

# Development Management Sub Committee

Wednesday 17 March 2021

**Application for Planning Permission in Principle  
20/00302/PPP  
at 572 Lanark Road West, Edinburgh, EH14 7BN.  
Erection of residential development (six dwelling houses)  
with associated site development works and landscaping  
(as amended).**

**Item number**

**Report number**

**Wards**

B02 - Pentland Hills

## Summary

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The proposal is for planning permission in principle to develop six Class 9 units on a site located within the Green Belt. This is contrary to Local Development Plan (LDP) Policy Env 10 which presumes against development in the Green Belt other than for uses appropriate to a rural area. However, a departure from the LDP is acceptable in this instance due to the poor condition of the site which does not achieve the objectives of the Green Belt or positively contribute to the character of the area.

A number of details will be resolved at the Approval of Matters Specified in Conditions (AMC) application stage including the proposed detailed site layout, height, massing materials, design, associated landscaping, surface water management and infrastructure proposals.

The application has demonstrated that, subject to further detailed assessments, it is capable of delivering development that will make a positive contribution to the character of the area.

## Links

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[Policies and guidance for this application](#)

LDPP, LDES01, LDES01, LDES04, LDES05, LDES07, LEN08, LEN09, LEN10, LEN12, LEN15, LEN16, LEN21, LHOU03, LHOU04, LTRA02, LTRA03, NSG, NSGD02, NSGCGB,

# Report

## **Application for Planning Permission in Principle 20/00302/PPP**

**at 572 Lanark Road West, Edinburgh, EH14 7BN.**

**Erection of residential development (six dwelling houses)  
with associated site development works and landscaping (as  
amended).**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The application site measures approximately 1.04 hectares and is located at 572 Lanark Road West on the western side of Balerno.

The site is relatively narrow and sloping. It is located between a disused quarry to the north and the A70 which runs along its southern and eastern boundaries. The site is accessed from a single point at its north eastern corner which leads to a single storey garage/shed. The site has been vacant for a number of years and in general has an unkempt appearance.

A group of broadleaf trees marks the western edge of the site and are a prominent feature when viewed from the A70. A stone wall bounds the site to the south next to the road.

The northern boundary of the site is defined predominantly by vertically boarded timber fencing beyond which is a dwelling of modern design (570 Lanark Road West). Beyond the western boundary and part of the southern boundary on the opposite side of Lanark Road West there exists a significant number of individually designed dwellings in generously sized plots. To the east of the site, is the Ravelrig Hill Housing Development and more suburban development to the north and east.

#### **2.2 Site History**

24 March 1999 - Planning Permission refused and appeal dismissed - Housing Development in outline (as amended from 10 dwellings to 4)(Application reference: 98/01696/OUT).

19 January 2000 - Planning Permission refused and appeal dismissed - Demolish existing buildings & erect up to 6 detached homes & garages (Application reference: 99/02656/FUL).

24 March 2004 - Planning Permission refused and appeal dismissed - Erection of dwelling house and garage (Application reference: 02/03568/FUL).

28 October 2005 - Planning Permission granted - Demolish existing unfinished house and replace with a new architect designed house (Application reference: 04/03834/FUL).

04 August 2008 - Planning Permission granted - Proposed renovation and erection of extension (Application reference: 08/00176/FUL).

10 March 2009 - Planning Permission refused and appeal dismissed - Erection of a dwelling house (Application reference: 08/04216/FUL).

20 July 2010 - Planning Permission granted - Demolish existing unfinished house and replace with a new architect designed house (Application reference: 10/01713/FUL).

28 March 2014 - Planning Permission granted - Demolish existing unfinished house and erect single dwelling house with associated landscaping, accesses and parking (Application reference: 13/03115/FUL).

28 March 2018 - Planning Permission granted - Reconstruction of existing stone boundary wall (in retrospect)(Application reference: 18/00337/FUL).

19 December 2018 - Planning Permission granted - Erection of new shed/garage (Application reference: 18/07680/FUL).

## **Main Report**

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### **3.1 Description of the Proposal**

The application is for the formation of six detached houses with linked garages and associated landscaping. The indicative site layout shows extensive new tree planting within the site itself and to the south, east and north boundaries. The plan shows a potential new footpath across the length of the east and south boundaries of the site. Access to the site will be from a new entrance located to the south of the site.

#### Previous Scheme

The original scheme proposed access to the site from the north-east using an existing entrance. This was removed from the scheme. The original scheme proposed garages which stood independent of the proposed housing units. The scheme has been amended to connect the garages to the houses. The revised scheme relocates the proposed footpath to the south boundary and includes more tree planting to the south and east of the site.

#### Supporting Documents

The following documents have been submitted in support of the application and are available to view on the Planning and Building Standards Online Services:

- Design Statement
- Ecological Statement
- Landscape Appraisal
- Planning Statement
- Transport Statement
- Tree Survey
- Drainage Strategy

### 3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

### 3.3 Assessment

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

- a) the principle of the development is acceptable on this site;
- b) the design, scale and layout is appropriate to the site;
- c) there is an acceptable level of amenity;
- d) there are any transport issues;
- e) any other material considerations are addressed;
- f) comments raised have been addressed.

#### a) Principle

LDP Policy Env 10 Development in the green belt and countryside permits development in this area if it meets with one of the criteria (a-d) set out in the policy and would not detract from the landscape quality or rural character of the area.

Criterion a) sets out types of uses where it is accepted a countryside location is essential for that use to take place. This includes agriculture and forestry for example. No aspect of the development proposed would fall into this category.

Criteria b) and c) relate to changes of use and extension of an existing building and so cannot be used to support the proposal given this proposal is for new buildings.

Criterion d) is for the replacement of existing buildings with new buildings in the same use. The proposal is not supported by this criterion.

Therefore, the proposal is contrary to policy Env 10: Green Belt and is contrary to the development plan.

The Local Development Plan states that the purpose of the Green Belt designation is to:

- direct planned growth to the most appropriate locations and support regeneration;
- protect and enhance the quality, character, landscape setting and identity of the city and neighbouring towns and to
- protect and give access to open space within and around the city and neighbouring towns.

