

Development Management Sub Committee

Wednesday 20 May 2020

**Application for Approval of Matters Specified in Conditions
19/05514/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 6(c), 6(d),**

**6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 (relating to
landscape and enabling infrastructure).**

Item number

Report number

Wards

B01 - Almond

Summary

The proposals deliver key strategic landscape spaces and the start of the required transport improvements at HSG 19.

The principle of these strategic landscape features is supported and is in accordance with the Edinburgh Local Development Plan, the planning permission in principle and the strategic masterplan for this site. The proposed design, layout, landscaping, planting, uses and linkages between new green spaces are all acceptable and will lead to the creation of a strong landscape structure at the site. Two new parks and associated play and community spaces will introduce a good standard of amenity for future residents in the area.

Proposed road, pavement and active travel improvements comply with the Edinburgh Local Development Plan's aspirations for this allocated site, and the introduction of new junctions to enable the servicing and construction access to development plots will facilitate the delivery of housing at this site.

Other aspects of the proposal including SUDS, refurbished cottages and retained features like stone walling and trees ensure a well-designed place will be delivered at the site.

The details of the application are acceptable and there are no material considerations that outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES07, LDES08, LDES09, LEN08, LEN12, LEN16, LEN20, LEN21, LEN22, LTRA01, NSG, NSGD02,

Report

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6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 (relating to landscape and enabling infrastructure).

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 LDP designates these various uses as Green Belt, with the former Braehead Quarry identified as a Safeguarded Waste Management Facility. The Local Development Plan (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);

12 November 2019 - 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 is currently pending consideration (application reference: 19/05599/AMC);

05 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);

04 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);

03 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 is submitted to address conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 of planning permission in principle (PPP) reference 16/04738/PPP. The application seeks approval for matters relating to strategic and enabling infrastructure at the site including key landscape spaces, railway noise fencing, roads upgrading, existing cottage refurbishment, public paths, public spaces and active travel links. A summary of the condition requirements is included in Section 3.3 a) within this report.

It is to be noted that 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, the terms of the PPP and the strategic masterplan and accompanying Urban Design Framework (UDF) that support application 19/05599/AMC (pending consideration), the applicant has submitted information in the form of detailed drawings and technical studies to address matters in specified conditions.

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.

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 bridge crossing is not considered as part of this AMC application.

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. A SUDS pond with a raised feature walkway is also located within the park. Lennie Park lies to the north west of the site and measures approximately two hectares. The park includes play equipment, open grassed areas and a SUDS pond. 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 two new parks. A civic space is provided at the Eastern Gateway character area at the eastern end of Turnhouse Road, where access to active travel paths can be gained. Three SUDS basin spaces that also function as 'pocket parks' are proposed at the south of the site as well.

A new pedestrian path will run north-south from 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. A further 'field boundary' landscape green area with a pedestrian path will provide an additional and shorter green corridor from the west side of Meadowfield Park to one of SUDS basins at the south of the site.

Soft landscape in all landscape areas include a mixture of native tree planting, wildflower/grass seeding areas, hornbeam and beech hedges, shrubs and bulbs and orchard trees including apple and plum.

Hard landscape details proposed in all strategic landscape spaces including the two new parks comprise: signage, random rubble stone walls, post and wire fencing, asphalt paths, concrete pavement and steps, kerbing of various types, wheeling channels for bicycles at steps, rubber crumb safety surfacing, concrete steppingstones.

Street furniture in the landscaped areas, corridors and parks includes timber and stainless-steel benches, litter bins, free standing and fingerpost signage, Sheffield cycle racks, timber beam amphitheatre in a new civic space near Turnhouse Road, timber planters and an elevated timber walkway in Meadowfield Park.

Plans showing details for the retention and refurbishment of cottages at numbers 17, 19, 21, 23, 25, and 124-126 Turnhouse Road are submitted as part of the application. Cottages will retain most of their features including stonework and some areas of render are proposed to the rear. Minor internal alterations and small extensions are shown on floor plans for the properties.

Vehicular access to the application site is taken from the existing Turnhouse Road and Craigs Road. 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. Five access junctions and partial roads to enable construction access to development plots are proposed off Turnhouse Road, with a further two enabling access roads proposed off Meadowfield Lane for the same purpose. One construction access is shown from Craigs Road.

Acoustic barrier fencing in the form of a stainless-steel fence with sections of clear panelling will run most of the length of the southern boundary with associated soft landscaping where the site interfaces with the adjacent railway line. The fencing will measure between two metres and 1.8 metres in places depending on topography at the site.

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:

- Detailed hard and soft landscape plans;
- Landscape and Habitat Management Plan;
- Landscape Management & Maintenance plan;
- Bird Hazard Management Plan;
- Drainage Strategy Plan & drainage drawings;
- SUDS plans;
- Tree constraints and protection plans;
- Construction and Environmental Management Plan;
- Road layout plans;
- Site Investigation Report & associated appendices;
- Archaeological Conservation Plan;
- Railway Noise Impact Assessment;
- Acoustic fencing specification; and
- Elevations and floor plans for refurbished cottages.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the development complies with the planning permission in principle;
- b) the details of the development are acceptable;
- c) transport and roads proposals are acceptable;
- d) other matters and considerations are acceptable;
- e) representations have been addressed and
- f) equalities and human rights are 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 gain approval of various conditions and matters specified in the PPP relating to strategic landscaping and enabling infrastructure works.

