the west. The site measures approximately 2.93 hectares and is relatively flat.

Access to the application site is taken from Turnhouse Road. Features in the wider surrounding area include Edinburgh Airport to the south, which lies beyond the Edinburgh to Fife railway line. Further existing development in the form of West Craigs industrial estate and housing is located further along Turnhouse Road to the east beyond which lies Maybury Road and East Craigs. There are views from the application site to the Pentlands at the south of the city, the nature of which will change as housing allocation HSG 19 is built-out.

2.2 Site History

The below site history relates to the application site entirely or in part.

14 October 2014 - Proposal of Application Notice (PAN) submitted for residential development and ancillary retail (Class 1), Class 2 (300sqm in total) including

landscape, access and services and all related ancillary development at site 100 Metres North East Of 19 Turnhouse Road. This PAN broadly relates to the extents of the current application, although the extents of land included to the north of Craigs Road have been reduced (application reference: 14/04156/PAN);

20 April 2017 - Application for Planning Permission in Principle was refused 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' at Site 100 Metres North East Of 19 Turnhouse Road Edinburgh. In summary the application was refused for reasons including loss of green belt, landscape impact, transport infrastructure delivery, drainage and flood risk, insufficient environmental assessment information and failure to outline a comprehensive design approach (application reference: 16/04738/PPP);

26 September 2019 - Appeal against refusal of application 16/04738/PPP was allowed by Scottish Ministers for 'residential development, up to a maximum of 1,400 units, and ancillary commercial (class 1 retail and class 2 financial and professional), including landscaping, access and services and all other ancillary development' at 100 metres north-east of 19 Turnhouse Road, Edinburgh (appeal reference: PPA-230-2207);

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of conditions 1, 2, 3, 4 and 5 for a masterplan for the site was approved (application reference: 19/05599/AMC);

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 for landscape and enabling infrastructure was approved (application reference: 19/05514/AMC);

28 July 2020 - Application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of condition 9 relating to archaeological matters was approved (application reference: 20/00649/AMC);

15 May 2020 - Proposal of application notice for 'Ultra low energy Primary School (2 stream, 420 pupils) with adjoining Nursery (128 children) and Healthcare Centre (10,000 patients). All accommodation is within one building and exceeds a total gross floor area of 5000sqm. The development also includes landscaped school grounds and sports pitch. The building will be designed to allow for future extension to 3 stream (630 pupils) to meet the needs of the surrounding development' (application reference: 20/01746/PAN).

Main report

3.1 Description Of The Proposal

Scheme 2

This application is submitted to address conditions 5 (part 2 i, ii, iii, iv, v, vi) and 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) of the planning permission in principle (PPP) as applicable to Plot 5 only. The application seeks approval of matters relating to the detailed design and layout of 142 proposed homes and associated landscape and access for plot 5 of wider development at LDP housing site HSG 19.

A detailed summary of condition requirements is included in Section 3.3 a) of this report.

The proposal is for 100% affordable housing, comprising 142 units in the form of houses, cottage flats and apartments. The accommodation schedule specifies the homes will comprise: 6 x 4-bed (5%); 31 x 3-bed (22%); 61 x 2-bed (43%); and 44 x 1-bed (31%). The new homes will be for a mixture of tenures, with 52 offered for mid-market rent and 90 offered for social rent.

Nineteen units are designed specifically for older people within Block 16 and include a ground floor office space for visiting support workers and other staff. Five units are fully accessible at the ground floor.

Building heights are four storey apartments at the east of the site, and there is a gradual transition down to lower density buildings in the form of three storey apartment buildings and two storey houses and cottage flats to the west of the application site. Buildings are pitch roofed and include detailed design features including strong gables forms, projecting brick features, projecting balconies, Juliet windows and projecting fin walls to offer variation in the depth.

The proposed materials palette includes buff brick of varying shades, dry dash render, zinc cladding, coloured cladding. These materials are used in varying combinations around the site on apartment buildings and in the lower density homes. This palette of materials is drawn from the 'Eastern Gateway' character zone description and suggested materials in the UDF approved alongside the strategic masterplan.

The proposed site layout has been designed in the context of proposed neighbouring plots and other development areas identified in the 'Urban Design Framework' (UDF) and strategic masterplan recently approved by the Development Management Sub-committee (application reference 19/05599/AMC) for LDP housing site HSG 19. The UDF specifies building heights across the wider masterplan site along with key landscape features and street connections and this site lies within the 'Eastern Gateway' character zone.

The proposed apartment buildings at the east of the site are four storeys in height with pitch roofs. These buildings address a strategic landscape and active travel corridor the details of which were approved by the Development Management Sub-committee in May 2020 (application reference 19/05514/AMC). Houses at the north of the site face the safeguarded school site within the masterplan area and are separated by a pedestrian pavement and by front gardens and landscaping.

Boundary treatments around different parts of the site and include timber fencing, metal fencing, brick walls, stone walls and hedging. These boundaries are implemented to varying degrees and will form part of the site's landscape and streetscape characters. Where visually prominent, boundaries to rear garden areas are formed in 1.8-metre-high masonry walls to match adjacent buildings. In less prominent locations stained timber slatted fences of a similar height provide enclosure. Between rear communal gardens and parking courtyards, fence heights are reduced to 1.2-metres. Boundaries between individual gardens are generally 1.2-metre-high vertical 'hit-and-miss' timber fences.

Proposed green spaces at the site includes a mixture of private and communal garden spaces, landscaped public realm and a small 'pocket park' which acts as a local green space. Benches, made from steel and timber, are dotted around the site within the pocket park and at main entrances to the apartment buildings and cottage flats as well as in a small landscaped area at the southeast corner of the site.

The south of the site is bounded by the Edinburgh-Fife railway line. Landscape details for this boundary area and an acoustic barrier were approved by the Development Management Sub-committee in May 2020 as part of the enabling infrastructure works for this part of the LDP housing site HSG 19 (application reference 19/05514/AMC).

The development is accessed from a new junction and new road from the south side of Turnhouse Road. This road runs perpendicular from Turnhouse Road and leads to a new street network within the application site that consists of primary and secondary streets. Pedestrian paths and crossing points that are marked with different coloured paving are also introduced. New streets provide access around the site's perimeter and a new pedestrian street is located at the north of the plot to offer a connection to the proposed school site which lies to the north of the application site boundary. The secondary street at the south of the site is a shared surface.

Vehicular parking at the site numbers 117 spaces; most parking spaces are in courtyards which are paved with block paving and set to the rear of proposed homes. Further vehicle parking is provided in the form of on-street parking bays and within the curtilage of some of the terrace and semi-detached houses. A limited number of private drives are also proposed. Twenty-one parking spaces cater for electric vehicles, four are car club spaces and ten accessible parking spaces are provided around the site. Seven motorcycle bays are provided within the parking courtyards.

Secure bicycle parking for residents of apartment buildings is provided in two external stores and within garden spaces for the lower density houses and cottage flats. The bicycle stores are constructed from structural brick walls and timber walls. Bicycle parking for visitors, in the form of cycle stands at the doorway, is also located at the front of the seven main entrances to the apartment buildings. Across the apartment buildings, cottage flats and houses there are 327 bicycle parking spaces proposed in total.

Communal drying lines are provided in the grounds for apartments buildings at the east of the site whilst rotary dryers are also shown in the private garden spaces.

Refuse stores that cater for a mix of waste streams are accessed from within the parking courtyards and bin collection points are located on pavements for houses and cottage flats.

An electric sub-station is located at the north of the site, between Blocks 15 and 16. The applicant submitted elevation plans for this structure showing it will be enclosed in brick.

Supporting statement

The applicant has included several technical documents in support of the application. These are available to view on the Planning & Building Standards Online Services:

- Application forms & supporting plans;
- Design, Access & Sustainability statement;
- Drainage Strategy & Flood Risk Assessment;
- Proposed boundary details:
- Transport Statement, Quality Audit and Road Safety Audit;
- External finishes schedule;
- Sustainability form S1; and
- Vehicle tracking plans (refuse & fire).

Scheme 1

Following a Stage 2 Quality Audit workshop during the assessment stage the applicant made minor amendments to the proposed site plans and clarified details relating to street and pavement design. Other minor amendments included changes to the landscape planting schedule and improved bicycle store security following discussion between the applicant and Police Scotland.

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 complies with the terms of the planning permission in principle;
- b) the scale, design, mix and layout of the proposal is acceptable;
- c) the proposal offers appropriate amenity for future occupants;
- d) access movement, and road arrangements are acceptable;
- e) there are any other material considerations;
- f) representations have been addressed; and
- g) there are any equalities or human rights impacts.

a) Compliance with the planning permission in principle

Planning permission in principle was granted for 'residential development, up to 1400 units, and ancillary commercial (class 1 and class 2 financial and professional), including landscaping, access and services and all other ancillary development' on 26 September 2019. The PPP was granted subject to 23 conditions and the applicant for

plot 5 within the wider masterplan site has now submitted an Approval of Matters Specified in Conditions (AMC) planning application to gain approval of matters specified in conditions 5 (part 2) and 6 of the PPP for the proposed development.

There has been no material change to the development plan since the PPP was approved and the principle of the proposal remains consistent with LDP policy Hou 1 (Housing Development) which prioritises housing at LDP housing sites. Condition 5 (part 2, i-vi) and condition 6 (a) - (k) specify the level of detail the applicant must submit prior to commencement of development to satisfy the terms of the condition in an AMC application.

Condition 5 (part 2 i) - requires the applicant to submit an updated phasing plan for the masterplan site.

The applicant advises that there is no change to the phasing plan for the site that was approved by the Development Management Sub-committee for application 19/05599/AMC in May 2020 which considered the strategic masterplan for LDP housing site HSG 19. As this proposed affordable housing development is the second plot to come forward soon after the masterplan has been approved, there has been little change to the phasing details and the applicant's confirmation of this is acceptable. The proposal complies with PPP condition 5 part 2 i).

Condition 5 (part 2 ii) - states that the applicant must submit an updated Transport Statement, the scope of which is to be agreed with the planning authority, and a Stage 2 Quality Audit for the application site.

During the assessment stage the applicant submitted this supporting information. Comments from the Transport Authority raise no objection to the proposed development and the applicant has demonstrated compliance with the terms of this PPP condition by submitting an acceptable Transport Statement and Stage 2 Quality Audit.

Condition 5 (part 2 iii) - requires applications for each development plot in the masterplan area to be accompanied by a Design and Access Statement which details the proposed plot layout including streets and spaces, accessibility, safety and security matters and sustainability and energy efficiency measures.

A comprehensive Design, Access & Sustainability Statement accompanies this AMC application, and includes details required by AMC condition 5 (part 2 iii). The applicant complies with the terms of this condition.

Condition 5 part 2 iv) - requires the applicant to submit an updated Landscape and Visual Impact statement.

The applicant's Design, Access and Sustainability Statement includes a Landscape Design Statement in Appendix 1. The statement provides an overview of the landscape strategy that considers the plot's wider context in the landscape environment and also sets out site specific design measures. Detailed landscape plans also supplement the Landscape Design Statement and the application complies with the terms of this condition.

Condition 5 part 2 v) - specifies that management details for landscaping, allotments, SUDS and open space is required.

These details are provided in Section 8.8 of the applicant's Design, Access and Sustainability Statement. The proposed maintenance of landscape features is appropriate in the context of this condition.

Condition 5 part 2 vi) - places a requirement on the applicant to submit a surface water management strategy for the site.

The applicant's Drainage Strategy and Flood Risk Assessment includes these details. The Council's Flood Planning service is satisfied with the proposed drainage arrangements, and neither SEPA nor Edinburgh airport object to the surface water management details submitted. The applicant demonstrates compliance with the terms of condition 5 part 2 vi).

Condition 6 a) - requires the number of residential units be specified. The applicant confirms 142 units are proposed and this part of the condition is satisfactorily addressed.

Condition 6 b) - states that details of siting, design and height of development and glazing specifications are required. The applicant has submitted a detailed site plan showing the proposed layout. Elevation plans and sections show the proposed building height(s) and the design of other features and hard landscape features are also identified in detail. Double glazing will be used in some properties to provide acoustic insulation from railway noise at the south of the site in accordance with the specifications identified by a noise assessment approved through planning application 19/05514/AMC for enabling infrastructure at the site which assessed railway noise. The proposal complies with the terms of condition 6 b).

Condition 6 c) - requires details of the design and configuration of open spaces, external materials and finishes and details of play equipment.

Detailed site layout plans, building elevation drawings, landscape plans, boundary treatment details and the Design, Access & Sustainability Statement set out these details as required by PPP condition 6 c). A Finishes Schedule that includes details of all external material treatments for buildings and landscape details has been submitted as well. No play equipment is required within this housing plot. The submission of this information satisfies the terms of this condition.

Condition 6 d) - requires details of 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.

The applicant submitted this information in the form of site layout plans. During the application's assessment stage, a Stage 2 Quality Audit was carried out and subsequently submitted. Street lighting is not specified at this time and this will be deferred to the Road Construction Consent (RCC) process. The applicant has provided the details required by condition 6 d) and street lighting can be confirmed through other statutory processes.

Condition 6 e) - this requires the applicant to provide details of footpaths and cycle routes, multiuse paths and related signage along with lighting details. The site plan and accompanying Design, Access & Sustainability Statement submitted by the applicant provide an appropriate level of detail on these details. New streets will include pavements and access to strategic cycle and pedestrian paths including the proposed strategic active travel within LDP housing site HSG 19. The design complies with the strategic masterplan approved for the site and includes a connection at the south east corner of the site to the approved active travel network for the masterplan site. The new street at the south of the site is identified in the UDF for this site as a shared street and is a strategic active travel route that will facilitate access to later phases of development to the west of this application site. Street lighting can be deferred to the RCC process. The application complies with this part of condition 6.

Condition 6 f) - specifies that waste management and recycling facilities are required.

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin presentation points, communal refuse stores and vehicle tracking for refuse collection has been detailed and the Council's Waste Services department is satisfied with the overall design as confirmed in consultation comments. The applicant complies with the terms of this condition.

Condition 6g) - requires surface water management and SUDS details. The applicant has submitted drainage network design information and water services information in response to this requirement. The site forms part of the wider drainage and SUDS network at housing site HSG 19 and the council's Flood Planning service confirms the proposal is acceptable. The application complies with condition 6 g).

Condition 6 h) - requires details of site investigation and decontamination arrangements.

The applicant notes that this matter has been addressed for the wider masterplan site, including the plot relevant to this AMC application, through planning application 19/05514/AMC which was approved by the Development Management Sub-committee in May 2020. Cross reference to the recently approved application is acceptable in the context of addressing condition 6 h) for this AMC application.

Condition 6 i) - requires information regarding sustainable measures for the proposal. The applicant submitted the council's Sustainability S1 form and a Design, Sustainability & Access Statement to address this condition. Details relating to sustainability that are identified in the applicant's S1 sustainability form include the installation of roof-mounted photovoltaic panels, electric vehicle parking provision, water efficiency measures for showers and WCs, provision of water butts for houses, refuse and recycling facilities, uPVC windows that achieve an 'A rating' in the BRE Green Guide and the use of timber framing (excluding tropical woods). The proposal will also be subject to Scottish Building Standards.

Condition 6 j) - this condition requires details of all commercial premises. This AMC application does not include any commercial development and is not applicable.

Condition k) - *6 k)* - specifies the range of hard and soft landscaping details that must be provided 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; (iv) a schedule of plants to comprise species, plant size and proposed number/density; (v) programme of completion and subsequent maintenance; (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.

These details have been submitted in the form of supporting detailed landscape plans, boundary details, planting and maintenance schedule, finished ground levels and information relating to services connections at the site. Other matters such as lighting will be specified through roads adoption procedures and play equipment details does not to this application. An overview of the approach to phasing is included in Section 6 of the Design, Access and Sustainability Statement; it is anticipated that works will begin on the affordable housing in this plot in March 2021 over a duration of approximately two years with completion expected slightly after proposed affordable housing at plot 4 within the masterplan site (application reference 20/03224/AMC currently pending determination). Plans showing above ordnance datum levels for the proposed site layout were provided by the applicant during the assessment stage upon request.

The proposal complies with condition 6 k).

Approval of matters summary

The applicant has submitted the required information and details to satisfy the requirements of conditions 5 (part 2) and 6 of the PPP.

The proposal is further assessed in the context of the Edinburgh LDP and other material considerations in the remainder of Section 3.3 of this report.

b) Scale, design, mix, layout and landscape

In assessing the scale, layout and design of the proposals, LDP policies Des 1 (Design Quality and Context) to Des 8 (Public Realm and Landscape Design) provide a robust framework along with the Edinburgh Design Guidance (EDG).

The site lies with the 'Eastern Gateway' character zone as detailed in the UDF; this sets certain design parameters for the site including building heights of two to four storeys, materials for buildings to be brick and render with glazing in more prominent buildings. Lying immediately to the north of the railway line, Plot 5 is the first part of the development that visitors will encounter when arriving on foot over the proposed new bridge from the Edinburgh Gateway Station, and therefore has a key role in setting the scene for the overall area.

Scale

The extant PPP for the site establishes the principle of a large-scale development in this area. The existing semi-rural character of the local area will undergo significant change in the near future due to the planned development of the surrounding area and as LDP housing site HSG 19 is delivered.

Overall, the provision of 142 new homes at this site creates a density of 48.5 dwellings per hectare based on the application site area of 2.93 hectares. The scale of the proposal, which includes four storey buildings that gradually transition down in height and density from east to west within the site is compatible with the approved UDF for this part of the wider masterplan site. Four storey flatted buildings at the east of the site are in close proximity to the adjacent strategic landscape and active travel corridor. Higher density at this location is the result of a deliberate design intention in the strategic masterplan to ensure the built environment creates a degree of presence and sense of place at a key point of arrival to/from this part of the masterplan site. The urban-scale frontage to the flatted blocks here acts as the immediate visual backdrop to the main pedestrian access point into West Craigs from the Edinburgh Gateway Station to the south side of the railway line.

The transition to lower density in the form of two and three storey buildings towards the west of the site is also consistent with the vision that has been approved for this site, and the applicant's design will ensure this plot ties-in with surrounding plots with reference to proposed densities, building heights and general character.

The proposal complies with LDP policy Hou 4 (Housing Density) which seeks appropriate density on development sites with respect of local character, environmental quality and residential amenity that is envisaged for this part of the strategic masterplan.

Layout & Design

LDP policy Des 1 (Design Quality and Context) supports development that contributes to a creating a sense of place, by delivering a design concept and drawing on positive characteristics in the surrounding area. The proposed design character builds upon the concept for this development plot that is specified in the design code of the Urban Design Framework (UDF) that has been prepared for the site through AMC application 19/05599/AMC. The application site is located within the 'Eastern Gateway' character zone in the UDF. The vision for this part of the site is to introduce buildings up to four storeys and establish a place that has 'presence' in the local area's new built environment in accordance with the Council's relevant design policies.

The proposed site layout is influenced by its relationship with surrounding landscape areas in the strategic masterplan, including the strategic green corridor to the east and the landscaped boundary with the railway to the south. New homes and flatted buildings are front facing along these areas and have a positive relationship with the new streetscapes. Large balconies on the south east corners of flatted blocks to the east (Blocks 16, 17 and 24) and Juliet style windows along these front elevations, in combination with massing create a strong urban frontage with visual interest and a degree of over-looking to this key public space. All proposed buildings are appropriately positioned within the site and set-back from the roads and pavements.

LDP Policy Des 7 (Layout Design), states that planning permission will be granted for development where it meets a number of criteria relating to issues of the layouts of buildings, streets, footpaths and taking an integrated approach to new streets, and whether the development will encourage walking, cycling and the use of public transport. The proposed layout of buildings and open spaces and the orientation of

front elevations to overlook public spaces demonstrates that a comprehensive and integrated design approach has been followed. The site's layout also allows active travel permeability through the site in accordance with parts b) and f) of LDP policy Des 7 (Layout Design) which supports good connectivity to the wider path network. Layout in terms of road, active travel and pedestrian is addressed within Section 3.3 d) of this report.

The proposed materials palette utilises a mixture of brick, render, zinc panels and coloured panels to varying degrees around the site. These materials are specified in the UDF for the 'Eastern Gateway' character zone in which this application site lies and the applicant's use of the materials in various combinations around the site is appropriate. The use of detailed design features such as articulated gables, projecting balconies and canopies, different textures and shades of brick and limited use of cladding is implemented to good effect around the site. The applicant's design statement also includes examples of where the use of cladding has been successfully delivered in a similar fashion elsewhere.

Key corners of the four storey apartment buildings at the east of the site are well-articulated to add visual interest and in the lower density houses cladding is wrapped around key gables to form larger coloured panels in visually prominent locations.

The proposal demonstrates a good degree of compliance with objectives of LDP policy Des 4 (Development Design - Impact on Setting) with regard to height, form, building positions and materials and detailing.

Mix

Policy Hou 2 (Housing Mix) of the LDP requires a mix of housing to be provided for families, older people and people with special needs and the EDG also recommends that 20% of new homes at large housing developments should cater for growing families. The applicant proposes a mix of unit types comprising flats, cottage flats and houses which will cater for different user needs. Of the 37 x 3-bed and 4-bed, 34 are houses with an internal floor area in excess of 91 sqm. and a private garden and therefore deemed to be suitable for families. This represents 24% provision of family homes within Plot 5. Nineteen one and two bed flats are specifically designed for older people and are arranged across two communal stairs within a single flatted block, with lift access to upper floors.

The proposed mix and type of housing proposed is acceptable and complies with LDP policy Hou 2 and the EDG.

Landscape layout

Policy Des 8 (Public Realm and Landscape Design) states that planning permission will be granted for development where all external spaces, features, civic spaces, footpaths, green spaces and boundary treatments have been designed as an integral part of the scheme as a whole.

The application site will benefit from large areas of strategic landscape features in the form of the approved railway buffer planting along its southern boundary and the strategic green corridor to the eastern boundary.

The applicant submitted details of soft and hard landscape proposals at this application site. The proposed landscape environment includes a detailed planting and maintenance plan which introduces trees, hedges shrubs and amenity grass spaces at the site. Up to seven different street tree species such as Wild Maple, Ornamental Pear, Mountain Ash and will be positioned around the site and a mixture of Hornbeam and New Zealand Privet hedges are used in various places to form boundaries between gardens and streets. The applicant's maintenance schedule will ensure the new landscape character becomes established within this development plot. Proposed planting mixes and quantities are appropriate and will contribute to the creation of an attractive and well-designed environment.

The supporting Design, Access and Sustainability Statement includes a comprehensive overview of the landscape and open space strategy for the application site in Appendix 1; the broad design goal is to complement the strategic landscape in the wider masterplan site which consists two large public parks, green corridors, woodland buffers and pocket parks. Within the application site trees are regularly spaced either side of the four pedestrian routes to enhance the streetscape and hedges, shrubs and grass planting is utilised around all parts of the site to create a well-defined sense of place.

All new houses will have a private front garden enclosed by hedging and flatted blocks are set-back from the pavement to allow for areas of grass planting which act to soften the new built environment.

A variety of landscape boundary treatments are proposed. These include timber fencing, metal railings, post and wire fencing, steel trip rails and brick and stone walls. These boundary features will measure 1.2 measure or 1.8 metres in height. This mixture of materials and their application as shown on supporting hard landscape plans contributes to a clear differentiation of public, private and communal spaces. The boundaries will make a positive contribution to the overall character of this new part of the city and are acceptable.

A 'pocket park' is located within this application site at its south west corner. The boundary for this local green space includes perimeter trees and low steel trip railing to create a minimal sense of enclosure. This is a simple amenity space overlooked by the new cottage flats to the east side of the park. The park includes a pathway, three benches and a central area of grass and is consistent with the vision for this part of the site as expressed in the UDF.

The applicant's proposed landscape design complies with LDP policy Des 8, the UDF for the strategic masterplan and the EDG.

Design summary

The proposal accords with the UDF's suggested design and the height and form of the proposed buildings is appropriate in design terms with a view to creating a unique sense of place as required by LDP policy Des 1 (Design Quality and Context). The proposal will have a positive impact on its surroundings in terms of height, scale, proportions, position of buildings and materials and detailing as required by LDP policy Des 4 (Development Design - Impact on Setting). The landscape environment makes a

positive contribution to the proposal and compliance with Policy Des 8 (Public Realm and Landscape Design) is demonstrated.

c) Amenity for future occupants

The LDP, through policy Des 5 (Development Design - Amenity) and the EDG, requires new development to provide a good standard of amenity for future residents and also seeks to protect amenity of neighbouring properties.

In accordance with LDP policy Hou 2 (Housing Mix) and the EDG a mix of dwelling types and sizes are proposed at the site to cater for different occupant requirements. Proposed floor plans show that all the proposed homes meet or exceed the recommended floor areas in the EDG. Some floor plans show space for a home office or desk space in floor plans within living room or hall areas and other design features such as storage cupboards are provided. The ground floor plan for Block 16, which is designed for older people, includes a support office for support workers and other staff as well.

All 142 homes are dual aspect and will provide a good level of internal amenity and daylight for future residents. Apartments and houses that are located at the south of the application site will also benefit from long views to the Pentlands and surrounding area beyond the Edinburgh-Fife railway line. Other properties face out to landscaped public spaces and will enjoy an attractive immediate outlook.

Gable ends of houses are designed to avoid overlooking neighbouring plots and where windows are present these are for non-habitable rooms such as bathrooms and stairs. Window to window distances are a minimum of approximately 18 metres, with a minor deviation to approximately 16 metres where houses face onto two pedestrian streets towards the west of the site. This deliberate move is intended to create a slightly tighter, more urban feel to this part of the site and is an acceptable design approach where landscape design is used to ensure screening and defensible space is provided to street-facing rooms. The slightly reduced distance between front elevations in these two locations is acceptable.

Private enclosed rear gardens are provided to all houses and cottage flats. Communal garden grounds are provided to the flatted blocks. Approximately 27% of the application site is useable green space and the location and layout of amenity space for the proposal accords with the objectives of the LDP design policies and policy Hou 3 (Private Green Space in Housing Development). In addition to garden spaces all properties will be within walking distance of a local 'pocket park' located at the south west corner of the site and the neighbouring 'Gateway' green corridor at the east of the site. A large two-hectare park has been approved within the wider masterplan site and future residents will also have access to this large amenity space through the proposed local path network.

With reference to neighbouring amenity, this site forms part of a wider large-scale development at LPD housing site HSG 19. The applicant has demonstrated that the proposal complies with the strategic masterplan approved for the site through previous AMC applications, and in the context of LDP policy Des 2 (Co-ordinated Development) the proposal does not compromise neighbouring or surrounding development plots and their potential to ensure good levels of amenity are achieved.

Amenity conclusion

Details submitted by the applicant show that a good level of amenity will be delivered across the site and in line with LDP policy Des 5 and the EDG.

d) access, movement and road arrangements

General access and street arrangements

The applicant submitted detailed information in the form of site plans, a supporting Transport Statement and a Stage 2 Quality Audit in support of the application.

Vehicular access to the site is taken from Turnhouse Road via a new junction. This new access road includes a pavement on its west side and leads to a new network of primary and secondary streets that provide access around the proposed development. Four pedestrian only routes are also proposed within the site, at the north of the plot running east to west and in two north-south paths that will provide a degree of permeability between housing plots; this allows the houses and cottage flats here to front to the pedestrian footpaths rather than roads, ensuring street activity and visual security. Two of these routes lead to the boundary of the safeguarded school site which lies directly north of the application site's boundary and will provide access to the school in future.

