

Development Management Sub Committee

Wednesday 20 May 2020

Application for Approval of Matters Specified in Conditions 19/05599/AMC

at Site 100 Metres North East Of 19 Turnhouse Road, Edinburgh.

Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of conditions 1, 2, 3, 4 and 5 (site masterplan).

Item number

Report number

Wards

B01 - Almond

Summary

The application comprehensively addresses conditions 1-5 of the planning permission in principle for this application site. The proposed masterplan is in accordance with the Edinburgh Local Development Plan (LDP) and the Site Brief principles for HSG 19 and will contribute to the planned growth of the west of Edinburgh. The strategic masterplan, accompanying landscape framework and other information in the form of technical plans and supporting studies clearly demonstrate a design-led vision for the site. Existing site features and characteristics including former farm cottages, stone walls, trees and hedging are retained and enhanced in places. A strong landscape structure is introduced at the site in the form of woodland buffer planting, various landscaped green corridors, two new large parks and other discrete green spaces. A good network of roads and of active travel routes are proposed at the site offering connections to surrounding areas as well as providing a degree of permeability within the application site.

The proposal accords with the vision for HSG 19 and the broad objectives of design, environmental and transport policies in the LDP.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN08, LEN09, LEN12, LEN16, LEN20, LEN21, LHOU01, LHOU04, LHOU06, LHOU10, LTRA01, LTRA02, LTRA03, LRS06, NSG, NSGD02,

Report

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Recommendations

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

Background

2.1 Site description

The application site lies on the western edge of Edinburgh, to the west of Maybury Road (A902) and north west of the Maybury Road/Glasgow Road (A8) junction. The area is generally characterised by arable agricultural land but includes two farm steadings with associated farmhouses and eight cottage dwellings.

The application site measures approximately 73 hectares and is defined by Craigs Road and Bughtlins Roundabout to the north, Maybury Road to the east, the Edinburgh - Fife railway line to the south western edge with the East Craigs area lying to the east and West Craigs to the south east. The site is bisected by Turnhouse Road, which extends for a distance of 1.5Km from the south eastern to the north western site corners. Meadowfield Road runs broadly north-south across the central part of the site from Craigs Road to Meadowfield Farm.

The application site also includes a triangular area of land and a rectangular strip (approx. 5.2 hectares) to the north of Craigs Road. This extends from a point 450 metres to the west of the Craigs Road/Maybury Road junction to the north of the Bughtlins Roundabout.

In terms of adjacent uses, the eastern edges of the site are generally characterised by low rise suburban and flatted development. The West Craigs Industrial Estate and Saica packaging factory also abut the site boundaries to the south eastern corners, these being partially enclosed by landscape buffers.

The north western corner of the site at the junction of Turnhouse Road and Craigs Road is defined by Lennie Cottages, a group of mainly traditional cottages, and the Turnhouse Golf Course Clubhouse. The Edinburgh Airport Freight Terminal lies approximately 1km to the north west.

The land to the north of Craigs Road comprises a golf course, woodland planting, open arable land, a single detached bungalow and the former Braehead Quarry which serves as a waste management facility. The Cammo Estate Park, a Designed Landscape and Historic Garden Inventory Site, lies 350-500 metres to the north of Craigs Road. Cammo Walk, a country lane providing a connection from Cammo to the Craigs Road/Maybury junction, enters the application site at the north eastern corner. The Local Development Plan (LDP) designates these various uses as Green Belt, with the former Braehead Quarry identified as a Safeguarded Waste Management Facility. The LDP allocates Edinburgh Airport as part of a Special Economic Area, also embracing the International Business Gateway (IBG).

The Edinburgh Gateway intermodal station lies at southern corner of the site providing access to both heavy rail and tram services. A pedestrian underpass has also been implemented beneath the A8, which provides access to the Gyle Centre and Edinburgh Park beyond.

The site topography to the south west of Turnhouse Road is relatively flat with land levels ranging from 37 metres Above Ordnance Datum (AOD) at the north west corner of the site to 50 metres AOD to the south east. The land to the north of Turnhouse Road rises gently to a ridge defined by Craigs Road which extends to the north east corner of the site occupied by West Craigs Farm. This rises to a maximum 66 metres AOD, with site levels then falling to the north of Craigs Road to 50 metres AOD.

2.2 Site History

All of the applications cited below relate entirely or in part to land associated with the application site:

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);

15 November 2016 - Proposal of Application Notice submitted for a proposed primary school and nursery development with associated access, play areas, greenspace, landscaping, car parking and other ancillary development at land 175 metres South East of Meadowfield Farm, 15 Turnhouse Road. This notice was considered by Committee on 18 January 2017 (application reference: 16/05719/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);

30 November 2018 - Planning Permission in Principle granted for proposed pedestrian and cycle bridge with associated landscaping at land to south west of Meadowfield Farm (application reference: 18/07600/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);

19 November 2019 - 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 is currently pending consideration (application reference: 19/05514/AMC);

5 March 2020 - Application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of condition 6 relating to the former steading area at the site is currently pending consideration (application reference: 20/00929/AMC);

10 February 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 is currently pending consideration (application reference: 20/00649/AMC);

18 March 2020 - Application for Approval of Matters Specified in Conditions of planning permission in principle 18/07600/PPP, in respect of conditions 1, 4, 5 and 6 for a pedestrian and active travel bridge crossing is currently pending consideration (application reference: 20/01148/AMC); and

22 April 2020 - Proposal of Application Notice for a new primary school and healthcare centre within the application site is currently pending consideration (application reference: 20/01746/PAN).

Land to the south west of the Craigs Road/Maybury Road junction:

23 December 2013 - Proposal of Application Notice for the erection of residential development with associated access, landscaping and open space at land 195 Metres South Of West Craigs Cottage, 85 Craigs Road (application reference: 13/05073/PAN);

23 April 2015 - Planning Permission in Principle refused for residential development with associated transport infrastructure, landscaping and open space at land 195 Metres South of West Craigs Cottage, 85 Craigs Road. Reasons for refusal included: non-conforming use, air-quality impact and infrastructure delivery concerns (application reference: 14/03502/PPP);

4 December 2015 - Appeal against refusal dismissed by Scottish Ministers (Appeal reference: PPA-230-2153). Main reason for refusal: the LDP being under examination by Ministers, the application was therefore premature and would undermine the plan-making process;

13 April 2016 - Proposal of Application Notice submitted on behalf of Taylor Wimpey UK for the erection of residential development with associated access, landscaping and open space at land 195 metres South of West Craigs Cottage, 85 Craigs Road (application reference: 16/00837/PAN);

3 October 2019 - Planning Permission in Principle granted on behalf of Taylor Wimpey UK for land 195 metres South of West Craigs Cottage, 85 Craigs Road for residential development with associated transport infrastructure, landscaping and open space (application reference 16/05681/PPP); and

22 October 2019 - Application for Approval of Matters Specified in Conditions 1, 2, 3, 4 and 5 of planning permission 16/05681/PPP for erection of 250 residential dwellings was submitted on behalf of Taylor Wimpey UK and is currently pending consideration (application reference 19/05051/AMC).