The LDP also states that the Green Belt designation can be used to prevent the coalescence of settlements. In considering whether an exception to policy can be supported, it is necessary to assess whether the site in its current form achieves these objectives. The public currently have no access to the site. The site is degraded and detracts from the appearance of the area. Habitat on the site is limited with extensive patches of bare earth. Of the remaining trees on the site, a number are in terminal decline and the outlook for the site without intervention is limited. The site is surrounded on all sides by residential development. Residential development on the site will not lead to a coalescence of settlements. In its current form the site does not contribute to the objectives of the Green Belt and indeed detracts from its rural character and landscape quality. It is also of note that residential development has previously been granted on the site. On this basis a departure from LDP policy Env 10 is acceptable.

#### b) Layout, Scale, Form and Design

LDP Policy Des 1 - Design Quality and Context, states that planning permission will be granted for development where it is demonstrated that the proposal will create or contribute towards a sense of place. Design should be based on an overall design concept that draws upon positive characteristics of the surrounding area. Planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it

LDP Policy Des 4 - Development Design - Impact on Setting, notes that where surrounding development is fragmented or poor quality, development proposals should help repair urban fabric, establish model forms of development and generate coherence and distinctiveness, i.e. a sense of place. These requirements are further reinforced through the Edinburgh Design Guidance.

LDP Policy Des 7 - Layout Design encourages the design of new layouts to promote well connected cycle and footpath networks and to minimise potential conflict between pedestrians, cyclists and motor cars.

LDP Policy Hou 4 - Housing Density, states the Council will seek an appropriate density of development on each site having regard to its characteristics and those of the surrounding area; the need to create an attractive residential environment and safeguard living conditions within the development; the accessibility of the site includes access to public transport and the need to encourage and support the provision of local facilities necessary to high quality urban living.

The Edinburgh Design Guidance establishes key aims for new development including:- the need to have a positive impact on the immediate surroundings; the wider environment; landscape and views, through its height and form; scale and proportions; materials and detailing; positioning of buildings on the site, integration of ancillary facilities; and the health and amenity of occupiers.

The application site is surrounded on all sides by residential development. The east of the site in particular is characterised by modern suburban development. To the north the site is overlooked by a modern design detached house and although the south and west of the site are characterised by lower density development than demonstrated to the east, a number of relatively modern residential units are evident. Residential units in the area are typically between 1-2 storeys with no definitive design style.

The applicant has submitted indicative design proposals including site layout, sections and massing A Design and Access Statement has been submitted, this including analysis of site constraints and opportunities. The indicative design proposal shows six detached houses within the site. This would be in keeping with the low-density development to the south and west of the site and a lower density than the developments which lie to the north-east and east of the site.

Sections, visualisations and supporting information in the Design and Access Statement show two storey houses of varied design, which make use of high-quality materials and a focus on sustainable technology. The application does not propose a one size fits all approach; proposing instead bespoke units. Given that this is an application for planning permission in principle, it is recommended that design parameters including matters relating to height mass and scale are established through condition.

Although planning permission for a single dwelling was granted in 2010 and again in 2014, previous applications for multiple housing units on the site were refused in 1998 and 1999. These refusals were on the basis that the 1998 Green Belt Review which informed the Rural West Edinburgh Local Development Plan, concluded that the site contributed to the landscape setting of Balerno and was contained by a defensible boundary. This is no longer the case. The passage of time and the continual decline of the site mean that it now detracts from the landscape setting of the Green Belt and Balerno.

Although Balerno Community Council object to the proposal; the consultation response provided agrees that the site, in its present condition, detracts from rather than contributes to the character and landscape setting of Balerno. Several public comments also acknowledge this. The site is dominated by bare earth and poor-quality grass. Trees have been cleared to the south of the site and with the exception of a cluster of trees to the west, remaining trees on site are in terminal decline.

The site layout plan provided shows extensive replanting of trees on the south, east and north boundaries of the site. The plan also shows the retention of the existing cluster of trees to the west of the site. The plan includes replanting of trees within the site, forming green corridors. Use of hardstanding is limited and the indicative layout of the residential units avoids a sense of clutter. Overall, the proposals have the potential to improve the appearance of the site, making a positive contribution to the character and landscape setting of Balerno and the wider area. In addition, the new trees and other landscape features will improve the biodiversity of the site.

Policy Hou 4 requires the density of housing development to have regard to the accessibility of public transport and local facilities. The nearest bus stop to the site is located at the Bridge Road junction approximately 900 metres from the site. The nearest shop is located at Deanpark Brae within 1600 metres of the site. This represents a 20-25-minute walk or a 4 minute drive. These distances are farther than would be expected within a more traditional urban setting. However, the area is more rural in nature and these distances are consistent with the more rural setting of the area. This arrangement would be consistent with the level of amenity experienced by other housing developments surrounding the site and given the low density of this proposal is acceptable in this case.

The site is located 600 metres away from National Cycle Route 75 and the indicative site layout plan shows a potential footpath connection along the south and the west boundary; connecting the site with Ravelrig Hill to the east. It is notable that no pedestrian footpath is in place on the either the north or south side of the A70 in this location. A number of public representations have supported the potential for the proposal to provide a improved, safe connection between west and east. Subject to further details the proposed footpath is an important element of the scheme which should be retained and secured through condition.

As stated above, given the nature of this planning permission in principle, it is recommended that design parameters including matters relating to height, mass and scale should be established through condition. Achieving high quality development that enhances the setting is a top priority; including reinstating tree cover and use of high-quality materials including boundary treatments. The layout, number and scale of new houses should be derived from a full landscape character appraisal that identifies constraints and opportunities to mitigate negative impact. Though it is recognised that a range of housing types and densities are present in the surrounding area, the proposal must recognise the sensitive nature of the site and largely rural setting. Accordingly, the number of houses developed on site should be limited to six.

### c) Amenity

Policy Des 5 Development Design (Amenity) states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook.

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



The Edinburgh Design Guidance sets out minimum internal floorspace requirements for new residential development and guidance in relation to sunlight, daylight and privacy expectations.

