

Development Management Sub Committee

Wednesday 9 December 2020

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

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

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

Item number

Report number

Wards

B01 - Almond

Summary

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

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

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

Links

[Policies and guidance for this application](#)

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

Report

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

Recommendations

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

Background

2.1 Site description

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

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

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

2.2 Site History

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

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

20 April 2017 - Application for Planning Permission in Principle was refused for 'Residential development, up to a maximum of 1400 units, and ancillary commercial (Class 1 retail and Class 2 financial and professional) including landscaping, access and services and all other ancillary development' at Site 100 Metres North East Of 19 Turnhouse Road Edinburgh. In summary the application was refused for reasons including loss of green belt, landscape impact, transport infrastructure delivery, drainage and flood risk, insufficient environmental assessment information and failure to outline a comprehensive design approach (application reference: 16/04738/PPP);

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

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

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

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

Main report

3.1 Description Of The Proposal

Scheme 2

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Supporting statement

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

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

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

Scheme 1

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

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

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

a) Compliance with the planning permission in principle

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Condition 6 d) - requires details of car and cycle parking, access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets, servicing areas, street lighting and electric charging points.

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

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

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

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

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

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

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

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

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

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

Condition k) - 6 k) - specifies the range of hard and soft landscaping details that must be provided including: (i) boundary treatments (overall site and individual plots); (ii) walls, fences, gates and any other boundary treatments; (iii) the location of new trees, shrubs and hedges; (iv) a schedule of plants to comprise species, plant size and proposed number/density; (v) programme of completion and subsequent maintenance; (vi) existing and proposed services such as cables, pipelines, substations; (vii) other artefacts and structures such as street furniture, including lighting columns and fittings,

and play equipment; (viii) details of phasing of these works; and (ix) existing and finished ground levels in relation to Ordnance Datum.

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

The proposal complies with condition 6 k).

Approval of matters summary

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

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

b) Scale, design, mix and layout

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

Scale

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

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

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

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

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

Layout and design

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

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

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

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

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

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

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

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

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

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

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

Mix

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

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

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

Landscape design

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

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

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

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

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

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

Design summary

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

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

c) Amenity for future occupants

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

Internal amenity

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

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

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

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

External amenity

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

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

Neighbouring masterplan plots

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

Amenity summary

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

d) Access, movement and road arrangements

General access and street arrangements

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

The general street and path layout is well-considered and the potential to link with the growing active travel network in the masterplan site and wider West Edinburgh has been maximised. The site's internal layout includes a mixture of vehicular routes, shared surfaces, pavements with priority crossings and a pedestrian/cycle route with a priority crossing. The three vehicular access from Turnhouse Road to the site are designed with speed reduction measures including raised junctions, carriageway narrowing and changes in paving material to manage vehicular speeds and prioritise active travel. The proposed pavements and pedestrian only paths are minimum of 2m wide with several footway connections that provide linkages between the proposed developments and the wider path network. The applicant has incorporated design measures from Edinburgh Street Design Guidance to prioritise walking and cycling and reduce vehicular speed within the proposed development. The proposal complies with LDP policy Des 7 (Layout Design).

Vehicle parking

A total of 121 car parking spaces are proposed for these 158 homes. The car parking provision caters for 23 electric vehicles and 10 accessible spaces. The total number of spaces is beneath the maximum permitted by the Council's Parking standards and the Transport Authority is satisfied that this level is appropriate. The number and types of parking spaces comply with LDP policy Tra 2 (Private Car Parking). The layout of parking within landscaped courtyards, which are to the rear of surrounding flatted buildings, minimises the profile and visibility of vehicles around the site. Street parking is well-screened by trees, shrubs and grass around the application site. Seven motorcycle parking spaces are located within the parking courtyards. The layout and design of parking complies with the requirements and general policy intent of LDP policy Tra 4 (Design of Off-Street Car and Cycle Parking).

Active travel and pedestrians

LDP Policies Tra 3 (Private Cycle Parking) and Des 7 (Layout Design) support development that encourages walking cycling and delivers a well-designed layout of new streets and paths. This application site is adjacent to a recently approved active travel corridor at its eastern edge and Turnhouse Road at its entire southern boundary which offer excellent pedestrian and active travel access for future residents. The site's internal layout includes shared spaces and pedestrian only routes, including a four-metre-wide wayleave corridor path that will offer connectivity to the north of the masterplan site as other plots are delivered. Desire lines for pavements are clearly defined and priority is given to pedestrians at road crossings, whilst new buildings are mostly oriented to face public spaces and provide overlooking.