Land to the north of Craigs Road:

15 November 2016 - Proposal of Application Notice submitted for the erection of residential development with associated access, landscaping and other ancillary development at land 369 metres North East of 210 Craigs Road. This notice was considered by Committee on 18 January 2017 (application reference: 16/05742/PAN); and

22 November 2018 - Proposal of Application Notice submitted for 'mixed use development including business and employment uses (class 4), (class 6); hotels (class 7) and ancillary uses including retail (class 1), financial and professional services (class 2), food and drink (class 3), residential institutions (class 8), residential (class 9), non-residential institutions (class 10), assembly and leisure (class 11), sui generis flatted development; and other associated works including landscaping, car parking, servicing, access and public realm' at Land 369 Metres Northeast Of 210 Craigs Road Edinburgh (the site overlaps with part of this AMC application's site boundary). This notice was considered by Committee on 20 February 2019 (application reference 18/10028/PAN).

Main report

3.1 Description of the Proposal

This application seeks approval of matters specified in conditions 1-5 of planning permission in principle (PPP) 16/04738/PPP. Information provided in support of the application includes a strategic masterplan and accompanying Urban Design Framework (UDF) for delivering this large development site's component parts. A summary of the condition requirements is included in Section 3.3 a) within this report.

It should be noted that this application relates to the terms of PPP conditions 1-5 only; several further applications for matters specified in other conditions of the PPP will be submitted in future to facilitate delivery of specific development plots and phases within the application site.

Taking reference from the Edinburgh Local Development Plan (LDP) Site Brief for HSG 19 and the terms of the PPP the applicant has submitted a strategic masterplan and an indicative detailed masterplan for the site. The UDF provides additional design context for development areas within the site.

The strategic masterplan establishes areas of development for housing and other associated uses at the site along with key transport and landscape infrastructure. Three phases comprising 12 associated plots will be taken forward in future applications and an indicative masterplan shows plot locations in detail. The UDF includes eight distinct character zones for different parts of the site which are named: Eastern Gateway, Turnhouse Boulevard, Meadowfield Park, Braehead Woodlands at the site's north, Castle Gogar View, West Craigs Rise, Turnhouse Meadows and Meadowfield Steading. Indicative sections of street scenes are included in the UDF showing approximate street, pavement and active travel path widths and associated landscape settings such as trees, hedges, shrub and grass planting. The approximate distance of buildings from streets, roads and pavements is also highlighted in the UDF and is tailored to a proposed street hierarchy.

Vehicular access to the application site is taken from the existing Turnhouse Road and Craigs Road. New streets will be created off these two existing roads to form a circulatory street network for vehicles, active travel and pedestrians. A green corridor is proposed at the east of the site and includes a four-metre-wide active travel path that connects to the adjacent HSG 19 development site to the east and beyond towards Cammo. The green corridor and its path also travel south to a proposed pedestrian bridge crossing over the Edinburgh-Fife railway towards the Edinburgh Gateway interchange station and the Gyle.

The carriageway of Craigs Road will be widened to 7.3 metres with a further four-metre-wide segregated cycle path separated whilst Turnhouse Road will be 7.3 metres with a further four-metre-wide shared cycle/footpath mostly separated from the road by a two-metre verge.

A density plan specifies proposed general building form(s) and height(s) at the application site which range from existing cottage properties that will be retained and improved, up to six storeys in selected areas around the Turnhouse Gateway and Meadowfield Park areas. Most of the site will range from two to three storeys, with selected areas of three to four storey and four to six storey buildings. Higher density dwellings are proposed near key transport corridors and public spaces. The applicant's phasing plan confirms that a minimum of 1,400 and a maximum of 1,700 residential units will be delivered at the application site.

With reference to the materials palette for development plots, the UDF provides a design code for each of the eight proposed character zones and the wider site. The materials offer a degree of flexibility for developers of plots and include various brick, cladding, render, slate, tiles, paving and asphalt. Boundary and soft landscape materials include stone walls, brick walls, metal fencing as well as trees, hedging, grass and shrubs.

The proposal includes strategic landscape features including a woodland buffer measuring approximately 30 metres wide at the north of the site along Craigs Road, landscape buffer planting along the site's southern boundary with the Edinburgh - Fife railway line, multi-functional landscape corridors that also act as active travel routes and SUDS and drainage attenuation areas within parks and to the site's south.

Two new public parks, named Meadowfield Park and Lennie Park, are proposed. Meadowfield Park is located at the centre of the site near the proposed school site and fronting Turnhouse Road. Meadowfield park measures approximately two hectares and is equipped with a community garden space, play equipment and grassed and landscape areas with a raised feature walkway over a SUDS feature. Lennie Park lies to the north west of the site and measures approximately two hectares. The park includes play equipment, open grassed areas and SUDS pond. Lap diagrams within the UDF show a series of circular routes around the site measuring 800 metres, 2.5 kilometres, one mile, and five kilometres as daily running routes. Other landscape features in the form of swales are included as part of the site's drainage strategy along with two areas of underground attenuation tanks within the two new parks. A civic space is provided at the Eastern Gateway character area as well.

Existing features at the site including cottages at numbers 17, 19, 21, 23, 25, 124 and 126 Turnhouse Road will be retained. Other features including trees and hedging around the former Meadowfield Farm steading will be retained, along with some areas of stone walling around the site and along Turnhouse Road. Some stone walling will be removed due to road widening requirements in places to introduce active travel paths and the applicant proposes to stockpile and re-use stone walls where possible. Milestones along Turnhouse Road will be retained in situ.

A comprehensive vision for the application site to support a strategic masterplan is set out within the applicant's UDF.

The applicant submitted a suite of supporting documents and studies in support of the application and these are available on the Planning and Building Standards online services:

- Urban Design Framework for the application site;
- Strategic masterplan;
- Illustrative masterplan;
- Landscape Framework document;
- Phasing Framework Plans;
- Density diagram;
- Hard and soft landscape plans;
- Landscape & movement framework plan;
- Drainage strategy & associated plans/information;
- Tree survey and associated constraints, removal, retention and protection plans;
- Landscape drawings of key public spaces and site infrastructure and
- Sustainability Statement (appendix A in Urban Design Framework).

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the development complies with the planning permission in principle;
- b) whether the application complies in principle with the LDP site brief and development plan;
- c) the layout and design of the development is acceptable;
- d) the proposals are detrimental to the amenity of future occupiers and neighbours;
- e) access, movement and road arrangements are acceptable;
- f) impact on equalities and human rights are acceptable;
- g) there are any other material considerations and
- h) representations have been addressed.

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 has now submitted an Approval of Matters Specified in Conditions (AMC) planning application to approve matters required by Conditions 1-5 of the PPP.

The requirements of each of the PPP conditions can be summarised as follows:

Condition 1 - restricts development at the site and limits the submission of AMC applications until a detailed masterplan for the site is approved by the planning authority. The masterplan must be supported by an Urban Design Framework that takes reference from site analysis and the Environmental Statement completed at the PPP stage.

- A detailed site layout, masterplan and a comprehensive UDF have been submitted by the applicant. The form, scope and content of the masterplan accords with the broad definition of a masterplan as described in the Scottish Government's Planning Advice Note (PAN) 83 Master planning. The application satisfies the terms of PPP condition 1.

Condition 2 - requires that the masterplan is supported by a tree survey and a tree constraints plan that complies with BS 5837:2012. Tree protection measures must be identified, and the duration of the protection measures is specified to last for the duration of development at the site unless the planning authority agrees otherwise.

- The applicant has submitted a tree survey, tree constraints plan that complies with the relevant British Standard and tree protection measures in accordance with the terms of this condition. The applicant will be required to adhere to the remainder of Condition 2 with regard to the duration of tree protection measures which must be maintained during the entire development period.