The requirements of each of the relevant PPP conditions for this AMC application and the applicant's response to them can be summarised as follows:

Condition 6 (c) - requires each phase of development to include detailed plans of public and open spaces, all external materials and finishes and details of the play equipment.

- These details have been provided for strategic landscape spaces and infrastructure specified in the submission. The applicant has submitted sufficient information to comply with the terms of condition 6 (c).

Condition 6 (d) - requires each phase of development to include details for 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 makes clear that only some aspects of condition 6 (d) are addressed in this AMC application, specifically primary road access junctions, the layout of Turnhouse Road and Craigs Road. A Stage 2 Quality Audit is also submitted in compliance with this condition requirement. Matters relating to street lighting and electric charging points are omitted from the submission for these proposed enabling works and will be submitted in subsequent AMC applications. The applicant complies with the condition requirement for the parts specified in this submission.

Condition 6 (e) - requires details of footpaths and cycle routes, multi-use paths, signage and lighting details.

- Details of footpaths and cycle routes within strategic green spaces at the site in the form of detailed hard landscape and layout plans are submitted with this AMC. A signage specification plan and the location of signs within parks is also provided. Details of lighting are omitted from this application and will be submitted via subsequent AMC applications. The footpaths and cycle routes shown in technical landscape and road plans are sufficiently detailed and the application complies with the terms of this part of the condition.

Condition 7 - this condition restricts any development on site until a scheme or schemes for the restoration or rehabilitation of properties at 17, 19, 21 & 23 Turnhouse Road, 25 Turnhouse Road and 124 & 126 Turnhouse Road is submitted to and approved by the planning authority.

- Floor plans and elevation drawings showing the existing and proposed properties have been submitted. The proposed works are acceptable as they demonstrate existing properties are refurbished to a good standard. The AMC application complies with this condition. The condition includes further instruction relating to the timing of works that the applicant must adhere to as well.

Condition 8 - specifies that the applicant must secure the implementation of an archaeological conservation plan for milestones on Turnhouse Road.

- The applicant provided an archaeological conservation plan in support of this application and in compliance with the terms of this condition. The City Archaeologist is satisfied with the content of the archaeological conservation plan and has no objection. The terms of this condition are satisfied.

Condition 10 - This condition requires the applicant to submit an updated Extended Phase 1 Habitat Survey for this phase of proposed works. The findings of the survey must also be incorporated into a Landscape and Habitat Management Plan (LHMP) and the measures in the LHMP must be implemented as part of the development.

- An Extended Phase 1 Habitat Survey and LHMP have been submitted in response to this AMC application and the terms of the condition are satisfied.

Condition 11 - This condition requires a Site Survey to be completed to the satisfaction of the planning authority. Any remediation measures must be identified and approved by the planning authority.

- The applicant submitted a Site Investigation Report and supporting appendices with this application. Through submission of this information, the applicant has complied with this condition subject to approval of the details of this AMC application.

Condition 12 - specifies that no development shall commence on any phase adjacent to the adjacent railway line until a scheme detailing a suitable trespass fence measuring 1.8 metres in height for the entire length of the railway line is submitted and approved by the planning authority. Maintenance details for the fence are also required.

- A trespass fence that also functions as a noise barrier was submitted with this AMC application along with specifications for the fencing. Network Rail does not object to the fence details and the applicant complies with this condition.

Condition 13 - states that all surface and foul water must be collected and diverted away from Network Rail property. SUDS proposal must be sited at a minimum of 10 metres from the railway boundary and drainage details must be submitted for the approval of the planning authority.

- The applicant submitted detailed drainage and SUDS plans with this application that are in excess of 10 metres away from the railway boundary. Network Rail has no objection to the drainage details submitted and the applicant satisfies the terms of this condition.

Condition 14 - requires that no development shall be undertaken on parts of the site within 150 metres from the operational railway line until a noise impact assessment and appropriate noise mitigation measures are identified and subsequently submitted to and approved by the planning authority.

- A noise impact assessment was submitted with this AMC application along with details of noise barrier fencing along the southern boundary of the site that interfaces with the operational Edinburgh-Fife railway line. Mitigation measures are specified in the noise assessment in relation to development of properties at the site and Network Rail does not object to the proposal. The Council's Environmental Protection Service do not object to the findings of the noise assessment or proposed mitigation.

Condition 15 - places a requirement on the applicant to submit a Construction Environment Management Plan (CEMP) for written approval by the planning authority. Activities and matters to be addressed in the CEMP include the identification of bio-diversity protection zones, risk assessment of potentially damaging construction activities, practical measures to reduce impacts of works, circumstances when an ecologist must be on-site, identification of responsible persons and the use of protective fences, barriers and warning signs when necessary.

- A comprehensive CEMP was submitted in support of this application. Clear reference is made within the CEMP to the criteria in the condition text with supplementary information included to help ensure the control of pollution of air, land and water at the site managed. A comprehensive suite of reference documents informed the CEMP and the management of any impacts on protected species and habitats is further outlined. Other matters including management of construction impact on the landscape, local roads, cultural heritage and archaeology and local air quality.

The information submitted within the CEMP satisfies the terms of PPP condition 15.

Condition 16 - requires the submission of a Bird Hazard Management Plan (BHMP). The BHMP must include various details including SUDS and standing water within the site, management and maintenance of grassed areas, monitoring of waste materials at the site and management, deterrent signage relating to the feeding of birds. Upon completion of the development the measures within the BHMP must be implemented in order to ensure the safe movement of aircraft.