In total the proposal has 362 bicycle parking spaces. These spaces are provided in the curtilage of houses and cottage flats (140 spaces) and in five secure bike stores for the apartment buildings around the site (202). Communal stores will be a mixture of single and two-tier racks. Visitor cycle parking located at the main building entrances for apartment buildings also provide 20 additional cycle parking spaces at the site. The proposed level of bicycle parking complies with the Council's parking standards and the design of secure stores is good. The proposal complies with LDP policy Tra 3.

Transport summary

The proposed transport design solution at this site offers a good mix of transport options for future residents. The site will be well connected to the evolving active travel and path network in this part of the city and close to upgraded public transport intended for Turnhouse Road. The number of vehicular, motorcycle and bicycle parking spaces are below the maximum levels permitted by the Council's parking standards and the proposed approach is acceptable to the Transport Authority.

The proposal complies with LDP policies Des 7, Tra 2, Tra 3, Tra 4, the EDG and the Edinburgh Street Design Guidance.

e) Other material considerations

Affordable Housing

This application is for 100% affordable housing in the form of apartments, houses and cottage flats. The 158 affordable homes at this plot (plot 4) will be delivered under the terms of a planning legal unilateral undertaking for the wider masterplan site (16/04738/PPP).

The unilateral undertaking will facilitate the delivery of approximately 358 affordable homes across three different development plots (plots 4, 5 and 13) that are integrated with surrounding plots at the wider masterplan site. An AMC application for plot 5 is currently pending determination for 142 affordable homes (planning reference 20/03942/AMC) and an AMC is yet to be submitted for plot 13 for the remaining affordable homes (approximately 50 more homes) at LDP site HSG 19.

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

The Council's Affordable Housing service has provided comments confirming that the applicant's approach to providing affordable housing at this plot is acceptable in terms of mix of units and tenure types. The proposed building materials are consistent with the suggested palette in the UDF and will contribute to ensuring the properties are tenure blind in the context of the wider masterplan site.

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

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

Flood Risk and Drainage

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

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

Airport operations

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

Sustainability

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

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

Refuse management

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

Archaeology

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

f) Representations

The application attracted one representation objecting to the proposed development. The representation raises one non-material matter:

- Request details for any works to Maybury junction at Turnhouse Road and Glasgow Road due to potential traffic impact - this matter is outwith the scope of this AMC application and the applicant for this plot is not required to submit details of any amendments to Maybury junction under the terms of the PPP.

g) Equalities and human rights

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

Overall conclusion

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

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

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

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

3.4 Conditions/reasons/informatives

1. The approved landscaping and maintenance scheme (planning drawing references: 47A, 48A, 49A, 57, 58 and 59) shall be fully implemented within 6 months of the last property's occupation.

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

Reasons:-

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

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
2. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 - b. Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;
 - c. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area;

- Continuous footway/pedestrian priority crossing are required/to be provided on all site access junctions with Turnhouse Road;
- Continuous footway/pedestrian priority crossing with a reduced carriageway width to a single lane are to be provided on the junction of the active travel route through site/internal road. Pedestrian priority crossings are also to be provided on all the internal junctions. The detailed design of active travel priority crossings are to be in accordance with CEC standards at RCC stage;
- All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
- The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;
- Both stage 2 Quality and Safety Audits as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;
- In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
- The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;
- Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;
- Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;

- The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;
- All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
- The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 21 August 2020 and neighbours were notified on 18 August 2020. One representation objecting to the proposal was received.

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

Background reading/external references

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

Statutory Development**Plan Provision**

The site forms part of Housing Proposal HSG19 in the adopted Edinburgh Local Development Plan 2016.

Date registered

6 August 2020

Drawing numbers/Scheme

01-03,04A,05A,06B-08B,09A,10A,11,12A,13-15,16A,17-27,28A,,
29-45,46A-51A,52,53A,54A,55-60,61A,62A.,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

E-mail:sean.fallon@edinburgh.gov.uk

Links - Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Relevant Non-Statutory Guidelines

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

Appendix 1

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

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

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

Consultations

Archaeology comment

Ongoing archaeological investigations as part of the wider 16/04738/PPP undertaken by GUARD and CFA Archaeology have indicated that the area covered by this application is unlikely to contain significant archaeological remains. Accordingly, it has been concluded that there are no, known, archaeological implications regarding this AMC application.

Network Rail comment

Network Rail has no comments/objections to the submitted details in regards to condition nos. 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 4 only).

Edinburgh Airport comment

The information submitted in relation to Plot 4 of the masterplan are satisfactory from an Aerodrome Safeguarding perspective. We are therefore happy to discharge the associated conditions.

Scottish Water comment

Audit of Proposal

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

Water Capacity Assessment

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

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

Waste Water Capacity Assessment

This proposed development will be serviced by Edinburgh PFI Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity currently so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water via our Customer Portal or contact Development Operations.

Please Note

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

Asset Impact Assessment

According to our records, the development proposals impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal to apply for a diversion.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response.