Condition 3 - specifies that the applicant must submit a landscape framework document for the whole of the site. Several requirements are listed for inclusion in the landscape framework document including cross section plans, height of development platforms and site levels, woodland areas and planting schedules, hard landscape details, boundary landscaping designs, green corridors, type and character of view corridors, reference to the ecology report from the PPP application stage, cycleways and pedestrian links, and the strategic location of SUDS and flood landscape areas. The landscape framework document that influences the masterplan must reflect the historic steading and farmhouse buildings with reference to open spaces, external materials and finishes.

- A Landscape Framework document has been submitted in support of the application. This is complemented by the supporting UDF that includes detailed reference to the landscape strategy for this site. Both the Landscape Framework and UDF are supported by a suite of detailed plans showing soft and hard landscape features at the site, pedestrian links, SUDS areas and planting schedules for strategic parts of the site. Clear reference is made to ecology and habitat considerations and the plans also refer to the historic steading and farmhouse buildings and uses at the site.

The information submitted with this application satisfies the terms of PPP condition 3.

Condition 4 - requires the applicant's masterplan to include for the retention and restoration of unoccupied cottage buildings at 17, 19, 21 & 23 Turnhouse Road, 25 Turnhouse Road and 124 & 126 Turnhouse Road within the site.

- The strategic masterplan, UDF, density diagram and illustrative masterplan all identify these properties as being retained within the development of the site as a whole and the application complies with this condition.

Condition 5 - the first part of this condition states that the applicant must submit a phasing framework for approval by the planning authority. The phasing framework must include the location and timing of delivery of development phases, open spaces, landscaping, play provision, woodland management, SUDS and identify the minimum and maximum number of residential units. Pedestrian, cycle and vehicular links must also be identified. The second part of this condition applies to subsequent AMC applications at the site and is not considered at this time.

- The applicant's two phasing plans include the features and details that are required by this condition. A programme of works also specifies the timing for delivering each of these features. Through submission of this information the applicant has complied with this condition.

The details of each of these conditions are now considered in detail in the following paragraphs in relation to the delivering a well-designed place that is consistent with the PPP, the development plan and its site brief for the site and the Council's guidance.

b) Development Plan considerations

The principle of the proposed development was established when the LDP was adopted and at the PPP application stage. The majority of the application site falls within the LDP housing proposal HSG 19, with the exception of an area of green belt land to the north-east between Craigs Road and Boughtlins roundabout which is outwith the HSG 19 allocation. Although the area of green belt is within the site boundary, the PPP decision notice is clear that this area will not be utilised for housing development.

Part 1 a) of LDP policy Hou 1 (Housing Development) specifies that priority will be given to delivering the housing land supply and necessary infrastructure identified in Part 1 Section 5 of the plan and Table 4 of the LDP; the application accords with this policy by proposing housing at the site.

Pages 58 and 59 of the LDP set out a site brief and 19 development principles for this site, and the PPP decision notice confirms these were considered in the applicant's previous indicative masterplan and design stages. The applicant has now carried out further detailed design in the preparation of this AMC application. LDP site brief features such as the woodland buffer at the site's north boundary, green and active travel corridor at the east of the site, a bridge connection to the nearby Edinburgh Gateway station and a safeguarded site for a new school are all facilitated in the masterplan. Site brief principles that include widening of Craigs Road, changing the character of Turnhouse Road through street design, inclusion of bus stops and large two-hectare green spaces are included in the proposed masterplan and accompanying Urban Design Framework as well.

This application satisfies the majority of the 19 development principles identified in the LDP. The masterplan and supporting UDF are considered further below in this report in the context of the LDP principles and relevant policies.

In principle, the proposed masterplan and its details are acceptable subject to compliance with other LDP policies.

c) Layout and design of the development

LDP policies Des 1 - Des 9 provide the policy framework which must be considered for this AMC application. Other relevant policies relating to housing and environment and the Edinburgh Design Guidance must also be considered.

Layout and design:

The strategic masterplan for the application site establishes areas of development, transport and active travel links, the type and form of green and open spaces, boundary treatments and features at the site identified for retention such as trees and built features. The UDF and detailed plans relating to strategic landscape at the site including boundaries and open spaces further provide a clear overview of the site's layout and the design approach.

LDP policy Des 1 (Design Quality and Context) requires development proposals to be based on an overall concept and contribute to placemaking. A comprehensive vision for the site has been developed within the UDF and Landscape Framework with existing features retained and enhanced where possible. Eight-character areas of varying characteristics are proposed across three phases. Together the three phases consist of 12 distinct development plots. Two additional separate phases of development incorporating the former steading area and the Eastern Gateway character area are also included.

The masterplan and UDF establish design principles and a vision for development plots. For example, in response to the LDP Site Brief Development Principles for HSG 19, the Eastern Gateway and Turnhouse Boulevard character areas will have buildings up to a maximum six storeys in height and be urban in character. Buildings will be front facing mostly along the north side of Turnhouse Boulevard to create a new urban character, whilst the Eastern Gateway will have mixed use development including a café, new school, civic space with a timber beam amphitheatre, healthcare building and residential apartments. These places will provide a sense of arrival at the site at a highly visible and well-connected point. Proposed facilities will offer a good level of local services for future residents at the site and address concerns regarding pressure on local services raised in the representation received. The UDF specifies that buildings in these prominent character areas should include signature design details and provide a contemporary statement. Soft landscaping proposals will complement the proposed layout across the site. For example, the Eastern Gateway area includes a variety of trees, hornbeam hedging, ornamental shrub planting, wildflower and amenity grass, orchard trees and bulb planting.

Key characteristics that the UDF envisages for the site include properties that are front facing with streets and open spaces. A mixture of materials including brick, render of varying colours, slate, concrete tiles, cladding and zinc are amongst the diverse palettes for houses and apartments in each of the proposed character areas. The subtle variation in materials and differing design codes for each of the eight-character areas creates a development with many senses of place of good quality as required by LDP policy Des 1 (Design Quality and Context).

The proposed street layout re-uses the alignment of some existing roads in the site including Turnhouse Road and Craigs Road. Opportunities to navigate the site and surrounding area are shown on the strategic masterplan and in the UDF. A green active travel corridor at the east of the site, a segregated shared surface four metre pathway along the southern edge of Turnhouse Boulevard, a four metre cycle path at the south edge of Craigs Road and allowance for a proposed bridge crossing towards Edinburgh Gateway station provide a well linked network with the surrounding area. In the context of LDP policy Des 7 (Layout Design) the layout provides a street layout that allows for ease of access around the site as well as good connections to the surrounding transport networks for vehicles, active travel and pedestrian modes. Movement around the site is assessed further below in Section 3.3 e) of this report.

LDP Policy Des 2 (Co-ordinated Development) states that planning permission will be granted for development which will not compromise the effective development of adjacent land, or the comprehensive development and regeneration of a wider area. In this instance, the proposed plans show east-west connections to the remainder of the

HSG 19 housing allocation to the east through a strategic green and active travel corridor, a pedestrian pathway at the site's east boundary which is shown in the LDP site brief, and via a potential vehicular access at the northeast boundary. A pedestrian and active travel path at the north of the site along a widened Craigs Road will also connect with matching neighbouring proposals at HSG 19 to be delivered through planning application reference 19/05051/AMC. A wide woodland buffer and associated pathway at the north of the site further offers a degree of pedestrian and visual connectivity with the wider HSG 19 site to the east. The masterplan and landscape proposals comply with LDP policy Des 2.