- The applicant submitted a comprehensive BHMP in response to PPP condition 16 that comprehensively addresses the condition requirements. The consultation response provided by Edinburgh Airport confirms that all information submitted in support of the application including the BHMP meets safeguarding requirements.

The details submitted comply with the terms of this condition.

Condition 18 - this condition restricts any development until full details of soft and water landscaping works are approved by the planning authority. Details must comply with guidance relating to the operational safety of the nearby Edinburgh Airport and matters concerning earthworks, grassed areas, tree specification, drainage, SUDS and others in guidance must be addressed.

- Supporting information in the form of technical landscape plans, drainage and SUDS information, soft landscape planting and management specifications as well as a CEMP and BHMP demonstrate that the application complies with PPP condition 18.

Condition 19 - prevents any development until details of SUDS are approved by the planning authority. The condition further states that details of all SUDS at the application site must be implemented as approved by the planning authority.

- Drainage information in the form of a Drainage Strategy, technical drainage plans, SUDS drawings and related Landscape plans have been submitted to address this condition. As noted above, Edinburgh Airport confirms that all information submitted in support of the application is acceptable with reference to this condition's purpose to avoid endangering the safe movement of aircraft.

The application complies with PPP condition 19.

Condition 20 - relates to required improvements to Craigs Road including widening to a 7.3 metre carriageway with a two-metre-wide verge at its northern side and a four-metre-wide combined footway/cycleway on its southern side. The realignment of Craigs Road to mitigate any impacts on nearby Lennie Cottages must also be considered.

- Detailed plans for Craigs Road shows that the required improvements will be delivered through this AMC application. The plans show a widened carriageway to 7.3 metres, a northern verge measuring two metres and a four-metre-wide shared surface footway/cycleway on the road's southern side.

The application complies with the terms of PPP condition 20.

Condition 21 - states that no development shall take place on site until a scheme showing that the pavement along part of Turnhouse Road has been widened to two metres. All details must be approved by the planning authority and the condition further requires the pavement to be constructed and available for use prior to the occupation of the first phase of any part of the development site.

- A detailed drawing that shows how the relevant part of Turnhouse Road will be widened to two metres has been submitted and the applicant accords 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) Principle and acceptability of the development details

Principle and development plan

The principle of the proposed development was established when the LDP was adopted and at the PPP application stage. Pages 58 and 59 of the LDP set out a site brief and 19 development principles for this site. A detailed masterplan has also been proposed for the site via a separate AMC application (application reference 19/05599/AMC). The masterplan for the site has been influenced by LDP requirements for the site including strategic landscape infrastructure and public spaces.

LDP site brief features such as a wide woodland buffer at the site's north boundary, a green and active travel corridor at the east of the site, two new parks and other landscape areas at the site's southern boundary are proposed as part of this AMC application. The proposed improvements to Craigs Road and Turnhouse Road for vehicles, active travel and pedestrians are supported in the LDP and its accompanying Action Programme (date February 2020).

The principle of these proposals was established through the PPP process and the Edinburgh LDP requires a strong landscape structure for this site as described in the 19 development principles for HSG 19.

The principle of the proposed developments in this AMC application accord with the LDP and the aspirations of the LDP site brief HSG 19.

Strategic landscape

Significant landscape infrastructure is proposed at the site in response to the PPP conditions and the LDP development brief for this site. A strategic masterplan for the site is currently pending consideration as part of AMC application reference 19/05599/AMC; the landscape details provided with this application reflect the details of the strategic masterplan.

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. Other design policies in the LDP including Des 1 (Design Quality and Context), Des 5 (Development Design - Amenity) clauses b)-d), and Des 7 (Layout Design) must be considered in the context of strategic landscape features for this site.

Woodland boundary

A strong landscape structure is proposed at the north of the application site in the form of a woodland buffer along the south of Craigs Road measuring approximately 30 metres wide.

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 northern woodland buffer fulfils a key element of the LDP site brief for the HSG 19 allocation site and utilises the site's topography along the ridge line of Craigs Road to form a suitable boundary for the site.

A meandering gravel woodland path is proposed within the boundary planting and will be open to members of the public and future residents at the site. Trees included in the woodland boundary include birch, alder, willow, poplar and low proportions of berry bearing trees due to the site's proximity to the airport. Low post and wire fencing will be utilised along the south of the woodland buffer area and provision is made to ensure visual and pedestrian connectivity with similar proposals being carried out as part of the neighbouring application site to the east (planning application reference: 19/05051/AMC).

A suitable scheme of maintenance to be implemented by a factor is identified and will ensure this essential landscape feature is successfully established.

South boundary

The site's south boundary runs parallel to the railway and 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 locations at 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. Soft landscape planting in the form of trees and a combination of amenity and wildflower grass seeding ensures a well-designed boundary interface with the railway boundary and the introduction of a good linear landscape feature at this part of the site.

Green corridors and Gateway Area

Three green corridors are proposed within the site boundary.

A strategic landscaped green active travel corridor at the east of the site will provide a connection to the adjoining HSG 19 allocation to the east and beyond to Cammo at HSG 20. To the south, the active travel path continues from Turnhouse Road to a proposed pedestrian bridge crossing over the adjacent railway line connecting to Edinburgh Gateway station and the Gyle shopping centre. A separate application for the bridge crossing is currently pending consideration (application reference 20/01148/AMC). The green corridor will be approximately 30-metres-wide and comprise a four-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 new pedestrian path in a landscape setting 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.