In view of the indicative nature of the proposals, matters relating to daylight, sunlight and immediate outlook have not been assessed. Similarly, proposed levels of private open space, the requirements of LDP Policy Hou 3 and the Edinburgh Design Guidance have not been considered.

In terms of neighbouring amenity, the proposed units are a sufficient distance away from existing properties to the west, south and east. The new development is screened by trees and separated by the A70. Plot 6 as shown in the proposed layout plan is approximately sixteen and a half metres from the residential property to the north of the site. This complies with privacy distances and would raise little concern in relation to the potential impact of plot 6 on daylight and sunlight to the existing property.

#### d) Transport

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

Policy Tra 3 states that planning permission will be granted for development where proposed cycle parking and storage provision complies with the standards set out in Council guidance.

LDP Policy Des 7 - Layout Design encourages the design of new layouts to promote well connected cycle and footpath networks and to minimise potential conflict between pedestrians, cyclists and motor cars.

Detailed information is not provided on the provision of car and cycle parking spaces. Detailed information should be provided in future. The proposal must comply with Parking Standards set out in the Edinburgh Design Guidance.

Balerno Community Council and members of the public have raised concern in relation to road safety. The initial proposal on which these comments were based showed access taken from the north-east of the site. This access point is already in place and was granted planning permission in 2014. The Roads Authority in their initial response to the application (dated February 3rd) also raised concern relating to the safety of this access point due to its positioning on a curve. However, following extensive consultation with the Roads Authority, the applicant has agreed to reposition the access to the site to the south-west. This locates the new access point a straight section of the road, with clear visibility. The speed limit here is 30 miles per hour. Following the relocation of this access point the Roads Authority has indicated it has no objections to the proposal.

The Roads Authority has indicated that infrastructure contributions will be required. It is considered that these are proportionate and reasonable to the proposed development. This includes a sum of £2000 to progress an order to redetermine sections of footway and carriageway as necessary for the development.

The applicant must also contribute a sum of £2000 to progress a suitable order to introduce waiting and loading restrictions.

#### e) Other Planning Matters

##### *Trees and Biodiversity*

LDP Policy Env 14 (Sites of Local Importance) states that development t likely to have an adverse impact on the flora, fauna, landscape or geological features of a Local Nature Reserve or a Local Nature Conservation Site will generally not be permitted.

LDP Policy Env 16 (Species Protection) states that planning permission will not be granted for development that would have an adverse impact on species protected under European or UK law.

There are three locally designated sites within 1km of the land; The Bavelaw Burn Local Biodiversity Site (LBS), Dalmahoy Hill LBS and the Water of Leith - Balerno to Currie LBS. The Bavelaw Burn and Water of Leith LBSs are remote from the site with no potential for being affected by the development. The Dalmahoy Hill LBS approaches the north boundary bur none of the species or habitats for which the site is designated will be affected by the development. The mutual boundary extends to 120m, but the LBS covers 158 ha.

A Phase 1 Habitat Survey found no evidence of protected species using the site. The Phase 1 Survey revealed the habitat resource of the site was simple in structure and type and had negligible value. The land has been cleared and regraded. No evidence was found of badgers using the land and it is less than optimum for sett excavation and foraging by the species.

Overall, the most extensive habitat is bare ground that supports sparsely scattered plants of buttercup, dock, gorse, rosebay willow herb and some grasses. The habitat is important in that it covers a large area but has negligible habitat value. Two patches of amenity grass are also located on the site, but this is noted as simple in structure and species poor. The standing of oak trees to the west of the site is noted as having site value only.

The Tree Survey reveals that only 14 trees (< 75mm) remain on the site and of those, 3no are dead and the rest are in such poor condition that they are dying. They have a retention category of only C or U and are unlikely to survive longer than 10 years. No trees are identified within twelve metres of the site boundary.

All the remaining trees lie to the west of the site. The Landscape Appraisal document notes "A strong group of broadleaf trees marks the western edge of the site and is a visual feature from the A70." The indicative site layout shows that these trees are to be retained. Given the short life span of remaining trees on site there needs to be a plan for their succession.

The proposals show extensive tree replanting is to occur. This will improve the appearance of the site and the contribution it makes to the character of the area. This will also improve the habitat value of the land.

A detailed landscape plan; including all proposed new planting and boundary treatments will be required in any subsequent Approval of Matters application.

### *Flooding*

DP Policy Env 21 (Flood Protection) states that planning permission will not be granted for development that would increase flood risk or be at risk of flooding itself.

The Planning Committee on 30 March 2017 approved the implementation of a certificate procedure in relation to assessing potential flood impacts as a result of new development proposals during the application process.

The Council's Flooding Team were consulted in relation to the proposal. Flooding indicated they had no concerns in relation to flood risk and would be happy for the application to proceed subject to the applicant providing a Surface Water Management Plan.

Accordingly, a Surface Water Management Plan is required to assess the impact of the proposal on surface water on the site. This has not been provided. Before development on site can begin, this must be provided to the Planning Authority. Where required, appropriate action must be taken to ensure the development does not increase flood risk. This will be subject to an Approval of Matters application..

A number of local residents have expressed concern about water and mud run-off from the site which is impacting residential units to the south and west of the site. The replanting of trees and the implementation of a formal Surface Water Management Plan could improve or resolve this issue.

### *Archaeology*

LDP Policies Env 8 and Env 9 outline the requirements for developing sites of potential archaeological interest.

In this instance the site occupies high ground overlooking the Water of Lieth to the south-west of the historic Ravelrig Estate and close to the line of a possible Roman Road and the site of a now quarried probable Iron Age Hill fort at Ravelrig Quarry. Although occurring within an area of archaeological potential, recent landscaping works have significantly affected the site and as such it is considered unlikely that any significant remains will have survived on site.

Accordingly, it has been concluded that there are no significant archaeological implications regarding this application.

### *Developer Contributions*

LDP Policy Del 1 (Developer Contributions) requires contributions to the provision of infrastructure to mitigate the impact of development. The Action Programme and Developer Contributions and Infrastructure Delivery Supplementary Guidance sets out contributions required towards the provision of infrastructure.

