

Development Management Sub-Committee Report

Wednesday 30 March 2022

**Application for Planning Permission in Principle
land 369 metres northeast of, 210 Craigs Road, Edinburgh.**

Proposal: Active travel route along Cammo Walk corridor.

**Item – Committee Decision
Application Number – 21/02306/PPP
Ward – B01 - Almond**

Reasons for Referral to Committee

The application has been referred to the Development Management Sub-committee because the proposal has been subject to 14 objections, and a statutory consultee as defined under the terms of Schedule 5 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 objects to the application. Consequently, the application falls outwith the Council's Scheme of Delegation.

Recommendation

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

Summary

The Local Development Plan and the 2021 Local Development Plan Action Programme identify active travel improvements to Cammo Walk. The proposal is acceptable in principle and complies with the strategic transport objective of the Council to deliver an active travel route at this location.

The application has demonstrated that, subject to further detailed assessments and design details, the proposal can deliver an active travel route that complies with the transport strategy outlined in Council policy and non-statutory guidance. The indicative layout also confirms that in principle the proposal complies with the thirteen policy principles of sustainable development set out in Scottish Planning Policy.

Subject to the attached conditions, the proposal is acceptable in principle and there are no other material considerations that outweigh this conclusion.

SECTION A – Application Background

Site Description

The application site ('the site') is located in the west of the City and is linear in its dimensions, running from north to south over a narrow area measuring approximately 615 metres long. The site comprises part of the existing Cammo Walk at its northern extents up to where it meets Craigs Road, the western part of the Craigs Road/Maybury Road junction, and part of the field immediately to the west of Cammo Walk. The site's topography rises from a low point of approximately 34 metres above ordnance datum (AOD) in its southern area and gradually rises to a high point of approximately 58 metres AOD where the road approaches a natural ridge which Craigs Road traverses.

Existing features within the site include road surface and verges, intermittent sections of stone wall on both sides of the road, and intermittent sections of trees and hedges at both sides of the road.

Description of the Proposal

Scheme 1

The applicant proposes an 'active travel route along Cammo Walk corridor' and the application is for planning permission in principle. The proposal, shown indicatively in supporting plans, would include two options to introduce the active travel route.

Option 1 would retain Cammo Walk on its existing alignment and be redetermined for non-vehicular users only. Cammo Walk would be widened to five metres for use by segregated active travel modes only. A new 5.5 metre-wide road section along the whole of Cammo Walk's western edge would be introduced to accommodate traffic movements and linking Cammo with Craigs Road. The road and active travel surfaces would be separated by upstand kerb, and a 5.5 metre-wide verge at the west of the new road alignment would be introduced for landscaping, earthworks and drainage arrangements. The existing alignment for Cammo Walk would emerge to Craigs Road at the south in its current form where a Toucan crossing is proposed. The new vehicular road would emerge to Craigs Road at a new location approximately 50 metres west of the existing Cammo Walk junction.

Option 2 would redetermine Cammo Walk for non-vehicular users only. Under this option Cammo Walk is retained along its existing alignment and widened to 5m for use by segregated active travel only. A 5.5 metre-wide verge would be introduced to the west of the combined footway and cycleway to allow for landscaping, earthworks and drainage arrangements. Vehicular traffic would no longer have access, a turning head has been proposed at the north of the site to allow vehicles to turn, in acknowledgement that Cammo Walk may remain open to vehicles north of the application site. A Toucan crossing would be introduced to allow the crossing of Craigs Road at the south of the site.

Supporting Information

The applicant has submitted the below information in support of the application and is available to view on the Planning & Building Standards Online Services.

- Application forms and site location plan.
- Supporting planning statement.
- Indicative layout plans.
- Transport statement.

Relevant Site History

18/10028/PAN
Land 369 Metres Northeast Of 210
Craigs Road
Edinburgh

Mixed use development including business and employment uses (class 4), (class 6); hotels (class 7) and ancillary uses including retail (class 1), financial and professional services (class 2), food and drink (class 3), residential institutions (class 8), residential (class 9), non-residential institutions (class 10), assembly and leisure (class 11), sui generis flatted development; and other associated works including landscaping, car parking, servicing, access and public realm.

Pre-application Consultation approved.
3 December 2018

21/04210/PPP
Land 369 Metres Northeast Of
210 Craigs Road
Edinburgh

Residential development, ancillary retail use, active travel route, open space, landscaping, access, services and all associated infrastructure.