A short green corridor in the form of a landscape pathway linking Meadowfield Park in the centre of the site to the one of the SUDS 'pocket park' spaces at the south of the site is also proposed. This connection labelled 'Field Boundary' in detailed plans, creates a good visual link between the south of the site and the park, adding to the site's landscape structure. Features including stone walls, a mixture of paving types, timber and stainless-steel benches, native trees, Hornbeam hedging, and amenity grass will make this discrete area of open space an attractive linear landscape feature for future residents.

New parks

Two new parks measuring approximately two hectares each are proposed. Meadowfield Park is located immediately to the west of a proposed school site and to the south of Turnhouse Road. Lennie Park is located in the northwest of the site near the neighbouring Lennie Cottages and is bounded by Craigs Road.

Meadowfield Park

Meadowfield Park introduces a central open space at the application site that will offer future residents at this site good quality outdoor amenity space. The park is well connected with four entrances from Turnhouse Road at its north boundary, three entrances at the south/western boundary and a further two paths offering access from the east.

The park includes a community garden with nine raised planter beds and connection points for water and electricity, whilst a playpark is provided to a high standard with a variety of equipment surrounded by rubber crumb safety surfacing. Orchard planting also features in the community garden area.

A central seating area in the park includes two rows of timber and stainless-steel benches arranged in a circle; with the intention of creating a potential space for outdoor learning for students from the neighbouring school site.

Cycle parking is provided in the form of Sheffield steel racks and signage to cater for wayfinding around the wider area is situated at each entrance point to the park. Cycle parking is located at the main pathway than enters from Turnhouse Road.

Boundaries include random rubble walls along the boundary that interfaces with Turnhouse Road at the north boundary, reflecting the prominence of this location. The remainder of the boundary is made-up of Hornbeam hedging. Random rubble wall is also included along the east edge of the main path within the park and offers a good quality hard landscape feature. The park's topography drops gradually from Turnhouse Road to the south however grassed areas and public spaces all provide good usable spaces.

A drainage and SUDS pond is located in the south of the park where section plans show that ground levels are clearly lower than the surrounding grassed areas in the park. A raised timber boardwalk adds a distinct footway above the SUDS feature and offers an additional pedestrian route to the south of the site.

The quality, species variety and location of tree planting with associated grass areas and other soft landscape planting will further create an attractive space. An appropriate scheme of maintenance has also been submitted by the applicant; the details are acceptable, and maintenance is to remain the responsibility of factors for the development(s).

The park will make a strong contribution to the landscape infrastructure of this site and complies with the objectives of aforementioned LDP design policies.

Lennie Park

Lennie Park includes a dedicated area of play equipment, open grassed areas and a SUDS pond. Pedestrian and active travel access points are included opposite Lennie Cottages to the north, at Craigs Road to the east, at the intersection point between Craigs Road and Turnhouse Road to the south, and a further location from Turnhouse Road to the west. The path network offers good linkages between the park and the rest of the application site.

Lennie park introduces a large green space to the west of the application site and differs somewhat in character to Meadowfield Park due to its topography, which slopes west from Craigs Road down to Turnhouse Road, falling from approximately 55 metres above ordnance datum (AOD) down to approximately 42 metres AOD at its westernmost point.

Due to the topography of the site, the main pathway running from east to west includes four sets of steps, with paths also following a meandering route at grade to allow for accessibility for all users at a gentler gradient. A similar arrangement is in place along the path that enters the south of the park from Turnhouse Road. Views from the northern part of the park will be an attractive characteristic in this part of the site.

A well-equipped area of play is included at the park at a platform that is relatively flat in comparison to the rest of the park.

Materials are generally similar to those described above for Meadowfield Park; however, beech hedge complements the existing and proposed stone walls for the boundary in this location. Signage is proposed at key path junctions within the park, bins are well situated at entry/exit points and benches are well-spaced along paths.

A mixture of native trees, orchard trees, grass areas and a small area of woodland planting are proposed whilst a SUDS feature is included at the lower part of the park to the west and will add a well-designed drainage feature.

Lennie Park adds a large green space to the site and helps form a strong green network in this part of Edinburgh. The park will contribute to place-making at West Craigs and provide future residents in the area with a good standard of external amenity.

Other design matters

Existing Cottages

The applicant has submitted drawings that show how existing cottages at numbers 17, 19, 21, 23, 25, 124 and 126 Turnhouse Road will be retained. The refurbishment of these properties ensures existing site features are retained in compliance with LDP policy Des 3 (Incorporating and Enhancing Existing and Potential Features).

The properties, which are two and three bedrooms, will continue to experience a good standard of amenity with reference to external space, daylight and privacy. Internal amenity will be enhanced by re-configuration of internal walls and small extensions to create good quality living spaces throughout. Garden spaces at the properties are also retained.

The applicant has demonstrated compliance with LDP policy Des 5 (Development Design - Amenity) criterion a).

Co-ordinated development

LDP policy Des 2 (Co-ordinated Development) encourages the comprehensive regeneration of a wider area. The proposed plans show east-west connections to the remainder of the HSG 19 housing allocation to the east through the strategic green and active travel corridor. 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 proposals comply with LDP policy Des 2.

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 applicant has demonstrated that several features at the site will be retained and, in some cases, enhanced. Existing cottages, stone walling, historic milestones along Turnhouse Road, some of the trees and hedging at the site and existing roads are all shown to be retained and make positive contributions to the site's character.

The application complies with LDP policy Des 3.