## Education

The Council's Action Programme identifies the need for additional secondary school capacity and primary school classes. Communities and Families provided a consultation response which sets out the level of developer contributions required for this proposal which falls within Sub-Area SW-1 of the 'South West Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme. The education infrastructure actions that are identified in the Action Programme are appropriate to mitigate the cumulative impact of development on local primary schools. The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' rate for the appropriate part of the Zone (£5,212 per house - as at Q4 2017).

School roll projections indicate that there will not be sufficient spare capacity at Balerno High School to accommodate pupils from additional housing sites. A secondary school contribution is therefore also required in order that additional capacity can be delivered. This contribution should be based on the pro-rata cost of extending a secondary school, as set out in the Supplementary Guidance (£6,536 per house, as at Q4 2017).

A total Education Contribution of £70,488 will be required.

## Health Care

The application site is located within the Pentlands Health Care Contribution Zone. An expansion of existing premises will be required to support new residential development. A contribution of £702 per dwelling is required. The developer will be required to pay these monies in advance of the commencement of development. Based on six houses the total contribution required will be £4,212.

## f) Public Comments

### **Objection Comments**

- Concern about surface water and mud run off from the site impacting residential properties to the south and east; this is addressed in section 3.3e).
- Road safety concerns; this is addressed in section 3.3d).
- Limited access to public transport; this is addressed in section 3.3b).
- Housing design is not appropriate for the area; this is addressed in section 3.3b).

### **Support**

- Housing design will have a positive impact on the area; this is addressed in section 3.3b).
- The existing site detracts from the area; this is addressed in section 3.3b).
- The site is vacant, and development would improve the appearance of the area; this is addressed in section 3.3b).
- The proposal relates to a brownfield site and is surrounded by residential development; this is addressed in section 3.3b).

- The proposal will improve pedestrian linkages and improve safety; this is addressed in section 3.3b).
- New development will have access to existing facilities within Balerno; this is addressed in section 3.3b).

### **Neutral**

- The site has issues with surface water run-off; this is addressed in section 3.3e).
- Concerns about impact on privacy; this is assessed in section 3.3c).
- Trees should be replaced; this is addressed in section 3.3e).
- Footpath should be provided; this is addressed in section 3.3b).

### **Balerno Community Council**

- The proposal is contrary to Env 10; this is addressed in section 3.3a).
- Surface water and mud run off; this is addressed at section 3.3e).
- Previous applications for multiple residential units refused; this is addressed in section 3.3b)
- Concerns relating to road safety; this is addressed in section 3.3d).
- No pedestrian or cycle path either side of the A70 adjoining the site; this is addressed in section 3.3d).

### **Non-Material Comments**

- Construction noise; this is not a planning matter.
- The current state of the site is a result of work undertaken by the applicant; the planning authority has no control over this.
- Unclear how the access would be constructed; this is not a planning matter.

### **Conclusion**

The proposal is for planning permission in principle to develop six Class 9 units on a site located within the Green Belt. This is contrary to Local Development Plan (LDP) Policy Env 10 which presumes against development in the Green Belt other than for uses appropriate to a rural area. However, a departure from the LDP is acceptable in this instance due to the poor condition of the site which does not achieve the objectives of the Green Belt or positively contribute to the character of the area.

A number of details will be resolved at the Approval of Matters Specified in Conditions (AMC) application stage including the proposed detailed site layout, height, massing materials, design, associated landscaping, surface water management and infrastructure proposals.

The application has demonstrated that, subject to further detailed assessments, it is capable of delivering development that will make a positive contribution to the character of the area.

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

### **3.4 Conditions/reasons/informatives**

#### **Conditions :-**

1. Notwithstanding the submitted drawings and for avoidance of doubt, the indicative design proposal and sections submitted as part of the PPP application do not represent an approved scheme and all matters are reserved.
2. Before any work on the site is commenced, details of the undernoted matters shall be submitted to and approved in writing by the Planning Authority; the submission(s) shall be in the form of a fully detailed layout and shall include detailed plans, sections and elevations of the buildings and all other structure, including detailed street elevations.

#### Approval of Matters:

- a) Height, massing and siting of all buildings;
  - b) A detailed specification of all proposed materials, including hard landscaping;
  - c) Design and external appearance of all buildings, roof form, open space, public realm and other structures;
  - d) Existing and finished site and floor levels in relation to Ordnance Datum;
  - e) Roads, footways, cycleways, servicing and layout of car parking and cycle parking provision meeting Edinburgh Street Design Guidance
  - f) Waste management and recycling facilities;
  - g) Daylight, privacy and overshadowing information to assess the amenity of future occupiers within the development and impacts on neighbouring amenity;
  - h) Surface water management, drainage arrangements, SUDS proposals and SUDS maintenance plan.
  - i) External lighting, including floodlighting and street lighting arrangements for the development;
  - j) Site investigation/decontamination arrangements;
- k) Landscaping:
- (i) Detailed soft and hard landscaping plan and levels;
  - (ii) A schedule of all plants and trees to comprise species, plant size and proposed number and density;
  - (iii) Inclusion of hard and soft landscaping details including tree removal;
  - (iv) Landscape management plan including schedule for implementation and maintenance of planting scheme;
  - (v) Any boundary treatments, including noise barriers.
  - (vi) Biodiversity improvements such as inclusion of hedges and raingardens.

3. Prior to the commencement of construction works on site:
  - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
  - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
4. Trees that are retained on the site shall be protected during the construction period by the erection of fencing, in accordance with clause 2 of BS 5837:2012 "Trees in relation to design, demolition and construction".
5. A new pedestrian footway near to the south boundary of the site, as shown in drawing 03A, shall be constructed and implemented prior to the occupation of the first dwelling house at the development site at no cost to the Council.

**Reasons:-**

1. In order to secure the proper planning of the area.
2. In order to enable the Planning Authority to consider this/these matter/s in detail.
3. In order to ensure the most efficient and effective rehabilitation of the site.
4. In order to safeguard trees.
5. In the interest of pedestrian safety.

**Informatives**

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation all of those matters identified in the proposed Heads of Terms.