The layout of streets includes traffic calming measures such as narrowing points, tightly designed corners, shared surfaces and the use of different materials to signify crossing points. Street trees are used to punctuate the streetscape and ensure parked cars do not become visually dominant.

In a strategic context, the application site's layout is consistent with the approved strategic masterplan for this part of the city, with strategic primary and secondary street alignments, cycle paths and pedestrian paths all included in the proposed site layout. The shared surface secondary street at the south of the site that runs parallel to the railway line will facilitate access to neighbouring plot 6 to the west in a future development phase(s); this secondary street is identified in the UDF description for the Eastern Gateway character zone as a strategic cycle route and shared surface and the proposed layout and relatively narrow alignment with block paving is appropriate at this location in particular. The primary street that runs through the centre of the application site will also facilitate road and pavement access to neighbouring development plots to the west of the application site and beyond.

Vehicle Parking

The applicant proposes 117 car parking spaces in total within this development plot including 21 electric vehicle spaces and ten accessible spaces. Vehicle parking at the site is at an acceptable level with reference to the Council's parking standards, which allows a maximum of 142 spaces at this site and complies with LDP policy Tra 2 (Private Car Parking). The layout of parking within landscaped courtyards, which are to the rear of surrounding flatted buildings, minimises the profile and visibility of vehicles around the site. The design of parking courtyards facilitates emergency access and refuse vehicles, and this design approach has allowed the applicant to remove cars

from the pedestrian only routes within the site. Limited street parking is well-screened by trees, shrubs and grass around the application site. The layout and design of parking complies with the requirements and general policy intent of LDP policy Tra 4 (Design of Off-Street Car and Cycle Parking).

Active travel and pedestrians

LDP Policies Tra 3 (Private Cycle Parking) and Des 7 (Layout Design) support development that encourages walking cycling and delivers a well-designed layout of new streets and paths.

The application site is well-connected to the evolving strategic active travel and path network that will be introduced in this part of the city as housing around the wider masterplan is delivered. The shared surface secondary street at the south of the site provides a direct connection to a strategic pedestrian and active travel corridor at the east of the site; this in-turn offers access to the wider area. Pavements are a minimum of two-metres-wide around the site and provide linkages between the proposed development and the wider path network. The pedestrian only pavement widths are approximately three-metres-wide. Other detailed design considerations specified in the Edinburgh Street Design Guidance, such as raised pedestrian crossings, have been proposed following completion of a Stage 2 Quality Audit for the site and the Roads Authority confirms in comments that the pedestrian and active travel has been well-considered by the applicant.

The applicant proposes 140 secure bicycle spaces in communal stores for the proposed apartments. The bicycle stores will have a mixture of single tier and two-tier racks. An additional 14 visitor bicycle parking spaces are also provided for the 67 flatted blocks and located at the main building entrances.

A further 173 bicycle parking spaces are available within the curtilage of houses and cottage flats. The proposed 327 cycle provision complies with the Council's cycle parking standards which requires a minimum of 307 cycle spaces for the proposed development.

Transport summary

The proposal complies with parking standards and introduces a well-considered street design to this development plot. The site will be well-connected to the surrounding path and active travel network that will evolve through the planned delivery of LDP housing site HSG 19. The number of vehicular, motorcycle and bicycle parking spaces are below the maximum levels permitted by the Council's parking standards and the proposed approach is acceptable to the Transport Authority.

The proposed access, parking and active travel arrangements are acceptable and comply with the aspirations of the LDP as specified in policies Des 7, Tra 2, Tra 3 Tra 4 and the EDG.

e) other material considerations

Affordable Housing

This application is for 100% affordable housing in the form of apartments, houses and cottage flats. The 142 affordable homes at this plot (plot 4) will be delivered under the terms of a planning legal obligation for the wider masterplan site (16/04738/PPP).

The legal obligation will facilitate the delivery of approximately 358 affordable homes across three different development plots (plots 4, 5 and 13) that are integrated with surrounding plots at the wider masterplan site. An AMC application for plot 4 is currently pending determination for 158 affordable homes (planning reference 20/03224/AMC) and an AMC is yet to be submitted for plot 13 for the remaining affordable homes (approximately 50 more homes) at LDP site HSG 19.

Plots 5 and 4 are within phase 1 for housing delivery within the wider masterplan site and will be amongst the first homes to be delivered. Plot 13 is located at the west of the site and within phase 3.

The Council's Affordable Housing service has provided comments confirming that the applicant's approach to providing affordable housing at this plot is acceptable in terms of mix of units and tenure types. The proposed building materials are consistent with the suggested palette in the UDF and will contribute to ensuring the properties are tenure blind in the context of the wider masterplan site. Of the 142 homes proposed, the applicant proposes that 52 will be offered for mid-market rent, with the remaining 90 offered for social rent

Considered in the wider context of affordable housing delivery within the LDP housing site HSG 19 the approach to delivering affordable housing in the early phases of site delivery the quantity, type and tenure is supported by Affordable Housing.

The proposed affordable housing complies with the Council's Affordable Housing policy and with LDP policy Hou 6 (Affordable Housing).

Flood Risk and Drainage

The applicant submitted a Drainage Strategy and Flood Risk Assessment in support of the application. Drainage infrastructure at the application site, including sewers and drainage lines, will connect to infrastructure that has been approved as part of the enabling infrastructure works at the wider strategic masterplan site though recently approved applications 19/05514/AMC and 19/05599/AMC. There are no SUDS basins located within this specific development plot and runoff water from roofs, roads, parking courtyards and other surface areas accord with the Council's and other statutory requirements. Scottish Water and SEPA do not object to the application and the applicant is advised to note advisory comments provided by these consultees.

The proposal is consistent and compatible with drainage infrastructure at the wider masterplan site, and the Council's Flood Prevention Service is satisfied with the proposed drainage arrangements at this application site. The proposal complies with LDP policy Env 21 (Flood Protection) and policy RS 6 (Water and Drainage).

Airport and railway operations

Condition 17 of the PPP restricts the height of development to 75 metres above ordnance datum (AOD) in this location. Edinburgh Airport confirms in written consultation comments that the proposed building heights and landscape design including drainage matters are acceptable in the context of ensuring safe airport operations.

The site is in close proximity to the Edinburgh-Fife railway, which lies to the south of the application boundary. Network Rail has no comments or objections in relation to the proposed site layout and has provided comments at the PPP stage relating to design matters which have been taken in to account in the PPP conditions and the recently approved AMC application for enabling infrastructure at the site (reference 19/05514/AMC).

Sustainability

The applicant submitted Sustainability form S1 in support of the application and the Design, Access and Sustainability Statement also includes details of how the site delivers sustainable measures. The proposal's design caters well for pedestrian and active travel by linking to the existing and proposed path network. Cycle parking exceeds the Council's parking standards and car parking is lower than the maximum level permitted by standards. Refuse stores cater for recycling of different waste streams and the proposed buildings will be fitted with photovoltaic panels and water efficient utilities. The applicant will be required to comply with Scottish Building Regulations.

The proposal complies with LDP policy Des 6 (Sustainable Buildings).

Refuse management

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin presentation points, communal refuse stores and vehicle tracking for refuse collection has been detailed and the Council's Waste Services department is satisfied with the overall design as confirmed in consultation comments.

Archaeology

The City's Archaeological Service notes in comments that this application raises no archaeological considerations. Matters relating to archaeology for the wider masterplan site are addressed by PPP condition 9, which this AMC application does not address.

f) Representations

The application attracted no public comments.

g) Equalities and human rights

The proposed development will introduce an environment that is safe and secure. A range of living accommodation, all of which is affordable housing and for different tenure types, is proposed and the applicant will be required to comply with the provisions of the Equality Act 2010 and Scottish Building Regulation requirements. Five ground floor flats are wheelchair accessible and 19 flats are designed for older people. Accessible parking spaces are included to a level consistent with the Council's parking standards and the site is well situated for access to active travel and proposed bus routes along Turnhouse Road.

Conclusion

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2) and is consistent with the strategic masterplan and accompanying Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The proposal to deliver one hundred and forty-two affordable homes of mixed tenure at this development plot complies with the Council's affordable housing policy. The proposed site layout, with higher density and four storey flatted blocks at the east of the site and lower two to three storey homes around the rest of the site, will introduce a well-balanced and varied urban environment in this part of the wider masterplan site. A good level of internal amenity is afforded to future residents in terms of floor spaces which comply with or exceed recommendations in the Edinburgh Design Guidance. With regard to external amenity, a mixture of private and communal gardens and a 'pocket park' at the west of the application site ensure good open space for future residents to complement strategic landscape areas such as parks in the masterplan site.

Access to and from the site is acceptable for vehicles, active travel and pedestrians and the proposed layout means future residents will enjoy good access to the surrounding area's evolving road and path network.

A clear design concept is demonstrated by the applicant and the proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

1. The approved landscaping and maintenance scheme (planning drawing references: 35A, 36A, 37A, 46, 47, 48) shall be fully implemented within 6 months of the last property's occupation.

Any trees or plants which, within a period of five years from the completion of that phase of the development, die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.

Reasons:-

1. In order to ensure the landscaping is established at the site and maintained.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
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 note the following transport matters:
 - The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 - b. 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. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;
 - c. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;
 - 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;

- The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;
- A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;
- In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of 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;
- 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;
- Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;
- 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;
- The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;
- 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;

- The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

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 considered 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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 09 October 2020 and neighbours were notified on 05 October 2020. No comments or representations were received in relation to this application.

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.

Date registered

1 October 2020

Drawing numbers/Scheme

01-03, 04B-06B, 07A, 08-33, 34A-38A, 39-41, 42A, 43A,, 44-49, 50A, 51A.,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

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

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.

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 Conds 20/03942/AMC

At Land 175 Metres Southeast Of Meadowfield Farm 15, Turnhouse Road, Edinburgh

Erection of 142x new dwellings with associated roads, parking, footpaths and hard and soft landscaping (Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP re conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 5 only) (as amended).

Consultations

Archaeology comment

Condition 9 attached to this consent concerns the requirement of undertaking a programme of archaeological work prior to development. Although all field work has been carried out in this area as part of the wider masterplan site, by both GUARD and latterly CFA archaeology, final reporting including agreement of the required Post-Excavation analysis and publication is still ongoing and to be agreed. Therefore, this archaeological condition is still live.

As this application concerns conditions which do not directly relate to the archaeological requirements of this permission in this instance, I have no further comments to make.

Flood Planning comment

CEC Flood Prevention have no major concerns over this application. This application can proceed to determination, with no further comments from our department.

Network Rail comment

Network Rail has no comments/objections to the submitted details in regards to conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 5 only).

SEPA comment

Advice for the planning authority

We have no objection to this planning application. Please note the advice provided below.

In terms of flood risk, the risk to the site is surface water. This issue has been identified in the Drainage Strategy and it is for the City of Edinburgh Council to address as the Flood Risk Management Authority. We have commented on the wider site in the past and not objected, and nor have we objected to similar AMC. The applicants are aware of the combined sewer and water supply issues that we previously identified.

We are also satisfied in terms of surface water quality issues in respect of SUDS or CAR Construction Site Licences.

Affordable Housing response

1. Introduction

Housing Management and Development are the consultee for Affordable Housing. Housing provision is assessed to ensure it meets the requirements of the city's Affordable Housing Policy (AHP).

o Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.

o 25% of the total number of units proposed should be affordable housing.

o The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:

<https://www.edinburgh.gov.uk/affordable-homes/affordable-housing-policy/1>

2. Affordable Housing Provision

This application is for a development consisting of 142 affordable homes, representing part of the affordable provision for the wider West Craigs strategic masterplan area, as set out in application reference 19/05599/AMC which was approved by the Development Management Sub-committee in May 2020. Between 1,400-1,700 homes are approved at the HSG 19 housing site. There is an AHP requirement for a minimum of 25% homes of approved affordable tenures, and this application for 142 affordable homes represents an affordable contribution for up 426 market homes.

The applicant notes within their Design, Access and Sustainability Statement:

"In addition to Plot 5, Dunedin Canmore are responsible for developing two further plots at West Craigs (Plot nos. 4 and 13) to provide affordable housing. Across these three plots, Dunedin Canmore will be developing a minimum of 350no. affordable units to

meet the overall requirement for 25% affordable housing across the wider development".

Dunedin Canmore Housing Association proactively entered into early dialogue with the Council on the design, mix and location(s) so that an integrated mix of affordable housing can be delivered on site.

Affordable housing will account for 25% of the new homes across several different parts of the wider masterplan site and will consist of flatted apartments and houses which will offer an integrated mix of homes.

The affordable housing is in line with the Urban Design Framework for masterplan 19/05599/AMC, and the Edinburgh Urban Design Guidance. A mix of mid market rent and social rent is proposed. These include homes for older people, people with complex housing needs, wheelchair accessible housing and 26% of homes which are 3 bedroom or larger, all of which is welcomed.

The affordable homes are required to be tenure blind and fully compliant with latest building regulations. The design of affordable housing will be informed by guidance such as Housing for Varying Needs and Housing Association Design Guides.

The affordable homes will be situated within close proximity of regular public transport links and next to local amenities. Appropriate parking for affordable housing, consistent with the relevant parking guidance, should be provided.

3. Summary

The applicant is providing affordable housing which contributes towards the 25% on site affordable housing required across the masterplan area and this is secured by a Section 75 Legal Agreement. We are happy to support this application and the approach taken by the applicant, which will assist in the delivery of a mixed sustainable community:

- o The applicant has agreed with the Council the tenure type and location of the affordable homes prior to the submission of a planning application
- o The applicant has entered into an early dialogue the Council and is a Registered Social Landlord (RSL) who will deliver the affordable housing on site
- o The applicant has sought to maximise the social rented homes delivered onsite.
- o The affordable housing includes a variety of house types and sizes which are representative of the Urban Design Framework set out for the wider masterplan area.
- o The application includes homes for older people, people with complex housing needs, wheelchair accessible housing and 26% of homes which are 3 bedroom or larger.
- o In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be similar in appearance to the market housing units in surrounding plots, an approach often described as "tenure blind"
- o The affordable homes will be designed and built to the RSL design standards and requirements.
- o The applicant has agreed to deliver the affordable housing at this plot through a planning legal agreement that accompanied the planning permission in principle reference 16/04738/PPP.

Scottish Water comment

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

There is currently sufficient capacity in the GLENCORSE Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

There is currently sufficient capacity for a foul only connection in the ENDINBURH PFI Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Please Note

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Any surface water management designs should be coordinated with SEPA.

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification

from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

Next Steps:

All Proposed Developments

All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Roads Authority Issues

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 £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
 - b. *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. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*
 - c. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;*
2. *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;*

3. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
4. *A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
5. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of 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. *Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;*
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. *The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.*
10. *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;*
11. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.*

Note:

- a) *A transport statement has been submitted in support of the application. This has been assessed by transport officer and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments. The proposed development is predicted to generate 47 total two-way traffic during the morning peak period and 40 during the evening peak period representing 37% of the total trips. Most of the 63% remaining trips are by walking, cycling and public transport. Stage 1 Quality Audit and Safety Audit have also been submitted in support of the application and demonstrates that the design provides for inclusive mobility and safety for all road users;*
- b) *The general layout including vehicular, walking and cycling routes are well considered and consistent with the masterplan layout and has the potential to link with the wider active travel network in West Edinburgh. The design is a mix of vehicular route, shared surface and footways with priority crossings. The access road from Turnhouse Road is designed with raised junctions and carriageway narrowing to promote walking and cycling and slow vehicular speeds. Footways are minimum of 2m wide with a number of footway connections that provide linkages between the proposed developments and the wider path network. The applicant has incorporated a number of measures from Edinburgh Street Design Guidance namely continuous footway/priority pedestrian crossings, change in material etc to prioritise walking and cycling and reduce vehicular speed within the proposed development;*
- c) *Applicant proposes 117 car parking spaces (including 21 EV charging bays and 9 accessible spaces) and complies with the Council's current parking standards which could allow a maximum of 142 car parking spaces for the proposed 142 residential development in Zone 3;*
- d) *The applicant proposes 140 cycle spaces (communal stores) plus 14 visitor spaces for the 67 flatted blocks and 173 in curtilage cycle spaces for the 75 houses/cottages. The proposed 327 cycle provision complies with the Council's cycle parking standards which requires a minimum of 307 cycle spaces for the proposed development in Zone 3;*
- e) *The site is accessed by a priority junction and is considered acceptable given the level of predicted traffic of the proposed development;*
- f) *The following sustainable travel interventions/mitigation measures are part of the approved infrastructural masterplan;*
 - i. *3 controlled crossings and 2 uncontrolled crossing are to be installed on Turnhouse Road (the crossing locations relevant to this development are, controlled crossing on Green Corridor/Turnhouse Road junction, front of primary school and uncontrolled crossing between the two controlled crossings) and details are subject to RCC approval and Stage 2 Safety Audit. 2m wide footway is proposed on the north side of Turnhouse Road, 3m wide walking and cycling route on south side of Turnhouse Road; and a new bus gate on Turnhouse*

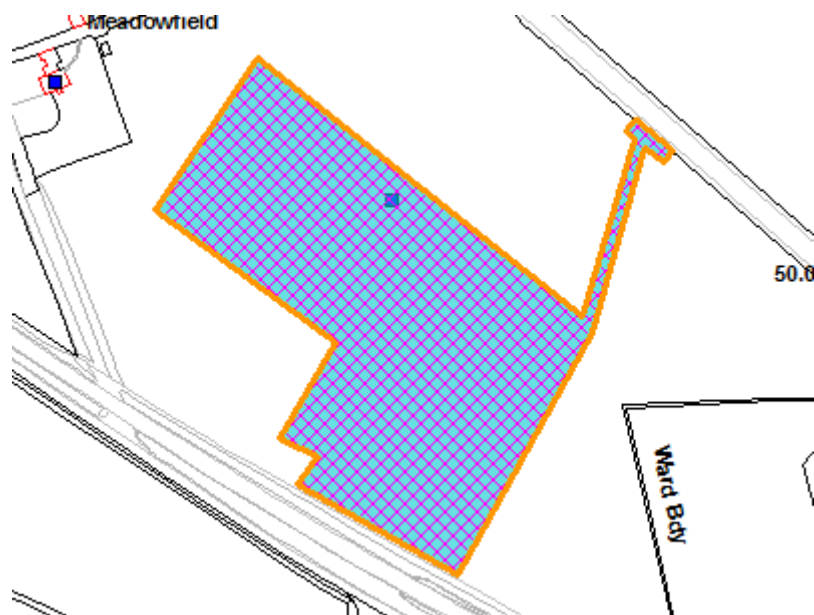
- Road to the south of the masterplan site, which will result in no base through traffic/reduced level of traffic;
- ii. TRO for 20mph speed limit along Turnhouse Road
 - iii. Bus route on Craigs Road/Turnhouse Road
 - iv. Upgrade bus infrastructure on Turnhouse Rd
 - v. Formation of 3 controlled crossing facilities Turnhouse Rd
 - vi. Cammo Walk link (south) - New Green Corridor between proposed pedestrian cycle bridge and south end of Cammo Walk;

It is understood that a draft RCC approval has been issued by CEC for the masterplan infrastructure works, and that these works, including formation of site access junction, and crossings on Turnhouse Road, will be undertaken in advance of occupation of the proposed development.

Waste Services coments

20/03942/AMC The same with this one we are happy for this development to proceed based on the information and the changes the developer is putting in place allowing us to carry out the waste collections.

Location Plan



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Development Management Sub Committee

Wednesday 9 December 2020

**Application for Approval of Matters Specified in Conds
20/03224/AMC**

**At Site 100 Metres North East Of 19, Turnhouse Road,
Edinburgh**

**Erect 158x new dwellings with associated roads, parking,
footpaths and hard and soft landscaping (Approval of
Matters Specified in Conditions of consent 16/04738/PPP in
respect of condition nos. 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b),
6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as
applicable to Plot 4 only) (Appeal ref: PPA-230-2207) (as
amended).**

Item number

Report number

Wards

B01 - Almond

Summary

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2) and is consistent with the strategic masterplan and accompanying Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The applicant proposes 100% affordable housing in the form of 158 homes at the application site; this complies with the Council's affordable housing policy. The proposed scale, design, layout and materials are appropriate for the site and the proposed landscape environment will assist in the creation of a good sense of place. Amenity for future occupants will be to a good level internally, and external private and communal garden spaces are acceptable for a development of this scale. Access arrangements for vehicles, services, pedestrians and active travel are suitable and the proposed layout provides good connectivity with the surrounding area and active travel network.

The proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN09, LEN21, LHOU04, LHOU01, LHOU02, LHOU03, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02,

Report

Application for Approval of Matters Specified in Conds 20/03224/AMC

**At Site 100 Metres North East Of 19, Turnhouse Road,
Edinburgh**

**Erect 158x new dwellings with associated roads, parking,
footpaths and hard and soft landscaping (Approval of
Matters Specified in Conditions of consent 16/04738/PPP in
respect of condition nos. 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b),
6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable
to Plot 4 only) (Appeal ref: PPA-230-2207) (as amended).**

Recommendations

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

Background

2.1 Site description

The application site ('the site') is situated in the west of the city and forms part of a larger development site allocated as HSG 19 in the Edinburgh Local Development Plan.

The site is situated to the north side of Turnhouse Road with the most recent use as agricultural land which is the dominant character of the surrounding area. The application site runs for approximately 380m along the north of Turnhouse Road and is around 70m deep along that full length. A low stone wall runs along the south part of the site in this location forming a boundary between the field and the road. There is limited built development in the immediate surrounding area with former Meadowfield Farm cottages on the opposite side of Turnhouse Road facing the application site towards its west end. The site's topography is generally flat with a gentle slope to the north towards the surrounding agricultural land which peaks at Craigs Road to the north beyond the application site boundary. Existing access to the site is available from Turnhouse Road.

Features in the wider surrounding area include Edinburgh Airport to the south, which lies beyond the Edinburgh to Fife railway line. Further existing development in the form of West Craigs industrial estate and housing is located further along Turnhouse Road to the east beyond which lies Maybury Road and East Craigs.

2.2 Site History

The below site history relates to the application site entirely or in part.

14 October 2014 - Proposal of Application Notice (PAN) submitted for residential development and ancillary retail (Class 1), Class 2 (300sqm in total) including landscape, access and services and all related ancillary development at site 100 Metres North East Of 19 Turnhouse Road (application reference: 14/04156/PAN);

20 April 2017 - Application for Planning Permission in Principle was refused 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' at Site 100 Metres North East Of 19 Turnhouse Road Edinburgh. In summary the application was refused for reasons including loss of green belt, landscape impact, transport infrastructure delivery, drainage and flood risk, insufficient environmental assessment information and failure to outline a comprehensive design approach (application reference: 16/04738/PPP);

26 September 2019 - Appeal against refusal of application 16/04738/PPP was allowed by Scottish Ministers for 'residential development, up to a maximum of 1,400 units, and ancillary commercial (class 1 retail and class 2 financial and professional), including landscaping, access and services and all other ancillary development' at 100 metres north-east of 19 Turnhouse Road, Edinburgh (appeal reference: PPA-230-2207);

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of conditions 1, 2, 3, 4 and 5 for a masterplan for the site was approved (application reference: 19/05599/AMC);

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 for landscape and enabling infrastructure was approved (application reference: 19/05514/AMC); and

28 July 2020 - Application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of condition 9 relating to archaeological matters was approved (application reference: 20/00649/AMC).

Main report

3.1 Description Of The Proposal

Scheme 2

This is an application for the approval of matters specified in conditions (AMC) 5 (Part 2 i, ii, iii, iv, v, vi) and 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) of planning permission 16/04738/PP, relating to plot 4 of the approved strategic masterplan at LDP housing site HSG 19.

The application is for 158 affordable housing units and associated access and landscaping. The proposed design takes strong reference in design terms from the strategic masterplan and accompanying Urban Design Framework (UDF) for LDP housing site HSG 19.

New homes are provided in the form of apartments, cottage flats and houses. The accommodation schedule specifies that the new homes will comprise: 42 x 1 bed units (27%); 90 x 2 bed units (57%); 26 x 3 bed units (16%).

The units are tailored to the applicant's requirements as an affordable housing provider, and include: 33 units for older people (21%); 26 further amenity units (16%); 2 further wheelchair units (1%); 14 x 1-bed general needs units (9%); 57 x 2-bed general needs (36%); and 26 x 3-bed or larger units (16%).

With reference to tenure types, of the 158 dwellings proposed, 80 will be offered for mid-market rent, with the remaining 78 offered for social rent.

Building heights range from two to five storeys. Proposed heights are greatest along Turnhouse Road, with apartments at the east and west ends of the site and at key corners, rising to four and five storeys. Lower density housing and cottage flats are predominantly located at the north of parts of the site away from Turnhouse Road where the urban character is more residential. Projecting balconies are utilised for most of the proposed homes, whilst gardens are located to the front and rear of houses and communal green spaces are included at apartment buildings. Buildings are generally pitch roofed and offer a mix of traditional and contemporary design features through the design of elevations and roofscape.

The proposed material palette for apartment buildings, houses and cottages includes a mixture of buff brick, zinc cladding, coloured cladding and white render which are deployed in varying combinations and design articulations across the site. Roofs will be dark grey concrete tiles and windows are proposed to be mid-grey uPVC. The proposed material palette is taken from the UDF for this part of the wider masterplan site.

A 'perimeter block' design approach is taken where buildings are arranged along key frontages in loose urban blocks. Buildings are front facing along Turnhouse Road which would introduce a new urban character to this part of the city. Lower density housing at the north of the site also face-out to the new vehicular and pedestrian routes within the application site. Apartments that face key roads and pedestrian routes extend around corners and will overlook key routes including a landscaped wayleave corridor and a strategic active travel corridor at the east boundary of the site.

Apartment buildings along Turnhouse are set-back from the pavement by approximately 2-3 metres and other lower density houses and cottages are set-back from main pavements and streets by a similar distance around the site.

Hard landscape boundaries at the site include timber and metal fences, brick walls, trip rails, hedging and reclaimed stone walls. Boundaries are 1.8 metres in height between public and private spaces with other boundary features such as metal fencing and stone walling measuring 1 metre, 1.2 metres and 1.6 metres around various parts of the site.

The main green and landscaped spaces at the site include private and communal gardens. These external spaces also include space for rotary dryers and communal drying lines. A mixture of trees, grass areas, shrubs and grass planted with daffodils is proposed around the site, and streets are landscaped with trees and hedging in various places.

Where an underground sewer bisects the site, a landscaped 'wayleave' corridor is proposed which will include amenity space and a four-metre-wide pedestrian path. This path is a component part of a larger path network in the recently approved planning application 19/05514/AMC. Within the context of the wider masterplan site, the application site boundary is near the proposed school site and the recently approved Meadowfield Park.

Access to the application site is proposed via three junctions from the north side of Turnhouse Road. These access points would be available for vehicles, active travel modes and pedestrians. The new access points function as the entry points to new streets within the development plot that will serve parking courtyards located at the rear of new buildings and eventually provide connections to the wider masterplan area to the north. A street hierarchy, including primary and secondary routes is proposed, and detailed designs show 'shared spaces' will be utilised in places to create a calm environment for all road users.

Vehicular parking at the site numbers 121 spaces; most parking spaces are located courtyards which are designed with block paving and are shared spaces. Limited blister parking is provided along the new streets in places. Twenty-three parking spaces cater for electric vehicles, four are car club spaces and ten accessible parking spaces are provided around the site. Seven motorcycle bays are provided within the parking courtyards.