Proposed density:

The applicant proposes a range of 1,400-1,700 units at this application site which is consistent with the number of units identified in Table 4 New Housing Proposals in the LDP. Each of the three development phases and their component plots will differ in terms of density through variation of building heights and styles, leading to varied densities and senses of place across the site. With reference to the criteria of LDP policy Hou 4 (Housing Density), the strategic masterplan allows for the creation an attractive residential environment and appropriate densities with relation to access to public transport and the delivery of local facilities for high quality urban living.

Each of the eight-character areas are shown to have varied building heights. Higher density development will be focussed at the east of the site in close proximity to the proposed pedestrian bridge connection to Edinburgh Gateway and the school site, with lower density development delivered at plots as the site progresses west. Building heights will range from a maximum of six storeys around the Eastern Gateway and Meadowfield Park character areas, whilst other areas of three to four storey properties will feature mostly along Turnhouse Boulevard. Higher density around the Eastern Gateway and in close proximity to active travel corridors is supported in the LDP Site Brief Development Principles for HSG 19. Away from Turnhouse Boulevard the density plan shows development will mainly consist of a mix of one, two or three storey properties with the exception of three to four storey development facing Lennie Park at the west of the site. Whilst details of buildings are not provided as part of this AMC application, the proposed height and locations shown in the applicant's density plan demonstrates that the proposal will comply with criteria a) of LDP policy Des 4 (Development Design - Impact on Setting) which requires development to have a positive impact on townscape and landscape character.

The approach taken to density is acceptable and subsequent AMC applications will confirm specific densities in each development phase.

The masterplan accords with the requirements of LDP policy Hou 4 (Housing Density).

Existing features:

LDP policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) seeks to retain existing features where worthy and viable at development sites. The PPP decision notice highlights that there are very few features of note at the application site which mostly comprises agricultural land and existing roads with associated trees, hedging and walls. A low number of existing properties are within the site boundary also.

The applicant has demonstrated through the strategic masterplan and UDF that the existing cottage properties at Turnhouse Road, stone walling, trees and hedging will be retained at the site in compliance with the objectives of policy Des 3. The retention of milestones at Turnhouse Road and careful consideration of topographical features like the ridge along Craigs Road in the landscape design further influences the proposal in compliance with the LDP site brief and policy Des 3.

Landscape design and visual considerations

The applicant's Landscape Framework document, UDF and technical landscape plans demonstrate a clear design-led landscape strategy for this site. Strategic landscape features include an approximately 30 metre wide woodland buffer, 30 metre wide green and active travel corridor connecting to the remainder of the HSG 19 site allocation to the east, two new two hectare parks, three 'pocket parks' and landscaped primary and secondary streets ensure a strong landscape structure is included in the masterplan.

LDP policy Des 9 (Urban Edge Development) requires development proposals at the urban edge to conserve and enhance the city's setting, promote access to the countryside if appropriate and include landscape proposals that will strengthen the greenbelt. The applicant has included a strong green belt boundary in the form of a woodland buffer measuring approximately 30 metres wide on the south side of Craigs Road which forms a strong landscape boundary. Sections included within the supporting Landscape Framework document, and detailed landscape plans demonstrate that this will be an effective boundary at the north of the site in visual terms with houses well-screened. The northern woodland buffer is also a key element of the LDP site brief for the HSG 19 allocation site. Trees included in the main boundaries include birch, alder, willow, poplar and low proportions of berry bearing trees due to the site's proximity to the airport. The planting densities proposed at key boundaries will ensure appropriate boundaries at the site are achieved in compliance with LDP policy Des 9.

LDP policy Des 8 (Public Realm and Landscape Design) supports development that demonstrates high quality landscape design. The policy also supports development where landscape and open spaces are designed as an integral part of the overall scheme.

Technical landscape plans submitted by the applicant show that a high-quality landscape environment will be delivered at the site. Two large parks, green corridors, landscaped boundaries and pocket parks around the site add significant landscape value to the site. The proposed mix of native tree planting and specification is acceptable in parks, swales and boundary planting. Views to-and-from the site have been considered in the UDF and Landscape Framework document. The effect of the development on the ridge along Craigs Road and mitigation planting demonstrates that the proposal will be well-integrated with the wider landscape in the area.

Sections provided in support of the application show that the site retains a slope leading down from the elevated ridge at Craigs Road to Turnhouse Road with a gradual decline of approximately 10 metres in places. Public spaces including Lennie Park are designed with the site's topography in mind and as parts of the park are sloping, views from upper parts of the park will be an attractive characteristic.

Parts of the site experience steeper slopes than others and proposed paths are routed to ensure a maximum gradient of 1:21 allowing access for all user abilities.

The inclusion of play equipment and large open areas in the parks delivers a good quality environment for future residents. Other areas of landscaping such as the 30-metre-wide green corridor and associated gateway civic area, 20-metre-wide north-south wayleave path and landscaping along Turnhouse Road give the development site a strong green network that connects with the surrounding area.

The site's south boundary running parallel to the railway includes an acoustic fence and landscape treatment that allows for views outwith the site to it through creative use of clear panel fencing at selected locations. These views are aligned with key street and avenue locations such as the 'Castle Gogar View' character area and three SUDS ponds that also function as local pocket parks; distant views out of the site are facilitated by utilising clear acoustic fencing in these areas. A well-designed boundary interface with the railway boundary provides suitable screening and will add to the landscape setting of the site.

The UDF shows that subsequent AMCs for development plots will be expected to deliver a good landscape environment with a variety of trees, hedging, shrubs and grassed areas as well. Strategic landscape features and other green spaces across the site show that a high level of recreational space and soft landscape spaces will be delivered at the site. These spaces are designed as an integral part of the scheme. An acceptable scheme of maintenance for strategic landscape features has also been submitted in accordance with LDP policy Des 8 d).

Hard landscape features including a civic space with timber amphitheatre, varied block paving, timber and stainless-steel benches, aluminium sign posting, Sheffield cycle racks in public spaces, bins, steel railings and edgings, stone walls, a timber boardwalk within Meadowfield Park and post and wire fencing are located around various parts of the site. Details of these features for parks and other landscaped areas around the site are acceptable and appropriate for a site of this scale. In accordance with LDP policy Des 8 criteria b) the proposed hard landscaping is co-ordinated across public spaces and avoids creating a sense of clutter.

With reference to the delivery of development plots, the UDF includes a materials palette that future AMCs must draw from. The landscape materials offer a wide variety of options in order to allow some degree of flexibility when developers design proposals.

Landscape design plays an important role along key transport routes in the site. For example, the design intent for primary streets will in the most part have carriageways separated from pavements with designed landscape buffers, as shown in the Castle Gogar View and West Craigs Rise character areas.

Overall the proposed landscape strategy for the site creates a strong landscape structure, creates a local identity and provides multi-functional green spaces and connections in accordance with criteria a), b) and c) of LDP policy Des 8 (Public Realm and Landscape Design).

Layout and Design Summary

There is a clear vision for this site and the proposal will create a sense of place to deliver a well-designed development. Existing features at the site are included in the proposal where possible and contribute to placemaking. Landscape design has strongly influenced the strategic masterplan and areas of public realm will be of appropriate scale and quality for this extension to the city. The proposal complies with the design aspects of the LDP Site Brief for HSG 19 and the aforementioned LDP design policies.

d) Amenity

LDP policy Des 5 (Development Design - Amenity) seeks to ensure that development demonstrates that a good quality environment for future and existing residents. It must be noted that detailed housing delivery at the application site is outwith the scope of this AMC application. However, the applicant's strategic masterplan, indicative masterplan and UDF all provide sufficient detail to demonstrate that a good level of amenity can be achieved at this site for future residents at a site of this size.