Surface Water

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

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a

connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

Next Steps

All Proposed Developments

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

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

SEPA comment

Advice for the planning authority

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

Flood Risk

The flood risk to the site is from surface water. This has been identified and addressed in the Drainage Strategy.

We have commented on the wider site in the past and not objected. The applicants are aware of the combined sewer and water supply issues that we previously identified. We have no further comments.

SUDS and CAR Licence.

The planning authority should be satisfied that the proposed SUDS, as a minimum, meet the requirements which should be demonstrated by the output from the simple index tool.

The site is likely to require a CAR construction site licence (CSL) if it is 4 hectares or over in size. The applicants should contact SEPA's local regulatory team (details below) to discuss if a CSL is required and how best to obtain a CSL.

Roads Authority Issues

- Lack of updated Transport Statement*
- No agreement in writing on the scope of the TS*
- No Stage 2 Quality Audit (including Road Safety Audit)*

i.e. that these are required under Conditions 5 and 6.

The application should be continued.

Reasons:

1. *Condition 5 of 16/04738/PPP requires an updated Transport Statement (TS), the scope of which will be agreed in writing.*
2. *Condition 6 requires, inter alia, details of:*
 - *car and cycle parking, access, road layouts and alignment, classification of streets, servicing areas, street lighting and electric charging points*
 - *footpaths and cycle routes, including proposed multi-use paths and the signage of pedestrian and cycle access links, including lighting details;*
 - *Stage 2 Quality Audit.*

The applicant is required to provide a Scope for an updated TS to be agreed in writing, and subsequently submit an updated TS. Such a TS should include the following:

- *trip estimates for vehicles, walking and cycling, public transport etc. within the context of the overall site;*
- *parking provision;*
- *connectivity of the site, in particular to public transport, schools, shops etc., and to key pedestrian and cycle routes and crossing points.*

The applicant is required to provide an independent Stage 2 Quality Audit for the site, including a Stage 2 Road Safety Audit. This should include the following matters:

- *Street character review*
- *Stage 2 Road Safety Audit*
- *Cycle Audit/Review*
- *Access Audit (including emergency services and deliveries)*
- *Parking Audit*
- *Walking Audit*
- *Non-Motorised User Audit*
- *Equality impact assessment*
- *Design Review*
- *Visual Quality Audit*
- *Functionality Audit*
- *Materials Audit*

Roads Authority Issues updated

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

1. *The applicant will be required to:*
 - a. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
 - b. *Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*

- c. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area;*
2. *Continuous footway/pedestrian priority crossing are required/to be provided on all site access junctions with Turnhouse Road;*
3. *Continuous footway/pedestrian priority crossing with a reduced carriageway width to a single lane are to be provided on the junction of the active travel route through the site/internal road. Pedestrian priority crossings are also to be provided on all the internal junctions. The detailed design of active travel priority crossings are to be in accordance with CEC standards at RCC stage;*
4. *All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
5. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
6. *Stage 2 Quality Audit and Safety Audit as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
7. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
8. *The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
9. *Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;*
10. *Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the*

footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;

11. *The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.*
12. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;*
13. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.*

Note:

- a) *A transport statement including stage 1 Quality and Safety Audits have been submitted in support of the application. These have been assessed by transport and is considered to be an acceptable reflection of estimated traffic generated by the development and of the traffic on the surrounding road network and provides for inclusive design. The submitted documents are generally in line with the published guidelines on transport assessments and Quality/Safety Audit. The proposed development is predicted to generate 52 total two-way traffic during the morning peak period and 53 during the evening peak period representing 37% of the total trips. Walking, cycling and public transport constitutes majority of the remaining 63% trips generated by the development.*
- b) *The general layout including vehicular and dedicated walking and cycling routes are well considered and has the potential to link with the wider active travel network in West Edinburgh. Internal layout is designed with a mix of vehicular route, shared surface, footways, and pedestrian/cycle routes with priority crossings. The three vehicular access from Turnhouse Road to the site are designed with a number of speed reduction measures including raised junctions, carriageway narrowing, change in material etc. to manage vehicular speeds and prioritise active travel. Footways are minimum of 2m wide with a number of footway connections that provide linkages between the proposed developments and the wider path network. The applicant has incorporated a number of measures from Edinburgh Street Design Guidance namely continuous footway/priority crossings/raised junctions, change in material etc to prioritise walking and cycling and reduce vehicular speed within the proposed development.*
- c) *Applicant proposes 121 car parking spaces (including 23 EV charging bays and 10 accessible spaces) and complies with the Council's current parking standards which could allow a maximum of 158 car parking spaces.*