Secure bicycle parking for residents of apartment buildings is provided in five external stores and within the curtilage of lower density homes. Bicycle parking for visitors, in the form of a cycle stand, is also located at the front of main entrances to the apartment buildings. Across the apartment buildings, cottage flats and houses there are 362 bicycle parking spaces proposed in total (including visitor parking).

Communal drying lines are provided in the grounds for apartments buildings at the east of the site whilst rotary dryers are also shown in the private garden spaces.

Refuse stores that cater for a mix of waste streams are accessed from within the parking courtyards and bin collection points are located on pavements for houses and cottage flats.

Supporting statement

The applicant has submitted several technical plans and documents in support of the application. These are available to view on the Planning & Building Standards Online Services:

- Application forms & supporting plans;
- Design, Access & Sustainability statement;
- Drainage Strategy & Flood Risk Assessment;

- Proposed boundary details:
- Transport Statement & Quality Audit;
- External finishes schedule;
- Sustainability form S1; and
- Vehicle tracking plans (refuse & fire).

Scheme 1

Following a Stage 2 Quality Audit workshop during the assessment stage the applicant made minor amendments to the proposed site layout plans and clarified details relating to street and pavement design as well as the design of secure bicycle stores following discussion with Police Scotland.

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 complies with the terms of the planning permission in principle;
- b) the scale, design, mix and layout of the proposal is acceptable;
- c) the proposal offers appropriate amenity for future occupants;
- d) access movement, and road arrangements are acceptable;
- e) there are any other material considerations;
- f) representations have been addressed; and
- g) there are any equalities or human rights impacts.

a) Compliance with the planning permission in principle

Planning permission in principle was granted for 'residential development, up to 1400 units, and ancillary commercial (class 1 and class 2 financial and professional), including landscaping, access and services and all other ancillary development' on 26 September 2019. The PPP was granted subject to 23 conditions and the applicant for plot 4 within the wider masterplan site has now submitted an Approval of Matters Specified in Conditions (AMC) planning application to gain approval of matters specified in conditions 5 (part 2) and 6 of the PPP for the proposed development.

There has been no material change to the development plan since the PPP was approved and the principle of the proposal remains consistent with LDP policy Hou 1 (Housing Development) which prioritises housing at LDP housing sites. Condition 5 (part 2, i-vi) and condition 6 (a) - (k) specify the level of detail the applicant must submit prior to commencement of development to satisfy the terms of the condition in an AMC application.

Condition 5 (part 2 i) - requires the applicant to submit an updated phasing plan for the masterplan site.

The applicant advises that there is no change to the phasing plan for the site that was approved by the Development Management Sub-committee for application 19/05599/AMC in May 2020 which considered the strategic masterplan for LDP housing site HSG 19. As this proposed affordable housing development is the first plot to come forward there has been little change to the phasing details and the applicant's confirmation of this is acceptable. The proposal complies with PPP condition 5 part 2 i).

Condition 5 (part 2 ii) - states that the applicant must submit an updated Transport Statement, the scope of which is to be agreed with the planning authority, and a Stage 2 Quality Audit for the application site.

Following initial comments from the Transport Authority and subsequent discussion during the assessment stage, the applicant has submitted this supporting information. Comments from the Transport Authority raise no objection to the proposed development and the applicant has demonstrated compliance with the terms of this PPP condition by submitting an acceptable Transport Statement and Stage 2 Quality Audit.

Condition 5 (part 2 iii) - requires applications for each development plot in the masterplan area to be accompanied by a Design and Access Statement which details the proposed plot layout including streets and spaces, accessibility, safety and security matters and sustainability and energy efficiency measures.

A comprehensive Design, Access & Sustainability Statement accompanies this AMC application, and includes details required by AMC condition 5 (part 2 iii). The applicant complies with the terms of this condition.

Condition 5 part 2 iv) - requires the applicant to submit an updated Landscape and Visual Impact statement.

The applicant's Design, Access and Sustainability Statement includes a Landscape Design Statement in Appendix 1. The statement provides an overview of the landscape strategy that considers the plot's wider context in the landscape environment and sets out site specific design measures. Detailed landscape plans also supplement the Landscape Design Statement and the application complies with the terms of this condition.

Condition 5 part 2 v) - specifies that management details for landscaping, allotments, SUDS and open space is required.

These details are provided in Section 8.8 of the applicant's Design, Access and Sustainability Statement. The proposed maintenance of landscape features is appropriate in the context of this condition.

Condition 5 part 2 vi) - places a requirement on the applicant to submit a surface water management strategy for the site.

The applicant's Drainage Strategy and Flood Risk Assessment includes these details. The Council's Flood Planning service is satisfied with the proposed drainage arrangements, and neither SEPA nor Edinburgh airport object to the surface water management details submitted. The applicant demonstrates compliance with the terms of condition 5 part 2 vi).

Condition 6 a) - requires the number of residential units be specified. The applicant confirms 158 units are proposed and this part of the condition is satisfactorily addressed.

Condition 6 b) - states that details of siting, design and height of development and glazing specifications are required. The applicant has submitted a detailed site plan showing the proposed layout. Elevation plans and sections show the proposed building height(s) and the design of other features and hard landscape features are also identified in detail. There are no special glazing specifications required at this site. The proposal complies with the terms of condition 6 b).

Condition 6 c) - requires details of the design and configuration of open spaces, external materials and finishes and details of play equipment.

Detailed site layout plans, building elevation drawings, landscape plans, boundary treatment details and the Design, Access & Sustainability Statement set out these details as required by PPP condition 6 c). A Finishes Schedule that includes details of all external material treatments for buildings and landscape details has been submitted as well. The submission of this information and satisfies the terms of this condition.

Condition 6 d) - requires details of 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.

The applicant submitted this information in the form of site layout plans. During the application's assessment stage, a Stage 2 Quality Audit was carried out and subsequently submitted. Street lighting is not specified at this time and this will be deferred to the Road Construction Consent (RCC) process. The applicant has provided the details required by condition 6 d) and street lighting can be confirmed through other statutory processes.

Condition 6 e) - this requires the applicant to provide details of footpaths and cycle routes, multi-use paths and related signage along with lighting details. The site plan and accompanying Design, Access & Sustainability Statement submitted by the applicant provide an appropriate level of detail on these details. New streets will include

pavements and access to strategic cycle and pedestrian paths including the proposed 'green corridor' within LDP housing site HSG 19 is provided at the south-east corner of the proposed development. The design complies with the strategic masterplan approved for the site. Within the application site the strategic four-metre-wide multi-use path that follows the wayleave corridor of an underground sewer is included in the site layout as well. Street lighting can be deferred to the RCC process. The application complies with this part of condition 6.

Condition 6 f) - specifies that waste management and recycling facilities are required.

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin presentation points, communal refuse stores and vehicle tracking for refuse collection has been detailed and the Council's Waste Services department is satisfied with the overall design as confirmed in consultation comments. The applicant complies with the terms of this condition.

Condition 6g) - requires surface water management and SUDS details. The applicant has submitted drainage network design information and water services information in response to this requirement. The site forms part of the wider drainage and SUDS network at housing site HSG 19 and the council's Flood Planning service confirms the proposal is acceptable. The application complies with condition 6 g).

Condition 6 h) - requires details of site investigation and decontamination arrangements.

The applicant notes that this matter has been addressed for the wider masterplan site, including the plot relevant to this AMC application, through planning application 19/05514/AMC which was approved by the Development Management Sub-committee in May 2020. Cross reference to the recently approved application is acceptable in the context of addressing condition 6 h) for this AMC application.

Condition 6 i) - requires information regarding sustainable measures for the proposal. The applicant submitted the council's Sustainability S1 form and a Design, Sustainability & Access Statement to address this condition. Details relating to sustainability will include the installation of roof-mounted photovoltaic panels, electric vehicle parking provision, water efficiency measures for showers and WCs, provision of water butts for houses, refuse and recycling facilities, uPVC windows that achieve an 'A rating' in the BRE Green Guide and the use of timber framing (excluding tropical woods). The proposal will also be subject to Scottish Building Standards.

Condition 6 j) - this condition requires details of all commercial premises. This AMC application does not include any commercial development and this part of condition 6 is not applicable.

Condition k) - 6 k) - specifies the range of hard and soft landscaping details that must be provided 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; (iv) a schedule of plants to comprise species, plant size and proposed number/density; (v) programme of completion and subsequent maintenance; (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.

These details have been submitted in the form of supporting detailed landscape plans, boundary details, planting and maintenance schedule, finished ground levels and information relating to services connections at the site. Other matters such as lighting will be specified through roads adoption procedures and play equipment details does not to this application. An overview of the approach to phasing is included in Section 6 of the Design, Access and Sustainability Statement; it is anticipated that works will begin on the affordable housing in this plot in March 2021 over a duration of approximately two years.

The proposal complies with condition 6 k).

Approval of matters summary

The applicant has submitted the required information and details to satisfy the requirements of conditions 5 (part 2) and 6 of the PPP.

The proposal is further assessed in the context of the Edinburgh LDP and other material considerations in the remainder of Section 3.3 of this report.

b) Scale, design, mix and layout

In assessing the scale, layout and design of the proposals, LDP policies Des 1 (Design Quality and Context) to Des 8 (Public Realm and Landscape Design) provide the main development plan context along with the Edinburgh Design Guidance (EDG). The application site must also comply with the design parameters of the approved strategic masterplan for LDP housing site HSG 19 and the accompanying Urban Design Framework. This application site is located within the 'Eastern Gateway' and 'Turnhouse Boulevard' character zones of the strategic masterplan and accompanying UDF for LDP housing site HSG 19.

Scale

The scale of the proposed development is consistent with the LDP's housing strategy at this part of the city. The nature of this semi-rural area will soon undergo significant change, with this proposed affordable housing being one of the first plots for development at LDP housing site HSG 19.

In line with the vision for this development plot, high density development, in the form of five, four and three storey apartment blocks are located along most of Turnhouse Road to deliver a strong urban frontage along the road and at the east boundary. Lower density houses and cottage flats are proposed at the north of the site away from Turnhouse Road.

The proposed development introduces a varied mix of buildings to the plot, in the form of apartments, houses and cottage flats. The proposed density is 57 dwellings per hectare (158 dwellings on a site area of 2.76 hectares).

Proposed massing and form reflect the strong urban street frontage envisaged within the Turnhouse Boulevard character zone. Buildings are well-spaced and proportioned around the site and will create a clear and coherent urban fabric in this new residential part of the city. In the context of the wider masterplan, this plot will be near a new civic space within the Eastern Gateway character zone, a new primary school, public transport routes and active travel routes.

The scale of the proposal complies with LDP policy Hou 4 (Housing Density) which seeks appropriate density on development sites with respect of local character, environmental quality and residential amenity.

Layout and design

LDP Policy Des 7 (Layout Design), states that planning permission will be granted for development where it meets a number of criteria relating to the layouts of buildings, streets, footpaths and street integration, and whether the development will encourage walking, cycling and the use of public transport.

The proposed site layout is structured by the plot's relationship to Turnhouse Road to the south and the masterplan requirement to introduce new streets within the plot that will form the basis of the new road and path network in this part of the city. Strategic landscape features including a green corridor and wayleave corridor also influence building positions in parts of the site.

The site's layout creates a strong degree of connectivity with Turnhouse Road which is the main road in the surrounding area at present. The layout provides numerous paths and a new street network that will be integrated with neighbouring development plots, and the development will offer links to the surrounding path network as it evolves. A good degree of permeability between buildings is included via new streets and paths. Streets are designed with pedestrian safety in mind, and traffic calming measures in the form of narrowing and raised priority crossings are displayed in the site's detailed layout plans. Streets and pavements at the north and south boundaries provide access around the site's perimeter and to the surrounding area. The layout complies with LDP policy Des 7. Layout in terms of road, active travel and pedestrian is further addressed within Section 3.3 d) of this report.

With reference to built form, apartment buildings are pitch roofed and present strong gable forms to key elevations and corners. Houses and cottage flats are two storey and pitch roofed. A strong urban form is introduced along Turnhouse Road in contrast to a more suburban character at the north of the site behind the taller apartment buildings and parking courtyards where the two storey buildings are mostly located.

Materials are selected from the options presented in UDF and include brick in varying shades, white dry dash render and zinc cladding, feature brick panels, coloured cladding boards, dark grey concrete roof tiles, mid-grey uPVC windows and dark grey flat-roof canopies over private entrance doors. The use of detailed design features including articulated gables, projecting balconies and canopies, fin walls, different textures and shades of brick and limited use of zinc and coloured cladding is implemented to good effect around the site.

The southeast part of the application site lies with the 'Eastern Gateway' character zone as detailed in the UDF; this sets certain design parameters for the site including building heights of two to four storeys, with materials for buildings to be brick and render with glazing in more prominent buildings. The central and western parts of the site along Turnhouse Road are located within the 'Turnhouse Boulevard' character zone detailed in the UDF; similarly, a design code for this area recommends buildings should generally be two to four storeys with five storey buildings in strategic locations. Proposed materials for the Turnhouse Boulevard area include brick, render, cladding in various forms to articulate facades and roof forms should be pitched. The design and character of the proposed affordable housing clearly draws upon the UDF design codes for both character zones.

Apartments in Block 23 address the street at a highly visible location and the projecting corner balconies with vertical cladding help to create a strong design response in what will be a relatively urban part of the wider masterplan site. This approach is seen around other parts of the site at key corners as well.

Building heights are greater along Turnhouse Road and at the landscaped wayleave corridor; building heights step up and down at these locations which adds a degree of interest and variation to the urban frontages. The layout of buildings means the street frontage has also been broken vertically at regular intervals along Turnhouse Road and this allows glanced views and sunlight to penetrate through the site. A row of two storey houses is located towards the west end of the site along Turnhouse Road and these are set-back from the road by landscaped open space. These properties respond to the site's surrounding context where the former Meadowfield Farm cottages are located directly across the road.

The design approach to delivering 'perimeter blocks' offers a good degree of overlooking and safety by design. Safety and security around the site are well-considered and new buildings generally overlook public spaces, streets and landscaped areas. For example, towards east of the site, apartments and cottage flats in Blocks 17, 18, 20 and 24 will overlook the landscaped wayleave corridor and pedestrian route that passes through the site. Apartments at the southeast of the site will provide views to the strategic green pedestrian and active travel corridor that is located across the new primary street as well.

All new houses and cottage flats will have a private front garden enclosed by hedging or fencing and rear gardens. Flatted blocks are set-back from pavements to allow for areas of grass planting which act to soften the new built environment; along Turnhouse Road a minimum set-back distance of approximately two to three metres is recommended in the UDF and the proposed layout complies with this design requirement.

The proposal's design demonstrates compliance with objectives of LDP policy Des 4 (Development Design - Impact on Setting) with regard to height, form, building positions and materials and detailing. An integrated approach to the layout of buildings, streets and public spaces is also provided as required by LDP policy Des 7.

Mix

The proposed layout includes a mixture of apartments, houses and cottage flats. In accordance with LDP policy Hou 2 (Housing Mix) and the EDG a mix of dwelling types and sizes are proposed at the site to cater for different occupant requirements. The Council's Affordable Housing service is satisfied with the proposed mix of units as confirmed in consultation comments. The EDG specifies that developments of this scale should include homes deemed suitable for families at a rate of 20%; in this case the applicant proposes 22 x 3 bed units that exceed 91 sqm. that meet the level specified in the Council's guidance.

While 22 units represents only 14% provision of family homes within this plot, when considered in the wider context of the applicant's proposals which will include three affordable plots across the entire West Craigs development, an overall provision of 23% will be achieved for growing families (84 units of a total of 358 units).

In the case of this specific AMC application the mix is influenced in part to the provision of a large number of older persons' houses as well as the requirement for a large number of flatted properties to meet the urban design and density requirements of the Turnhouse Boulevard character zone. A minor deviation from the 20% recommendation in guidance is acceptable at this plot and a good mix of homes is proposed.

Landscape design

Policy Des 8 (Public Realm and Landscape Design) states that planning permission will be granted for development where all external spaces, features, civic spaces, footpaths, green spaces and boundary treatments have been designed as an integral part of the scheme as a whole.

The proposed landscape environment includes a detailed planting and maintenance plan which introduces trees, hedges shrubs and amenity grass spaces at the site. Private and communal gardens are appropriate in terms of their design and are usable for recreation purposes. Public open spaces in the form of the wayleave corridor and landscape space between Block 9 and Turnhouse Road at the south of the site offer additional good quality outdoor amenity spaces. Proposed species and planting mixes are appropriate and will contribute to the creation of an attractive and well-designed environment.

A Landscape Design Strategy for the site was submitted by the applicant to assist in creating a coherent landscape environment and sense of place. Supporting hard and soft landscape plans formalise this strategy. Public spaces and streetscapes are characterised by trees, hedging, shrubs and grass to create a residential character throughout the site. Street trees will demarcate entrances to streets and frame views and other forms of planting will add interest and decoration to pedestrian routes. A satisfactory scheme of maintenance has been submitted for the proposed landscape at the site and the applicant complies with LDP policy Des 8. It is recommended a condition is attached to any planning permission to ensure the landscape is maintained and established.

Boundary treatments at the site vary, with site-won/reclaimed stone walls, timber fencing of varying types, brick wall, painted metal fencing, post and wire fencing and

hedging utilised around the site. These boundaries are set at appropriate heights between properties and around the site perimeter to aid the creation defensible spaces that are suitable to their contexts, for example between garden plots or public spaces and pavements. Boundary heights are mostly between 1.8 metres to 1.2 metres and sometimes lower depending on their context. Block paving of differing shades is used around the site to block paving is used to highlight key areas for vehicles and pedestrians. A suitable balance between the quantities of hard and soft landscaping executed. The re-use of stone from the site along the boundary with Turnhouse Road ensures the development will have a positive impact on its surroundings which is supported by LDP policy Des 1 and part d) of LDP policy Des 4.

The landscape environment complements the strategic landscape features in the wider masterplan site and introduces a good local landscape environment at this development plot.

Design summary

The proposal accords with the UDF's vision for development in this development plot and the scale, character and design is evidently consistent with the Eastern Gateway and Turnhouse Boulevard character zones.

The height and form of the proposed buildings is appropriate in design terms with a view to creating a unique sense of place as required by LDP policy Des 1 (Design Quality and Context). The proposal will have a positive impact on its surroundings in terms of height, scale, proportions, position of buildings and materials and detailing as required by LDP policy Des 4 (Development Design - Impact on Setting). The landscape environment makes a positive contribution to the proposal and compliance with Policy Des 8 (Public Realm and Landscape Design) is demonstrated.

c) Amenity for future occupants

Design polices in the LDP lend support to well-designed developments that are appropriate in their surrounding context. Requirements relating to amenity are set out LDP policy Des 5 Development Design - Amenity and the EDG.

Internal amenity

With reference to internal amenity, the floor plans for properties display internal areas that comply with or exceed the recommended spaces in the EDG. Apartments and houses include internal storage cupboards and floor plans in some properties also show space for desks to facilitate home working in living rooms or open hall spaces.

All 158 properties are dual aspect, with windows either to front and rear elevations, or facing to adjacent sides on corner blocks. South-facing properties either have projecting balconies or Juliet style windows which maximise sunlight and daylight. Window to window distances and their inter-relationships in terms of any overlooking are appropriate and a good level of privacy is offered to future residents. Properties that face the new pedestrian street towards the west of the site (Blocks 3,4 ,7 and 8) are situated approximately 16m apart in selected areas to create an urban feel and a particular sense of place, and generally window to window distances are a minimum of

18 metres in other areas. Landscape design, using trees and hedging, ensures any inter-visibility between properties at lower levels is well-screened around the site.

Two 'commonweal rooms' are provided in the accommodation that is specifically designed for older people, within Block 18 at the ground and fourth floors, and these spaces offer a good internal space for future residents to meet. A good mix of dwelling types and sizes are proposed at the site to cater for different occupant requirements and this is in accordance with LDP policies Hou 2 (Housing Mix), Des 5 criterion b) and the EDG.

External amenity

Policy Hou 3 (Private Green Space in Housing Development) states that planning permission will be granted for development which makes adequate provision for green space to meet the needs of future residents. For flatted or mixed housing/flatted developments where communal provision is necessary this will be based on a standard to 10 sqm. per flat. Site layout and landscape plans show private and communal gardens to the front and rear of all properties in addition to landscaped public spaces. Boundary treatments clearly differentiate between public and private spaces and defensible spaces. Street furniture in the form of benches are located around building entrances and provide a good opportunity for residents to enjoy the public realm. The applicant confirms 29% of the application site area is useable green space and this exceeds the amount required by LDP policy Hou 3.

This development plot is located near the recently approved two hectare park within the wider masterplan site (Meadowfield Park) and properties to the west end of the application site are well-placed to enjoy views and access to this new large park. Other parts of the site are also within walking distance of this large park, which complements the proposed private and communal garden spaces within the application site. Homes in the centre and east of the application site are also near the landscaped wayleave corridor and a strategic active travel corridor that lies immediately to the east boundary.

Neighbouring masterplan plots

With reference to neighbouring amenity, this site forms part of a wider large-scale development at LPD housing site HSG 19. The applicant has demonstrated that the proposal complies with the strategic masterplan approved for the site through previous AMC applications, and in the context of LDP policy Des 2 (Co-ordinated Development) the proposal does not compromise neighbouring or surrounding development plots and their potential to ensure good levels of amenity are achieved. Conversely, neighbouring development plots can be developed with no adverse impact(s) on the proposed affordable housing.

Amenity summary

An appropriate level of internal and external amenity is provided for future residents within the application site. The proposal complies with LDP policy Des 2, Des 5, Hou 2, Hou3, the Edinburgh Design Guidance and the Urban Design Framework for the masterplan site.

d) Access, movement and road arrangements

General access and street arrangements

Access to the site is proposed via three new junctions from Turnhouse Road at the south of the site. These junctions provide access to the new network of primary and secondary streets that will serve this development and future developments plots in the wider masterplan site. The layout of pedestrian, active travel and vehicular routes at this plot are strongly influenced by the key road and path networks identified in the approved strategic masterplan for LDP housing site HSG 19.

The general street and path layout is well-considered and the potential to link with the growing active travel network in the masterplan site and wider West Edinburgh has been maximised. The site's internal layout includes a mixture of vehicular routes, shared surfaces, pavements with priority crossings and a pedestrian/cycle route with a priority crossing. The three vehicular access from Turnhouse Road to the site are designed with speed reduction measures including raised junctions, carriageway narrowing and changes in paving material to manage vehicular speeds and prioritise active travel. The proposed pavements and pedestrian only paths are minimum of 2m wide with several footway connections that provide linkages between the proposed developments and the wider path network. The applicant has incorporated design measures from Edinburgh Street Design Guidance to prioritise walking and cycling and reduce vehicular speed within the proposed development. The proposal complies with LDP policy Des 7 (Layout Design).

Vehicle parking

A total of 121 car parking spaces are proposed for these 158 homes. The car parking provision caters for 23 electric vehicles and 10 accessible spaces. The total number of spaces is beneath the maximum permitted by the Council's Parking standards and the Transport Authority is satisfied that this level is appropriate. The number and types of parking spaces comply with LDP policy Tra 2 (Private Car Parking). The layout of parking within landscaped courtyards, which are to the rear of surrounding flatted buildings, minimises the profile and visibility of vehicles around the site. Street parking is well-screened by trees, shrubs and grass around the application site. Seven motorcycle parking spaces are located within the parking courtyards. The layout and design of parking complies with the requirements and general policy intent of LDP policy Tra 4 (Design of Off-Street Car and Cycle Parking).

Active travel and pedestrians

LDP Policies Tra 3 (Private Cycle Parking) and Des 7 (Layout Design) support development that encourages walking cycling and delivers a well-designed layout of new streets and paths. This application site is adjacent to a recently approved active travel corridor at its eastern edge and Turnhouse Road at its entire southern boundary which offer excellent pedestrian and active travel access for future residents. The site's internal layout includes shared spaces and pedestrian only routes, including a four-metre-wide wayleave corridor path that will offer connectivity to the north of the masterplan site as other plots are delivered. Desire lines for pavements are clearly defined and priority is given to pedestrians at road crossings, whilst new buildings are mostly oriented to face public spaces and provide overlooking.

In total the proposal has 362 bicycle parking spaces. These spaces are provided in the curtilage of houses and cottage flats (140 spaces) and in five secure bike stores for the apartment buildings around the site (202). Communal stores will be a mixture of single and two-tier racks. Visitor cycle parking located at the main building entrances for apartment buildings also provide 20 additional cycle parking spaces at the site. The proposed level of bicycle parking complies with the Council's parking standards and the design of secure stores is good. The proposal complies with LDP policy Tra 3.

Transport summary

The proposed transport design solution at this site offers a good mix of transport options for future residents. The site will be well connected to the evolving active travel and path network in this part of the city and close to upgraded public transport intended for Turnhouse Road. The number of vehicular, motorcycle and bicycle parking spaces are below the maximum levels permitted by the Council's parking standards and the proposed approach is acceptable to the Transport Authority.

The proposal complies with LDP policies Des 7, Tra 2, Tra 3, Tra 4, the EDG and the Edinburgh Street Design Guidance.

e) Other material considerations

Affordable Housing

This application is for 100% affordable housing in the form of apartments, houses and cottage flats. The 158 affordable homes at this plot (plot 4) will be delivered under the terms of a planning legal unilateral undertaking for the wider masterplan site (16/04738/PPP).

The unilateral undertaking will facilitate the delivery of approximately 358 affordable homes across three different development plots (plots 4, 5 and 13) that are integrated with surrounding plots at the wider masterplan site. An AMC application for plot 5 is currently pending determination for 142 affordable homes (planning reference 20/03942/AMC) and an AMC is yet to be submitted for plot 13 for the remaining affordable homes (approximately 50 more homes) at LDP site HSG 19.

Plots 4 and 5 are within phase 1 for housing delivery within the wider masterplan site and will be amongst the first homes to be delivered. Plot 13 is located at the west of the site and within phase 3.

The Council's Affordable Housing service has provided comments confirming that the applicant's approach to providing affordable housing at this plot is acceptable in terms of mix of units and tenure types. The proposed building materials are consistent with the suggested palette in the UDF and will contribute to ensuring the properties are tenure blind in the context of the wider masterplan site.

Considered in the wider context of affordable housing delivery within the LDP housing site HSG 19 the approach to delivering affordable housing in the early phases of site delivery the quantity, type and tenure is supported by Affordable Housing.

The proposed affordable housing complies with the Council's Affordable Housing policy and with LDP policy Hou 6 (Affordable Housing).

Flood Risk and Drainage

The applicant submitted a Drainage Strategy and Flood Risk Assessment in support of the application. Drainage infrastructure at the application site, including sewers and drainage lines, will connect to infrastructure that has been approved as part of the enabling infrastructure works at the wider strategic masterplan site though recently approved applications 19/05514/AMC and 19/05599/AMC. There are no SUDS basins located within this specific development plot and runoff water from roofs, roads, parking courtyards and other surface areas accord with the Council's requirements. Scottish Water and SEPA do not object to the application and the applicant is advised to note advisory comments provided by these consultees.

The proposal is consistent and compatible with drainage infrastructure at the wider masterplan site, and the Council's Flood Prevention Service is satisfied with the proposed drainage arrangements at this application site. The proposal complies with LDP policy Env 21 (Flood Protection) and policy RS 6 (Water and Drainage).