Summary

Considered cumulatively, the strategic landscape features and other green spaces 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 with a clear intention to create a high-quality place at West Craigs. An acceptable scheme of maintenance for strategic landscape features has also been submitted.

Existing features are retained to a suitable degree in compliance with LDP policy Des 3 (Incorporating and Enhancing Existing Potential Features) and consideration is given to ensuring that landscape features and their associated uses for active travel can complement the remainder of the HSG 19 site. The proposals will contribute to creating a strong sense of place and comply with LDP policy Des 1 (Design Quality and Context) and Des 8 (Public Realm and Landscape Design).

The proposal complies with the design aspects of the strategic masterplan, the LDP Site Brief for HSG 19 and the aforementioned LDP design policies.

c) Transport and road matters

The applicant has submitted detailed road layouts for both Turnhouse Road and Craigs Road. Details of access junctions to enable service and construction access to parts of the site are also submitted with this AMC application. These details are provided in response to PPP conditions, the LDP site brief for HSG 19 and the strategic masterplan for the site that is considered in application reference 19/05599/AMC.

Both Turnhouse Road and Craigs Road will be improved as part of the application with 7.3 metre carriageways and the introduction of new segregated four-metre-wide active travel paths on their south sides. A two-metre-wide verge is also introduced to the north edge of Craigs Road. Technical road drawings show other features at Turnhouse Road including a two-metre path at its eastern end, pedestrian crossing points at various access and junctions, four crossing points along Turnhouse Road and a new junction arrangement to the west of the road where it meets the realigned Craigs Road. Crossing points along Turnhouse Road are generally well-spaced and it is anticipated that a speed limit will be 20 miles per hour, however, matters such as this will be subject to the conclusion of Road Construction Consent (RCC) and Traffic Regulation Order processes.

LDP Action Programme items including crossing points along Turnhouse Road, pedestrian and active travel improvements around the site such as shared use pathways and a path to join with a proposed pedestrian bridge connection to Edinburgh Gateway will see a good level of infrastructure for active travel in the form of cycling and pedestrians. Many of the paths are shown as shared use however it is likely that some form of segregation for pedestrians and cyclists in the form of a separation line will be introduced to the pavement design during the RCC process. A path width of four metres provides ample space for segregated paths if necessary.

During the application process, the Roads Authority requested that the exact location of bus stops be deferred until the Road Construction Consent stages. Proposed bus stop locations are shown in detailed plans of Turnhouse Road and show that the application site can facilitate a bus service. The applicant has therefore demonstrated that infrastructure to allow for a bus route and associated stops has been considered and these features can be further considered through AMC applications and other statutory processes. Approximate bus stop locations are also identified in the strategic masterplan for the site that is considered in AMC application reference 19/05599/AMC.

The reconfiguration of both Craigs Road and Turnhouse Road around the proposed Lennie Park will result in two vehicular access points for Lennie Cottages. The approach to retaining access to Lennie Cottages is acceptable and accords with PPP condition 20 which requires mitigation of any impacts for these properties through the re-alignment of Craigs Road. Consultation comments show the Roads Authority would have preferably retained a single access for the cottages from Turnhouse Road and re-purposed the access from Craigs Road at the north for pedestrians and cyclists only, however this is not a requirement and the layout is acceptable.

Six blister car parking spaces are shown at Turnhouse Road where it faces the proposed Lennie Park. These spaces will allow a limited amount of vehicular parking for any visitors to the park or local area and cater to a low number of vehicles which is acceptable at this location.

Access roads proposed in this AMC allow for construction or servicing only and subsequent AMC applications will address matters such as street design with reference to the Urban Design Framework that was submitted in support of planning application 19/05599/AMC, relevant LDP policies and the Edinburgh Street Design Guidance. The Roads Authority highlights that subsequent AMC applications must clearly demonstrate how the Council's standards for street design will be met.

There are a number of technical matters raised within the Transport Consultation response which seek a continuation of the application. However, these are technical matters that can be resolved in the design aspect for the Roads Construction Consent process. In terms of the information submitted and the design and layout of the roads these are acceptable to satisfy the terms of the conditions set within the PPP.

The proposals demonstrate compliance with the terms of the PPP conditions, LDP policy Tra 1 (Location of Major Travel Generating Development) criteria a) and b) by offering good pedestrian and active travel infrastructure at key public spaces and along Craigs Road and Turnhouse Road.

d) Material considerations

Environmental Impact Assessment

Transitional arrangements in the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 confirm that on the basis of the PPP application to which this AMC application relates being submitted prior to 16 May 2017, the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 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 with associated landscape and infrastructure requirements.

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

Noise Assessment

A Noise Impact Assessment considering railway noise was submitted with this application to address PPP condition 14. Detailed plans also show that a 1.8 metre to two metre noise barrier will run along the site's southern boundary. The fence is made of weathered steel and clear panelling at certain locations to allow for long views out of the site.

The noise assessment identifies that some windows in properties within 45 metres of the railway line and some others beyond will require double glazing to ensure a good level of amenity is required. The Council's Environmental Protection Service is satisfied with the combined mitigation of the acoustic fencing and double-glazing requirements. Under the terms of the PPP condition 14, all subsequent AMC applications for housing will be required to comply with the recommendations of the noise impact assessment.

The proposal accords with LDP policy Des 5 (Development Design - Amenity) part a) and future occupiers at the site will benefit from a good noise environment.