These matters are:

*Transport*

The applicant will be required to contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development.

The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary for the development.

### *Education*

Sub-Area SW-1 of the 'South West Education Contribution Zone: £11,748 x 6 units = £70,488.

### *Health Care*

Pentlands Health Care Contribution Zone: £702 x 6 units = £4,212.

2. a) Application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle, unless an earlier application for such approval has been refused or an appeal against such refusal has been dismissed, in which case application for the approval of all outstanding matters specified in conditions must be made within 6 months of the date of such refusal or dismissal.  
  
b) The approved development shall be commenced not later than the expiration of 3 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions, whichever is later.
3. Vehicular access arrangement from the west of the site as per revised access plan with drawing ref. 18108(PL)0011-D submitted August 2020.
4. Footway to be provided along north side of Lanark Road West fronting the proposed site as per submitted revised plan.
5. Footway from the proposed internal road to Lanark Road West will be required on the east side of the site to ensure that the entire site can be accessed from the east by active travel.
6. Car and cycle parking spaces to be provided per current parking standards.
7. Detailed design is expected to comply with Edinburgh Design Guidance.
8. 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.
9. The applicant should note that the Council will not accept maintenance responsibility for underground water storage/attenuation.



10. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.
11. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
12. 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. Electric vehicle charging outlets will be required as per current parking standards for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.
14. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

## **Financial impact**

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### **4.1 The financial impact has been assessed as follows:**

There are no financial implications to the Council.

## **Risk, Policy, compliance and governance impact**

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

## **Equalities impact**

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### **6.1 The equalities impact has been assessed as follows:**

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

## **Sustainability impact**

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### **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**

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### **8.1 Pre-Application Process**

There is no pre-application process history.

### **8.2 Publicity summary of representations and Community Council comments**

Following neighbour notification fourteen representations were received, nine in support, three objecting and two taking a neutral stance.

Balerno Community Council responded as a statutory consultee and objected to the proposal. The full content of its response is included in the appendix of the report.

## **Background reading/external references**

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- 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](#)

<b>Statutory Development Plan Provision</b>	Edinburgh Development Plan.
<b>Date registered</b>	23 January 2020
<b>Drawing numbers/Scheme</b>	01, 03A,  Scheme 2

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

Contact: Christopher Sillick, Planning Officer  
 E-mail: christopher.sillick@edinburgh.gov.uk

## **Links - Policies**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Relevant Non-Statutory Guidelines**

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

**Non-statutory guidelines** DEVELOPMENT IN THE COUNTRYSIDE AND GREEN BELT, provide guidance on development in the Green Belt and Countryside in support of relevant local plan policies.

# Appendix 1

## **Application for Planning Permission in Principle 20/00302/PPP at 572 Lanark Road West, Edinburgh, EH14 7BN. Erection of residential development (six dwelling houses) with associated site development works and landscaping (as amended).**

### **Consultations**

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#### **Balerno Community Council**

##### *Summary of the Council's comments*

*The site which is the subject matter of the application has a long planning history which includes the grant of permission for a single dwelling house along with refusals of permission for multiple house development, none of which, to the Council's knowledge, have been brought to a successful conclusion. The site is a difficult one and its current condition is regrettable. However, the Council does not consider that the proposal is an acceptable solution to the problem. For the reasons set out below, the Council recommends that, the application should be refused.*

*The reasons for the recommendation are developed and explained in this letter, but in brief the reasons are:*

- (1) The land is situated in the Green Belt, and the proposed development does not meet any of the criteria referred to in LDP Policy Env 10.*
- (2) The Council believes that the site is unsuitable for housing, including on grounds of infrastructure and traffic impact.*

##### *Balerno Community Council's approach to planning issues*

*The basic principles adhered to by the Council in its approach to planning matters are included in the Council's Community Plan published in March 2019 and are set out in the Annex to this letter. The Council seeks to observe those principles in its consideration of all planning applications.*

##### *Background to consideration of application 20/00302/PPP*

*The application is for erection of six dwelling houses with associated works and landscaping development on land at 572 Lanark Road West. The Council met with the applicant at the Council's regular monthly meeting in January 2020. The application was discussed at the Council's February 2020 meeting.*

##### *The Site*

*The site comprises approximately 0.71 hectares on the north side of Lanark Road West between its junctions with East Hannahfield and Ravelrig Hill. The site is accessed from Lanark Road West via a junction on a double bend, diagonally opposite the exit on to the A70 of a footpath leading from Ravelrig Hill. The distance between the two arms of the double bend is thought to be about 70m or less.*

*The site rises steeply away from the A70 to the north and west. Recent works for reconstruction of the boundary wall, permission for which was granted retrospectively in 2018 (18/00337/FUL) - accentuate the slope. The Community Council has received complaints from residents on Lanark Road West to the south and west of the site and from residents of properties on roads leading on to Lanark Road West to the east of the site complaining of water and mud run-off flowing from the site. The site is within the Green Belt.*

*It is understood that applications have been made in the past 20 years for multiple dwellings on the site for which, in the past, permissions for a single dwelling house have been granted. Applications for multiple dwelling development have been refused. In connection with application 13/03115/FUL the then acting Head of Planning in his report noted to the effect that;*

*(i) in March 1999 planning permission was refused for a proposed housing development in outline for 10 dwellings which was subsequently amended to 4. It was refused on the grounds that it was contrary to development in countryside; inconsistency with green belt review; sporadic development in countryside and green belt. (A02603/97).*

*(ii) In January 2000 the Planning Committee was minded to refuse an application for the demolition of the existing buildings and the erection of up to 6 detached homes and garages due to it being development in the countryside; being inconsistent with Green Belt review; undermining green belt and countryside policies. (99/02656/FUL)*

*(iii) In September 2000 an appeal for both the above planning applications was dismissed. The reporter concluded that the he saw no good reasons why a development has to compromise more than 'the replacement of the existing derelict bungalow if the objective is to bring the sites in a condition where they complement the appearance of the locality'.*