Airport operations

Condition 17 of the PPP restricts the height of development to 75 metres above ordnance datum (AOD) in this location. Edinburgh Airport confirms in written consultation comments that the proposed building heights and landscape design including drainage matters are acceptable in the context of ensuring safe airport operations.

Sustainability

The applicant submitted Sustainability form S1 in support of the application and the Design, Access and Sustainability Statement also includes details of how the site delivers sustainable measures. The proposal's design caters well for pedestrian and active travel by linking to the existing and proposed path network. Cycle parking complies with the Council's parking standards and car parking is lower than the maximum level permitted by standards. Refuse stores cater for recycling of different waste streams and the proposed buildings will be fitted with photovoltaic panels and water efficient utilities. The applicant will be required to comply with Scottish Building Regulations.

The proposal complies with LDP policy Des 6 (Sustainable Buildings).

Refuse management

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin presentation points, communal refuse stores and vehicle tracking for refuse collection has been detailed and the Council's Waste Services officer(s) is satisfied with the overall design as confirmed in consultation comments.

Archaeology

The City's Archaeological Service notes in comments that this application raises no archaeological considerations. Matters relating to archaeology for the wider masterplan site are addressed by PPP condition 9, which this AMC application does not address.

f) Representations

The application attracted one representation objecting to the proposed development. The representation raises one non-material matter:

- Request details for any works to Maybury junction at Turnhouse Road and Glasgow Road due to potential traffic impact - this matter is outwith the scope of this AMC application and the applicant for this plot is not required to submit details of any amendments to Maybury junction under the terms of the PPP.

g) Equalities and human rights

The proposed development will introduce an environment that is safe and secure. A range of living accommodation, all of which is affordable housing and for different tenure types, is proposed and the applicant will be required to comply with the provisions of the Equality Act 2010 and Scottish Building Regulation requirements. Accessible parking spaces are included to a level consistent with the Council's parking standards and the site is well situated for access to active travel and proposed bus routes along Turnhouse Road.

Overall conclusion

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2) and is consistent with the strategic masterplan and accompanying Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The applicant proposes 100% affordable housing in the form of 158 homes at the application site and the development complies with the Council's affordable housing policy. The proposed scale, design, layout and materials are appropriate for the site and the proposed landscape environment will assist in the creation of a good sense of place. Amenity for future occupants will be to a good level internally, and external private and communal garden spaces are acceptable for a development of this scale. Access arrangements for vehicles, services, pedestrians and active travel are suitable and the proposed layout provides good connectivity with the surrounding area and active travel network.

The proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

1. The approved landscaping and maintenance scheme (planning drawing references: 47A, 48A, 49A, 57, 58 and 59) shall be fully implemented within 6 months of the last property's occupation.

Any trees or plants which, within a period of five years from the completion of that phase of the development, die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.

Reasons:-

1. In order to ensure the landscaping is established at the site and maintained.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
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.
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.
4. The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 - b. 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. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;
 - c. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area;

- Continuous footway/pedestrian priority crossing are required/to be provided on all site access junctions with Turnhouse Road;
- Continuous footway/pedestrian priority crossing with a reduced carriageway width to a single lane are to be provided on the junction of the active travel route through site/internal road. Pedestrian priority crossings are also to be provided on all the internal junctions. The detailed design of active travel priority crossings are to be in accordance with CEC standards at RCC stage;
- 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;
- The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;
- Both stage 2 Quality and Safety Audits as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;
- 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;
- 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;
- Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;
- 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;

- The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;
- 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;
- The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

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 considered 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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 21 August 2020 and neighbours were notified on 18 August 2020. One representation objecting to the proposal was received.

A full assessment of the representation 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 forms part of Housing Proposal HSG19 in the adopted Edinburgh Local Development Plan 2016.

Date registered

6 August 2020

Drawing numbers/Scheme

01-03,04A,05A,06B-08B,09A,10A,11,12A,13-15,16A,17-27,28A,,
29-45,46A-51A,52,53A,54A,55-60,61A,62A.,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

E-mail:sean.fallon@edinburgh.gov.uk

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

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 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 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.

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 Conds 20/03224/AMC

At Site 100 Metres North East Of 19, Turnhouse Road, Edinburgh

Erect 158x new dwellings with associated roads, parking, footpaths and hard and soft landscaping (Approval of Matters Specified in Conditions of consent 16/04738/PPP in respect of condition nos. 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 4 only) (Appeal ref: PPA-230-2207) (as amended).

Consultations

Archaeology comment

Ongoing archaeological investigations as part of the wider 16/04738/PPP undertaken by GUARD and CFA Archaeology have indicated that the area covered by this application is unlikely to contain significant archaeological remains. Accordingly, it has been concluded that there are no, known, archaeological implications regarding this AMC application.

Network Rail comment

Network Rail has no comments/objections to the submitted details in regards to condition nos. 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 4 only).

Edinburgh Airport comment

The information submitted in relation to Plot 4 of the masterplan are satisfactory from an Aerodrome Safeguarding perspective. We are therefore happy to discharge the associated conditions.

Scottish Water comment

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following.

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

There is currently sufficient capacity in the Glencorse Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

This proposed development will be serviced by Edinburgh PFI Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity currently so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water via our Customer Portal or contact Development Operations.

Please Note

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Asset Impact Assessment

According to our records, the development proposals impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal to apply for a diversion.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a

connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

Next Steps

All Proposed Developments

All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

SEPA comment

Advice for the planning authority

We have no objection to this planning application, but please note the advice provided below.

Flood Risk

The flood risk to the site is from surface water. This has been identified and addressed in the Drainage Strategy.

We have commented on the wider site in the past and not objected. The applicants are aware of the combined sewer and water supply issues that we previously identified. We have no further comments.

SUDS and CAR Licence.

The planning authority should be satisfied that the proposed SUDS, as a minimum, meet the requirements which should be demonstrated by the output from the simple index tool.

The site is likely to require a CAR construction site licence (CSL) if it is 4 hectares or over in size. The applicants should contact SEPA's local regulatory team (details below) to discuss if a CSL is required and how best to obtain a CSL.

Roads Authority Issues

- Lack of updated Transport Statement*
- No agreement in writing on the scope of the TS*
- No Stage 2 Quality Audit (including Road Safety Audit)*

i.e. that these are required under Conditions 5 and 6.

The application should be continued.

Reasons:

1. *Condition 5 of 16/04738/PPP requires an updated Transport Statement (TS), the scope of which will be agreed in writing.*
2. *Condition 6 requires, inter alia, details of:*
 - *car and cycle parking, access, road layouts and alignment, classification of streets, servicing areas, street lighting and electric charging points*
 - *footpaths and cycle routes, including proposed multi-use paths and the signage of pedestrian and cycle access links, including lighting details;*
 - *Stage 2 Quality Audit.*

The applicant is required to provide a Scope for an updated TS to be agreed in writing, and subsequently submit an updated TS. Such a TS should include the following:

- *trip estimates for vehicles, walking and cycling, public transport etc. within the context of the overall site;*
- *parking provision;*
- *connectivity of the site, in particular to public transport, schools, shops etc., and to key pedestrian and cycle routes and crossing points.*

The applicant is required to provide an independent Stage 2 Quality Audit for the site, including a Stage 2 Road Safety Audit. This should include the following matters:

- *Street character review*
- *Stage 2 Road Safety Audit*
- *Cycle Audit/Review*
- *Access Audit (including emergency services and deliveries)*
- *Parking Audit*
- *Walking Audit*
- *Non-Motorised User Audit*
- *Equality impact assessment*
- *Design Review*
- *Visual Quality Audit*
- *Functionality Audit*
- *Materials Audit*

Roads Authority Issues updated

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 £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
 - b. *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. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*

- c. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area;*
2. *Continuous footway/pedestrian priority crossing are required/to be provided on all site access junctions with Turnhouse Road;*
3. *Continuous footway/pedestrian priority crossing with a reduced carriageway width to a single lane are to be provided on the junction of the active travel route through the site/internal road. Pedestrian priority crossings are also to be provided on all the internal junctions. The detailed design of active travel priority crossings are to be in accordance with CEC standards at RCC stage;*
4. *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;*
5. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
6. *Stage 2 Quality Audit and Safety Audit as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
7. *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;*
8. *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;*
9. *Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;*
10. *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;

11. *The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.*
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 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;*
13. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.*

Note:

- a) *A transport statement including stage 1 Quality and Safety Audits have been submitted in support of the application. These have been assessed by transport and is considered to be an acceptable reflection of estimated traffic generated by the development and of the traffic on the surrounding road network and provides for inclusive design. The submitted documents are generally in line with the published guidelines on transport assessments and Quality/Safety Audit. The proposed development is predicted to generate 52 total two-way traffic during the morning peak period and 53 during the evening peak period representing 37% of the total trips. Walking, cycling and public transport constitutes majority of the remaining 63% trips generated by the development.*
- b) *The general layout including vehicular and dedicated walking and cycling routes are well considered and has the potential to link with the wider active travel network in West Edinburgh. Internal layout is designed with a mix of vehicular route, shared surface, footways, and pedestrian/cycle routes with priority crossings. The three vehicular access from Turnhouse Road to the site are designed with a number of speed reduction measures including raised junctions, carriageway narrowing, change in material etc. to manage vehicular speeds and prioritise active travel. Footways are minimum of 2m wide with a number of footway connections that provide linkages between the proposed developments and the wider path network. The applicant has incorporated a number of measures from Edinburgh Street Design Guidance namely continuous footway/priority crossings/raised junctions, change in material etc to prioritise walking and cycling and reduce vehicular speed within the proposed development.*
- c) *Applicant proposes 121 car parking spaces (including 23 EV charging bays and 10 accessible spaces) and complies with the Council's current parking standards which could allow a maximum of 158 car parking spaces.*

- d) *The site is accessed by three priority junctions and is considered acceptable given the level of predicted traffic to be generated by the proposed development;*
- e) *The proposed 4m wide shared route through the site is consistent with approved infrastructural masterplan drawings (unsegregated route);*
- f) *Cycle parking provision as follow;
Additional 140 cycle spaces will be provided within the curtilage of private houses/cottages. The proposed cycle spaces in a form of 2-tier cycle racks and Sheffield stands complies with the Council's parking standards which requires a minimum of 342 secure cycle spaces for the proposed development in Zone 3;*
- g) *The following sustainable travel interventions/mitigation measures are part of the approved infrastructural masterplan;*
 - i. *3 controlled crossings and 2 uncontrolled crossing are to be installed on Turnhouse Road (the crossing locations relevant to this development are, controlled crossing on Green Corridor/Turnhouse Road junction, front of primary school and uncontrolled crossing between the two controlled crossings) and details are subject to RCC approval and Stage 2 Safety Audit. 2m wide footway is proposed on the north side of Turnhouse Road, 3m wide walking and cycling route on south side of Turnhouse Road; and a new bus gate on Turnhouse Road to the south of the masterplan site, which will result in no base through traffic/reduced level of traffic;*
 - ii. *TRO for 20mph speed limit along Turnhouse Road*
 - iii. *Bus route on Craigs Road/Turnhouse Road*
 - iv. *Upgrade bus infrastructure on Turnhouse Rd*
 - v. *Formation of 3 controlled crossing facilities on Turnhouse Rd*
 - vi. *Cammo Walk link (south) - New Green Corridor between proposed pedestrian cycle bridge and south end of Cammo Walk;
It is understood that a draft RCC approval has been issued by CEC for the masterplan infrastructure works, and that these works, including formation of site access junction, and crossings on Turnhouse Road, will be undertaken in advance of occupation of the proposed development.*

Flood Planning comment

This application can proceed to determination, with no further comments from CEC Flood Prevention.

Affordable Housing comment

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Housing Management and Development are the consultee for Affordable Housing. Housing provision is assessed to ensure it meets the requirements of the city's Affordable Housing Policy (AHP).

- *Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.*
- *25% of the total number of units proposed should be affordable housing.*
- *The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:*

<https://www.edinburgh.gov.uk/affordable-homes/affordable-housing-policy/1>

2. Affordable Housing Provision

This application is for a development consisting of 158 affordable homes, representing part of the affordable provision for the wider West Craigs strategic masterplan area, as set out in application reference 19/05599/AMC which was approved by the Development Management Sub-committee in May 2020. Between 1,400-1,700 homes are approved at the HSG 19 housing site. There is an AHP requirement for a minimum of 25% homes of approved affordable tenures, and this application for 158 affordable homes represents an affordable contribution for up 474 market homes.

The applicant, Dunedin Canmore Housing Association, entered into early dialogue with the Council on the design, mix and location(s) so that an integrated mix of affordable housing can be delivered on site.

Affordable housing will account for 25% of the new homes across several different parts of the wider masterplan site and will consist of flatted apartments and houses which will offer an integrated mix of homes.

The affordable housing is in line with the Urban Design Framework for masterplan 19/05599/AMC, and the Edinburgh Urban Design Guidance. A mix of mid market rent and social rent is proposed.

The affordable homes are required to be tenure blind and fully compliant with latest building regulations. The design of affordable housing will be informed by guidance such as Housing for Varying Needs and Housing Association Design Guides.

The affordable homes will be situated within close proximity of regular public transport links and next to local amenities. Appropriate parking for affordable housing, consistent with the relevant parking guidance, should be provided.

3. Summary

The applicant is providing affordable housing which contributes towards the 25% on site affordable housing required across the masterplan area and this will be secured by a Section 75 Legal Agreement. This approach which will assist in the delivery of a mixed sustainable community:

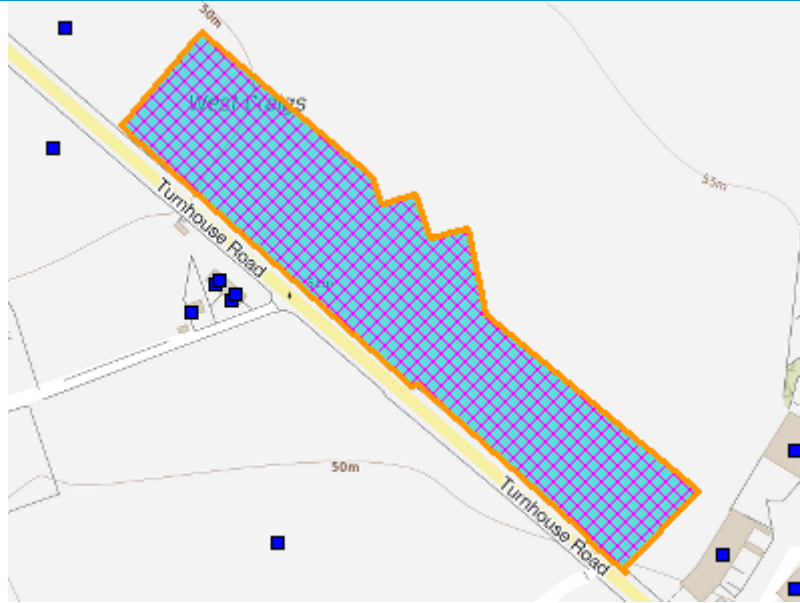
- o The applicant has agreed with the Council the tenure type and location of the affordable homes prior to the submission of a planning application*

- o The applicant has entered into an early dialogue the Council and is a Registered Social Landlord (RSL) who will deliver the affordable housing on site*
- o The applicant has sought to maximise the social rented homes delivered onsite.*
- o The affordable housing includes a variety of house types and sizes which are representative of the Urban Design Framework set out for the wider masterplan area.*
- o In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be similar in appearance to the market housing units in surrounding plots, an approach often described as "tenure blind"*
- o The affordable homes will be designed and built to the RSL design standards and requirements.*
- o The applicant has agreed to deliver the affordable housing at this plot through a planning legal agreement that accompanied the planning permission in principle reference 16/04738/PPP.*

Waste Services comment

20/03224/AMC We are now happy for this development to proceed based on the changes the developer is putting in place for us to carry out the waste collections within the development.

Location Plan



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END

Development Management Sub Committee

Wednesday 9 December 2020

Application for Planning Permission 20/02068/FUL at Land Adjacent To, Lochside Way, Edinburgh. Development of southern phase of Edinburgh Park to comprise mix of uses including residential (Class 9 houses and sui generis flats), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/Class 2/Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works.

Item number

Report number

Wards

B03 - Drum Brae/Gyle

Summary

The principle of the development complies with the Edinburgh Local Development Plan as it will promote a mix of uses in Edinburgh Park/South Gyle whilst still retaining its important role as a strategic business location. The proposed mixed uses will help integrated this developing area as part of the city.

The proposal will support the growth of a sustainable city around the tram line, delivering affordable homes and delivering the west of Edinburgh.

Links

[Policies and guidance for this application](#)

SDP, SDP06, SDP07, LDPP, LEMP01, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LDES01, LDES02, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LDES11, LTRA02, LTRA03, LTRA04, LTRA08, LTRA09, LEN20, LEN21, LDEL04, LRET06, LRET07, NSG, NSGD02, NSHAFF, NSART,

Report

Application for Planning Permission 20/02068/FUL at Land Adjacent To, Lochside Way, Edinburgh. Development of southern phase of Edinburgh Park to comprise mix of uses including residential (Class 9 houses and sui generis flats), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/Class 2/Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works.

Recommendations

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

Background

2.1 Site description

Edinburgh Park is located in West Edinburgh, approximately four miles from the City Centre and two miles from Edinburgh Airport. The area surrounding Edinburgh Park is home to a significant number of large institutions including the Royal Bank of Scotland, Lloyds Bank and Aegon. Further to the east the businesses are characterised by large industrial sheds and smaller office buildings. The application site is 13.8 ha in area. The City Bypass lies directly to the west, with East of Milburn beyond, and the South Gyle Business Park lies to the east. The Glasgow to Edinburgh railway line runs along the southern edge of the site, with Hermiston Retail Park beyond and Edinburgh Park Station situated to the south east. The Edinburgh tram line runs through the site on a north/south axis, this crossing the railway via an overbridge.

The application site also includes land to the east, this situated between the Premier Inn and the electricity sub-station.

The site is vacant apart from hardstanding used for parking.

Vehicular and pedestrian access to the site is from Lochside Court and Lochside Way to the east and Lochside Avenue on the west. The site is served by two tram stops including Edinburgh Park Central and Edinburgh Park Station. A spur off Lochside Avenue heads east from a mini roundabout on Lochside Avenue towards the southern boundary of the site. Two sets of barriers are located on Lochside Avenue to the north and east of the Lochside Avenue mini roundabout.

Core paths and cycle routes 7 and 13 run close to the site, with a core path running to the south west via an underpass beneath the City Bypass.

The partly culverted Gogar Burn runs through the site.

Nearby schools include Gylemuir Primary School, St Augustines RC High School and Forrester High School to the East. Murrayburn Primary School, Canal View Primary School and St Joseph's RC Primary School lie to the south and east of the site.

2.2 Site History

11 April 2003 - Planning permission granted by Scottish Ministers for the Southern Phase of Edinburgh Park to develop offices and other business use, hotel and supporting facilities with associated road works and car parking (application reference: 99/02295/OUT).

12 October 2009 - Application granted under section 42 of the Town and Country Planning (Scotland) Act 1997 to vary the terms of condition 1 of planning permission 99/02295/OUT by extending the time period by 10 years (application reference: 09/00430/FUL).

A series of applications were submitted and approved between 2003 and 2011 but are not relevant to the current proposals.

11 August 2016 - Planning permission granted for erection of five storey extension adjacent to the existing hotel to provide 80 additional bedrooms, A/C compound, single storey extension to restaurant and associated reconfiguration and extension of car park and external landscaping (application reference: 16/02265/FUL).

17 March 2017 - Application submitted under section 42 to vary the terms of planning permission 09/00430/FUL, to permit office development up to 102,190sqm gross and hotel development up to 6,479sqm gross (as amended) (application reference: 17/01210/FUL). Application withdrawn.

31 January 2019 - Planning permission was granted for new and upgraded road and infrastructure works with associated landscaping in Edinburgh Park Southern Phase (application reference: 17/04391/FUL).

31 January 2019 - Planning permission was granted for an application for matters specified in condition 5 of planning permission 09/00430/FUL (amended) reference 17/04341/AMC.

4 June 2019 - Proposal of Application Notice for the development of the Southern Phase of Edinburgh Park to comprise a mix of uses including residential (Class 9 houses and sui generis flats), student accommodation and serviced apartments (sui generis), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/ Class 2/ Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works at land Adjacent To Lochside Way, Edinburgh (application reference 19/02776/PAN). The submission of this PAN follows an earlier consultation in respect of the site.

9 August 2019 - Planning Permission was granted for the Erection of a public realm sculptures and associated works (application reference 19/02903/FUL)

9 August 2019 - Planning permission was granted for the Erection of site marketing suite, entertainment space, cafe bar and associated works (application reference 19/02904/FUL).

17 January 2020 - Proposal of Application Notice for Development of southern phase of Edinburgh Park to comprise mix of uses including residential (class 9 houses and sui generis flats), student accommodation and serviced apartments (sui generis), offices (class 4), hotel (class 7), creche (class 10), leisure (class 11), ancillary class 1/class 2/class 3 and sui generis public house, car parking, landscaping, roads, access and associated works (application reference 20/00260/PAN).

11 February 2020 - Advertisement Consent was granted for a Signage board (application reference 19/05984/ADV)

12 February 2020 - Advertisement Consent was granted for a Signage board. (application reference 19/05783/ADV)

18 February 2020 - Planning permission was granted for Engineering operations including earth works, earth storage, sorting and recycling (related to consent 17/04341/AMC) (application reference 19/05875/FUL)

Main report

3.1 Description of the Proposal

The application is for full planning permission for the development of the southern phase of Edinburgh Park in the form of a residential led masterplan.

The proposal comprises a mix of uses including the following;

- over 43,000 sqm of commercial space including a commercial hub and public square at Edinburgh Park Railway Station,
- 1,737 predominately flatted residential units in a combination of private residential, build- to-Rent and 25% affordable homes,
- 170 bedroomed apartment hotel, and
- Public realm including a public park, play areas and private/shared gardens.

Masterplan Design Layout Overview

This application brings forward the southern phase of a wider masterplan vision for the housing led development of Edinburgh Park. The development of the housing zones flows southward from a proposed new cross street, it follows a largely southern orientation and responds to the environmental constraints of the site including the established under ground water culvert, BAA height restrictions, gas pipe, transport noise corridors, air quality and odour factors.

The east to west street crossing the tram line (Cross Street) proposes to prioritise pedestrians, cyclists and public transport to create an integrated public transport network. It includes an adjacent integrated cycle track, traffic signals for the buses will be designed to prioritise Trams. Two bus stops are proposed on the Cross Street, which is identified as the heart of the development.

The masterplan elements are linked by a detailed landscaping and public realm strategy which includes details for the following components:-

- Cross street west and east
- The tram corridor south
- Station square
- Station garden
- South east quadrant garden
- Lochside Avenue roundabout

The landscape proposal incorporates a network of parkland, plazas, promenades and courtyards, providing for a range of public activities. Tree planting will give spatial structure and shelter and balance the scale of the buildings.

The landscape design integrates steps, ramps and low retaining walls and sheltered seating, the proposal provides for public and private spaces allowing for privacy for ground floor apartments. The proposal includes a series of water retention bodies which will be utilised to collect and purify surface water run-off, creating rain-gardens and play areas. The residential gardens between the building blocks will each have a distinctive planting palette to create differentiation and identity.

The masterplan is presented as eight zones - each zone is addressed in detail below:

SW1-3 - Villa Apartments

SE4 - Southern Build to Rent

SE 1 and 2 - Northern Build to Rent

NE1a - Affordable Housing

Mach1 - Marketing Suite (building approved under application reference 19/02904/FUL)

EE1a - Station Square Office

EE1b - Station Square Aparthotel

SW4 - Western Office

SW1-3 - Villa Apartments

This area is defined as market housing in the south western quadrant of the site. A total of 397 residential units would be accommodated in this sector, variety of housing types are proposed. A total of 160 car parking spaces are proposed, including 12 disabled bays and 26 electric vehicle charging points. A total of 843 cycle spaces with a variety of cycle storage solutions are proposed.

The dominant form is identified as villa apartments, ten serially arranged cubic blocks with corner balconies. Between these blocks are a pair of mews streets lined with smaller terraced houses, similar to mews houses found in the Edinburgh New Town. This section is completed with a crescent building on the southern edge of the application site.

The northern edge of this zone is defined by the cross street with a bus stop proposed, beyond which lies the approved scheme for commercial offices with retail units at ground floor. The north western villa apartment block includes a small commercial unit at ground floor level, with some space for small retail units addressing the cross street.

To the east is a small road running between the proposed housing and the tram line, connecting cycle and pedestrian links will be provided to the Edinburgh Park Central Tram stop and Edinburgh Park Rail and Trams stops. The eastern edge includes a linear landscaped zone with trees and planting incorporating a running and cycle track with play areas accommodated under the tram viaduct.

The villa apartments are proposed at seven storeys high with the crescent edge dropping to six storeys in height. The villas will be finished in solid brick work to two storeys in height. The proposed mews houses would be three storeys with the top floor set back behind a parapet, appearing as a roof element. Within the villa apartment blocks at podium level are shared gardens for all residents, these will be set above the car parks and each will have its own identity. The streets between the mews houses will be car free, except for emergency vehicles.

The villas will be finished in brick with metal balconies, with modulation proposed at lower and upper levels, with the top floor brickwork proposed to be cut back to create a ribbon of glazing terminated with a solid band of brick.

The villa blocks provide for disabled access and inclusive design with lifts and accessible units proposed and level access from the street. A phasing plan is included in the design and access statement which proposes build out from north to south across this area.

External amenity space for the villa apartments is proposed as balconies for the top floor apartments, south facing balconies on the crescent block, access to the shared podium gardens, and private gardens for the ground and first floor apartments and mews houses.

The crescent building and apartment blocks include an area of green planted roof and green sedum roofs to provide treatment to rainwater and slow discharge into the sewer. The podium deck landscaping also provides this function. These systems feed into the street SUDs infrastructure.

SE4 - Southern Build to Rent

This area is proposed as build to rent housing in the south side of the application site. A total of 380 residential units would be accommodated in this sector in a mix of tenure.

A total of 154 car parking spaces are proposed. This includes 12 disabled bays (8%) and 26 electric vehicle charging points. 816 cycle parking spaces are proposed within this area.

The dominant form is identified as an E-shaped plan comprising of three fingers of apartments running north to south, with east or west aspect, around two 30m wide south facing courtyards with a terrace of two storey maisonettes along the southern edge.

The two shared courtyard gardens contain various activities such as kids play, sitting and eating areas. Entrance to the blocks is via the north façade, defined by a double height glazed reception area. The northern flank building proposes shared internal amenity areas at ground and first floor levels including café/bar and club room and multipurpose hall, all of which open out directly onto the courtyard gardens. The gardens will be landscaped with indigenous plants throughout.

The proposed blocks would be seven stories in height (23 metres to the parapet) an eighth storey is proposed set back from the façade with rooftop penthouses, incorporating balconies. The blocks would be broken up by vertical slots that provide daylight into the main circulation area. Along the southern boundary two storey maisonettes are proposed as a protective edge between the street and the courtyard gardens, gated pends are proposed between the maisonettes to allow both access and views into the private gardens.

A double height colonnade is proposed at ground and first floor level to give an urban scale at street level. The building would be finished in grey brick with powder coated metal spandrel panel at top floor and powder coated metal window frames and balcony balustrades. The proposed façade is simple, with shadow and depth created by the recessed private balconies.