Other Relevant Site History

The following site history relates in part to the application site:

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

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

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). The planning permission relates to development at LDP housing site HSG 19.

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 was approved (application reference: 19/05514/AMC). The planning permission relates to development at LDP housing site HSG 19.

28 July 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of condition 9 was approved at a Site 100 Metres North East Of 19 Turnhouse Road Edinburgh (application reference: 20/00649/AMC). The planning permission relates to archaeological investigations for LDP housing site HSG 19.

23 March 2021 - An application for approval of matters specified in conditions of planning permission in principle PPA-230-2207, in respect of condition 6 (d) and 6 (e) at Land 195 metres south of West Craigs, Cottage 85, Craigs Road, Edinburgh was approved (application reference: 20/01884/AMC). The planning permission relates to a new junction arrangement for Cammo Walk, Craigs Road and Maybury Road and assists in delivering LDP transport proposal T17 Craigs Road Junction.

Pre-Application process

Pre-application discussions took place on this application.

Consultation Engagement

Transportation planning

Cramond & Barnton Community Council

Archaeology service

Refer to Appendix 1 for a summary of the consultation response.

Publicity and Public Engagement

Date of Neighbour Notification: 3 May 2021

Date of Renotification of Neighbour Notification: Not Applicable

Press Publication Date(s): 14 May 2021;

Site Notices Date(s): Not Applicable;

Number of Contributors: 19

Section B - Assessment

Determining Issues

This report will consider the proposed development under Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act):

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

- the Scottish Planning Policy presumption in favour of sustainable development, which is a significant material consideration due to the development plan being over 5 years old;
- equalities and human rights;
- public representations and
- any other identified material considerations.

Assessment

To address these determining issues, it needs to be considered whether:

a) The proposals comply with the development plan

The Development Plan comprises the Strategic and Local Development Plans. The relevant Edinburgh Local Development Plan 2016 (LDP) policies to be considered are:

- LDP Developer Contributions policy Del 1.
- LDP Design policies Des 1, Des 2, Des 3, Des 4, Des 8.
- LDP Historic Environment policies Env 3, Env 7, Env 8, Env 9.
- LDP Natural Environment policies Env 10, Env 11, Env 12, Env 15, Env 16.
- LDP Protection of Natural Resources policies Env 21, Env 22.
- LDP Special Economic Areas policy Emp 6.
- LDP Transport Proposals and Safeguards policy Tra 10.

The Edinburgh Design Guidance and accompanying Street Design Guidance with its fact sheets provide guidance for developments that include new active travel infrastructure in the City. The Council's draft planning guidance on Developer Contributions and Infrastructure Delivery (August 2018) must also be considered.

Principle of Development

The applicant seeks planning permission in principle for an active travel route along Cammo Walk and its surrounding corridor.

The Maybury and Cammo Site Brief in the LDP includes a 'new footpath/cyclepath' in this part of the City. The path passes through LDP housing site HSG 19 at its southern extents where it meets Craigs Road and then travels northward generally following the existing Cammo Walk alignment up to the Cammo Estate car park. The applicant has submitted a red line site boundary and an indicative layout that reflects part of the general route corridor identified in the proposals map, specifically the area relating to Craigs Road and the southern stretch of Cammo Walk. The proposal accords in principle with the Maybury and Cammo Site brief as shown in the LDP.

The majority of the proposal is located in the City's green belt and must be considered in the context of LDP policy Env 10 (Development in the Green Belt and Countryside); the policy permits suitable development where it would not detract from the landscape quality and/or rural character of the area and complies with one of the four policy criteria. Of the four policy criteria for policy Env 10, two apply to this type of development: criterion a) states that areas of hard standing related to countryside recreation must be appropriate in scale, quality and design; and criterion c) refers to intensification of existing uses which must also be of an appropriate scale, high quality design and acceptable in terms of traffic impact. Criteria b) and d) relate to buildings only and do not apply for a proposal of this nature.

The applicant has submitted a red line plan for an area wider than the existing road surface, and both indicative options show some degree of intensification to the Cammo Walk corridor in terms of widening, which would impact on existing trees, hedgerows, and stone walls, to facilitate upgrading to the standard indicatively displayed in supporting information. The extent of the intensification of the existing Cammo Walk surfacing and verges, if any, would be established at the approval of matters specified in conditions (AMC) planning stage(s) when any impact on the green belt objectives would be better understood and addressed via a detailed design to the satisfaction of the planning authority. In principle the proposal complies with policy Env 10 subject to satisfactory details being provided at the AMC planning stage.