*The applicant outlined the current proposal to the Council on 9 January 2020. The Council explained to the applicant that, leaving aside issues related to the Green Belt etc, the Council foresaw problems in accepting that the site could be safely developed from a traffic and pedestrian standpoint given the location of the projected access as described by the applicant. The Council also expressed serious doubts about the possibility of current problems of water and mud run-off being resolved by SUDS as suggested by the applicant and also drew attention to complaints relating such run-off from the site as referred to above.*

*The Council agrees with the applicant's comment that 'the site, in its present condition, detracts from rather than contributing to the character and landscape setting of Balerno.'*

#### **LDP POLICY ENV 10 - Green Belt**

*Local Development Plan Policy ENV 10 provides that development will only be permitted, within the Green Belt, where it both meets one of the criteria listed in Policy 10 and in addition would not detract from the landscape quality and/or rural character of the area.*

*The exceptions specified in Policy Env 10 are;*

*a) For the purposes of agriculture, woodland and forestry, horticulture or countryside recreation, or where a countryside location is essential and provided any buildings, structures or hard standing areas are of a scale and quality of design appropriate to the use.*

*b) For the change of use of an existing building, provided the building is of architectural merit or a valuable element in the landscape and is worthy of retention. Buildings should be of domestic scale, substantially intact and structurally capable of conversion.*

*c) For development relating to an existing use or building(s) such as an extension to a site or building, ancillary development or intensification of the use, provided the proposal is appropriate in type in terms of the existing use, of an appropriate scale, of high-quality design and acceptable in terms of traffic impact.*

*d) For the replacement of an existing building with a new building in the same use provided:*

*1) the existing building is not listed or of architectural / historic merit;*

*2) the existing building is of poor-quality design and structural condition,*

*3) the existing building is of domestic scale, has a lawful use and is not a temporary structure; and*

*4) the new building is of a similar or smaller size to the existing one, lies within the curtilage of the existing building and is of high design quality.*

*So far as the Council are aware none of those exceptions are relevant to the circumstances of the current application. Nor has the applicant specifically argued for application of any of the exceptions.*

*However, even if the applicant had argued for application of any of the exceptions then, as derogations from the core purpose of Policy Env 10 which is to restrict development in the Green Belt, those derogations must be read restrictively and applied only on the basis of strong evidence, of which there is none advanced in the application.*

*Furthermore, the proposed development relates neither to agriculture etc, nor to the existing use of a building, nor to replacement of any existing building. The proposal is neither an extension of, nor ancillary to nor an intensification of use of the site or any building on the site.*

*The proposal is therefore non-compliant with Policy Env 10 and should be rejected.*

*Even if, however, the proposal was to be considered to be an extension, ancillary to or an intensification of use under criterion (c), it would be necessary for the proposal also to comply with the provisos set out in that criterion. Thus, the proposal would have to be*

*1. appropriate in type in terms of the existing use,*

*2. of an appropriate scale,*

*3. of high-quality design and*

*4. acceptable in terms of traffic impact, and*

*in addition, the development should not be allowed if it 'detract[ed] from the landscape quality and/or rural character of the area.'*

*The site is unsuitable for housing*

*Council considered those provisos in the context of assessing whether the proposal would be appropriate for the site in question.*

*Is proposal appropriate to existing use? - The Council is uncertain as to the existing use of the site. The site appears essentially to be derelict and to that extent 'detracts from rather than contributing to the character and landscape setting of Balerno.' The photographs on p3 of the Planning Statement amply evidence the degree of dereliction.*

*However, despite the regrettable condition of the site the Council believes that the site is not appropriate for housing development as applied for because of serious concerns related to location, scale and the implicit issues of access.*

*The Council is also seriously concerned that grant of planning permission as sought might render permanent the effects of recent earth works on the site which the Council believes may have led to the water and mud run-off referred to above. If the Planning authority were to consider that permission should be granted, which the Council does not support, then conditions would require to be imposed which would require the current problems to be remedied. The Council considers that such a remedy would involve complete re-engineering of the boundary wall and installation of sufficient drainage.*

*Location - The Council believes that the A70 is a dangerous road especially at the stretch which includes the access to 572 Lanark Road West. The section of A70 at that point is on a hill with sharp bends. While subject to a 30mph speed limit it remains dangerous partly because, coming from the west, it follows immediately after a relatively straight stretch from the City boundary to the village boundary. Traffic tends to be decelerating rapidly at the village boundary as it negotiates the quarter mile or so of bends and corners around 572, before entering a downhill straight stretch to the junction with Ravelrig Road. The A70 is much busier in 2020 than it was in 2000 with increasing numbers of commuter vehicles using the A70 to avoid congestion on the A71 and the M8. It is cause for real concern that there is no pavement or pathway on either side of the A70 beyond the first corner of the double bend approaching 572 heading west. While the absence of a pavement or footpath is not the responsibility of the applicant, that absence complicates the position for the application. Creating a footpath through the site as suggested by the applicant would not assist pedestrians accessing dwellings on the south side of Lanark Road West opposite the site, and indeed it might exacerbate the danger by encouraging pedestrians to cross the road at or close to dangerous bends.*

*In the Balerno Community Plan published in March 2019 the Council noted that*

*'2.2(iii) [The A70] is congested and unsafe with limited opportunities for protected pedestrian crossing as it passes through Balerno. West of Bridge Road the sight lines on Lanark Road West are poor.*

*(x)Road Safety - The A70 is heavily used. " Over the period since 2000 there have been some 60 vehicle accidents within the Balerno area on the A70, some serious and including fatalities. ""..*

*There is no pavement on LRW between Ravelrig Hill/Hannahfield and the village boundary such that LRW is at that point quite unsafe for pedestrians, being narrow, with blind bends and undulating.'*

*Scale - The Council accepts that previous grants of planning permission for the site would have permitted development of the site for one dwelling house. Had those permissions been acted upon the site might in all probability now be in a different condition, and might not now present the detrimental impact on the character and*



*appearance of the area to which the applicant refers. In the event that the applicant were to modify his application to seek permission for only one house then the Council would require to consider that in the context of the previous planning consents.*