A sustainable strategy has been developed for the masterplan area. This aspect of the proposal includes a district heat network to provide for dwelling heat and hot water.

SE 1 and 2 - Northern Build to Rent (BTR)

The northern build to rent are located on plots SE1 and 2 near the centre of the southern phase masterplan and in close proximity to the Edinburgh Park train station.

The development of the build to rent site proposes 800 residential units with associated amenity spaces providing for coworking, lounge, gym, games room, studio space, roof terrace, allotments and large podium garden.

At ground floor level, the blocks on Cross Street East make provision for small workshop units, retail and flexible space units for start-ups and small businesses. And for larger commercial units to provide facilities for the residents, office workers and users of the wider neighbourhood.

This element of the proposal includes 212 car parking spaces of which 20 would be accessible spaces, 36 electric charging points are proposed and 32 motorcycle spaces. 1652 cycle spaces would be accommodated on 2 tier rack system.

The non-residential element of this part of the application would accommodate 8 workshop units (144m²), 4 commercial units (654m²) and a sculpture studio (149m²). These units would be positioned along public routes, designed to provide active frontages. The large flexible units would be located along Cross Street with the opportunity to open out onto the pavements.

The design of this component is of a large warehouse concept. These are simple blocks with repetitive bay system that are prefabricated off site, of modular construction. A red brick is proposed for the external envelope, a white brick is proposed for the internal private residential spaces. Feature areas such as entrances, projecting bay windows and stairs will be finished in dark grey metal or PPC coated aluminium.

The blocks would be seven storeys in height and would form two rectangular areas around podium gardens. Openings are created in the blocks to allow light into the central courtyards. Between the two blocks a public garden area would be created.

Internal amenity space is also proposed for the residents, located at the entrance lobbies, first floor level overlooking the podium garden and in glazed units at rooftop level. The internal amenity could accommodate library, cinema, games rooms, residents dining and bar areas, coworking space and social areas.

NE1a - Affordable Housing

Affordable housing site is located on plot NE1a which is situated at the northern edge of the proposed southern phase masterplan, this would provide 160 affordable units.

The affordable housing continues the block form development of the masterplan with large blocks proposed around two central courtyards. Two blocks would be seven storeys in height with connecting four storey maisonette links accommodating two storey family housing. The blocks will primarily use a light red multi brick, with details such as string courses, balconies and roof garden planters brought out in precast concrete, a warm gold ppc aluminium is proposed for window frames and areas of curtain walling.

Amenity would be provided in the form of ground floor communal courtyard gardens and roof gardens. The maisonette units would have access to private gardens and balcony space.

The proposal is for 160 affordable housing units, the breakdown as follows;

- 1 bedroom 40 units (25%)
- 2 bedroom 96 units (60%)
- 3 bedroom 24 units (15%)

Of the above 16 would be wheelchair accessible units (10%)

33 courtyard parking spaces would be provided and 6 motorcycle spaces. A total of 344 bike spaces would be provided.

Mach1 - Marketing Suite (building approved under application reference 19/02904/FUL on 9 August 2019)

Planning permission was granted for a marketing suite for the Edinburgh Park development site for a temporary period of 15 years, situated to the east of the tram line and directly north of the proposed Cross Street. The approved building is a sculptural form designed from a series of shipping containers which will be painted red.

The approved access to the site is from Lochside Way with six car parking spaces proposed, two of which would accommodate disabled parking.

This application seeks to reduce the level of approved parking to four regular spaces and one dedicated disabled bay, the parking layout is modified to sit comfortably with the proposed affordable housing block NE1a which will lie directly to the east of the approved building. The approved landscape will be extended to tie the building in to the wider masterplan area and enhance the public realm amenity for the occupants of the proposed affordable housing block. A footpath connects the building to the Edinburgh Park Central Tram stop.

EE1a - Station Square Office and EE1b - Station Square Aparthotel

The Station Square site sits at a key interchange between tram, train, bus and cycle directly adjacent to the Existing Edinburgh Park train station forming a gateway to the wider Edinburgh Park development. This site is bound by the electricity station concrete blast wall to the east, the Edinburgh to Glasgow railway line to the south and Premier Inn to the west. To the north is a large expanse of open low-lying open land with some surface car parking.

There is a four-metre difference in level from the station entrance to the site access from below the railway viaduct.

The proposal is a large mixed-use building to create a commercial and retail hub split into a number of elements;

- A large public arrival space at the exit to the train station,
- A major 20,000m² NIA office building with ground floor class 1-3 uses and a large internal covered space accessible to the public,
- 170 room apartment,
- A leisure space comprising a three-screen arts cinema,
- Lower ground floor of plant parking, cycle parking and service access.

On the north side of Edinburgh Park railway station a station garden is proposed which will include an avenue of tall trees to form an enclosure to the station with ramped access spanning the 4 metre height difference from the station underpass to the site. Beyond this station square, approximately 56m x 70m, is proposed with external seating and a small kiosk close to the railway station. The station square will be contained by a covered arcade providing shelter for taxi and bus stops, behind which will lie retail, commercial and office development.

A nine-storey apartment hotel of 170 rooms is proposed as a landmark building at this location. North of this a six-storey office building would be set around an atrium. The hotel and office building are connected by a small leisure facility, a three-screen arts cinema at single storey with a barrel-vaulted roof.

The aparthotel has a double storey height entrance fronting station square, the ground floor plan indicates a restaurant and bar overlooking the square, meeting rooms are proposed at first floor level.

The office and hotel buildings are designed for contrast. The office façade has large light pre-cast concrete frames with bays set out at a 9m grid. The material finish would have a darker grey concrete frame to the retail units with bronze metal work coloured windows and top floor finish.

The apart hotel will have a red brick finish, complimentary to the southern masterplan site, with grey metalwork detailing. The leisure building would be finished in grey metal work with darker tone for the roof vaulting. The kiosk in the square would be clad in a deep green coloured pre-patinated copper. The route from the pedestrian access at north of the office building to the train underpass on the eastern side of the hub will be defined by a series of stone arches defining the entrances to the lower ground floor car parking and service level.

It is proposed that the station square will be built out with the first phase of this component of the development. The proposal allows for inclusive access with the introduction of the ramped pedestrian link. Buses and taxis can enter station square and cyclists have segregated routes through much of the development. The hotel and office building would be fully accessible and disabled parking is proposed close to the lift cores in the basement. The station site has a service strategy and plant has been included in the overall design split between the lower ground floor and the roof.

The office building has an area of sedum roof assisting with SUDs. Station square has been designed with rainwater retention basins for storm water events and below ground water storage. The roofs of both buildings will accommodate solar panels to assist in the sustainability of these commercial buildings. The sustainable location next to the railway and tram stop should assist in reducing car borne visitors to this part of the development.

SW4 - Western Office

Building SW4 is situated at the far western end of Cross Street, located south of the approved offices in the NW Quadrant currently under construction.

The Western office is six storeys high and proposed as large office floor plates, designed to be let to either one or multiple tenants. The accommodation within the building would equate to;

| | |
|-----------|---------------|
| Class 1-3 | 176 m2 GFA |
| Class 4 | 14,643 m2 GFA |
| Total | 14,818 m2 GFA |

The ground floor space could be flexible with direct access to the street. A café is included in the design on the north eastern corner of the building connecting it to Cross Street. This building has no dedicated car parking. The site is close to the Edinburgh Park Central Tram stop and bus stops are proposed on Cross Street. Some on street disabled bays are located close to the building entrance, a total of 115 cycle spaces are proposed on double stack racks in a dedicated room. 18 motorcycle spaces are proposed. The building contains lifts making it fully accessible.

Entrance to the building is proposed from the north via Cross Street, to the south a walled garden is proposed.

The building would be finished in two tone brick work with bronze coloured window frames. The south eastern corner of the building has a large window and high brick parapet at the upper level to address the prominent corner, approached from the Hermiston Gait roundabout. Plant is located at ground floor and roof level.

All buildings include a refuse strategy that fits with the site wide strategy and all will comply with the site wide sustainability strategy, incorporating green roofs, solar panels and enhancing building envelope performance to meet building regulation compliance. All glazed external windows and doors are to be double glazed and LED lighting is proposed throughout

Summary of Housing Mix across the masterplan area

The proposal includes 397 dwellings for private sale and 1340 mixed tenure. The Build to Rent component would be a total of 1180. Of the 434 affordable units proposed within the masterplan area, 274 would be accommodated within the Build to Rent blocks and 160 within the NE1 affordable housing block.

The dwelling sizes are proposed as follows;

| | | |
|-----------|-----|-------|
| Studio | 117 | 6.7% |
| One bed | 621 | 35.8% |
| Two bed | 736 | 42.4% |
| Three bed | 263 | 15.1% |

Total 1737

Family Homes

The overall housing mix includes 15% three bedroomed properties, a significant proportion (70%) are of the larger family size (91 sqm and over). Many have direct access to garden areas, enhanced storage and convenient access to play areas.

The dispersal of family homes is proposed as follows

SE4 Southern Build to Rent accommodates 22% of the family homes, 58 x 3 bed flats proposed are family sized.

SE 1 and 2 Northern Build to Rent accommodates 46% of the family homes; 120 3-bed units are family sized. These are typically maisonettes or larger units at podium level with access to gardens.

NE 1a Affordable Units will accommodate 9% of the family homes; 24 x 3-bed units, of which 16 are the family sized maisonettes.

SW 1-3 Villa Apartments will accommodate 23% of the family homes 61 x 3-bed units are family sized. The majority are the mews houses or crescent duplexes with a small number of family apartments at ground level with access to the external space, or at second floor levels, close to the podium gardens.

Overall of the 263 3-bed units across the Residential-Led Mixed-Use Masterplan, 183 (70%) are family sized, accounting for 10.5% of the total.

Summary of commercial floor space across the masterplan site

The proposal includes the following commercial elements;

| | |
|--------------------------|---------------|
| Class 1 -3 | 2,286 m2 GFA |
| Business Class 4 | 43,667 m2 GFA |
| Hotel Class 7 | 10,017 m2 GFA |
| Non Resi. Inst. Class 10 | 701 m2 GFA |
| Leisure Class 11 GDA | 519 m2 GFA |

| | |
|-------|--------------|
| Total | 57190 m2 GFA |
|-------|--------------|

Transport Strategy

The site is well served by public transport sitting astride the tram line, north of the main railway line and close to existing bus routes. The application proposes a sustainable transport approach with low levels of car parking proposed and improved links into the neighbouring cycling and pedestrian connective routes.

The application proposes to allow traffic flow from north to south through a permeable network of streets, squares and public spaces. The access barriers on the approach from Hermiston Gait in the south are to be retained limiting access to and from this direction except for residents, occupiers, public transport, refuse vehicles and emergency vehicles.

The Cross Street, approved within application reference 17/04341/AMC, allows for public transport, emergency vehicles, cycles and pedestrians to cross the tram line. Private cars are excluded from this movement and a signalised junction is proposed to ensure safe, controlled crossing at this point.

This application proposed to reduce the width of the cross street from the approved 10m down to a width of 6.5m which is the minimum possible for bus use. This application also proposes a dedicated cycle lane to the south of the cross-road improving access and safety; wider pavements are proposed and the Cross street public realm is planted with trees.

The proposed residential streets are narrow two-way streets, providing access for service and car parking. The Station site allows access only for service vehicles.

Car Parking Strategy

The existing buildings of Edinburgh park are aligned along the Lochan park with extensive areas of surface car parking behind. The new development aims to reduce the amount of surface parking in order to minimise the impact of car parking and create a more pedestrian orientated and active urban space.

The proposed residential buildings to the south of the cross street accommodate parking in basements (SE3) and podium structures (SW1-3) and (SE1 and 2). The station site building (EE1 and 2) have a small amount of semi-basement parking, while the Western Office (SE4) is not provided with any dedicated parking.

Parking in the residential-led mixed use masterplan has been kept very low with the aim of promoting the use of public transport, cycling and other forms of sustainable transport.

The housing would have the following parking provision;

632 Standard Spaces and 58 Disabled Spaces

Total = 690 to 1737 dwellings = 40% parking spaces

4000 Cycle spaces for 1737 dwellings = 230%

161 Motorcycle spaces for 1737 dwellings = 9%

On street visitor parking would be as follows;

Standard Spaces 61

Disabled Spaces 9

Total Spaces 70

Cycle Spaces 48

Motorcycle spaces 33

The supporting Transport Assessment and Mobility Management Strategy set out the strategy for parking including public and private roads, parking restriction and parking enforcement.

The key elements of the parking strategy may be summarised as follows;

- Electric car parking is to be provided in all of the car parks, with scope for increase,
- Secure motorcycle parking is to be provided in a mix of on street and covered spaces,
- Disabled parking provision is provided in all of the private car parks, with on-street disabled car parking located close and level with main building entrances,
- A taxi rank and rapid EV charging point will be provided at the Station Square
- Loading bays are located directly adjacent or as close as possible to and level with main building and service entrances,
- city car club spaces can be accommodated within the residential car parks.

The Mobility Management Strategy sets out sustainable transport aspirations, which include maintaining a positive image and profile for the development

Cycle Strategy

The masterplan aims to create a cycle friendly network combining segregated and shared cycle lanes along with quiet residential streets. The proposal includes a segregated east-west connection along Cross Street and a segregated route north to south running along the tram corridor.

Secure long stay cycle parking is provided within all of the proposed buildings. Short stay cycle parking is proposed adjacent to and level with all building entrances in the form of clusters of Sheffield stands. The masterplan proposes to integrate with the Edinburgh Bike hire scheme to promote an integrated network of cycle hire linking across the city.

Pedestrian Routes

The masterplan proposes a network of routes connected by spaces of differing character and scale to provide a variety of linkages through and beyond the site.

The site is relatively flat with a 4metre change in level between Edinburgh Park Train Station and Edinburgh Park Central Tram Stop. Most of the change in level is done with gentle slopes with the inclusion of some ramps, the whole of the masterplan area is fully accessible to wheelchair users.

Servicing and Waste Strategy

The masterplan includes a servicing/waste strategy which prioritises pedestrian and cycle urban realm over temporary disruption caused by service vehicles.

Tram Corridor

The successful integration of the Tram into the urban realm of the development is essential to the success of the development. The Cross-Street Tram crossing is a key part of the masterplan. The masterplan includes details of the proposed Tram corridor layout and landscape detail, however further detailed engineering drawings are awaited. The applicant is continuing to liaise with Edinburgh Trams regarding the correct technical approach.

This application includes some amendments to the details approved under the AMC application, namely minor adjustments to the tree, path and cycle track locations at this part of the site and a reduced Cross Street width and tram crossing.

The masterplan proposes a phased approach to development around Edinburgh Park Central tram stop. This includes firstly to extend the tram stop to MW1a, currently being built out, to connection to phase 1 development. Following this, the extension to the eastern side of the tram stop will provide a pedestrian connection to the Mach marketing hub building. On completion of this the applicant will then develop the cycle track, running track and pedestrian crossing along with tree planting adjacent to the NW1a building. Some minor changes to the path at the end of Lochan Park are proposed to connect to the ramp at NW1a.

A phasing strategy has been submitted.

The masterplan is supported by an arts strategy which includes artist in residence, photographers and poets to follow the development of the neighbourhood, and a sculpture strategy. Planning permission was granted for the sculpture podiums through application reference 19/02903/FUL on 9 August 2019.

Environmental Impact Assessment

In accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations of 2017 the applicant submitted an EIA screening opinion on 23 March 2020. It was concluded on 2 April 2020 that an EIA was not required under the terms of the EIA Regulations 2017.

Supporting Documents

The application is supported by the following documents;

- Design and Access Statement
- Housing Reports
- Economic Impact Assessment
- Landscape and Visual Impact Assessment
- Flood Risk Assessment
- Surface Water Management Plan
- Geo-Environmental Development Appraisal
- Habitat and Protected Species Survey
- Archaeological Evaluation
- Air Quality Impact Assessment
- Odour Risk Assessment
- Arboricultural Statement
- Commercial Kitchen Odours Statement
- Amenity Sunlight Assessment
- Residential Daylight Assessment
- Floodlighting illumination and Glare Statement
- External lighting Proposal
- Sustainability and Energy Statement and S1 forms
- SAP Analysis Summary
- Noise Impact Assessment
- Arts Strategy Report
- Transport Assessment and
- Mobility Management Strategy.

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 principle of the proposed development is acceptable in this location;
- b) the design, scale massing and form of development is satisfactory;
- c) the proposal can proceed without significant impacts in terms of contamination, noise, air quality, flooding, drainage, aerodrome safety, hazard and archaeology;
- d) the development would detrimentally impact upon the landscape;
- e) the proposal would be detrimental to protected species;
- f) there would be any adverse effect on neighbouring or proposed residential amenity;
- g) the proposals are acceptable in terms of traffic generation, road safety and parking and access arrangements;
- h) comments raised have been addressed and
- i) Infrastructure contributions

a) The principle of the proposed development is acceptable in this location

The Strategic Development Plan for Edinburgh and South East Edinburgh (SDP) 2013, identifies four strategic development areas in Edinburgh. These provide a focus for new housing development, investment opportunities, and job creation in locations with good accessibility to existing or planned public transport.

West Edinburgh is identified as a Strategic Development Area, recognising that this is an internationally recognised area of economic importance incorporating Edinburgh Airport. Within the West Edinburgh SDA, housing development is anticipated to complement forthcoming business proposals whilst meeting housing land requirements.

The Local Development Plan (2016) (LDP) identifies the Edinburgh Park as a strategic business centre. Policy Emp 1 - office development, supports high quality office development, including major developments at this location.

LDP policy Hou 1 - Housing development in part 1b) gives priority to the delivery of housing land supply as part of a business led mixed use proposal at Edinburgh Park/South Gyle.

Table 4 New Housing Proposals in the LDP identifies Edinburgh Park/South Gyle as a housing proposal.

Site specific Policy Del 4 applies to Edinburgh Park. It advises that

planning permission will be granted for development which maintains the strategic employment role of the Edinburgh Park/South Gyle area and also introduces a wider mix of uses. The requirements in principle will be for:

- a) *comprehensively designed proposals which maximise the development potential of the area;*
- b) *development for office and other business uses as part of mixed-use proposals;*
- c) *housing as a component of business-led mixed-use proposals;*
- d) *the creation of a new commercial hub adjacent to Edinburgh Park Station;*
- e) *additional leisure and community uses at Gyle shopping centre;*
- f) *an extension of the existing green space corridor (known as the Lochans) space; and*
- g) *improved pedestrian and cycle links through the site and to provide strong, safe connections with services and facilities in the surrounding area*

Development should accord with the Edinburgh Park/South Gyle Development Principles.

The proposal forms part of a larger area which is under development to provide around 60,000 sq m of office floor space. The application under consideration proposes a further 43,000 sq m of office floorspace. On balance it is acceptable for the proposal to provide a housing led scheme in association with the adjacent business use under development. The proposed mixed of uses and high-density residential development proposed will help integrate this developing area as a new neighbourhood to the city whilst maximising the development potential of the site.

It is concluded that the principle of the proposed development mix complies with policy Del 4 as it will promote a mix of uses in Edinburgh Park/South Gyle whilst still retaining its important role as a strategic business location.

The development of the site will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy of the education actions for West Edinburgh.

Housing mix

The masterplan provides a total of 1737 residential units, these are predominately flatted dwellings. 25% of the total are on-site affordable units in a range of tenures. 68% of the total number of units are build to rent (BTR).

LDP Hou 2 - Housing Mix, seeks to provide housing that will meet a range of housing needs including people with special needs and older people.

The Edinburgh Design Guidance (EDG) states that the housing mix should respond to the differing needs of residents, immediate site conditions and citywide objectives. It is expected that within all developments of 12 or more units at least 20% of these units will have a minimum internal floor area of 91m² and should be designed for growing families. These will have direct access to private garden, from either ground or first floor level; enhanced storage and access to play areas.

The proposed housing mix within this application has a lower percentage of larger (more than 91 m²) homes with three bedrooms, being 10.5% of the total. In this regard the proposal does not comply with the Edinburgh Design Guidance.

The applicant's supporting statement identifies that the low percentage of larger three-bedroom homes is due to the fact that the market for family homes tends towards a preference for an associated garden. As the development is high density the opportunity to provide this is limited. The development proposes that the majority of the three bed units are located at ground floor (garden) and the first floor (podium garden) levels providing private gardens.

The west of Edinburgh has seen a number of large sites granted planning permission for family homes including West Craigs, Cammo and the forthcoming garden District Site. The application site offers a unique location for higher density development.

A departure from the Edinburgh Design Guidelines is considered acceptable in this instance as Edinburgh Park is located in a highly accessible area suited to high density development. An impact of the high density is that there are fewer ground floor and first floor units suitable for families than might be the case in lower density developments.

Build to rent

1,180 build to rent units (BTR) are proposed. This tenure makes a positive contribution to the overall housing mix and was approved in the Council Report of 20 January 2020 Support for Build to Rent.

A range of facilities are provided within the BTR blocks; central gardens, the blocks have a reception area housing on-site management, concierge and seating areas. At rooftop level are resident's amenity areas, lounge and rooftop gardens.

The intermediate BTR block of 380 units has a single entrance leading to double height ground floor resident amenities, including café, bar, library, lounge, gym and on-site management, with landscaped south facing gardens.

It is considered that an acceptable balance of amenity and facilities is provided within the BTR proposal, the unit sizes meet with standards set out in Edinburgh Design Guidance.

Affordable Housing

The proposal provides for 25% affordable housing in accordance with LDP policy Hou 6. Of the 434 affordable units, 160 units are located in the NE1a Affordable Housing plot with the remaining 274 units dispersed throughout the Build to Rent blocks.

Of the 160 affordable housing the sizes are proposed as

One bed 40 25%
Two bed 96 60%
Three bed 24 15%

Total 160 units

Within the 274 BTR the affordable housing units are proposed as

One bed 116 42%
Two bed 117 43%
Three bed 41 15%

The proposed affordable housing is a representative mix of the market units within the Build to Rent Blocks and will be tenure blind in accordance with Pan 10/2010. The affordable housing will be managed by an RSL and as an element within the BTR sector as intermediate rent for a minimum of 25 years, this element will not require any public subsidy.

The proposal will deliver a range of approved affordable housing tenures, including social rent, that all meet different identified housing needs in the city. The mix will provide rented accommodation, at social rent, at Mid-Market Rent/LHA rent levels, and at Intermediate Rent/BRMA rent levels. This approach meets policy and is supported by the Affordable Housing team. A section 75 legal agreement will be required to secure the affordable housing elements, in particular as there is currently no developer or operator in place the location of the 274 intermediate rent units will form a schedule in the S75 legal agreement.

Commercial Uses

The site adjacent to Edinburgh Park Station is the focus of commercial use within the proposal site.

The development of a commercial hub at this location is supported by LDP Policy - Del 4 Edinburgh Park/South Gyle.

LDP policy Ret 7 - Entertainment and Leisure Developments -preferred locations does not support leisure development out-with town centres and other specified locations. This is intended to ensure that such facilities are provided in acceptable locations and do not introduce noise and late-night disturbance. Whilst not in a town centre the LDP identifies a commercial hub at this location. There would be a concentration of commercial uses around the proposed station square, which is highly accessible.

The 170-bedroom apartment hotel is proposed adjacent to Edinburgh Park Station, next to the established Premier Inn Hotel. LDP Policy Emp 10 - Hotel Development supports the development of hotels in locations with good public transport access to the city centre. In this regard the principle of the hotel is acceptable at this location, on the rail link to city centre and the airport. The hotel facility offers ancillary facilities and the ground floor which will add to the vitality of the station square.

Out-with the Station Site there is a further office building and commercial units on ground floors of residential blocks creating active frontage and adding to the vitality of the new neighbourhood. The scale of the commercial uses is considered acceptable in this location and would most likely serve residents of the new neighbourhood and is unlikely to detract from existing city centre facilities.

The office use is supported by LDP policy Emp 1 office development and, Del 4 - Development principle for Edinburgh Park and South Gyle.

Conclusion

Housing development is supported by LDP policies - Hou 1, Del 4 and the Edinburgh Park/South Gyle development principles. The proposal provides a mix of uses which are supported by policy.

Whilst a residential led scheme, the proposal would not negatively impact on the strategic employment role of the area while introducing a wider mix of uses in accordance with LDP policy Del 4 -Edinburgh Park/South Gyle.

b) Design, scale massing and form

The site-specific development principles for Edinburgh Park/South Gyle are set out in the LDP- policy Del 4.

The Vision is to create a thriving business and residential community, well integrated with the rest of the city through good public transport, pedestrian and cycle connections, a more balanced mix of uses and facilities and high-quality public realm and green spaces.

-Proposals should help contribute towards realising the long-term vision for Edinburgh Park/ South Gyle.

The Local Development Plan area within which the site falls is within Area EP 1. The Local Development Plan provides the following:

Description

- development opportunities in this area include undeveloped land and the potential to reconfigure existing surface car parks to accommodate new buildings.*
- proposals should incorporate a mix of business and residential uses and ancillary uses. The creation of a commercial hub adjacent to Edinburgh Park station is supported.*
- development should work with and extend the existing grid layout to ensure a cohesive townscape framework and deliver sustainable movement through the site.*
- the continuation of the existing north to south greenspace corridor and creation of new pedestrian and cycle links through the site are essential requirements. The potential exists to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station.*

The application is supported by a Design and Access Statement which describes comprehensively the site-wide masterplan proposals, with individual statements describing in detail the landscaping and individual building plot proposals across the application site.

The key design objectives of the master plan are to:

- Introduce a mixture of high-density residential typologies throughout the wider masterplan;
- Introduce a high-quality office development set within an outstanding setting;
- Introduce a range of high-quality public open-spaces that encourage movement between adjoining areas and the existing Edinburgh Park;
- Provide a land use mix that integrates commercial office development, residential, leisure, food and drink, cultural activities and secure car parking;
- Travel and connectivity both within and outside the park.

It is considered that the principles of the master plan are consistent with the overall vision and broader aims of the LDP. The proposal will result in a diverse mix of uses in Edinburgh Park whilst retaining its important role as a strategic business location.

LDP Policy Del 4 - Where possible, proposals should incorporate new cycle and pedestrian links through the site and consider how these connect to other uses and routes across the Edinburgh Park and South Gyle area.

The proposal incorporates a detailed access strategy which connects beyond the application site boundary in all directions, interconnecting with existing rights of way and cycle routes.

LDP policy Des 2 - Co-ordinated development, aims to ensure the comprehensive development of a wider area.

The application is presented as a comprehensive masterplan which co-ordinates with the overall approach to development of the Edinburgh Park/South Gyle area. The masterplan approach will ensure the creation and interconnection of well-defined and cohesive network of streets and spaces.

The application is proposed as a phased development of approximately 15-20 years. The proposal aims to integrate with the original master planning of Edinburgh Park, following the large block layouts of original commercial element and connecting into the urban grain.

The masterplan has regard for the adjoining sites and ensures that a co-ordinated approach can be taken to development of the wider area.

LDP 4 - Housing Density, seeks an appropriate density of development having regard to a number of factors. Higher densities are appropriate where there is a good level of public transport accessibility

The proposal would be a high-density development with the average residential development on the site equating to 174 dwellings per hectare, considering the residential plots alone there would be an average of 236 Dwellings per hectare. This level of density is similar to the Quartermile development at the Meadows which equates to 240 dwellings per hectare. Other high-density developments in the city of Edinburgh include Trinity Park, Granton Waterfront and Fountainbridge. The proposal would make the best use of this brown field site.