Policy Tra 10 (New and Existing Roads) aims to protect improvements to the road network that are identified in the LDP. In this case the purpose of any new road formation or widening of Cammo Walk would be to provide improved active travel and pedestrian infrastructure along the existing Cammo Walk corridor. The LDP identifies that the existing Cammo Walk road alignment should accommodate a new active travel multi-use path, however its design parameters are not specified in policy or guidance. The applicant's red line plan allows for either the retention of vehicular access or for redetermination of this part of Cammo Walk to facilitate pedestrians and active travel only. The principle of the proposal complies with policy Tra 10 and the improvement(s) identified in the LDP for the local road and path network at this location.

The LDP Action Programme (LDPAP) dated December 2021 identifies improvements to Cammo Walk to include a cycle path and the introduction of a Toucan crossing of Craigs Road junction. The LDPAP envisages that the Cammo to Maybury cycle path would extend from Craigs Road up to a point where the path would cross the Boughtlin Burn at the north of the application site and provide a connection to LDP housing site HSG 20 (Cammo). The proposal would assist in delivering part of the cycle route identified in the LDPAP. Other segments of the active travel path are identified to be delivered by the Council. The part of Cammo Walk that lies north of the application site boundary is not shown in the LDPAP to be part of the proposed cycle path.

The principle of new active travel infrastructure at this location is supported by the adopted Edinburgh LDP (2016) and Council guidance.

Design and layout

The applicant submitted indicative site layout plans and a short planning statement in support of the application. Both options propose that Cammo Walk be retained, widened to 5.5-metres, and redetermined as a footway and cycleway only. The key difference between the options is that Option 1 allows for a new 5.5-metre-wide road immediately to the west of the existing Cammo Walk road. Whilst these two options have been submitted to demonstrate how pedestrians and active travel modes can be better facilitated in this part of the City, other options or configurations such as those suggested by the Community Council in its objection are not precluded. The applicant has demonstrated that it would be feasible to introduce an active travel route in this location, and it is recommended that detailed design matters are confirmed at the AMC planning stage.

The southern part of the proposal includes an area that is designated in the LDP for transport proposal T17 (Craigs Road Junction). Details for the junction's layout have been approved through planning references 19/05051/AMC and 19/01884/AMC. The proposal would not conflict with the junction upgrade subject to acceptable detailed design details at the AMC planning stage where compliance with LDP policy Des 2 (Co-ordinated Development) would be required.

The two indicative designs would suggest the removal of some existing features along Cammo Walk such as the field boundary to the west of the existing road surface which include hedge(s), stone wall and trees, however the supporting statement notes that options for providing an active travel route along Cammo Walk are not exhaustive. The nature, extent and requirement for such removal of existing site features would be considered at the AMC planning stage in the context of LDP policies Des 1 (Design Quality and Context), Des 3 (Incorporating and Enhancing Existing Potential Features), and Env 12 (Trees) which generally require new development to draw on positive characteristics in the area and retain existing features where possible. Objections raise concern regarding impact on the rural setting of the nearby Cammo estate and its associated Special Landscape Area and Garden Designed Landscape Inventory Site in the event of existing features such as trees and hedges being removed. The application site is not within these protected landscape designations, but it is adjacent to a high value landscape area. Any impact on the surrounding landscape setting and compliance with LDP policies Env 7 (Historic Gardens and Designed Landscapes) and Env 11 (Special Landscape Areas) would be considered at the AMC planning stage.

Whilst the applicant has submitted indicative layouts for two scenarios, it is recommended that the detailed design of a proposal be secured at the AMC planning stage, the terms of which are set out in proposed conditions.

Transportation and road safety matters

The LDP and Council guidance requires new development to cater for a variety of transport modes and demonstrate sustainable travel capability.

The applicant's supporting Transport Statement (TS) asserts that the principle of the proposal is supported in planning and transport policy terms in the context of the transport strategy for the city.

The TS and accompanying indicative layout plan for the active travel route demonstrate that the proposal would be capable of facilitating active travel modes and motorised vehicles if/as necessary depending on the detailed design solution. The proposal, subject to agreement of a detailed layout at the AMC planning stage, would add to the evolving path network in this part of the city and would be capable of providing a dedicated active travel link between the existing and emerging communities at Cammo southward to LDP housing site HSG 19 and the Edinburgh Gateway station area.