Archaeology

An Archaeological Conservation Plan was submitted with this application in response to PPP condition 8 to ensure the retention and conservation of the two historic milestones along Turnhouse Road. The City Archaeologist is satisfied with the proposed mitigation and retention strategy and does not object to the proposed works subject to the applicant providing notice of start and finish dates relating to this element of the work.

The milestones will be retained at the site and the proposal complies with LDP policy Env 8 b) which seeks to protect archaeological remains in situ.

Flooding and 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. Subsequent drainage assessment details in the form of a Drainage Strategy Plan and associated technical plans are submitted with this AMC application for the entire site.

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 landscaped SUDS areas 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 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 conditions 13 and 19 of the PPP and the criteria of LDP policy Env 21 (Flood Protection).

Ground conditions

In response to PPP condition 11, the applicant has submitted a Site Investigation Report (SIR) with this AMC application for the proposed works which satisfies the condition requirement. The consultation response received from the Council's Environmental Protection service confirms that the SIR is still under review by the Council's contaminated land officer.

It is recommended that the applicant liaises with Planning and Environmental Protection to confirm all aspects of PPP condition 11 are addressed as the development progresses.

The information provided at this stage is of a sufficient detail to allow the development to progress. However, the committee and the applicant must note that PPP condition 11 is not discharged as part of this AMC and the condition remains until the Council's Environmental Protection service confirms acceptance of supporting information.

Ecology and Nature Conservation

The applicant submitted an updated Extended Phase 1 Habitat Survey and a Landscape Habitat Management Plan (LHMP) in support of the application. It is noted that the LHMP relates to the delivery of infrastructure and landscape only.

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 or open fields. The LHMP includes a summary of planting species and specifications as well as maintenance and management of the landscape. Biodiversity matters including the introduction of native trees and high diversity mix of grassland seed are specified, and it is acknowledged that there are limitations to the level of habitat that can be created due to the site's proximity to the airport.

Despite limitations on the level and type of habitat that can be introduced, 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.

Trees

Tree removal and protection plans were submitted with this application. The extent of proposed tree removal is consistent with that shown in the site-wide masterplan AMC application for the site (application reference 19/05599/AMC) and protection measures in the form of fencing are appropriate.

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. The level, density and variety of proposed tree planting comprising native species is acceptable.

The proposals comply with LDP policy Env 12 Trees.

Railway & Airport considerations

The application site is near Edinburgh Airport and the Edinburgh-Fife railway line. Several PPP conditions require the design of landscape and drainage features to consider aerodrome safeguarding and railway safety measures.

Conditions 16, 18 and 19 relate in various ways to landscape, drainage and the management of birds at the site. The applicant submitted a Bird Hazard Management Plan as well as drainage and SUDS details that address the issue of bird management at the site and the use of underground storage tanks has been accepted as a design solution due to the site's proximity to the airport.

Having reviewed the landscape framework and drawings 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's trespass fencing and drainage proposals. The applicant should also note all advisory notes provided by Network Rail in consultation comments.

e) Public Comments

Material Comments - Objections:

- Detrimental impact on traffic on Maybury Road and proposed housing on the site will see the increase in traffic, noise, pollution and the area does not have adequate local amenities including schools, parks, doctors, dentist - parks are addressed in Section 3.3 b), road matters are addressed in Section 3.3 c), noise is addressed in Section 3.3 d) and other matters raised are not within the scope of this AMC application; and
- Loss of green belt amenity space and its effect on reduced space for exercise - the areas of proposed development for this AMC application are not within the designated green belt.

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. Active travel paths around the site will cater for a variety of ages and abilities.

All future AMC applications for other development types at the site will be required to comply with parking standards for accessible spaces, Edinburgh Street Design Guidance, Scottish building standards for accessibility considerations for buildings and the Equality Act 2010.

Conclusion

The proposals deliver key strategic landscape spaces and the start of the required transport improvements at HSG 19.

The principle of these strategic landscape features is supported and is in accordance with the Edinburgh Local Development Plan, the planning permission in principle and the strategic masterplan for this site. The proposed design, layout, landscaping, planting, uses and linkages between new green spaces are all acceptable and will lead to the creation of a strong landscape structure at the site. Two new parks and associated play and community spaces will introduce a good standard of amenity for future residents in the area.

Proposed road, pavement and active travel improvements comply with the Edinburgh Local Development Plan's aspirations for this allocated site, and the introduction of new junctions to enable the servicing and construction access to development plots will facilitate the delivery of housing at this site.

Other aspects of the proposal including SUDS, refurbished cottages and retained features like stone walling and trees ensure a well-designed place will be delivered at the site.

The details of the application are acceptable and 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

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. For the avoidance of doubt, condition 11 on ground contamination is not discharged.

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Neighbours were notified on 28 November 2019 and two representations objecting to the proposed development were received.

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

21 November 2019

Drawing numbers/Scheme

001A,002B,003A,004B,005A-007A,008B,009A-016A,017B,,
018A-027A,028B-030B,031A,032A,033B,034-037,038B,,
039A,040B,041A-043A,044-068,069B,070B,077-132.,

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

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

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

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

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

LDP Policy 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.

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 19/05514/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 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 (relating to landscape and enabling infrastructure).

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

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.

SEPA comment

Advice for the planning authority

We have no objection to this planning application.

While the CEMP is fairly generic, it does seem appropriate for the level of detail in the Planning Permission in Principle.