Having regard to the sustainable transport modes in and around the site and the unique nature and location of the site, the principle of high density is an appropriate response to the site. The development is not required to integrate with adjacent established residential areas and will form a new neighbourhood with its own identity on the edge of the business park. It will provide a complementary role to the existing business dominated area.

- *A flood risk assessment shall be carried out in order to inform the design and layout of development proposals. Consideration should be given to any culverted watercourses within the site and pluvial flooding.*

A Flood Risk Assessment has been carried out to the satisfaction of SEPA and CEC flooding, appropriate Surface water management proposals have been incorporated into the design. Further detailed designs are expected on SUDs details.

LDP policy Des 1 - Design Quality and Context aims to ensure that all new development is of a high-standard

The application masterplan approaches the design and layout of new buildings/streets and spaces by extending the existing grid layout of the established Edinburgh Park through the setting of a new cross street across the existing Tram line and thereby creating a definitive edge to the character of the area, establishing a new local distinctiveness in this part of the city.

The design team consist of a number of architectural practices who have worked together to ensure that each development plot will have its own unique character and identity whilst across the site the development will be unified through a key material palette, height and form. The application proposes a range of bricks from a UK brick manufacturer which will assist in creating a distinctive identity for this new quarter, reflective of the industrial heritage of the urban fringe of Edinburgh, whilst complementing the commercial element of Edinburgh Park.

The landscaping is proposed as using a limited range of complementary materials to unify the development. The proposal will connect into the existing green network of Edinburgh Park, respecting and enhancing the existing quality and character of the immediate and wider environment.

LDP policy Des 4 - Impact on Setting, encourages new buildings to have similar characteristics to the surrounding buildings and urban grain

The application site is on the western edge of the City and is bound by the railway line to the south and the by-pass to the west, with greenbelt beyond. The north of the site has the 20year old Edinburgh Park commercial development built out as a masterplan, the Premier Inn and Electric sub-station lie to the east. The development follows the urban grain of the built and committed development to the north of the site, rising in height to the south of the site and given its largely commercial context it is considered that the impact on immediate setting would be minimal.

LDP policy Hou 3 - Private Green Space in Housing Development aims to ensure an appropriate level of greenspace provision in new housing developments

A sequence of open spaces is proposed through the development including private gardens at ground floor level and communal gardens proposed between the residential blocks and at roof level.

Front gardens will be a minimum of 2.5 meters in depth with a hedge to provide privacy/interface to the pavement. Those properties which don't have access to a private garden have balcony provision. The balconies satisfy the Edinburgh design Guidelines which recommend a minimal balcony area of 5% of internal area of the apartment.

LDP Des 7 - Layout Design, aims to enhance community safety and urban vitality

The design team liaised with Police Scotland Crime Prevention Design Adviser throughout the design process

The proposal makes provision for direct and convenient connections on foot or bicycle. The layout of the buildings ensures enclosed private amenity space will be secure and well overlooked by surrounding residents. Secure entrances proposed into the residential blocks together with gated pends and secured underground cycle and car parking will enhance security. The proposed design layout includes activated frontages which will create good surveillance at street level. Street lighting is proposed as white lighting to highlight hazards and avoid the creation of shadows and the network of CCTV cameras will be extended from Edinburgh park across the site

LDP policy Des 8 - Public Realm and Landscape Design identifies high quality, well designed public spaces as crucial elements of the urban environment and in making successful places

The proposed masterplan meets the elements of policy Del 4 for the site in that it proposes an extension of the existing green space corridor along the tram line. A detailed public realm strategy is included which provides for a variety of public spaces through the site meeting the demands of different user groups. The routes are accessible to wheelchair users, bikes and pedestrians. The public spaces will be interspersed with sculpture forming a cultural path through the site.

The proposed design and materials for these spaces are appropriate to the site character. Each residential plot will be subject to a landscape competition leading to landscape biodiversity and the creation of a series of unique spaces through the development. The proposed mix of tree planting along the tram line and main roads and paths will assist with wayfinding for the public through the site and add to seasonal colour changes.

LDP policy Des 11 - Tall Buildings, Skyline and Key views, aims to ensure that the scale of buildings is appropriate in its context and that there would be no adverse impact upon important views.

The application proposes development ranging up to predominately seven storeys height across the site; with a nine-storey landmark building (Hotel) being proposed at the Edinburgh Park Station site, and some two, three and four storey connecting links.

The application is supported by a Landscape and Visual Impact Assessment (LVIA) which assesses the impact of the development upon views to landmarks such as Edinburgh Castle and views to the site from the historic Union Canal. The LVIA demonstrates that the site can accommodate the scale of development proposed and that the increasing height from six and seven storeys, up to nine storeys in part would not impact upon the wider townscape and landscape. The proposal would not have a detrimental impact upon the skyline or the character of this area of the city.

LDP Policy Des 6 - Sustainable buildings, aims to tackle the cause and impacts of climate change and reduce resource use and moderate the impact of development on the environment

The application is supported by an Energy strategy. The aim of the Southern Phase masterplan is to create;

'a low carbon, resource efficient city delivering a resilient local economy and vibrant flourishing communities in a rich natural setting, the developer has offered commitment to the following;

- No CO2 generated by the buildings on the site
- Offices will be EPC A and BREEAM excellent
- All buildings will be electric
- Buildings will be built to an extremely high environmental specification
- The proposals integrate extensive cycle paths with routes to the city and beyond
- Residential buildings designed to ensure effective recycling and waste management
- Opportunities for bike hire, car sharing, electric car charging, automated buses, combined bus/tram/train ticketing
- A biodiverse landscape with fully integrated sustainable urban drainage.
- Location for transportation
- Creation of community/neighbourhood

Conclusion

The masterplan has evolved with the input from a number of architectural practices ensuring a co-ordinated approach to the development of the site and a subtle mix of building designs with a unifying theme.

The proposal was subject to four Architectural and Design Scotland design review workshops, commencing with the AMC application to the north of the site. The support summary from the final A and DS workshop states;

' We concluded that the project should be supported at level 1 'potential exemplar'. This is based on the appraisal carried out immediately following the concluding workshop and due to the high-quality aspirations of the Client and the appointment of a strong design team given roles and opportunities to deliver a well-considered scheme. There is a clear strong collaboration between consultants, and we acknowledge the openness and willingness of the Client and design team to engage positively with us and the Council throughout the process'.

It is concluded that the proposal satisfies the design policies of Edinburgh Design Guidance January 2020 and the LDP and that the masterplan will facilitate a high-quality development for the site, meeting specific site policy DEL 4 - Edinburgh Park/South Gyle.

c) Environmental Impacts: contamination, noise, air quality, flooding, drainage, aerodrome safety, hazard and archaeology

LDP policy Env 22 - Pollution and Air, Water and Soil Quality requires the potential risk and significance of pollution to be considered when assessing planning applications.

Site Contamination

The application is supported by a Geo-Environmental Development Appraisal. The report assesses the suitability of the site for both commercial and residential development, with the possibility of home grown produce. The report concludes the site is acceptable for commercial development and poses low risk to residential development.

Recommendations are made for the construction phase including the detail of the slab levels and gas protection membrane. Further site specific investigations are recommended in and around the potential garden and growing areas.

SEPA advise they have no objection to this aspect of the proposal.

Environmental Health advise that until the Ground Investigation Report is being assessed by Environmental Protection, that a condition be attached to ensure that contaminated land is fully addressed.

Noise

The application is supported by a Noise Impact Assessment. The noise levels predicted at the proposed residential buildings across the site have been assessed in accordance with the guidance given in PAN 1/2011 Planning and Noise and the associated Technical Advice Note.

The assessment concludes that road traffic noise from Edinburgh City bypass has the potential for major adverse impact on the undeveloped open site, train noise is moderately adverse during the day only, and tram noise is negligible.

The erection of noise barrier along the side of the Edinburgh City Bypass was investigated but, because of the site topography, it was found to offer only very limited benefit to controlling noise inside properties and so has not been pursued by the applicant. The Noise Assessment reports that noise levels in the main external amenity areas between the residential blocks meet the criterion of 55db, often below 50db, meeting the WHO target.

The assessment concludes that despite the high noise levels at certain parts of the site, it is possible to achieve suitable internal noise levels inside residential dwellings by providing enhanced building envelop sound insulation to facades close to and with line of sight to the main noise sources. The report sets out the recommended sound insulation requirements that will meet the internal noise levels recommended in WHO guidelines and BS 8233 for both the daytime and night-time periods. This includes recommended glazing configurations and ventilation strategies. The report also recommends the façade sound insulation requirements for the hotel and office buildings proposed in the south-eastern corner of the site close to the electrical substation to control transport noise and substation noise.

The main building services for the development are to be housed in an energy centre in the north west corner of the site. This is well away from and screened from the residential dwellings by the multi-storey car park and office buildings, this would comply with the CEC criterion of NR 25 within the dwellings.

SEPA advise they have no objection to the proposal.

Environmental Protection recommend a condition is attached to any decision to ensure a 3 metre high acoustic barrier is installed along the western boundary of the site, between SW1-3 residential blocks and the city by-pass to reduce noise impact upon exposed external amenity, particularly lower balconies, and that adequate sound insulation is incorporated into the buildings. Further noise assessment will be required to assess the impact of noise and vibration from the proposed class 3 units.

With regards to the erection of an acoustic barrier, having considered the potential benefits that this would provide it is considered that on balance the visual impact of the screen in this location and the disruption to the established landscaped bank and biodiversity would exceed any benefit gained in terms of noise control. It is concluded that the residents will have access to adequate amenity areas that meet the WHO standards.

Air Quality

The proposed mixed-use development is close to the busy A720 and has potential to negatively influence two existing AQMAs at St John's Road and Glasgow Road.

Environmental Protection has raised concerns regarding the cumulative impact of the 760 car parking spaces proposed on the site, together with other committed housing sites in west Edinburgh, and the recently approved multi-storey car parks on adjacent development sites, upon local air quality. The level of car parking proposed in the application meets the CEC parking guidelines and is largely basement parking.

The Mobility Management Strategy for the site aims to deliver alternative transport options with the aim of reducing the need for car use. This includes the creation of last mile connectivity from public transport nodes to further encourage the use of public transport for employees, residents and visitors. The proposals include electric car charging, taxi stops, car share and city car club.

The application is supported by an Air Quality Impact Assessment (AQIA). The construction phase is anticipated to last up to 10 years and will be carried out in distinct development phases starting in the north-east of the site progressing to the west closest to the A720).

The assessment considers the cumulative effects of the proposed development with committed developments included in the WETA study plus the consented Cammo Fields Development currently under construction (application reference 18/01755/FUL).

The AQIA concludes that the impact of the development will have a negligible impact upon air quality in the locality. No exceedances of the AQs for NO₂, PM₁₀ and PM_{2.5} are predicted at any of the sensitive receptors within the study area as a result of the proposed development. SEPA agree with the report findings.

The proposal has the potential to increase levels of airborne dust and Pm₁₀ during the construction phase. Specifically, there is potential for exposure to dust emissions at neighbouring residential and public amenity properties. Dust management Plans during construction are set out in the appendix of the Air Quality Management Report and should be collated within a Construction Environmental Management Plan for the site.

The Air Quality Impact Assessment concludes that the proposed development does not introduce members of the public into an area of poor air quality and does not prevent the success or implementation of measures in the CoEc AQAP19 to improve quality within the Glasgow Road or St John's Road AQMAs. In summary the significance of effect of the proposed development on local air quality is assessed as not significant and the site is considered suitable for its future intended uses.

SEPA advise they have no objection to this aspect of the proposal.

Environmental Protection have recommended that a minimum of 127 electric vehicle charging points (a rate of 1 in 6 car parking spaces) should be provided to mitigate air quality pollution from vehicles.

Odour

The site sits within close proximity to the Gogarbank Poultry Complex. The applicant has submitted an odour impact assessment in support of the application. This identifies that there is one location within the proposed development that may be affected by the odours when cleaning operations occur. To ensure a satisfactory residential amenity Environmental Protection recommend that the poultry farm cease operation prior to the residential development being occupied.

The Scottish Government recently advised their intention to grant planning permission on the land to the west of City By-Pass at East of Millburn Tower. As part of this development there is a requirement that the operations at the poultry farm are to cease prior to the occupation of any housing. The site at Edinburgh Park has no control over these operations and any condition would not be within the gift of the developers to deliver. The provision of housing within this urban site at Edinburgh Park is identified with the LDP. There is a reasonable prospect that the poultry unit will cease operation and a condition is not considered appropriate or reasonable.

Flooding

LDP policy ENV 21 Flood Prevention aims to ensure development does not result in increased flood risk for the site being developed or elsewhere.

At the western site boundary, the Gogar Burn passes under the A720 City By-Pass and Lochside Avenue before entering a large and long culvert within the site. The culvert flows north through Edinburgh park (west of the tram tracks) and then turns west to pass under the A720 City Bypass again before discharging on the west side of the Bypass. No development is proposed over the culverted section of the Gogar Burn.

The application is supported by a Flood Risk Assessment. The hydrological analysis has been carried out to estimate the 200year flow along the Gogar Burn. Flow estimates and methods have been reviewed and agreed with SEPA as part of a previous study. Based on the maximum 1 in 200 year plus climate change peak water level (49.73m AOD) in the cross section closest to the site, a minimum Finished Floor Level of 50.33 m AOD is recommended for all development across the site.

Flooding has raised no objection to the proposal. SEPA have no objection to the development on the grounds of flood risk.

SEPA advise that they are generally supportive of the approach being taken to SUDs in this development. SEPA would like to be further consulted in detailed design of surface water management as they develop.

Edinburgh Airport

Edinburgh Airport have raised no objection to the proposal subject to a condition requiring a bird hazard management plan submitted prior to the commencement of works. Further information should be submitted with regards the landscaping plan including numbers of specific trees and an obstacle lighting plan.

Archaeology

LDP Policy ENV 9 Development of sites of archaeological significance aims to protect and enhance archaeological remains and where possible preserve them in situ.

The application is supported by an Archaeological report. Despite modern landscaping of the site and the depositing of landfill material, the site is identified as occurring within an area of archaeological significance with potential for pre-history and Roman occupation. Some survey work has been carried out in relation to recent planning applications close to the site. Archaeology recommend a condition requiring a programme of works to be established prior to the commencement of works.

d) Impact upon the landscape

The application is supported by a Landscape Masterplan, Arboricultural Report and Landscape Visual Impact Assessment (LVIA).

The site is currently a vacant featureless area of made up ground. The Landscape Masterplan sets out a cohesive landscape framework to unite the development site and create a distinctive landscape setting for mixed urban living. The proposal will build into key features such as continuing the green corridor from the Lochans Park via the tram route through the centre of the application site. The landscape masterplan is influenced by the designed parkland of historic estates which surround Edinburgh including Gogarburn Park and Cammo Estate Park.

The landscape strategy proposes to deliver a high-quality multi-layered landscape with a multi-functional network of routes, these include permeability from the various public transport interchanges. A clear hierarchy of streets is defined by tree planting and surface material.

The planting proposals include a diverse palette of planting to ameliorate the micro-climate, provide scale, structure and seasonal interest and define distinction in the different residential quarters. Roof gardens and landscaped courtyards will further soften the built form. The proposed planting will enhance local biodiversity.

The proposed Cross Street was established in application reference 17/04341/AMC and now consists of a 6.5m wide road which is incorporated into linear public realm of pedestrian walkway and linear bio-retention rain gardens. The Cross Street would be aligned with a variety of tree species creating seasonal colour such as Spanish Ash, sweetgum and red maple.

The tram corridor proposes an integrated cycle track along the eastern edge and running track /walkway on the western side. There will also be seating and outdoor gym equipment provided. Planting includes a row of columnar trees of a variety of species including black poplar, Himalayan birch and oak. The ground cover is envisaged as meadow flower fields to provide habitats for pollinators whilst providing seasonal colour.

The scheme includes a network of public spaces, including a series of public realm areas including Station Square and South East Quadrant gardens which will connect with the landscape setting of the Mach1 building and the new civic square of the office development being constructed north of Cross Street. Each space has a distinctive planting palette.

The landscape design integrates steps, ramps and low retaining walls and sheltered seating, creating differentiation between public and private space, particularly at residential ground-floor occupation. The front gardens include hedges.

Water retention bodies provided to collect and purify surface water run-off will create unique rain gardens and potential play areas. Some roofs incorporate sedum planting, green roofs are proposed which will be planted with a variety of grasses and native meadow species.

The south east quadrant gardens will incorporate an orchard, recreational programme and a series of oval shaped communal gardening areas for food growing, surrounded by boundary hedges.

Each of the podium decked residential gardens situated between building blocks will have a distinctive planting palette creating diversity and identity. The communal residential courtyards and podium decks include lawns hedges climbing plants, shrubs and herbaceous planting. Trees within these areas are selected for their intermediate size, structure and seasonal variations.

The design incorporates principles of "Secured by Design" and allows for natural surveillance of spaces whilst attracting community ownership and involvement. Play areas/equipment are proposed under the Tram viaduct and within the neighbourhood park.

The proposal also includes woodland edge planting.

Open Space

LDP policy Env 20 - Open space in new development aims to ensure that development proposals (other than housing which is covered by policy Hou 3) include appropriate open space provision and contribute to Edinburgh's green network where the opportunity arises. This includes green space and civic space.

The continuation of the north to south green space is an essential requirement of the Edinburgh Park/South Gyle Development Principles for this area. The linear parkway proposed along the tram route is a key component incorporating a running track and will provide a landscape and biodiversity corridor through the site. The civic spaces are connected by a green-routes and a sculpture trail is proposed through these spaces.

The proposal includes a variety of public spaces set around nodes such as station square and the public realm proposals connecting to Edinburgh Park Station, and the civic square around the new Mach marketing suite. There are links to the existing open space within Edinburgh park Lochans and to the community space currently being built out within phase one of the masterplan area.

The build-to rent housing includes a central publicly accessible space offering allotments, greenhouse and children's play space. Doorstop play space for the under-fives is provided in semi-private amenity spaces in the development, these spaces are within 100m maximum walking distance for residents.

Under the viaduct alternative play space is provided for older children and young adults in the form of a skate park.

The play spaces will offer natural play opportunities in the form of a mix of soft surfaces such as grass, sand and bark. Natural play equipment in the form of trees, planting and boulders are proposed together with contemporary robust play equipment.

The quality and use-ability of the proposed spaces is considered to be good, diverse and appropriate in size, scale and use-ability to the level of development proposed.

The applicant is required to come to a suitable agreement with Edinburgh Tram as to tram line maintenance access on the viaduct over the play space and running track.

With exception of the transport corridors, the application site is currently devoid of trees. The Arboricultural Report does not identify any tree species worthy of protection within the application site. The application does however propose to retain and protect the densely planting mixed woodland along the City of Edinburgh Bypass A720 embankment and the grid of lime trees along Lochside Avenue, south of Lochside Avenue roundabout. The beech hedge along Lochside Avenue is to be largely retained. This is a positive approach which will ensure the establish landscape buffers to the site are retaining and enhanced and good for the existing biodiversity of the area.

As part of the project works there will be some thinning of lime trees along Lochside Court where they are planted too close together. The grid of lime trees north of Lochside Avenue roundabout along Lochside avenue are proposed to be lifted and replanted due to the new street layout. New replacement planting is proposed. The application includes an adequate tree protection plan detailing root protection areas and appropriate construction methods to be carried out in these locations. This is considered to be good tree management and the proposal satisfies LDP policy ENV 12 - Trees.

The proposed tree planting plan for the wider application site will enhance the landscape quality of this area and integrate the site with Edinburgh Business park. The variety of tree species, (sourced from British Nursery) with a variegated seasonal colour will visually enhance the landscape quality of the area whilst enhancing local biodiversity and reducing the risk disease. The proposal includes over 450 trees of 29 different species. These are proposed as a variety of sizes with some large specimen trees included in the mix at appropriate locations such as within neighbourhood park and open areas. The Cross Street and the side street would be planted with semi mature trees, whilst a mix of standard and some heavy standard trees are proposed within the courtyard garden and podium decks. A satisfactory detailed tree planting schedule has been submitted in support of the application.

There is an existing estate management for Edinburgh Park and the applicant intends to extend this to the masterplan site to ensure good management and quality of public spaces. Within the south east quadrant, it is proposed that the communal gardens and green houses are co-managed by the residents and garden groups to promote a sense of community ownership.

LDP policy Env 11 - Special Landscape Areas aims to protect Edinburgh's unique and diverse landscape which contributes to the city's distinctive character and scenic value.

The proposed development is not located within any national or local landscape designations, it does however lie to the east of Gogar Special Landscape Area (SLA). Within the SLA lies Millburn Tower, which has a garden and designed landscape listed in the Inventory of Gardens and Designed Landscapes. The woodland around Millburn Tower forms a backdrop to the city and screens the view from the A8 and A720 city bypass, it is visually and physically separated from the application site. It is concluded that the proposal will not have a detrimental impact upon the SLA.

The Union Canal, a scheduled monument, lies to the south of the site. It is physically separated from the development by the intervening Hermiston Gate development and as such its historical and cultural setting will not be detrimentally impacted upon by the proposed development.

The Landscape and Visual Appraisal assesses the potential impact of the proposed development upon landscape and visual receptors. The study covers a radius of 1km from the centre of the site. The study identifies that the effects of the proposed development would be localised, and that the surrounding area would remain unaffected with no wider effects. The study concludes that the effects of the development upon visual amenity would generally be moderate to minor. This is due largely to the site being relatively low lying and discreet, with the A720 city bypass enclosing it to the east, and when framed against the backdrop of the existing Edinburgh park and South Gyle developments. The assessment also includes a longer view from Calton Hill at 8.5km away, the impact of the development upon the view is negligible.

Conclusion

The site has little scenic quality due to its current uses and adjoining land uses, it has no rare elements or features. The site is surrounded by transport corridors and commercial, retail and light industrial development. The proposal will not detrimentally impact upon key view in and out of the city nor detrimentally impact upon Special Landscape Areas or historical features.

The proposal retains existing trees and vegetation where appropriate and includes a satisfactory landscape plan which will enhance the local landscape quality and will include opportunities for enjoying and learning about natural environment through its green network and amenity spaces.

e) Impact upon local biodiversity and protected species

LDP policy ENV 16 - Species Protection, aims to protect species protected under European or UK law unless suitable mitigation is proposed.

The applicant has carried out a phase 1 Habitat and Protected Species survey for the application site.

The broadleaved woodland on the embankment to the site will be largely retained within the new development and will provide commuting and foraging habitat for bats present in the locale and will connect to woodlands, riparian habitats and grassland in the wider area.

The report recommends that as construction operations are to take place within 30m of the underpass under the railway line a bat survey will be required prior to works commencing.

The Gogar Burn which runs into the west of the site supports a local otter population and an otter protection plan exists to inform the design, construction and operational phases of the development.

The report does not identify any requirement for protected species licences at the time of assessment.

Giant hogweed was found within and adjacent to the site boundary, there is a giant hogweed management plan in place for the wider Edinburgh park Masterplan site and treatment work began in September 2018.

The ecological date is valid for a period of 12 months and further survey work may be required throughout the phasing of the development.

The report makes a number of mitigation measures which should be incorporated in a Construction Environmental Management Plan and overseen by an onsite Ecological Clerk of Works. An informative is recommended to remind the applicant of this requirement.

f) Impact on neighbouring or proposed residential amenity

LDP policy Des 5 - Amenity, considers the needs of users and occupiers whilst giving consideration to neighbouring residents.

The application site does not impact upon the amenity of any immediate existing residential neighbours. Planning permission has been granted for the development of the first phase of the residential garden district to the west of the site, this is dissected from the site by the by-pass and there will be no direct impact upon the amenity of future residents.

The amenity of the proposed residents has been assessed within the application through the submission of a Noise Impact Assessment, Air Quality Impact Assessment and Amenity Sunlight Assessment.

The Noise and Air Quality Impact upon the dwellings and the proposed amenity space is assessed in section c) above.

The design of the residential development allows for adaptability in the future to meet the needs of different occupiers. The dwellings are fully accessible to disabled users. The buildings will interact with the new streets providing urban frontage and natural surveillance. A number of ground floor units are available for a mix of uses and security matters have been included in the design.

The proposal makes for a clear distinction between public and private spaces, with secure enclosed private courtyards within the key blocks. The residents will have access to a variety of private, semi-private and public spaces within the development. The residential plots are designed with predominately north-south aligned garden spaces to maximise good sun penetration all year round.

The application is supported by an Amenity Sunlight Assessment which is a computer simulation which analysis eight proposed communal garden and amenity space within the development against the criteria set out in the CEC Design Guidance of 2018 and the supporting BRE Guidance.

The analysis concludes that all analysed amenity areas would exceed the BRE guide criteria with more than half of each space being capable of receiving direct sunlight for more than two hours on March 21st.

Six out of eight (75%) of the analysed amenity spaces were observed to meet CEC criteria, being capable of receiving direct sunlight for more than three hours on the 21st March.

SHH2 in building SE4 and DJA 1 located in building SW2f are observed to perform marginally below the CEC sunlight criteria, however the performance in these areas will meet the BRE criteria.

Two courtyard amenity areas within the HTA affordable block (SOC1 and SOC 2) do not meet CEC or BRE criteria. Alternative amenity space is provided in the form of two amenity spaces located at roof level/ these areas received direct sunlight for the majority of the day on 21st March. The Assessment concludes that by considering all amenity areas collectively more than 50% of the total area received direct sunlight for more than 2 hours meeting BRE criteria.

The proposal meets with the criteria of LDP policy Hou 3- Private Green Spaces in Housing Development in that a minimum of 10 square metres per dwelling is provided. Many of the residential units have access to a balcony or private garden space in addition to the communal private gardens.

The residential units are appropriate in size meeting and in most cases exceeding CEC internal area standards. Dual aspect dwellings are accommodated throughout the layout. The affordable housing block NE1a provides for 40% dual aspect with the single aspect dwellings being set off a central corridor layout with windows facing east and west either overlooking the MACH 1 building or the residents courtyard. It is considered that adequate amenity can be achieved given thus orientation.

The blocks are adequately spaced and meet privacy and overshadowing criteria.

It is concluded that the proposed development will provide good amenity for future occupants of the development.

g) Transportation: Traffic generation, road safety and parking and access arrangements

LDP policy Tra 1- Location of Major Travel Generating Development advises that where a non-city centre site is proposed for a major travel generating development the suitability of the site should be considered having regards to accessibility of the site by modes other than the car,

- the contribution the proposal makes to Local Transport Strategy objectives and the effects of targets in respect of overall travel patterns and car use, and

- the impact of any travel demand generated by the new development on the existing road and public transport networks. The application should demonstrate that the location proposed is suitable with regards to access by walking, cycling and public transport and that measures will be taken to mitigate any adverse effects on networks and bring accessibility by and use of non-car modes up to acceptable level.

LDP policy Tra 2- Private Car Parking, supports development where proposed car parking provision complies with and does not exceed the parking levels set out in Council Guidance.

With regards to the policy Tra 1 and the location of the site, it straddles the tram line and is also supported by local bus services. It is next to two heavy rail stations and is well connected to the existing and proposed cycling and pedestrian infrastructure. Accessibility by sustainable modes of transport is therefore a key component of the proposal.

LDP policy Tra 8 - Provision of Transport Infrastructure, requires it to be demonstrated through a transport assessment and proposed mitigation that the cumulative transport impacts can be addressed and ensure that sufficient infrastructure is available and committed before development can proceed.