*The Council does not agree with the applicant's suggestion that 'Notwithstanding previous determinations relating to the site, the passage of time has clearly demonstrated and shown that it will take a development of this scale and nature to make a significant and worthwhile contribution to the area.' - [p18 Supporting Statement para 4.26]. All that the passage of time shows is that, to date, previous permission to build a dwelling house have not been taken up. There is no argument advanced to support the proposition that large scale development is necessary. Large scale development has been held to be inappropriate. The Council supports that position. The Council refers to the refusal of permission for six houses in 2000.*

*The Council does not accept that the scale of development proposed is appropriate to the site. At present there is vehicular access into 572 but the traffic volumes arising from 6 properties would be likely to be significantly greater than at present when there is currently no permanent residence.*

*Impact on traffic - Traffic must be seen as vehicular, pedestrian and cycle. As noted above, access to the site for all traffic is principally via a track exiting on the eastern boundary of the site on to Lanark Road West at a double bend. This is intrinsically a dangerous layout. Also as noted above the road is subject to a 30mph speed restriction. The bends are both blind corners and the distance between them is about 70 m. There is no pavement or pathway on the A70 beyond Ravelrig Park on either side of the road including as it passes 572. Creating even a small housing development exiting from 572 would make the A70 potentially more dangerous in terms of higher traffic volumes accessing the site, both vehicular and pedestrian and cycle.*

*The Council notes from the applicant's transport statement that CEC's Movement and Development guidance makes recommendations for visibility from driveways onto roads. It recommends that where the speed limit is 30mph then the splay required is 60m at 2m from the exit. The splay specified in the application appears to be 45m but from 2.4m. The Council has noted but cannot accept the applicant's argument for allowing a splay of less than the 60m stipulated in the CEC guidance in what must be considered a dangerous setting.*

*The Council has also noted the applicant's proposal for a pedestrian crossing linking to a footpath through the site. This will increase the pedestrian and cycle traffic to and from the site and consequently seeking to cross the A70 at the double bend. So far as the Council is aware the applicant makes no specific proposal to ensure safety of pedestrians or cyclists using that crossing.*

*The City Council's draft City Mobility Plan, which is currently the subject of consultation, states that one of the People Objectives of the Plan is to improve the safety for all travelling within the city. The draft Plan further notes - page 5 - that; 'While cars are the single biggest cause of road accidents it is pedestrians who are more likely to be killed or seriously injured. Pedestrians are 22 times more likely to be killed in a road traffic accident than a car occupant. Cyclists are four times more likely to be killed in a road accident than pedestrians.*

*As the volume of cars on our streets grows, people are increasingly concerned about safety. As a result, more vehicle trips are generated by, for example, people driving their children to school; whilst this may keep them safe it makes the likelihood of car accidents greater by increasing the volume of traffic around schools and large numbers of children.*

*The high level of risk pedestrians and cyclists face is a major obstacle to encouraging more people to cycle and walk between the places they live work and visit. We need to think about how we use our road space and how we travel to keep people safer.'*

*Allowing housing development at a location at which there is a clear and obvious risk to pedestrians and cyclists - trunk road, double bend , no pavements, no protected pedestrian crossing - seems to the Council to be almost the antithesis of keeping people safe.*

*Water and mud run-off - The Council also believes that the recent works creating a rock and earth boundary wall at the site have contributed to a problem of water and mud run-off on to and across the A70. The Council was not aware of any problem in advance of those works. This is an ongoing nuisance to neighbouring proprietors on the south side of the site, and is also causing problems on the east side with run-off down the A70 also causing scouring. Run-off has caused problems in both directions not only through mud deposits and flooding down and across the road, but also with ice forming in severe weather. The Council believes that the problems of water and mud run-off are directly related to the boundary wall works and that development of the site as proposed without re-engineering of the boundary wall will simply make those problems permanent.*

*For all these reasons the Council does not believe that development of the site as applied for would be appropriate.*

#### *Observations on possible development of the site*

*The Council accepts that previous grants of planning permission would have permitted development of the site for one dwelling house. Had those permissions been acted upon then the site might in all probability now be in a different condition, and might not now present the 'detrimental impact on the character and appearance of the area' to which the applicant refers. The Council does not agree with the applicant when he says 'Notwithstanding previous determinations relating to the site, the passage of time has clearly demonstrated and shown that it will take a development of this scale and nature to make a significant and worthwhile contribution to the area.' As noted above the applicant does not explain the basis for the proposition advanced.*

*The Council does not purport to have addressed all issues raised by the application, but again as noted above the Council does not accept that the scale of development proposed is appropriate to the site.*

*The Council believes that without rectification of the water and mud run-off problem then development of the site at whatever scale and for whatever purpose is likely to be seriously restricted.*

*If, however, the planning authority were minded to grant permission for this application then the Council would suggest that stringent conditions must be attached as follows;*

- (i) in relation to the management of traffic and the safety of road users and in particular pedestrians and cyclists, some form of controlled crossing between Ravelrig Hill and the site would be necessary, that control also regulating vehicular access in and out of the site on to the A70;*
- (ii) for rectification of the problem of water and mud run-off by re-engineering the boundary wall if necessary, installing proper and effective drainage and reducing height levels within the site as appropriate;*
- (iii) Since the history of planning permissions for the site does not suggest that a grant of permission would necessarily be carried into effect expeditiously, the Council would wish a condition to be included in any permission requiring the rectification of the water and mud run-off problem before any other development work could be undertaken.*

*The Council would expect to be consulted both as to the adequacy of any planning conditions to be imposed, and as to whether they had been satisfied.*

*For the avoidance of any doubt the Council would wish to re-emphasise that it does not consider the application should be granted.*

## CONCLUSION

*For the reasons set out above the Balerno Community Council believes that application 20/00302/PPP should be refused. In the event that the Planning Authority were to consider it appropriate to grant permission, which grant the Council would not support, then the Council would request imposition of stringent conditions as noted above.*

## Annex

*The basic principles adhered to by the Council in its approach to planning matters are currently set out in the Balerno Community Plan of March 2019 which states that; '2.1(ix) 'the Green Belt is where it is for a purpose, and ought not to be set aside except in exceptional circumstances, as provided for under Policy 10 of the Local Development Plan (2016).*