We do advise the applicant to contact SEPA to discuss the possible requirements for a CAR construction site licence

Regulatory advice for the applicant

1. Regulatory requirements

1.1 *Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all*

standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

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

1.3 A Controlled Activities Regulations (CAR) construction site licence will be required for management of surface water run-off from a construction site, including access tracks, which:

- o is more than 4 hectares,
- o is in excess of 5km, or
- o includes an area of more than 1 hectare or length of more than 500m on ground with a slope in excess of 25 degrees

See SEPA's Sector Specific Guidance: Construction Sites (WAT-SG-75) for details. Site design may be affected by pollution prevention requirements and hence we strongly encourage the applicant to engage in pre-CAR application discussions with a member of the regulatory services team in your local SEPA office.

1.4 Below these thresholds you will need to comply with CAR General Binding Rule 10 which requires, amongst other things, that all reasonable steps must be taken to ensure that the discharge does not result in pollution of the water environment. The detail of how this is achieved may be required through a planning condition. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in the local SEPA office.

Network Rail comment

Network Rail has no objections to the submitted details in regards to Conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21. 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.

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.

One of the conditions looking to be discharged is 6d which covers Electric Vehicle Charging point provisions. Environmental Protection would be requiring the applicant to have details showing exactly where all the electric vehicle charging points are going to be located. We will also require details on the power output of the chargers. We would recommend that the applicant includes a 7kw (32amp) type charging socket externally on each unit that has a private driveway. Provisions should also be considered for all other parking areas serving any flats. Commercial car parking areas will need to be served with rapid 50Kw electric vehicle charging point. As this information is not available, we cannot support the discharging of this part of the condition.

The applicant has submitted contaminated land information which is being assessed by our contaminated land officer. It should be noted that this condition cannot be technically discharged until the development has progressed. It may be possible for parts of the condition to be discharged. Therefore condition 11 on contaminated land will need to remain.

Condition 14 is regarding noise mitigation from rail noise. The applicant has provided details including the location and heights of these acoustic barriers which can be viewed on Figure 5.1 of the noise impact assessment with start and end points for each section presented in Table 5.1 of the noise impact assessment.

The noise impact assessment has highlighted that the acoustic barriers will comprise close boarded impervious timber fences with a minimum surface density of 15 kg/m². The acoustic fences must be installed to a high standard to ensure that the acoustic performance is not compromised. Poorly constructed acoustic barriers can decrease sound attenuation significantly. An acoustic fence's performance relies on there being no gaps or open joints across the entire barrier surface. Careful attention should be paid to joint detailing between panels and posts and the barrier and the ground. The use of a concrete gravel board is recommended. The performance of the acoustic barriers must be DLR_425 in accordance with BS EN 1793-2:2018 'Road traffic noise reducing devices - Test method for determining the acoustic performance: Part 2 Intrinsic characteristics of airborne sound insulation under diffuse sound field

conditions. The fence must also be trespass proof to comply with planning condition 12 and meet any Network Rail requirements.

It should be noted that the applicant has submitted another AMC application (19/05599/AMC) which also provides details of a proposed acoustic barrier however the materials being proposed for that barrier are plastic however there is no acoustic details supporting that option. The applicant will need to confirm what style of acoustic barrier they will be progressing with. A timber based fence as described in the noise impact assessment would meet the terms of the condition 14, but there is currently no acoustic information available on the plastic barrier.

The noise impact assessment has identified that there may be exceedance of the night-time noise limit of 45 dB LAFmax. Noise mitigation measures are required in the form of 10/12/6 double glazing installed in all bedroom windows within 45 m of and with direct line of sight to the railway line. Beyond 45 m, distance attenuation is predicted to reduce the maximum internal LAFmax to below 45 dB with 4/12/4 double glazing be required.

Environmental Protection cannot fully support the discharging of the condition 6d as there is no information on the EV charging proposal. Condition 11 on contaminated land will need to remain and condition 14 on noise can be discharged if the applicant progressing with the timber based fence as described in the noise impact assessment.

Environmental Protection updated 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.

One of the conditions looking to be discharged is 6d which covers Electric Vehicle Charging point provisions. Environmental Protection would be requiring the applicant to have details showing exactly where all the electric vehicle charging points are going to be located. We will also require details on the power output of the chargers. We would recommend that the applicant includes a 7kw (32amp) type charging socket externally on each unit that has a private driveway. Provisions should also be considered for all other parking areas serving any flats. Commercial car parking areas will need to be served with rapid 50Kw electric vehicle charging point. As this information is not available, we cannot support the discharging of this part of the condition.

The applicant has submitted contaminated land information which is being assessed by our contaminated land officer. It should be noted that this condition cannot be technically discharged until the development has progressed. It may be possible for parts of the condition to be discharged. Therefore condition 11 on contaminated land will need to remain.

Condition 14 is regarding noise mitigation from rail noise. The applicant has provided details including the location and heights of these acoustic barriers which can be

viewed on Figure 5.1 of the noise impact assessment with start and end points for each section presented in Table 5.1 of the noise impact assessment.

The noise impact assessment has highlighted that the acoustic barriers will comprise close boarded impervious timber fences with a minimum surface density of 15 kg/m². The acoustic fences must be installed to a high standard to ensure that the acoustic performance is not compromised. Poorly constructed acoustic barriers can decrease sound attenuation significantly. An acoustic fence's performance relies on there being no gaps or open joints across the entire barrier surface. Careful attention should be paid to joint detailing between panels and posts and the barrier and the ground. The use of a concrete gravel board is recommended. The performance of the acoustic barriers must be DLR_£425 in accordance with BS EN 1793-2:2018 'Road traffic noise reducing devices - Test method for determining the acoustic performance: Part 2 Intrinsic characteristics of airborne sound insulation under diffuse sound field conditions. The fence must also be trespass proof to comply with planning condition 12 and meet any Network Rail requirements.