Proposed development plots around the site facilitate opportunities for housing units to benefit from open spaces, private and/or shared gardens and orientation to benefit from adequate outlook, sunlight and daylight. The supporting UDF is clear that a mixture of apartments and houses will be delivered at the site, and the street layout and thoroughfares displayed in the strategic masterplan show that matters such as privacy, overlooking and natural surveillance can be adequately considered within development plots. Indicative street widths and design principles are included in the UDF for each of the character areas and neighbourhoods can experience a good degree of separation and inter-visibility across streets will not cause concern. These aspects of the development accord with criteria a) and c) of LDP policy Des 5.

Open space in the form of two large two-hectare equipped parks (Meadowfield Park & Lennie Park) along with the provision of two landscaped green corridors, accessible woodland buffer planting and SUDS 'pocket' spaces at the south of the site's boundary provide areas for outdoor recreation. A good level of play equipment within parks, informal landscaped areas and lap diagrams showing circuitous routes at 800 metres, one mile, 2.5 kilometres and 5 kilometre distances in the UDF also show excellent routes for outdoor exercise and play at the site. Within Meadowfield Park a community garden is included with nine raised planter beds and connection points for water and electricity, offering an attractive community asset. In compliance with clause d) of LDP policy Des 5, public spaces are clearly identified within the applicant's technical drawings. The UDF establishes design parameters for housing plots where defensible private spaces are shown in each of the indicative sections. Future AMC applications will therefore have sufficient scope to deliver enclosed and defensible private spaces for future residents.

The masterplan and UDF do not prejudice criteria b) and e) of LDP policy Des 5 and development plots will have sufficient scope to ensure matters such as refuse, recycling, cycle storage, plant and services can be implemented to a satisfactory standard as part of future AMC application(s).

There are a few occupied existing residential properties in close proximity to the site. Lennie Cottages to the north-west of the site are the nearest occupied properties. With reference to the terms of LDP policy Des 5, the masterplan and UDF does not raise any concerns with regard to any adverse impacts on existing or neighbouring development. Any potential impact on the amenity of surrounding properties at Craigs Road will be further established at the relevant AMC stage(s). The applicant's masterplan is not considered to cause any adverse impacts or constraints on neighbouring proposed development in the remainder of the HSG 19 site to the east that is currently pending determination under the scope of a separate application (reference 19/05051/AMC).

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

e) Transport, access and movement

Vehicles and parking

The applicant's strategic masterplan sets out the proposed movement strategy at the site. Vehicular access will utilise existing roads including Turnhouse Road and Craigs Road whilst new streets and pathways will be created to allow circulation around the site. The alignment of all main routes is identified on the strategic masterplan and these offer a comprehensive network of streets, active travel routes and pedestrian paths around the site. Other improvements including the widenings of Turnhouse Road and Craigs Road, as well as the introduction of a bus route with two bus stops at Turnhouse Road and one at Craigs Road.

The strategic masterplan permits a good level of circulation and permeability around the site and a network of primary, secondary and tertiary streets is proposed. Five new accesses and junctions for vehicles are proposed off Turnhouse Road to allow access to areas of development at the south of the site. Three new access routes are proposed from Craigs Road at the north of the site to enable access to some of the plots north of Turnhouse Road. Further new roads are included within proposed development plots to allow access for future residents as well. The LDP Site Brief Development Principles for HSG 19 require appropriate and safe access from Turnhouse Road and Craigs Road and the proposed masterplan allows well-designed junctions to be introduced to the site.

Whilst detailed technical plans for roads are not required as part of this AMC application, the supporting UDF specifies that the design intention for road surfaces around the site will generally include the use of asphalt and brick paving of various types and colours. Other design intentions for road layout include the use of one-way systems in the south of the site. The UDF suggests shared spaces in the more suburban and low-density character areas and 'home zone' type street layouts within development plots that include landscaped urban squares and pedestrian paths separated from the carriageway by landscape planting.

Both Turnhouse Road and Craigs Road will be improved as part of the application with a 7.3 metre carriageway and the introduction of new segregated four-metre-wide active travel paths. These improvements are required as part of the PPP conditions and also satisfy the LDP Site Brief Development Principles.

Three new pedestrian crossing points are proposed at Turnhouse Road and the applicant will also introduce two new bus stops near the proposed school site and close to the proposed Lennie Park further west along Turnhouse Road. Details of these crossings will be subject to further consideration via subsequent AMC applications and the Road Construction Consent process.

The strategic masterplan and its associated plans show movement around the site to an acceptable level of detail in the context of PPP Condition 1 and the LDP site brief. The UDF establishes key design parameters for each of the streets within the site to provide further context via a series of indicative sections of proposed roads. The UDF in effect demonstrates how the movement hierarchy at the site can be delivered within each of the proposed eight character areas and the wider site. For example, sections show that Turnhouse Road will see significant improvements and upgrading. Sections of Turnhouse Road in the UDF clearly show that a wide boulevard will be created, with a carriageway width of 9.3 metres which includes a two metre landscape buffer along the south side of the carriageway. The four-metre-wide shared cycle and pedestrian path will be included behind the landscape buffer on the south side of Turnhouse Road and provides a safe active travel environment. Craigs Road sees similar widening improvements and a new grass verge will be added to the northern edge of the road. In contrast, new secondary streets at the south of the site (Turnhouse Meadows character zone) would be designed as a shared surface and measure approximately 5.5 metres in width.

LDP Action Programme items including infrastructure to allow for a bus route and associated stops, crossing points along Turnhouse Road, pedestrian and active travel improvements around the site including shared use pathways and a pedestrian bridge connection to Edinburgh Gateway are displayed on the strategic masterplan. Additional detailed hard and soft landscape plans and the UDF further demonstrate how some of these features will be implemented at the site.

Details of parking at the site, detailed road design and active travel routes within development plots will come forward in subsequent AMC applications. The UDF refers to a mixture of public and private parking space provision and design at the site, with limited blister parking along Turnhouse Road, courtyard spaces throughout development plots and spaces at individual housing plots in front drives. Materials proposed as part of the street hierarchy will include asphalt and brick paving.

The Roads Authority does not object to the strategic masterplan and has noted that whilst the UDF sets out a vision for the site's streets and character areas, all future AMC applications will be required to comply with the Council's parking standards, development plan policies and street design guidance.

A representation raises concern about traffic impact on Maybury Road and associated noise and pollution. Under the terms of PPP condition 5, a transport assessment is not required to support this AMC application. However subsequent AMC applications will be required to provide an updated Transport Assessment(s) in support of development proposals. The Council's report of assessment at the PPP stage also concluded that noise from traffic will not be a concern that could not be mitigated through design measures in subsequent AMC applications; no information submitted at this stage alters this previous assessment.

Pedestrians and Active Travel

The LDP site brief for HSG 19 and the terms of the PPP conditions for this application site require the applicant to deliver a well-designed active travel network. The proposed network of pedestrian and active travel routes through the site generally allow for safe movement via segregated paths.