The application is supported by a Transport Assessment. The Transport Assessment considers both historical consents for the Edinburgh Park area and cumulative development in the west of Edinburgh. These include Edinburgh Airport, International Business gateway West and International Business gateway east, the RHASS Showground, Royal bank of Scotland, Cammo, Maybury, West Craigs and the Garden District Phase 1. The Transport Assessment was carried out with the existing traffic barriers within the site being in place and to ensure control of traffic flow through the site a condition is recommended to ensure they are retained throughout the operation of the development.

With regards to car parking levels proposed within the application, the Transport Assessment emphasises the original consents which as a combination of the approved AMC application and this planning application would deliver a total of 2,255 spaces, only 56%, or 1757 fewer spaces than the 4,012 previously consented in the original application for the site. This is significant in the consideration of the traffic impact of the proposal.

The site is in close proximity to the A720 M8 trunk road and the M90. The traffic surveys highlight that the surrounding road network is subject to prolonged periods of congestion during the traditional AM and PM peaks.

In the context of the study area the two critical junctions were found to be the Gyle Roundabout and the Lochside Crescent/Lochside Avenue signalised junction. Their interaction and that of the tram crossing of South Gyle Broadway, play a key role in the operation of the road network. In the PM peak, queueing and delay in and around the Gyle Roundabout can last between 16:00-18:00 Monday to Friday. The queues often extend as far back as the Lochside Crescent/Redheughs Avenue/Lochside Court roundabout, a distance of circa 500m.

Whilst car trips play a role in taking people to and from the site, travel by sustainable modes will be a key factor to creating a good environment within the development. The application proposes a wide range of Travel Planning initiatives to be implemented from the site's occupation to allow residents and those working within the commercial elements to make sustainable transport choices. Such measures include car and cycle hire schemes and ample secured and covered parking.

The council has power to charge a levy on workplace parking which will apply to the office element of the proposal which should assist in reducing the level of car commuting to the workplace.

Transport Scotland and CEC Transport have raised no objection to the proposed development subject to conditions in respect of electric vehicle charging points and the retention of the existing traffic barriers in the site. Informatives set out the financial requirements for road traffic orders and the need for a Quality Audit to be submitted prior to the grant of Road Construction Consent.

The Council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance.

As part of the overall development of Edinburgh Park this site provided land for the Tram line, the construction of Edinburgh Park Station and the Tram stop and therefore no contributions to the Tram are required from this development.

h) Comments raised have been addressed

The application received 3 letters of representation, 1 objection and 2 comments. The representations may be summarised as follows;

Transport matters - these are assessed in section 3 g) of the report

- The proposal will lead to increased traffic;
- The TA contains no assessment using the West Edinburgh Traffic Appraisal;
- The applicant should follow advice from Transport Scotland that the barriers on Transport Scotland are retained;
- The proposed parking of 0.32 units per dwelling is below council standards of one space per unit. Parking spaces should be increased, or on-street parking should be managed and controlled and
- The proposed Mobility Management Strategy cannot be enforced; it is difficult to control behavioural patterns.

Design - these are assessed in section 3 b) of the report

- The proposal is very high density in excess of the surrounding area,
- the height at seven storeys is not reflective of the surrounding area and
- The Local Development Plan proposes 450-700 units for this site the application proposes 1737.

i) Infrastructure Requirements

The Local Development Plan identifies that all proposals within the West of Edinburgh will be required to make appropriate contributions to the delivery of infrastructure necessary to support the development strategy.

LDP Policy Del 1 sets out the approach to developer contributions and infrastructure delivery.

The Local Development Plan Action Programme (February 2020) sets out site specific actions for Edinburgh Park/South Gyle.

Education Appraisal

Contributions to the required education provision, as detailed below and as specified through Supplementary Guidance, Developer Contributions and Infrastructure Delivery.

This development has 999 dwellings (excluding the studio and one bed flats) generating a contribution of £1,923,075 to be secured through an appropriate legal agreement and Index linked. The contribution will go towards the council's strategy for the area;

- 3 Primary School classes (Gylemuir Primary School)
- 4 RC Primary School classes (Fox Covert St Andrews RC PS or St Joseph's RC PS)
- Additional secondary school capacity ' 420 pupils (to mitigate the impact of development within the catchment areas of nondenominational secondary school within West Edinburgh)

- Additional secondary school capacity (St Augustine's Roman Catholic High School)

Healthcare

- New healthcare practice to mitigate impact of new residential development in West Edinburgh (Maybury, South Gyle, Edinburgh Park, IBG) is identified within the Supplementary Guidance - this guidance provides a contribution level of £1,050 per dwelling (£1,823,850). However, the wider Edinburgh Park scheme has included the provision of a new health facility within phase 1 and this is considered to be equivalent to the contribution level. If this health centre is not delivered, then the contribution to the health care provision will be sought.

Conclusion

It is concluded that the principle of the development complies with the policies of the Edinburgh Local Development Plan as it will promote a mix of uses in Edinburgh Park/South Gyle whilst still retaining its important role as a strategic business location. The proposed mixed uses will help integrated this developing area as part of the city. The proposal satisfies the Edinburgh Design Guidance.

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 a plan identifying individual sub-sites and phasing has been submitted to and approved in writing by the Planning Authority. Any subsequent alterations to this plan shall be agreed in writing by the Head of Planning. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.
2. No development shall take place on any identified sub-site (as agreed in condition 1) until the applicant has secured and implemented a programme of archaeological work (excavation, reporting & analysis, public engagement, publication) in accordance with a written scheme of investigation based upon AOC WSI 24990, 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 based upon the submitted WSI 24990 by AOC Archaeology Group 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.

3. Unless otherwise granted planning permission, or via an application made under s42 of the Town and Country Planning (Scotland) Act (as amended) to not comply with condition 15 of 09/00430/FUL, after consultation with Transport Scotland, the existing barrier control system on Lochside Avenue and Station Park shall be retained in perpetuity.
4. Any proposals to alter the boundary fencing and / or landscaping provision along the western boundary of the site between Lochside Avenue and the A720 Edinburgh City Bypass, shall be submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland.
5. Prior to the commencement of construction works on any sub-site (as agreed in condition 1):
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, 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 required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
 - ii) 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 for the approval of the Planning Authority
6. A minimum of 127 car parking spaces shall be served by 7Kw (32amp) type 2 electric vehicle charging sockets. Each subsite with parking shall include a share of the electric vehicle charging points and these shall be installed and operational within each subsite, prior to the individual subsite development being occupied.
7. A detailed Construction Environment Management Plan shall be submitted prior to the commencement of each subsite, (as agreed in condition 1) and adhered to during the construction phase of the relevant subsite.
8. The commercial units located in Blocks SW1-3 shall be restricted to class 1 and 2 uses only.
9. Notwithstanding the Town and Country Planning (Use Classes) (Scotland) Order 1997, the use of the proposed class 10 unit shall be restricted to for the provision of education, for the display of works of art (otherwise than for sale or hire), as a museum, as a public library or public reading room, as a public hall or exhibition hall; or as a law court only, and no other use within Class 10 of the Order.

10. Prior to the use being taken up of the class 3 uses in the SE1&2 Blocks, the extract flue and ventilation system, capable of 30 air changes per hour, as show on drawing numbers PAR-EDI_HTA-A-A_DR_0101_SE1&2 and PAR-EDI_HTA-A-A_DR_0208_SE1&2 shall be fully implemented allowing the commercial flues to terminate at roof level.
11. Obstacle lights shall be placed on the highest point of each building listed below. These obstacle lights must be steady state red lights with a minimum intensity of 32 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes'

Building Reference 1 Western Office - SW4
 Building Reference 2 Urban Villas - SW1
 Building Reference 4 Apartment Buildings 2 & 3 - SW2 and SW3
 Building Reference 5 Station Site - EE1a/EE1b.

12. No development shall take place in any identified sub site (as agreed in condition 1) 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:
 - the number of Pinus Sylvestris (Scots Pine) intended to be planted as part of the development and their specific location.

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.

13. Detailed noise assessments will be required prior to occupation of residential block SE 1 and 2, to assess noise and vibration impacts from the proposed class use 3 units. The Noise Assessment must identify and detail appropriate mitigation measures.
14. The following noise protection measures to the proposed blocks highlighted in figure 5 &6, and defined in the Sandy Brown 'Noise Impact Assessment' report (Ref 17087-R04-B), dated 12 May 2020:

Sound Insulation RW - 32dB Glazing 6/16/6 - Attenuated passive ventilation.
 Trickle vent performance Dn,e,w _\$4 32 dB when open[1].

Sound Insulation RW - 36dB Glazing 12/16/6- High performance acoustically attenuated passive ventilation. Trickle vent performance Dn,e,w _\$4 35 dB when open[1].

Sound Insulation RW - 38dB Glazing 6/16/8.4 acoustic laminated glass. Office development only. Full mechanical ventilation and no trickle ventilators.

Sound Insulation RW - 42dB Glazing 8/16/12.8 acoustic laminated glass
Mechanical ventilation (eg, whole house ventilation). Very high trickle vent performance required - Dn,e,w _\$4 39 dB when open[1].

shall be carried out in full and completed prior to the relevant phase of the development being occupied.

15. No development shall take place on the formation of the tram crossing point until full agreement is reached with the Edinburgh Tram Team with regards to the implementation of application 17/04391/FUL and the crossing of the tram line with the written confirmation of the Planning Authority.
16. Prior to the commencement of development of each subsite, (as agreed in condition 1) a phasing schedule for the delivery of the landscaping and open spaces shall be submitted to and agreed in writing by the Planning Authority. Thereafter the landscaping and open space shall be implemented in accordance with the approved phasing schedule.
17. A detailed specification, including trade names where appropriate, of all the proposed external materials for an identified subsite, (as agreed in condition 1) shall be submitted to and approved in writing by the Planning Authority before work is commenced on that sub-site; Note: samples of the materials may be required.
18. 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 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
- 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 3 'Wildlife Hazards.'
- 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.

Reasons: -

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. 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.
3. To regulate the volume of traffic that is able to access / egress the site via the A720 Hermiston Gait Junction.
4. To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished
5. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
6. In the interests of sustainable transport and air quality.
7. In the interest of good construction practice.
8. In order to protect the amenity of the occupiers of the development.
9. In order to protect the amenity of the occupiers of the development.
10. In order to safeguard the amenity of neighbouring residents and other occupiers.
11. Permanent illuminated obstacle lights are required on the development on the highest point of each building specified above to avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport.
12. 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.
13. In order to protect the amenity of the occupiers of the development.
14. In order to protect the amenity of the occupiers of the development.
15. In order to safeguard the public transport corridor.
16. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

17. In order to enable the planning authority to consider this/these matter/s in detail.
18. 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.

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 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.
4. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution to Children and Families to alleviate accommodation pressures in the local catchment area.

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. Permission should not be issued until the applicant has entered into a suitable legal agreement to ensure that affordable housing is provided in accordance with Council policy.

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.

6. The applicant is reminded of the need to comply with Tram condition of 17/04341/AMC which requires that " No development shall take place until full agreement is reached with the Edinburgh Tram Team with regards to the implementation of application 17/04391/FUL and the crossing of the tram line with the written confirmation of the Planning Authority"
7. Full details of landscape and public realm management plan should be in place six months from the completion of the first phase of planting,
8. The applicant should note that:

- a. contributions are likely to be required for a variety of orders, including redetermination, stopping up, waiting and loading restrictions, and disabled spaces. Costs are expected to be approximately £2,000 per individual order. These do not require to be included in a legal agreement;
 - b. the sum of £1,500 per order plus £5,500 per car will be required towards the provision of car club vehicles in the area;
9. 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, on-street short stay and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, on-street parking and waiting and loading restrictions (signs and markings). 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
 10. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent.
 11. 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.
 12. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property.
 13. 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.
 14. The applicant is required to consult with Edinburgh Tram team regarding construction timing.

Authorisation is needed for any of the following works either on or near the tramway:

- Any work where part of the site such as tools, materials, machines, suspended loads or where people could enter the Edinburgh Tram Hazard Zone. For example, window cleaning or other work involving the use of ladders;
- Any work which could force pedestrians or road traffic to be diverted into the Edinburgh Trams Hazard Zone;
- Piling, using a crane, excavating more than 2m or erecting and dismantling scaffolding within 4m of the Edinburgh Trams Hazard Zone;
- Any excavation within 3m of any pole supporting overhead lines;
- Any work on sites near the tramway where vehicles fitted with cranes, tippers or skip loaders could come within the Edinburgh Trams Hazard Zone when the equipment is in use;
- The Council has issued guidance to residents and businesses along the tram route and to other key organisations who may require access along the line.

See our full guidance on how to get permission to work near a tram way
<http://edinburghtrams.com/community/working-around-trams>

15. 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, and the breeding season for oystercatchers runs from March to August. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

16. To avoid and minimise negative effects on protected mammal species and breeding birds the applicant is advised of the need to follow the mitigation measures set out in paragraph 4.3 of the Phase 1 Habitat and Protected Species Report dated May 2020. These should be incorporated in to a Construction Environmental Management Plan for approval by the Local Planning Authority.
17. 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' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

18. The right of way LC163 should remain open and free from obstruction during and after any proposed works.
19. The applicant should make provision for electric vehicle charging points at 1 in 6 car parking spaces.

The residential parking spaces highlighted on drawing numbers PAR-EDI_HTA-A_DR_0200_SE1&2 and PAR-EDI-200_HTA-A-A_DR_0200NE1a shall be served by 7Kw (32amp) Type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied.

20. A rapid 50 Kw (125amp) triple headed (Combined Charging Standard/CHAdeMO/Type 2) charger shall be installed at the taxi rank located in Station Site.
21. With regards to the tram crossing, condition 15 refers the applicant to the requirements of application reference 17/04391/FUL which states ;

Prior to the commencement of development, full details of the crossing of the Edinburgh Tram line must be submitted for approval including (but not limited to):

- A full construction method statement which maintains full operation of the Edinburgh Tram network with no severance throughout the period of the works;
- Details of the Engineering Consultancy(ies) appointed to carry out the design of the works;
- An outline stakeholder consultation/engagement framework and programme;
- Design of the proposed crossing;
- An outline construction programme;
- Outline cost of the works to form the crossing and
- Construction cannot proceed without an Approval to Work, where full construction programme and methodology will need to be approved by Edinburgh Trams Limited before works can commence. The applicant should be aware that separate RCC approval will be required.

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 application has been considered 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

Pre-application process

The applicant undertook pre-application discussions with the Council over a course of meetings from November 2018.

Significant engagement took place with Architectural and Design Scotland with their Design Forum-Appraisal Report issued on 30 September 2019.

A PAN was submitted on 17 January 2020 20/00260/PAN for the proposals in this application, a pre application report was presented to DM Sub Committee on 20 May 2020.

A public consultation event took place at Novotel Hotel, Edinburgh Park on Thursday 27th February 2020 between the hours of 1.00pm and 7.00pm.

Given the location of the site on the boundary of three Community Councils, the following were notified:-

- Corstorphine Community Council
- Sighthill, Broomhouse & Parkhead Community Council
- Ratho & District Community Council

The PAN was also circulated to the following parties:-

- Councillors Aldridge, Bridgman and Brown (Drum Brae / Gyle Ward),
- Councillors Dixon, Fullerton, Graczyk and Wilson (Sighthill / Gorgie Ward),
- Councillors Hutchison, Lang, Work and Young (Almond Ward),
- West Edinburgh Neighbourhood Partnership,
- South West Neighbourhood Partnership, and
- Almond Neighbourhood Partnership.

A wider political and community engagement was carried out by the applicants set out in the PAC Report. Engagement also took place with Edinburgh Park Management Limited (EPML) and their representatives, and individual owners and occupiers across Edinburgh Park.

The results of the above are set out in the supporting PAC Report.

8.2 Publicity summary of representations and Community Council comments

The application was advertised in the Edinburgh Evening News on 5 June 2020.

Three letters of objection were received in respect of the following matters;

- Transport
- Design
- Density

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 proposal is subject to the policies of the Edinburgh Local Development Plan.

The following are also material ;

- The National Planning Framework 3
- Scottish Planning Policy
- Housing Land Audit
- Developer Contributions and Infrastructure Delivery Supplementary Guidance
- Edinburgh Design Guidance

Date registered

19 May 2020

Drawing numbers/Scheme

01-172, 173a, 174-167, 168a, 169 - 198,

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

Contact: Jennifer Paton, Senior planning officer
E-mail: jennifer.paton@edinburgh.gov.uk

Links - Policies

Relevant Policies:

Relevant Policies of the Strategic Development Plan

SDP06 (Housing Land Flexibility) Policy 6 requires that a 5 year effective housing land supply is maintained. It allows the granting of planning permission for the earlier development of sites which are allocated for a later period in the LDP to maintain the land supply.

Policy 7 requires that a 5 year housing land supply is maintained. Sites within or outwith Strategic Development Areas may be allocated in LDPs or granted consent subject to the development; being in accord with the character of the settlement or area, not undermining green belt objectives and any additional infrastructure required is either committed or to be funded by the developer

Relevant policies of the Local Development Plan.

LDP Policy Emp 1 (Office Development) identifies locations and circumstances in which office development will be permitted.

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

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

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 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.

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 Del 4 (Edinburgh Park/South Gyle) sets criteria for assessing developments within the boundary of Edinburgh Park/South Gyle.

LDP Policy Ret 6 (Out-of-Centre Development) identifies the circumstances in which out-of-centre retail development will be permitted.

LDP Policy Ret 7 (Entertainment and Leisure Developments - Preferred Locations) identifies the City Centre, at Leith and Granton Waterfront and town centres as the preferred locations for entertainment and leisure developments.

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 - on affordable housing gives guidance on the situations where developers will be required to provide affordable housing.

Non-statutory guidelines 'ART IN PUBLIC PLACES' set out good practice to ensure that contemporary art works match the quality of the past, and enhance and contribute to the environment.

Appendix 1

**Application for Planning Permission 20/02068/FUL
At Land Adjacent To, Lochside Way, Edinburgh
Development of southern phase of Edinburgh Park to
comprise mix of uses including residential (Class 9 houses
and sui generis flats), offices (Class 4), hotel (Class 7),
crèche (Class 10), leisure (Class 11), ancillary Class 1/Class
2/Class 3 and sui generis public house, car parking,
landscaping, roads, access and associated works.**

Consultations

Archaeology comment

As stated in response to the 19/01967/PAN for the redevelopment of this site, although buried beneath modern made ground, the site is considered as still having archaeological significance. The site overlies the course of the Gogar burn which fed the former Gogar/Corstorphine Loch to the north of this site, a shallow post-glacial body of water which stretched westwards from the Gyle towards Corstorphine. Archaeological evidence has shown that both the burn and loch formed important focal points for prehistoric, Roman, Dark Age and Medieval/post-medieval occupation. Excavations at South Gyle (Edinburgh Maybury Park 1990-2' by Moloney C & Lawson J A. 2007, SAIR 23), although limited in scope, provided evidence for occupation of all periods from as early as the Neolithic through to the 19th century.

Accordingly, this site has been identified as occurring within an area of archaeological significance. This application must be considered therefore under terms the Scottish Government's Scottish Planning Policy (SPP) and PAN 02/2011, HES's Historic Environment Policy for Scotland (HEPS) 2019, and 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.

Although this site has undergone a process of modern landscaping with the deposition of landfill material, it is still possible, given the limited extent of the 1990's field work, that important archaeological remains relating to Edinburgh's Prehistory, Roman Occupation, medieval and pre-improvement farming can survive in-situ across the site, though probably in isolated areas. Ground-breaking works associated with development may therefore have a significant adverse effect.

Accordingly, a programme of archaeological evaluation was undertaken by AOC in January 2019. Covering principally the Northern Phase. Although no significant remains were encountered the work did identify areas of areas of archaeological potential did survive. As this scheme will affect areas identified for both further work and areas not yet evaluated, it is recommended that if permission is granted that the following condition is

attached to ensure the undertaking of this agreed archaeological mitigation based upon the WSI prepared by AOC Archaeology Group (AOC WSI 24990 Dated Oct 2019) as part of this application.

'No development shall take place on site until the applicant has secured and implemented a programme of archaeological work (excavation, reporting & analysis, public engagement, publication) in accordance with a written scheme of investigation based upon AOC WSI 24990, 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 based upon the submitted WSI 24990 by AOC Archaeology Group 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.

Flood Prevention comment

CEC Flood Prevention have no concerns with this application. This application can proceed to determination, with no further comments from our department.

Edinburgh Airport comment

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

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:

- o monitoring of any standing water within the site temporary or permanent*
- o sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).*
- o 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 3 'Wildlife Hazards.'*
- o reinstatement of grass areas*
- o maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow*
- o which waste materials can be brought on to the site/what if any exceptions e.g. green waste*
- o monitoring of waste imports (although this may be covered by the site licence)*
- o physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste*
- o 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, and the breeding season for oystercatchers runs from March to August. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

Permanent Obstacle Lighting Scheme

Obstacle lights shall be placed on the highest point of each building listed below. These obstacle lights must be steady state red lights with a minimum intensity of 32 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes'

Building Reference 1 Western Office

Building Reference 2 Urban Villas

Building Reference 4 Apartment Buildings 2 & 3

Building Reference 5 Station Site

Reason: Permanent illuminated obstacle lights are required on the development on the highest point of each building specified above to avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport.

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:

o *the number of Pinus Sylvestris (Scots Pine) intended to be planted as part of the development and their specific location.*

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' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority.

ScotWays comment

The National Catalogue of Rights of Way shows that vindicated right of way LC163 is affected by the area outlined in red on the Residential-Led PLANNING, Mixed-Use Masterplan Site Location Plan. Our records indicate that this sign-posted right of way, which runs beside the Gogar Burn under the City bypass, terminates within the Planning application boundary shown on that plan. A map is enclosed showing right of way LC163. As there is no definitive record of rights of way in Scotland, there may be other routes that meet the criteria to be rights of way but have not been recorded as they have not yet come to our notice.

You will no doubt be aware there may now be general access rights over any property under the terms of the Land Reform (Scotland) Act 2003. We would strongly recommend that the applicant consult the Core Paths Plan, prepared by the Council's own access team as part of their duties under this Act.

We are aware that routes across the site are in use for public access. If the applicant requires more information with regard to public access in this area we strongly recommend that they consult the Council's access team.

The Society requests that right of way LC163 remains open and free from obstruction during and after any proposed works.

SEPA comment

Advice for the planning authority

We have no objection to this planning application. Please note the advice provided below.

1. Air Quality

1.1 It is vital that when considering developments likely to generate additional levels of traffic that the planning authority has considered that the knock-on effect, and in particular the cumulative impact, of development does not have the potential to lead to the future declaration of an AQMA.

1.2 This proposed mixed use development is close to the busy A720 and has the potential to negatively influence two existing AQMAs at St John's Road and Glasgow Road. The report uses ADMS (Roads) to assess impact on air quality at nearby receptors and the assessment was done to a high standard. Existing local monitoring and baseline study data (conducted as part of a previous planning condition) was used to validate the model outputs and one year local meteorological data deployed, providing more confidence in the model.

1.3 Defra pollutant background maps were also used to predict future concentrations for PM10, PM2.5 and NO2 and a cumulative impact study, which considered particulate emissions from the nearby Gogarbank Poultry Complex, was also conducted. The report concludes that the impact will be negligible. SEPA would generally agree with this conclusion, however the Council must be satisfied that the development will not result in any adverse impact on existing nearby traffic routes and that any dust management plans are implemented during construction to negate fugitive dust emissions from the site.

2. Flood Risk

2.1 We have no objection to this proposed development on the grounds of flood risk.

2.2 In earlier discussions with the applicants' agents we expressed concerns about the possibility of development being built over a culverted section of the Gogar Burn. From the plans supporting this planning application there is no built development proposed for land over the culverted Gogar Burn.

3. Surface Water Management

3.1 In general we are supportive of the approach being taken to SUDS in this proposed development.

3.2 We do consider that a level of detail is missing but we accept that this is because this level of design has not been reached, and as we are supportive of the general approach being taken we have no objection to this development on the grounds of surface water management. We would like to be consulted on detailed designs, however, as these are developed.

Transport Scotland comment

The Director advises that the conditions shown (below) be attached to any permission the council may give.

Conditions

1 Unless otherwise agreed in writing with the Planning Authority, after consultation with Transport Scotland, the existing barrier control system on Lochside Avenue and Station Park shall be retained

2 Any proposals to alter the boundary fencing and / or landscaping provision along the western boundary of the site between Lochside Avenue and the A720 Edinburgh City Bypass, shall be submitted to and approved in writing by the Planning Authority , after consultation with Transport Scotland.

Reasons

1 To regulate the volume of traffic that is able to access / egress the site via the A720 Hermiston Gait Junction.

2 To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.

Edinburgh Access Panel comment

We assume that basic internal access issues will be dealt with eventually by the requirements of Scottish Building Regulations, though we would hope that best practice would be to the fore rather than basic BR standards. Our concerns are on the distance between accessible parking bays and accessible housing, office or public facilities.

Communities+Families comment

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (August 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 2019).

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 finalised

Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' (August 2018).

Assessment and Contribution Requirements

*Assessment based on:
999 Flats (738 one bedroom/studio flats excluded)*

This site falls within Sub-Area W-3 of the 'West Edinburgh 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 contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

*Total infrastructure contribution required:
£1,923,075*

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.

Environmental Protection comment

Environmental Protection have made comments on various application on this site previously. The recently approved AMC application was for the northern commercial half of the site covered by the original 2001 PPP and works have commenced onsite. The design of the approved AMC scheme followed the principles of the overall Southern Phase masterplan, albeit now some of the principles have since evolved. The approved scheme and this application have been master-planned and will be linked together.

The approved scheme combines seven commercial offices with leisure facilities, a health centre, bars and restaurants, public realm including a public square, green landscaped space and a multi-use game area (MUGA). Environmental Protection have considered the relationship both the neighbour committed development may have on this application proposal.

The proposed development is for mainly residential use with other blocks being proposed for office and hotel use. There are proposed class 1,2,3, 4, and 10 uses some of which are proposed on the lower floors of some of the residential blocks. Specifically, the application is for over 43,000m² of commercial space including a significant commercial hub and public square at Edinburgh Park railway station. Its proposed 1,737 predominantly flatted residential units will be introduced in a combination of affordable, private residential and build-to-rent. All these forms of residential units have been

assessed against the same level amenity in terms of noise, air quality and odours. The proposed hotel will provide 170-bedroom apartment hotel. The site will be supported with 760 car parking spaces that will be spread around in the basement areas of most of the blocks. The applicant has highlighted an emphasis on sustainable transport with what they describe as low levels of car parking and a provision for public realm including a large public park, play areas and gardens.

In contrast to the other already committed neighbouring development were car parking is contained in large multi-storey 1500 space car park located at the edge of the site. It is understood access to these car parks could be obtained by users of this proposed development site. However, the applicant has advised that the intention for this proposal is to give as much space over to high quality public realm as possible and make walking a priority across the site.

It has been noted that since the original outline application was made some developments have impacted on the proposals. The previous schemes had included a combined heat and power energy centre using gas as the main source of heating and cooling. Since the application was made, gas powered energy centres are no longer seen to be sustainable in the long term. The applicant has confirmed it has decided to develop an all-electric district heating network. This is something that Environmental Protection applaud.