It should be noted that the applicant has submitted another AMC application (19/05599/AMC) which also provides details of a proposed acoustic barrier however the materials being proposed for that barrier are plastic the applicant has now provided details confirming the acoustic performance of this material.

The noise impact assessment has identified that there may be exceedance of the night-time noise limit of 45 dB LAF_{max}. Noise mitigation measures are required in the form of 10/12/6 double glazing installed in all bedroom windows within 45 m of and with direct line of sight to the railway line. Beyond 45 m, distance attenuation is predicted to reduce the maximum internal LAF_{max} to below 45 dB with 4/12/4 double glazing be required.

Environmental Protection cannot fully support the discharging of the condition 6d as there is no information on the EV charging proposal. Condition 11 on contaminated land will need to remain and condition 14 on noise can be discharged now the applicant has confirmed the acoustic details of the barrier.

Archaeology comment

Condition 8 concerns the retention and conservation of the two historic milestones situated along Turnhouse Road. Having discussed and read over CFA Archaeology's Archaeological Conservation Plan submitted in support of this application I can confirm that the mitigation detailed in this report is acceptable. Accordingly, I'm happy for development to proceed on site. However to ensure compliance we must be informed of start and finish dates relating to this work and be kept up to date with progress.

Roads Authority Issues

The application should be continued.

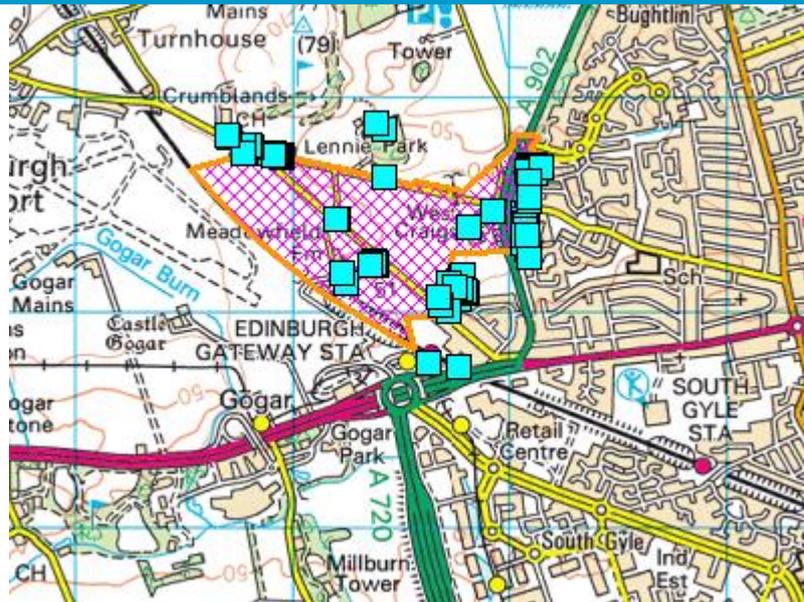
Reasons:

1. *Bus stop details and locations to be removed from the application drawing. The locations and design details will require further discussions with the Council prior to being approved.*
2. *The design should be reviewed to ensure compliance with the principles in the approved Edinburgh Street Design Guidance (ESDG), in respect of;*
 - i. *Radii at junctions - radii on several junctions exceed by a considerable margin those recommended in ESDG. Note - these need to take cognisance of swept path requirements.*
 - ii. *Footway/cycleway layout at Craigs Road / Turnhouse Road junction - proposed footway not on obvious desire lines and needs to be reviewed.*
 - iii. *Accesses to existing private properties to be by dropped kerb arrangement not bell mouth junction.*
 - iv. *20-mph speed limit - refer to designing for 20-mph factsheet for measures to ensure streets are designed for this speed limit.*
 - v. *Cycle/pedestrian priority crossings to be considered for all side road crossings*

Other matters to be revised / discussed;

3. *Junction serving Lennie's Cottages on Turnhouse Road - this is slightly off-set to junction on south side and therefore does not meet design guidelines (junction spacing). Refer to point 4.*
4. *The proposed road access arrangement for serving Lennies Cottages is not satisfactory - it is over engineered and needs to be revised.*
5. *Termination of footway/cycleway at west end of Craigs Road (adjacent Turnhouse Garage) - dropped kerb and crossing point required for both cycle and pedestrians - crossing point to be at suitable location away from main junction.*
6. *The side roads indicated on drawings - transport must be satisfied that the proposed side road junction and carriageway width is of suitable design for the future development.*
7. *Access to quarry on Craigs Road to be reviewed - this was designed in a rural context, needs to be suitable for urban setting.*
8. *The parking bay layout on Turnhouse Road is poor and should be revised. The need for parking at this location should be clarified.*
9. *Sub station maintenance access area/s - is there sufficient space for a vehicle to park without blocking the cycle/pedestrian track ?*
10. *Note on engineering construction drawings - these are not approved. This detail will be assessed at RCC submission.*
11. *The view of transport is that the Quality Audit as submitted does not fulfil the guidance with respect to the extent of the engagement from stakeholders and various user groups, and several other aspects. However, for the purposes of this application covering the infrastructure roads only, the audit will be accepted. For future AMCs, the scope and engagement extents should be agreed in advance with the Council.*

Location Plan



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