A strategic landscaped green active travel corridor at the east of the site providing a connection to the HSG 19 allocation to the east and beyond to Cammo at HSG 20. To the south a pedestrian bridge crossing over the adjacent railway line offers connections to Edinburgh Gateway station and the Gyle shopping centre. The green corridor will be approx. 30-metres-wide and comprise a five-metre-wide shared cycle and pedestrian path. The Council's Open Space Strategy 2021 refers to the implementation of the green corridor in this location as an important new strategic feature in this part of the city and the proposal is an important structural landscape feature within the site.

A four-metre-wide active travel and pedestrian shared path will run almost the full length of Turnhouse Road behind a two metre-wide landscape buffer. Three new pedestrian crossings near the school, the green corridor and Meadowfield Park are also included at Turnhouse Road.

Another four-metre-wide shared cycle and pedestrian path will be introduced to the southern edge of Craigs Road. A meandering woodland path is proposed within the boundary planting at the north of the site as well. These improvements will connect in a co-ordinated manner with similar proposals being carried out as part of the neighbouring application site to the east (planning application reference: 19/05051/AMC).

A new pedestrian path will run north-south from the Gateway Area at Turnhouse Road to the meandering pathway within the woodland buffer at the north of the site. This follows a 'wayleave' area that runs along the alignment of an underground sewer and turns this site constraint into a positive feature for future residents.

Cycle parking in the form of Sheffield racks are shown in detailed landscape plans for Lennie Park, Meadowfield Park and the Gateway green space area and offer a suitable standard and quantity for public use. Areas where steps are required within the development, for example the Eastern Gateway character area, include paving details such as wheeling channels to the side for bicycles as well. The proposed active travel measures are appropriate and strategic site and provide a good network for future occupants at the site and existing residents in the wider area. Although no details are provided for private cycle parking at this stage the masterplan and supporting landscape plans provide a good foundation and incentive for subsequent AMCs to comply with LDP policy Tra 3 Private Cycle Parking.

Transport, Access and Movement Conclusion

The proposal demonstrates a comprehensive movement network for a variety of transport modes that is supplemented by high quality landscape design. New vehicular routes and active travel and pedestrian paths will allow good permeability around the site and offer good connections to public transport and the city's existing active travel network. The proposal complies the aspirations of the LDP site brief for HSG 19 and policies Tra 1 (Location of Major Travel Generating Development) criteria a), b) and c).

f) Equalities and human rights

The application has been considered with reference to equalities and human rights. The site's layout offers a good path network that will be accessible to all future residents whilst new public parks will also be accessible via well-designed pathways at suitable gradients. Public transport provision and active travel paths will cater for a variety of abilities. All future AMC applications including housing and other development types will be required to comply with parking standards for accessible spaces, Scottish building standards for accessibility considerations for homes and the Equality Act 2010.

The masterplan and UDF are acceptable with reference to equalities and human rights considerations.

g) Material considerations

Environmental Impact Assessment

The proposed development must be considered in the context of the relevant Environment Impact Assessment (EIA) regulations.

Since the PPP application was made by the applicant on the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 ('the 2011 regulations') have been replaced by The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 ('the 2017 regulations') with the exception of some circumstances. The 2017 regulations include transitional arrangements for EIA applications submitted prior to 16 May 2017 and subsequent AMC applications. The transitional arrangements in the 2017 regulations confirm that on the basis of the PPP application to which this AMC application relates being submitted prior to 16 May 2017, the 2011 regulations continue to apply to this AMC application.

At the PPP stage, the proposed development was identified as a 'Schedule 2' development and following a screening and scoping exercise an Environmental Statement was submitted with the PPP application under the terms of the 2011 regulations. This AMC application falls within the scope and description of a 'multi-stage consent' as defined in the 2011 regulations.

The PPP decision notice states that there would be no significant effects that could not be addressed by mitigation achieved through conditions. Environmental information and the Environmental Statement from the PPP application stage has been reviewed and no new environmental issues or potential significant effects have been identified within the scope of this AMC application. The applicant has also confirmed that studies and assessments at the PPP stage consider a level of development up to 1,700 units at this application site.

No new environmental information has been submitted with this AMC application and the AMC application complies with the 2011 EIA regulations.

Phasing

The applicant submitted a phasing strategy in the form of two plans to address the first part of PPP condition 5.

Proposed phasing shows that housing and related development to the level envisaged in the LDP for housing allocation HSG 19 can be delivered (between 1,400-1,700 units). Three main phases are clearly identified at the site and information displayed on two phasing drawings shows the site will generally be delivered from east to west beginning with parts of phase 1. Unit ranges for each of the three phases is: 700-755 units in phase 1; 535-600 units in phase 2; and 125-275 units in phase 3. Phase 1 which would be developed first includes a mixture of both affordable and market housing. The three phases are sub-divided with thirteen different plots proposed in total. Two additional small and discrete standalone phases are identified at the former steading area and the Gateway Area; these would deliver approximately 50 additional units. Existing cottage refurbishments are also excluded from the three phases.

It is to be noted that the site for a new school is omitted from the three phases as this will be delivered by the City of Edinburgh Council as a standalone development phase. The Gateway area is also to be delivered as a standalone area of development out with the three main phases.

The phasing plans show that strategic landscape is out with the phases for housing and the applicant has submitted detailed plans with this AMC for proposed parks, strategic open spaces, the woodland buffer and the green corridor to ensure these features of the development are considered in detail. The applicant estimates that works to strategic landscaping will begin following in the months following approval of these matters should committee approve the application. This approach will ensure transport improvements including road widening and active travel provision, public parks and the key boundary treatments at the north and south of the site can be delivered early and in a co-ordinated way.

The phasing information submitted accords with the requirement of the PPP and demonstrates that the site can effectively deliver the range of units and supporting strategic infrastructure identified in the Edinburgh LDP. The phasing plan complies with LDP policy Del 1 part 2 which requires new development to demonstrate that sufficient infrastructure can be delivered at the appropriate time.

Airport and railway considerations

The site is located in close proximity to Edinburgh Airport. At the PPP application stage, a number of conditions were prescribed in order to ensure the proposed development complies with aerodrome safeguarding requirements. Condition 3 of the PPP, which is within the scope of this AMC application, requires that the airport must agree with landscape proposals at the site.

Following review of the landscape framework for the site, the airport's safeguarding team is satisfied with the proposal and has no objection. The applicant should note all advisory notes in comments raised by the airport in consultation responses from the PPP and this application.

The site's southern boundary is defined by the Edinburgh-Fife railway line. Network Rail confirm no objection to the proposal. The applicant should also note all advisory notes provided by Network Rail in consultation comments.

Trees

Condition 2 of the PPP requires the masterplan to include a tree survey and tree constraints plan. Information submitted by the applicant includes protective fencing measures for those trees that will be retained at the site, which in the most part are in close proximity to the former Meadowfield farm steading. There are few trees at this site which is mostly open fields with field boundaries mostly comprising stone walls, earth mounds, hedging and trees of varying age and quality. There are no statutory protections for trees at this site.

The applicant's tree survey confirms that 38 trees will be removed for a combination of design reasons and being in poor condition. Thirty trees will be retained and protected. Many of the trees identified for removal are located along Turnhouse Road due to a planning condition requiring a four-metre-wide active travel and pedestrian path. Forty-one trees will be retained at the site, many of which are located around the Meadowfield farm steading area. Tree protection measures in the form of fencing has been provided and will ensure trees are retained at the site as intended.

Hedges will be removed along the southern edge of Craigs Road to facilitate active travel improvements and road widening, with additional hedging along Turnhouse Road also being removed along Turnhouse Road for the same reasons. Some areas of hedging will also be retained along Meadowfield Road, along the road to the former steading area and within the Eastern Gateway character area.