The applicant is proposing different blocks to be developed across the large development site. The site has various challenging neighbouring uses that have the potential to adversely impact amenity. Noise is an issue that seriously impacts most of the boundary areas of the proposed development. The city bypass is located to the west, heavy rail to the south, heavy rail station to the south, a large substation to the east, tram line and stop running through the site and existing and committed commercial use to the north. The applicant has submitted a supporting noise impact assessment to address the noise amenity concerns.

Odours are another issue due to the large poultry farm located to the west over the other side of the city bypass. It is noted that the poultry farm is within the consented garden district committed residential lead development. However, it is understood that the poultry farm is not under the ownership of that applicant. The applicant has submitted an odour impact assessment to support the application. The applicant also proposes introducing several commercial kitchens throughout the development. Some of these are located on the ground floors of the residential blocks. The applicant has provided details on the internal routes that the required commercial flues will need to take for the SE1&2 block only.

The Local Development Plan had altered emphasis at Edinburgh Park from what was previously a wholly business-led development to now include a mixed-use redevelopment combining both businesses and residential. The aim of the LDP is to create a high-quality mixed-use environment which will be an exemplar of place making. It should be noted that Environmental Health have always had concerns with residential use being proposed in this area due to the poor levels of amenity that can be achieved. There has been significant activity in the area with several committed developments nearby that when assessed collectively could have an impact on the wider road network in our opinion.

The Garden District masterplan has been approved and extends to 615 acres on Green Belt land to the west of the bypass straddling both sides of the M8 motorway. This could deliver up to 6,200 residential properties.

Planning Permission in Principle at West Craigs for 1500 new homes with retail and community amenities for fields adjacent to Maybury Road to the north of Edinburgh Park has been approved. To the east of the approved development site, it is proposed 250 homes to be developed.

The Cammo site has consent for 655 homes at Cammo Fields on land adjacent to Maybury Road to the north of Edinburgh Park. The proposals include a new community hub and public park with a mix of family housing and flats

A development near the airport and on the tram line for a mixed use, development combining circa 400,000 sq ft of offices, 525 hotel rooms and up to 200 residential properties was approved by council but called in by Scottish Government.

The closure of the emergency (crosswind) runway at Edinburgh Airport has created the opportunity for a development site directly adjacent to the airport. The proposal is for a mixed-use scheme of office buildings and residential flats.

As stated, Environmental Protection have had concerns with the potential impacts these developments may have on the local road network and subsequent local air quality. Some of the mention larger committed development were not allocated in the LDP as being suitable for the use they now have consent for. Therefore, strategic transport mitigation measures may not be able to cope with the influx. The applicant air quality impact assessment has assessed the potential impacts most of the proposed/committed development would have on the local air quality.

It is recognised by the applicant that the site has excellent access to south-east Scotland's strategic road network and Edinburgh Airport, the Edinburgh Park Southern Phase development site offers excellent access to local, regional and national rail services, Edinburgh's tram and bus networks, as well as the extensive walking and cycling infrastructure in and around Edinburgh. The Edinburgh Cycle Hire scheme is also emerging as an important mobility option for the site. Environmental Protection would question the need to be proposing the 760 car parking spaces throughout the development site. Its also recognised that the northern phase of the larger masterplan area has substantial provisions for car parking in the multi storey car parks.

The existing buildings at Edinburgh Park are aligned along the Lochan park with extensive areas of surface car parking behind. This Southern Phase of the development seeks to reduce the amount of surface parking in order to minimise the impact of car parking and create a more pedestrian oriented and active urban space with high quality urban realm. This is something Environmental Protection support and would encourage. The approved AMC application buildings to the north of the Cross Street incorporate a pair of multi-storey car parks; cars arriving at the new commercial development will mostly park at the perimeter of the site with occupants then walking to their destination which could be even in this southern phase.

The proposed residential buildings to the south of the cross street accommodate parking in basements (SE3) and podium structures (SW1-3 and SE1&2). The station site building (EE1&2) have a small amount of semi-basement parking, while the Western Office (SE4)

is not provided with any dedicated parking. It's disappointing that this level of parking is being provided when the councils City Plan 2030 is going to be aiming to promote a city where people don't not to rely on a car to move around. The allocated car parking areas could be put to better use. Environmental Protection would recommend that if consented with this level of car parking that the developer could reconsider the level of parking. Any car park should be designed so that it could be easily altered to change its use.

Environmental Protection do recognise that when planning consent was issued by the Scottish Ministers in April 2003 it restricted the number of car parking spaces associated with office development to 4,012. The site was allocated for business use in the Development Plan at that time and the tram infrastructure has now been installed as well as a heavy rail hub at Gogar.

There have been significant changes since 2003 with Local Air Quality now something that is more seriously considered. There have also been major improvements in sustainable transport and with the way people want/don't want to commute. One of the main aims of the Choices for the City Plan 2030 is to create a city where you don't need to own a car to move around. It states that one of the aims of City Plan 2030 will be to realise the lifelong health benefits of walking and cycling by creating streets and public spaces for people over cars and improving and expanding sustainable public transport.

To do this, City Plan 2030 will plan for a city in which you don't need to own a car to move around. City Plan 2030 will provide for new homes, jobs and amenities and services in accessible neighbourhood locations with good access to walking and cycling routes and to public transport. We also want to reduce carbon emissions and we are committed to the reduction of traffic borne air pollution.

The choices we make for City Plan 2030 will align with those of the City Mobility Plan to help balance quality of life with access to jobs and services for all residents and workers in the city.

The applicants supporting Transport Assessment and Mobility Management Strategy describe in detail the strategy for parking including public and private roads, parking restrictions and parking enforcement. They also describe proposals for electric car charging, taxi stops (including electric taxi rapid charging at the 'Station Square' taxi rank), car share and City Car Clubs.

The applicant has stated that electric vehicle charging points are to be provided in all the car parks to the agreed standards with the necessary infrastructure for this to be increased over time. In accordance with the Edinburgh Design Standards the applicant will need to provide a minimum of 127 electric vehicle charging points. These would need to be to a minimum standard of 7kw (32amp) type two plugin sockets. As the proposed parking areas are in basements it will be easy and cheap to install wall mounted chargers at the development phase. Environmental Protection would recommend that every underground parking space has access to a 3kw (16 amp) three pin plug to enable slow charging of electric vehicles. We would recommend that users of the spaces are given an option to upgrade the charging outlets to the 7kw standards, so the developer would need to ensure there is capacity in the electrical mains to increase the amps.

The applicant should also ensure that any fleet/service vehicles have access to a rapid charger. Furthermore, the applicant could consider using the electric stored in vehicles

to be fed back into the building during peak hours in demand. This technology has already been developed.

The applicant has submitted a detailed noise impact assessment that has highlighted the site is exposed to high levels of noise. The main sources of noise are transport related which mainly impact the boundaries with the city by pass and heavy rail line. Environmental Protection allow for a closed window standard to be applied for transport related noise sources. The applicant has submitted details on the minimum specification of acoustic glazing that will be required to serve these properties. Environmental Protection shall recommend a condition is attached to ensure the correct levels of mitigation are applied.

Earlier versions of the masterplan located residential properties directly adjacent to the bypass. It was decided that given the proximity to the potential noise it was better to revise the proposals and put a more appropriate use in their place.

The applicant's layout has ensured that noise from the large electrical substation will not adversely impact any proposed residential units. Another non-residential block (Block SW4) near to the by pass will provide a limited amount of protection for some of the residential properties in the SW3 block. The noise impact assessment also highlights that the multi-storey car park when erected will provide some acoustic protection to the proposed residential blocks.

The applicant's noise impact assessment has investigated the installation of a 3m acoustic barrier between the by pass and the proposed development. The applicants noise impact assessment concluded that its overall value would be limited due to the topography of the land. It would provide limited protection to the lower level properties in blocks SW1-3. However, there is no mention of the level of protection the barrier would give to out door amenity areas located between blocks SW1-3. Outdoor amenity has also not been considered with regards the balcony areas. These outdoor amenity areas will be exposed to high levels of noise way above the criteria levels in the World Health Organisations Guidelines. Anything that can be done to reduce this level of exposure should be implemented. Therefore, an acoustic barrier is something that Environmental Protection would need to insist on being implemented and conditioned. This will not mitigate the noise on the upper level properties and having balconies in these locations is not something Environmental Protection can support.

The noise impact assessment has not addressed the potential impacts that some of the applied for use classes may have on the proposed residential units. Some of the class uses may not be compatible below residential units such as the proposed class 10 uses. Environmental Protection recommend that a restrictive class use condition is included to ensure that no creche or religious worship could be considered without the need for a further planning application. All other uses within class 10 would not impact amenity to the same degree as a creche.

There are two areas identified in block SW3 for class use 1,2 or 3. The applicant has not included drawings that demonstrate an adequate commercial flue could be installed. This is more of an issue for cooking odour, but noise would also need to be considered if these units want to operate as full class 3 units. Environmental Protection will not be able

to support a class 3 proposal with out this level of information. Class 1 &2 uses will not have the same level of impact on amenity.

Blocks SE1&2 also have proposals for class 1,2, & 3, the drawings submitted do appear to show that a void has been designed into the building to allow a flue to be install and terminate at roof level. However, the noise impact assessment has not considered the noise impacts from these class 3 units. Environmental Protection would recommend a condition is attached to ensure that a noise impact assessment is submitted later to ensure that any potential noise from the class 3 proposals can be mitigated.

It should be highlighted that such a condition would not work for the SW3 building as no provision appears to have been made for the extract flue. Without the flue no class 3 can be considered.

The Gogarbank Poultry Complex, operated and owned by Hook2Sisters Limited, is located to the west of the A720, the boundary of which is approximately 230m from the boundary of the Proposed Development. The poultry farm comprises 18 operational poultry housing units (two per row) for rearing poultry and is regulated by the Scottish Environment Protection Agency (SEPA). The poultry farm has a SEPA permitted limit on the maximum number of birds in this facility (451,900).

It is noted that a separate planning application for Redheughs Village (as part of the wider Garden District masterplan reference (15/04318/PPP) on the west side of the A720 bypass is approved, then operations at the Gogarbank Poultry Complex may cease, the facility will be demolished and redeveloped, and the potential odour risk at the Edinburgh Park Proposed Development will reduce to zero. Scottish Ministers have recently issued an Intentions Letter granting consent subject to the conclusion of a legal agreement and subject to detailed conditions, however, until such time as the application is approved, with a condition ensuring that the poultry farm ceases operation prior to development of that site the assumption is that the Gogarbank Poultry Complex will be operational at the time of future occupancy of the Proposed Development.

The applicant has submitted a detailed odour impact assessment. The survey has been conducted at various points in the poultry farms operations and when there have been variations in wind speed and direction. Most of the development site was not adversely affected by the odours. However, there was one location which is where residential properties are proposed on West Street. There were seven samples at one location when the odour was above criteria level and future receptors would experience malodour.

The odours are worst when the poultry sheds are cleaned which occurs approximately 8 times per year and can last for between 2-5 days. The proposed development site will be exposed to odours when these operations occur, and the weather conditions are unfavourable for the purpose of moving the odour from the poultry farm to the proposed development site. This proposed development is going to locate significantly more residential receptor near the poultry farm. This will increase the likelihood of complaints to SEPA and put pressure on the poultry farm to further mitigate the odours. It is understood that the poultry farm already operates to the highest standards, so further mitigation may not be possible. The only way that a satisfactory level of amenity could be certain is if the poultry farm cease operation. The poultry farm is not in the development boundary so cannot be conditioned. Environmental Protection would need

to raise concerns about this and suggest that a possible Grampian style condition is applied to ensure that no unit can be occupied until the poultry farm has ceased operation and the poultry buildings demolished.

Any proposed commercial kitchens will need to be supported with commercial flues or at least voids that will enable flue liners to be fitted in the future. These should terminate at roof level and have capacity to provide 30 air changes per hour in any commercial kitchen. The applicant has provided drawings that highlight this can be achieved apart from the proposed class 3 uses in block SW3. There is no obvious route the flue could take from the drawings and plans provided. Blocks SE1&2 do have voids that could accommodate flues and terminate at roof level. Environmental Protection shall recommend conditions restricting the use of the commercial units in Block SW3 and another to ensure the void is provided for the extracts.

The applicant has submitted a 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.

On balance Environmental Protection will not be able to fully support the application. The applicant in many ways has put forward a good scheme that addresses many of the issues we have raised from the start of this application process. The only other things the applicant could do to reduce our concerns are implementing an acoustic barrier, remove balconies and submitted further details for flues and noise assessments for proposed class 3 and 10 uses. Even if all this mitigation was included Environmental Protection would still have concerns with the level of amenity afforded to the residential uses. Odours from the poultry farm and transport noise are always going to be problematic whilst its operational. It is also disappointing the applicant has not reduced the level of car parking further than they have.

Environmental Protection are pleased to see the applicant has committed 100% electric serving the site heat and energy demands. The applicant has also committed to providing a significant level of electric vehicle charging points including rapid chargers for taxis.

In conclusion Environmental Protection cannot fully support the application due to the likely adverse impacts on the proposed residential properties. The main amenity issues are odours and noise. However, if consent is granted, we would need the following conditions attached;

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

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, 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 required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

ii) 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 for the approval of the Planning Authority

2. The residential parking spaces highlighted on drawing numbers PAR-EDI_HTA-A_DR_0200_SE1&2 and PAR-EDI-200_HTA-A-A_DR_0200NE1a shall be served by 7Kw (32amp) Type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied.

3. A minimum of 127 car parking spaces shall be served by 7Kw (32amp) type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied. All remaining parking spaces shall be served by a minimum 3 Kw (16-amp three pin plug) with an optional upgrade to 7Kw (32amp) Type 2 electric vehicle charging sockets. These shall be installed and operational in full prior to the development being occupied.

4. A rapid 50 Kw (125amp) triple headed (Combined Charging Standard/CHAdeMO/Type 2) charger shall be installed at the taxi rank located in Station Site.

5. A detailed Construction Environment Management Plan shall be submitted and adhered to during the construction phase

6. The commercial units located in Blocks SW1-3 shall be restricted to class 1 and 2 uses only.

7. Notwithstanding the Town and Country Planning (Use Classes) (Scotland) Order 1997, the use of the proposed class 10 unit shall be restricted to for the provision of education, for the display of works of art (otherwise than for sale or hire), as a museum, as a public library or public reading room, as a public hall or exhibition hall; or as a law court only, and no other use within Class 10 of the Order.

8. Prior to the use being taken up of the class 3 uses in the SE1&2 Blocks, the extract flue and ventilation system, capable of 30 air changes per hour, as show on drawing numbers PAR-EDI_HTA-A-A_DR_0101_SE1&2 and PAR-EDI_HTA-A-A_DR_0208_SE1&2 shall be fully implemented allowing the commercial flues to terminate at roof level.

9. Development shall not commence until the neighbouring poultry farm has ceased operation and all poultry shed decommissioned.

10. Prior to the use being taken up, a 3m acoustic barrier shall be erected between the SW1-3 blocks and the city by pass. Details of this barrier including the mass density, material, design and specific location shall be submitted for approval.

11. Detailed noise assessments will be required prior to occupation, to assess noise and vibration impacts from the proposed class use 3 units. This must identify and detail appropriate mitigation measures.

12. The following noise protection measures to the proposed blocks highlighted in figure 5 &6, and defined in the Sandy Brown 'Noise Impact Assessment' report (Ref 17087-R04-B), dated 12 May 2020:

| Sound insulation Rw | Minimum glazing configuration | Ventilation Strategy |
|---------------------|--|--|
| 32dB | 6 mm glass / 16 mm cavity / 6 mm glass | Attenuated passive ventilation. Trickle vent performance $D_{n,e,w} \geq 32$ dB when open[1]. |
| 36dB | 12 mm glass / 16 mm cavity / 6 mm glass | High performance acoustically attenuated passive ventilation. Trickle vent performance $D_{n,e,w} \geq 35$ dB when open[1]. |
| 38dB | 6mm glass /16mm cavity/8.4mm acoustic laminated glass | Office development only. Full mechanical ventilation and no trickle ventilators. |
| 42dB | 8mm glass/16mm cavity /12.8mm acoustic laminated glass | Mechanical ventilation (eg, whole house ventilation). Very high trickle vent performance required - $D_{n,e,w} \geq 39$ dB when open[1]. |

shall be carried out in full and completed prior to the development being occupied.

Informative

The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.

It should be noted that when designing the exhaust ducting, Heating, ventilation and Air Conditioning (HVAC) good duct practice should be implemented to ensure that secondary noise is not generated by turbulence in the duct system. It is recommended that the HVAC Engineer employed to undertake the work, undertakes the installation with due cognisance of the Chartered Institute of Building Services Engineers (CIBSE) and American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Guidance.

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.*

Affordable Housing

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Housing Management and Development are the consultee for Affordable Housing. Housing provision is assessed to ensure it meets the requirements of the city's Affordable Housing Policy (AHP).

- o Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.*
- o 25% of the total number of units proposed should be affordable housing.*
- o The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:*

<https://www.edinburgh.gov.uk/affordable-homes/affordable-housing-policy/1>

2. Affordable Housing Provision

This application is for a development consisting of up to 1,737 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (434) homes of approved affordable tenures.

The applicant entered into early dialogue with the Council on the design, mix and location of the affordable housing. The applicant has stated that the affordable housing will account for 434 (25%) of the new homes, all of which will be delivered on site. It will consist of a range of property sizes from one to three bedrooms, offering a representative and integrated mix of affordable homes. The proposed split of the affordable housing is:

- o 160 homes which could be owned and managed by a Registered Social Landlord (Home Group) with a mix of approximately 80 social rent and 80 MMR, and;*
- o 274 homes which will be Build To Rent (BTR), and delivered as affordable "intermediate rent" (an accepted affordable housing tenure) with rents at or below Broad Rental Market 30th Percentile.*

RSL Affordable Housing

The RSL named within the applicants "Affordable Housing Statement" is Home Group, who are an established RSL with a track record of delivery of affordable housing within Edinburgh and across Scotland. The applicant has worked closely with both the Council and Home Group on this application and a stand alone block (Plot NE1A) would be provided for RSL affordable housing. A split of approximately 80 social rented homes and 80 mid market rent homes will provide viable onsite affordable housing delivered by a RSL. This is welcomed by the Housing Service.

Build To Rent

On 3 October 2018, revised guidance on BTR developments was approved by Planning Committee as part of the report Edinburgh Design Guidance Post Approval Review. A section of the Guidance sets out the key characteristics of "Purpose Built Homes for Rent". On 29 January 2020, Planning Committee noted the report "Support for Build To Rent", which had been approved by Housing, Homelessness and Fair Work Committee on 20 January 2020. That report set out that BTR developments can bring institutional investment and placemaking as well as delivering housing at a scale and pace which is rarely matched by traditional housing for sale providers.

The affordable BTR housing within this development will be delivered by the applicant as "intermediate rent" and will be secured as affordable housing for a minimum of 25 years. The affordable BTR homes would be "pepper potted" throughout the development, which is welcomed. Rents would be restricted to Scottish Government's published Broad Rental Market Area (BRMA) 30th Percentile. Within the "Affordable Housing Statement" submitted on behalf of the applicant, starting rents are set out as being at or below BRMA 30th Percentile then increased by no more than CPI plus one percent each year. The applicant should note that the Council does not agree that approach; we seek that increases to rent are restricted so that rents are no more than the last published BRMA 30th Percentile each year. This is in line with other BTR applications which have been progressed in Edinburgh and would be set out within the Section 75 Legal Agreement.

BRMA 30th Percentile is significantly less than average market rents in Edinburgh; between £1,400 and £3,300 less per annum, depending on house size. Institutional investment in this development means that the affordable homes can be delivered without grant subsidy; the grant freed up by BTR can be channelled into delivery of social rented homes.

The Council's Affordable Housing Policy sets out a "Definition of Priority Clients"; those people who are in housing need and who cannot afford to access accommodation through the regular functioning of the housing market and earn below average household income. Rents at the 30th Percentile are affordable to people within the defined client group, and significantly less than average market rents.

The affordable homes are required to be tenure blind and fully compliant with latest building regulations. They are situated within close proximity of public transport links and next to local amenities. An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, should be provided.

3. Summary

The applicant has made a commitment to provide 25% on site affordable housing through both an RSL and as intermediate rent, which will be managed by the applicant and requires no grant subsidy. This department welcomes this approach which will assist in the delivery of a mixed sustainable community:

- o The applicant would deliver 434 affordable homes (25% affordable housing);*
- o 160 homes would be owned and managed by a RSL for social and mid rent;*
- o 274 homes would be BTR, delivered as "intermediate rent" for a minimum of 25 years;*
- o The affordable housing includes a variety of sizes to reflect the provision of homes across the wider site;*
- o The applicant should note that increases to rent would be restricted so that rents are no more than the last published BRMA 30th Percentile each year;*
- o In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be identical in appearance to the market housing units; an approach often described as "tenure blind";*
- o There is no grant funding required for the affordable BTR homes. The grant funding freed up by BTR developments will be targeted to delivering social rented homes within the city, and;*
- o The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing elements of this proposal.*

This department is supportive of this application. I would be happy to assist with any queries on the affordable housing requirement for this application.

Edinburgh Tram 1 September 2020

- Adequate inter-visibility needs to be provided to ensure the approaching trams can see pedestrians (and faster moving cyclists) at the crossing point. From the landscaping information provided, it is not clear if that visibility is sufficient and the visibility splay drawing (C-19) does not cover the tram.

- Under-run protection will be required adjacent to the crossing point.

- How is future maintenance of the tram viaduct to be undertaken with the play area and running track beneath?

- It was agreed that the bus gate enforcement would be undertaken by camera, but I cannot see that mentioned anywhere. It suggests that enforcement is via TRO.

- Any works in the vicinity of the tramway will require an Authority to Work from Edinburgh Trams. Depending upon the scale of the work, Safety Verification may be required to comply with The Railways and Other Guided Transport Systems (Safety) Regulations 2006.

Roads Authority Issues

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

- 1. The applicant will be required to provide electric vehicle charging points at a rate of 1 in 6 car parking spaces;*
- 2. The applicant should note that:*
 - a. contributions are likely to be required for a variety of orders, including redetermination, stopping up, waiting and loading restrictions, and disabled spaces. Costs are expected to be approximately £2,000 per individual order. These do not require to be included in a legal agreement;*
 - b. the sum of £1,500 per order plus £5,500 per car will be required towards the provision of car club vehicles in the area;*
- 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, on-street short stay and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, on-street parking and waiting and loading restrictions (signs and markings). 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 grant of Road Construction Consent;*
- 5. 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;*
- 6. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;*
- 7. 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;

8. Tram contributions as set out below would normally be expected. However, it is understood that the existing tram stop and associated land were provided as part of the overall development of the Edinburgh Park area and that therefore no contribution is being sought in this case;

9. The applicant should note that the existing traffic barriers are required to remain in place and be controlled as at present.

Notes:

A. The proposed development is:

- o 44,310m² Commercial Class 4
- o 3,162m² Retail including Class 1, 2, 3, 10, & 11
- o 1,737 Residential units
- o 170 bed Hotel

B. The proposed parking provision is generally considered acceptable. Additional electric vehicle charging spaces are required - see 1. above. The proposed levels are:

- o Cycle Parking (Commercial): 340 spaces;
- o Cycle Parking (Hotel): 23 spaces;
- o Cycle Parking (Residential): 3,635 spaces;
- o Cycle Parking (on-street visitor): 48 spaces;
- o Motorcycle Parking (Commercial): 55 spaces;
- o Motorcycle Parking (Hotel): 12 spaces;
- o Motorcycle Parking (Residential): 92 spaces;
- o Motorcycle Parking (on-street visitor): 33 spaces;
- o Car Parking (Commercial): 109 spaces (including 7 disabled);
- o Car Parking (Hotel): 23 spaces (including 2 disabled);
- o Car Parking (Residential): 557 spaces (including 49 disabled);
- o Car Parking (on-street visitor): 70 spaces (including 9 disabled);
- o Taxi Rank: 4 bays Edinburgh Park Station (+ 2 under the AMC application);
- o Cycle Hire Numbers to be confirmed with operator;
- o Electric vehicle - at least 5% of total car parking spaces

C. Tram contributions for the above would be:

- o Class 4: £3,066,252;
- o Class 1, 2, 3, 10 and 11: £290,259
- o Residential: £2,404,008
- o Hotel: £520,857

Total: £6,281,376

TRAMS - Important Note:

The proposed site is on or adjacent to the operational Edinburgh Tram. An advisory note should be added to the decision notice, if permission is granted, noting that it would be desirable for the applicant to consult with the tram team regarding construction timing.

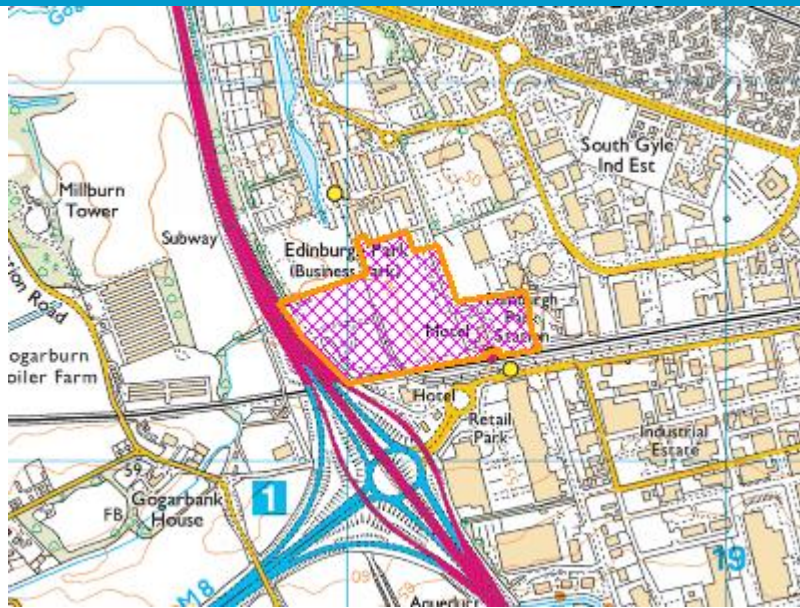
This is due to the potential access implications of construction / delivery vehicles and likely traffic implications as a result of diversions in the area which could impact delivery to, and works at, the site. Tram power lines are over 5m above the tracks and do not pose a danger to pedestrians and motorists at ground level or to those living and working in the vicinity of the tramway. However, the applicant should be informed that there are potential dangers and, prior to commencing work near the tramway, a safe method of working must be agreed with the Council and authorisation to work obtained. Authorisation is needed for any of the following works either on or near the tramway:

- o Any work where part of the site such as tools, materials, machines, suspended loads or where people could enter the Edinburgh Tram Hazard Zone. For example, window cleaning or other work involving the use of ladders;*
- o Any work which could force pedestrians or road traffic to be diverted into the Edinburgh Trams Hazard Zone;*
- o Piling, using a crane, excavating more than 2m or erecting and dismantling scaffolding within 4m of the Edinburgh Trams Hazard Zone;*
- o Any excavation within 3m of any pole supporting overhead lines;*
- o Any work on sites near the tramway where vehicles fitted with cranes, tippers or skip loaders could come within the Edinburgh Trams Hazard Zone when the equipment is in use;*
- o The Council has issued guidance to residents and businesses along the tram route and to other key organisations who may require access along the line. See our full guidance on how to get permission to work near a tram way <http://edinburghtrams.com/community/working-around-trams>*

Note on Transport Statement / Assessments (include where applicable)

A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments.

Location Plan



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