*(x) (Core principles on operation of the LDP) '.*

*that the policies set out in the LDP should be applied properly. Where such policies may allow for development in areas in which development is generally not permitted as for example the Green belt, the community is also entitled to expect also that exceptions to such general restriction will be interpreted strictly and without any presumption in favour of development.*

*"..*

*that CEC should insist on the highest possible design standards for any development proposed for Balerno of whatever scale including for affordable housing. Building design must be sympathetic to the locality and consistent with vernacular architecture.t*

*that transport and traffic considerations are central to the consideration of whether any development is sustainable within a community, and that CEC should do much more to satisfy itself that our roads and transport system is capable of coping with traffic generated by development.*

*(xi) The Council will further,*

*Seek both to ensure that Green Belt, Special Landscape Area and any similar designations and policies are fully respected and applied, and also to resist attempts by*

*developers and others to displace the effect of such designations, whether by reference to alleged shortfalls in the availability of development land or for any other reason;*

*Seek to ensure that only development consistent with the Local Development Plan are approved.*

### **Airport Consultation Response**

*The proposed development has been fully examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria.*

*We therefore have no objection to this proposal.*

### **Archaeology**

*Further to your consultation request I would like to make the following comments and recommendations concerning this application for the erection of residential development (six dwelling houses) with associated site development works and landscaping.*

*The site occupies high ground overlooking the Water of Lieth to the SW of the historic Ravelrig Estate and close to the line of a possible Roman Road and the site of a now quarried probable Iron Age Hill fort at Ravelrig Quarry. Although occurring within an area of archaeological potential recent landscaping works have significantly affected the site and as such it is considered unlikely that any significant remains will have survived on site.*

*Accordingly, it has been concluded that there are no significant archaeological implications regarding this application.*

### **Communities and Families**

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

*In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (February 2020).*

*Residential development is required to contribute towards the cost of delivering these education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the finalised Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' (August 2018).*

### **Assessment and Contribution Requirements**

Assessment based on:

6 Houses

This site falls within Sub-Area SW-1 of the 'South West Education Contribution Zone'. The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified in the Action Programme are appropriate to mitigate the cumulative impact of development on local primary schools. The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' rate for the appropriate part of the Zone (£5,212 per house - as at Q4 2017).

School roll projections indicate that there will not be sufficient spare capacity at Balerno High School to accommodate pupils from additional housing sites. A secondary school contribution is therefore also required in order that additional capacity can be delivered. This contribution should be based on the pro-rata cost of extending a secondary school, as set out in the Supplementary Guidance (£6,536 per house, as at Q4 2017).

The application is for planning permission in principle. The required contribution should be secured through a legal agreement based on the 'per house' and 'per flat' contribution figures set out below.

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

Per unit infrastructure contribution requirement:

Per House - £11,748

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

### **Transport - response dated 3 February 2020**

The application should be continued.

Reasons:

1. Access location not acceptable. The applicant quoted the Council's movement and development to justify acceptability of the proposed junction. However, section 7.12.8 states that 'for junctions on curves, reference should be made to Table 9 for determination'. Lanark Road West is considered at least a Local Distributor Road and the proposed access as a minor access/short cul-de-sac junction. It is considered that safe visibility splay cannot be achieved at the proposed location and recommend that access is taken from west of the site;
2. A minimum of 2.5m wide footway is required on the north side of Lanark Road fronting the proposed development;
3. The applicant should demonstrate how refuse collection will done.

Note:

Local Distributor Road - serves up to around 1,000 dwellings or industrial development  
Short cul-de-sac/minor access- serves 3 to 20 dwellings.

## Transport - response dated 28 August 2020

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

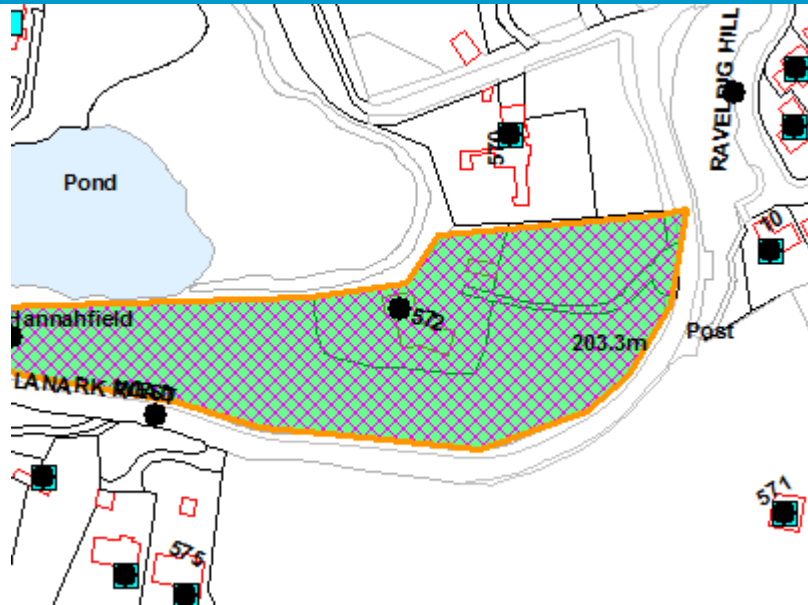
1. *The applicant will be required to:*
  - a. *Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;*
  - b. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
2. *Vehicular access arrangement from the west of the site as per revised access plan with drawing ref. 18108(PL)0011-D submitted August 2020;*
3. *Footway to be provided along north side of Lanark Road West fronting the proposed site as per submitted revised plan;*
4. *Footway from the proposed internal road to Lanark Road West will be required on the east side of the site to ensure that the entire site can be accessed from the east by active travel;*
5. *Car and cycle parking spaces to be provided per current parking standards;*
6. *Detailed design is expected to comply with Edinburgh Design Guidance;*
7. *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;*
8. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
9. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
10. *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;*
11. *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;*
12. *Electric vehicle charging outlets will be required as per current parking standards for this development including dedicated parking spaces with charging facilities and*

ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;

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

## Location Plan

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**END**