- d) *The site is accessed by three priority junctions and is considered acceptable given the level of predicted traffic to be generated by the proposed development;*
- e) *The proposed 4m wide shared route through the site is consistent with approved infrastructural masterplan drawings (unsegregated route);*
- f) *Cycle parking provision as follow;
Additional 140 cycle spaces will be provided within the curtilage of private houses/cottages. The proposed cycle spaces in a form of 2-tier cycle racks and Sheffield stands complies with the Council's parking standards which requires a minimum of 342 secure cycle spaces for the proposed development in Zone 3;*
- g) *The following sustainable travel interventions/mitigation measures are part of the approved infrastructural masterplan;*
 - i. *3 controlled crossings and 2 uncontrolled crossing are to be installed on Turnhouse Road (the crossing locations relevant to this development are, controlled crossing on Green Corridor/Turnhouse Road junction, front of primary school and uncontrolled crossing between the two controlled crossings) and details are subject to RCC approval and Stage 2 Safety Audit. 2m wide footway is proposed on the north side of Turnhouse Road, 3m wide walking and cycling route on south side of Turnhouse Road; and a new bus gate on Turnhouse Road to the south of the masterplan site, which will result in no base through traffic/reduced level of traffic;*
 - ii. *TRO for 20mph speed limit along Turnhouse Road*
 - iii. *Bus route on Craigs Road/Turnhouse Road*
 - iv. *Upgrade bus infrastructure on Turnhouse Rd*
 - v. *Formation of 3 controlled crossing facilities on Turnhouse Rd*
 - vi. *Cammo Walk link (south) - New Green Corridor between proposed pedestrian cycle bridge and south end of Cammo Walk;
It is understood that a draft RCC approval has been issued by CEC for the masterplan infrastructure works, and that these works, including formation of site access junction, and crossings on Turnhouse Road, will be undertaken in advance of occupation of the proposed development.*

Flood Planning comment

This application can proceed to determination, with no further comments from CEC Flood Prevention.

Affordable Housing comment

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

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

- *Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.*
- *25% of the total number of units proposed should be affordable housing.*
- *The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:*

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

2. Affordable Housing Provision

This application is for a development consisting of 158 affordable homes, representing part of the affordable provision for the wider West Craigs strategic masterplan area, as set out in application reference 19/05599/AMC which was approved by the Development Management Sub-committee in May 2020. Between 1,400-1,700 homes are approved at the HSG 19 housing site. There is an AHP requirement for a minimum of 25% homes of approved affordable tenures, and this application for 158 affordable homes represents an affordable contribution for up 474 market homes.

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

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

The affordable housing is in line with the Urban Design Framework for masterplan 19/05599/AMC, and the Edinburgh Urban Design Guidance. A mix of mid market rent and social rent is proposed.

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

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

3. Summary

The applicant is providing affordable housing which contributes towards the 25% on site affordable housing required across the masterplan area and this will be secured by a Section 75 Legal Agreement. This approach which will assist in the delivery of a mixed sustainable community:

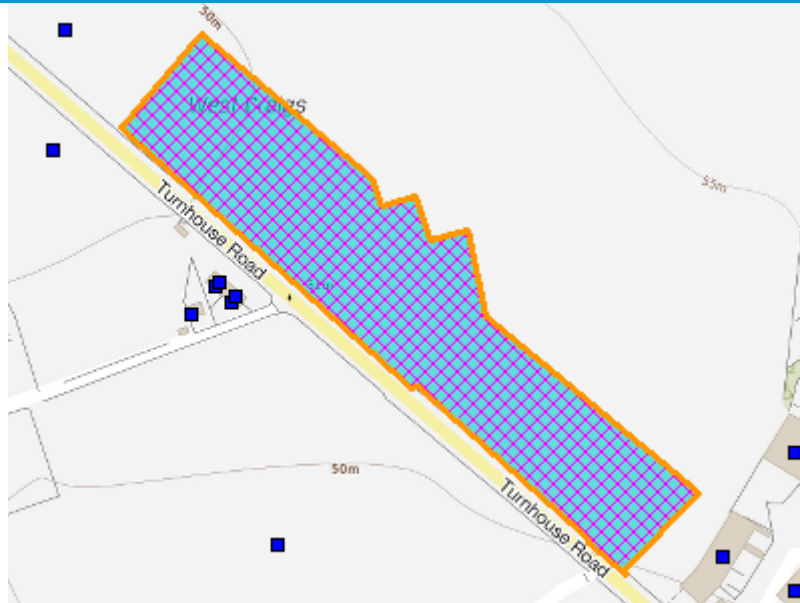
- o The applicant has agreed with the Council the tenure type and location of the affordable homes prior to the submission of a planning application*

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

Waste Services comment

20/03224/AMC We are now happy for this development to proceed based on the changes the developer is putting in place for us to carry out the waste collections within the development.

Location Plan



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