The introduction of landscaped areas around the site including two large landscaped parks, green corridors, the woodland buffer at the north of the site and landscape SUDS areas at the south of the site will see replacement planting to a level that exceeds the number of trees being removed. Amenity provided by trees at the site will be offset and positively enhanced.

Despite some tree removal that would be anticipated in a development of this scale, the applicant has clearly tried to retain trees and hedging where possible and also made various enhancements to the site with proposed replacement tree and hedge planting.

The proposal complies with LDP policy Env 12 Trees.

Ecology and nature conservation

Condition 3 (vii) of the PPP required the applicant's landscape strategy to include the findings of the ecology report that accompanied the Environmental Statement that supported the PPP, again at the AMC stage. The supporting Landscape Framework document clearly states that findings at the PPP application stage have been considered in the development of the masterplan and associated landscaping for the application site. The site has few features or habitats of natural heritage significance and the main features relating to natural habitat are limited to trees around the former Meadowfield farm steading area. Tree retention, removal and protection measures are described within Section 3.3 g) of this report. Despite limitations on the level and type of habitat that can be introduced due to the application site's proximity to Edinburgh Airport, habitat in the form of new tree planting and wildflower planting at parks and green corridors introduce a good quality environment for biodiversity at the site.

The policy complies with the aspirations of LDP policy Env 16 (Species Protection) and there will be no impact on European Protected Species.

Flood risk & drainage

The applicant submitted a Flood Risk Assessment at the PPP stage of assessment which established that the site is not at risk of flooding. Condition 3 of the PPP requires the applicant to provide drainage details in conjunction with landscape plans. The applicant has therefore submitted a Drainage Strategy and supporting plans in response to this condition.

The site comprises some existing drainage infrastructure in the form of road drains and a trunk combined sewer that follows a north-south path through part of the site at a depth of approximately 10 metres. Additional drainage infrastructure will be required and the applicant has begun engagement with relevant authorities including Scottish Water.

Proposed drainage infrastructure at the site will comprise a comprehensive network of pipes, sewers and five new SUDS basins. Three SUDS basins are integrated with the landscape in 'pocket parks' along the south of the site's boundary, while two further SUDS features with supplementary underground storage tanks are included in Meadowfield Park and Lennie Park. Due to the site's proximity to the airport, underground tanks to the level specified are acceptable in this instance. Primary SUDS storage in the underground tanks is designed to allow for a 1:30 year storm event with an allowance of 40% for climate change. Secondary storage structures in the form of the five detention basins provide extra water storage to cater for a 1:200-year storm event with an allowance of 40% for climate change also. Other forms of drainage and attenuation such as filter trenches, porous paving and swales will be used around the site as well.

Following dialogue with the applicant during the assessment process, the Council's Flood Prevention service confirms that all drainage and flooding management included within the proposal meets the Council's requirement, and appropriate self-certification forms have been provided by the applicant. Flood Prevention also recommends that the applicant engage early with Scottish Water to ensure they agree to adopt and maintain underground tanks. SEPA and Scottish Water do not object to the proposal.

The proposed development complies with condition 3 of the PPP, the criteria of LDP policy Env 21 (Flood Protection) and criterion b) ii of policy Des 6 (Sustainable Buildings).

Archaeology & historic environment

There are no listed buildings or other protected structures at the site. Historical features are limited to two milestones on Turnhouse Road, farm cottages and a former steading area and a number of stone walls around the site.

The applicant intends to retain the historic milestones and other features including the cottages and former steading area are clearly identified on the strategic masterplan. The retention strategy within UDF includes details of how existing walls, materials, trees and hedges can be utilised within the development to create a sense of place drawing on the site's historic uses and characteristics.

Matters relating to archaeology are not considered in detail as part of this application. The City Archaeologist does not object to the proposal subject to archaeological matters being addressed under the scope of further AMC applications.

The masterplan and UDF accord with LDP policy Env 8 (Protection of Important Remains).

Sustainability

The applicant submitted an Energy and Sustainability Statement in support of this application which can be found in Appendix A of the UDF. A technical feasibility assessment is included, and it is clear that the site presents opportunities for development plots to deliver sustainable features including water efficiency, domestic scale renewable technology in the form of photovoltaics, passive design, use of materials, recycling infrastructure and electric vehicle charging. Future AMC applications will be required to comply with Scottish Building Regulations.

The masterplan and UDF demonstrate that sustainable modes of travel including a new bus route will be introduced at the site whilst sustainable drainage that is introduced via landscape design and drainage networks allow for sustainable water management. The site is also well-located with regard to major transport routes to the city and farther afield.

Subsequent AMC applications for development plots will be required to submit sustainability information to comply with PPP Condition 5 part 2 ii.

Representations

One comment objecting to the proposal was received raising the following material matters:

- Detrimental impact on traffic on Maybury Road and associated noise, pollution - addressed in Section 3.3 e); and
- Inadequate local amenities in the local area including schools, parks, medical and dental facilities - addressed in Sections 3.3 c).

Conclusion

The application comprehensively addresses conditions 1-5 of the planning permission in principle for this application site. The proposal is in accordance with the Local Development Plan and the Site Brief principles for HSG 19 and will contribute to the planned growth of the west of Edinburgh. The strategic masterplan, accompanying landscape framework for the site and other information in the form of technical plans and supporting studies clearly demonstrate a design-led vision for the site. Existing site features and characteristics including former farm cottages, stone walls, trees and hedging are retained and enhanced in places. A strong landscape structure is introduced at the site in the form of woodland buffer planting, various landscaped green corridors, two new large parks and other discrete green spaces. A good network of roads and of active travel routes are proposed at the site offering connections to surrounding areas as well as providing a degree of permeability within the application site. There are no material considerations that outweigh this conclusion.

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

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Prior to the commencement of development the tree protection measures specified in the Tree Survey and Arboricultural Constraints at West Craigs, Edinburgh report prepared by Alan Motion Tree Consulting Ltd (Dated 21 March 2018) and planning drawings 36 and 37 shall be implemented in full and in accordance with BS5837:2012 "Trees in relation to design, demolition and construction".
2. The development shall be carried out in accordance with the approved landscaping scheme and the maintenance scheme described in planning drawing 64. Any trees or plants which within a period of five years from the completion 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 safeguard trees and landscape amenity at the site.
2. In order to ensure that the approved landscaping works are properly established on site.

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.

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

Neighbours were notified on 28 November 2019 and one representation was received objecting to the proposal.

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

Background reading/external references

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

Statutory Development

Plan Provision

The site forms part of Housing Proposal HSG19 in the adopted Edinburgh Local Development Plan 2016. LDP item T17 Craigs Road Junction is also located within the site's red line boundary.

Date registered

12 November 2019

Drawing numbers/Scheme

01,02A,04A,05A,06B,07A,08B,09A,10A,11A,12B,13A-20A,,
21B,22A-31A,32B-34B,35B,36-57,58A,59-70.,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

E-mail: sean.fallon@edinburgh.gov.uk Tel:0131 469 3723

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

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

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

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

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

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

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

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 Hou 10 (Community Facilities) requires housing developments to provide the necessary provision of health and other community facilities and protects against valuable health or community facilities.

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

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 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.

Appendix 1

Application for Approval of Matters Specified in Conditions 19/05599/AMC

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

Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of conditions 1, 2, 3, 4 and 5 (site masterplan).

Consultations

Scottish Water comment

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

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

Further network assessment maybe required. Early engagement through the PDE process is highly recommended. <https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>

Foul

This proposed development will be serviced by Edinburgh PFI Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time 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. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link <https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>

Further network assessment maybe required. Early engagement through the PDE process is highly recommended.

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.

Infrastructure within boundary

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 directly at service.relocation@scottishwater.co.uk. The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

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 taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined network will be refused.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is proposed, 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:

10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water 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.

Flood Planning comment

No Flood Risk Assessment report or Surface Water Management Plan report has been provided on the portal. However, I have also been consulted on this development under the application reference 19/05514/AMC. My consultation responses to 19/05514/AMC have been included below, should these be relevant.

1. *A Flood Risk Assessment is required. This should be provided in line with the self-certification scheme requirements, details of which can be found in my signature below.*
2. *A school is proposed in the development. As a school is considered as civil infrastructure, the FRA must demonstrate that the 1:1000-year+40% climate change allowance does not pose a flood risk to the property.*
3. *The Drainage Strategy considers a 30% allowance for climate change in the surface water attenuation calculations. Following the release of UKCP18, Sewers for Scotland 4 and SEPA's revised climate change guidance, CEC Flood Prevention now request a 40% uplift for climate change be considered in Surface Water Management Plans and Flood Risk Assessments. This should be applied to both rainfall intensity and flow estimates.*
4. *Underground storage tanks are proposed for to manage the 1:30-year+CC storm event. As this is a greenfield site, CEC Flood Prevention request that surface water attenuation structures are above ground and not below ground as far as reasonably practical, to allow for easier maintenance and identification of blockages. Consideration of the bird management requirements should be incorporated - however, through appropriate design, the risk can be adequately mitigated.*

Flood Planning updated comment

I have reviewed the overland flow path drawings - these are accepted. Flood Prevention's only remaining comment relates to Scottish Water confirming they will adopt the underground storage tanks.

Network Rail comment

Network Rail has no objections to the submitted details in regards to Conditions 1, 2, 3, 4 and 5. We would request that the following matters are taken into account, and if necessary and appropriate included as advisory notes, if granting the application:

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

o Details of all changes in ground levels, laying of foundations/piling works, and operation of mechanical plant including the use of tower cranes in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

Edinburgh Airport comment

Thank you for the info. I have reviewed and happy with these applications to go ahead. All info meets our safeguarding requirement at this stage.

SEPA comment

Advice for the planning authority

We have no objection to this planning application, but please note the advice provided below.

1. Flood risk

1.1 We have commented on previous planning applications for this site (16/04738/PPP and 16/05681/PPP) and we did not object as the risk identified at this site was from surface water flooding only. Ironside Farrar Ltd (September 2016) previously did not identify any small watercourses on site and we have no additional information to suggest otherwise. We would recommend our previous responses are read in conjunction with this response.

1.2 We have reviewed the Appeal Decision Notice and there are no conditions attached that are within SEPA's remit for flood risk. Flood Landscape Areas are identified in Conditon 3: this condition appears to be related to SUDS.

1.3 We note that the Flood Prevention Officer has requested a Flood Risk Assessment. We would welcome re-consultation should a flood risk, other than surface water flood risk, be identified on site.

1.4 We would reiterate that for all development in this area, consideration should be given to the proposed future realignment of the Gogar Burn to ensure development complements this realignment and does not restrict its feasibility.

Environmental Protection comment

The applicant is looking to get conditions discharged from the planning reference 16/04738/PPP - 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. Environmental Protection have reviewed the submitted information and the relevant conditions that have been referred to.

Part of condition 1 refers to landscaping strategy which includes the provisions of boundary treatments. The applicant has submitted details of the acoustic barrier being proposed between the rail line and the residential units WESTC-IFR-RB-XX-DR-LD-0003 dated 16/10/2019. This barrier will be located along the entire boundary between the rail line and the consented development. This has been submitted as part of the information on landscaping information. There is condition 14 that covers noise impacts from the transport noise and must be discharged. The principle of the barrier is

satisfactory but acoustic details will need to be submitted in the form a noise impact assessment to ensure the specific noise condition can be discharged.

Condition 5 is mainly regarding phasing and states that Subsequent applications for each phase of the development shall be accompanied by supporting information such as on sustainability and energy efficiency. Environmental Protection advise that the applicant ensure that they investigate ensuring that the energy provisions are fully renewable for all phases. A development of this size a scale must ensure that it is future proof and inline with the current climate emergency and zero carbon targets. When each plot comes forward the applicant will need to provide details of the renewable technologies. This should include ground/air sourced heat pumps and solar/photovoltaic panels linked to battery storage and electric vehicle charging outlets. The applicant should not be considering gas or biomass for heat or energy provisions and electric vehicle charging points must be included for every driveway.

Environmental Protection offer no objection at this stage.

Archaeological Service

Further to your consultation request concerning this application for application for approval of matters specified in conditions of planning permission in principle PPA-230-2207 (CEC ref 16/04738/PPP) in respect of conditions 1, 2, 3, 4 and 5 (site masterplan). | Site 100 Metres North East Of 19 Turnhouse Road

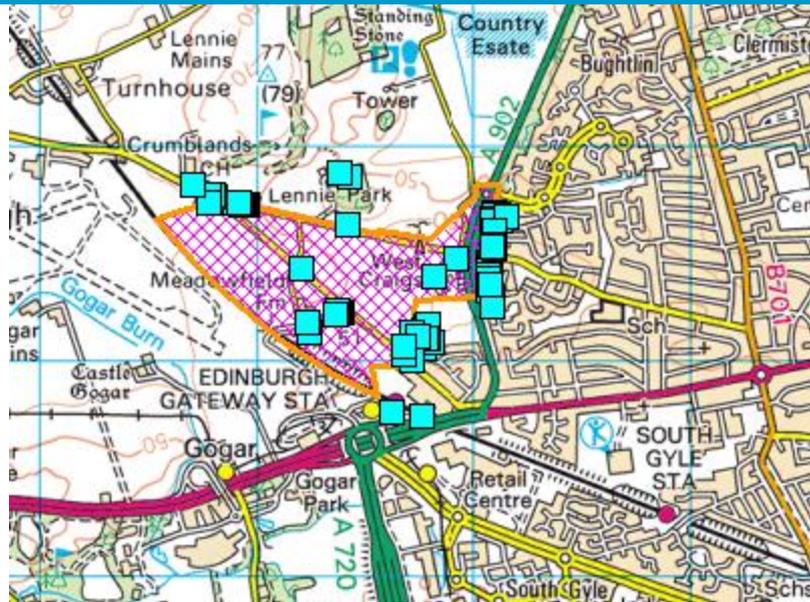
As stated the site is archaeological significance both in terms of potential buried remains dating back to early prehistory and surviving built heritage (cottages and milestones). Therefore, this application must be considered under the terms of the above planning conditions and Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HEPS) and CEC's Edinburgh Local Development Plan (2016). Accordingly, several of the PPP conditions refer to and deal with archaeology and heritage matters. In terms of this application 19/05599/AMC, I would the following comments and recommendations

Further to discussions I can confirm that the submitted masterplan and site layout fully consider our earlier comments and requirements concerning the retention and conservation of the site's significant built-heritage, principally the two milestones and historic cottages situated along Turnhouse Road.

Accordingly, I'm happy to recommend the approval of this masterplan.

Please contact me if you require any further information.

Location Plan



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