No detail in relation to impact of traffic displacement in the event of a design solution coming forward at the AMC planning stage that would permanently remove vehicular access to Craigs Road via Cammo Walk from the north has been submitted. It is therefore proposed that a transport statement inclusive of an assessment of local transport impact(s) to support the proposed detailed design be secured by condition.

The Roads Authority confirms no objection to the proposal subject to recommended conditions and informatives as appropriate. Consultation comments request that all detailed design features for the active travel path and any new road alignment, and submission of a Quality Audit be reserved, and these are attached in recommended conditions. The Roads Authority further notes that any changes to Cammo Walk and associated roads are likely to require various statutory orders under legislation regimes other than planning.

Some objections request that traffic lights be introduced in an area north of the application site, from Cammo Gardens to Maybury Road if Cammo Walk is closed to vehicles travelling southward from Cammo. There is on-going project work to review the transport network in this part of the City; at the time of writing this work is not complete. The outcome of the Council's project work and any recommendations in relation to Cammo Walk and the surrounding area would be considered at the AMC planning stage. In relation to traffic lights, it would be for the Roads Authority to bring forward any traffic management measures for the local road network in this area.

Infrastructure delivery and developer contributions

Part 2 of LDP policy Del 1 (Developer Contributions and Infrastructure Delivery) states that development should only progress where sufficient infrastructure is available or can be delivered at the appropriate time. The proposal would comply with the intentions of policy Del 1 by ensuring enabling infrastructure to support growth in West Edinburgh is in place to provide a formalised sustainable travel connection between Cammo and new development at LDP housing proposals HSG 19 (West Craigs), HSG 20 (Cammo), and beyond.

The proposal does not include any traffic generating development and would re-configure the layout of an existing road, and in this context no contributions would reasonably be sought for the proposal.

Protected species & habitat

The LDP, through policy Env 16 (Species Protection), seeks to ensure that new development avoids adverse impact(s) on protected species and habitat in the city.

The site is mostly rural and semi-rural in character and is located in the City's greenbelt, in places forming part of its visible identifiable boundary with the nearby urban area to the east due the presence of trees, hedging and stone walls that define Cammo Walk and the neighbouring field boundaries. These features may conceivably provide habit for protected species.

The supporting planning statement notes that the detailed design stage for the proposal would allow for identification of biodiversity and green corridor benefits. The indicative options imply that existing features would be removed to facilitate to proposal. As a preferred design is not currently available and would come forward at the AMC planning stage, the application would be required by Policy Env 16 to demonstrate mitigation by design and/or replacement planting and habitat creation to a standard that would be policy compliant. The applicant has not submitted any specific details in relation to ecology or habitat therefore it is recommended that these details, in the form of an Extended Phase 1 Habitat Survey and any subsequent surveys, are considered at the AMC planning stage as well to ensure compliance with LDP policy Env 16.

Archaeology

The City's Archaeology Service confirms in consultation comments that there are no known, significant archaeological implications regarding these proposals and the area subject to this active travel application is unlikely to contain significant, in-situ, archaeological remains. Recent excavation work in the adjacent field has been carried out and no further investigations or excavations are required in relation to this application.

The proposal complies with LDP policies Env 8 and Env 9.

Flood risk and drainage

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

The applicant has not submitted supporting assessments at this stage in relation to flood risk and drainage. It is recommended that these details, including the submission of the Council's self-certification forms for flood risk and drainage, be provided at the AMC planning stage when a detailed design is available.

Conclusion in relation to the Development Plan

The proposal complies in principle with the LDP subject to the approval of matters specified in conditions including a detailed design and layout for the active travel path.

b) There are any other material considerations which must be addressed.

The following material planning considerations have been identified:

SPP - Sustainable development

Scottish Planning Policy (SPP) is a significant material consideration due to the LDP being over 5 years old. Paragraph 28 of SPP gives a presumption in favour of development which contributes to sustainable development. Paragraph 29 outlines the thirteen principles which should guide the assessment of sustainable development.

At the AMC planning stage, it will be possible for the applicant to provide appropriate design details relating to the creation of a pedestrian and active travel route with a view to introducing sustainable travel infrastructure at this part of Cammo Walk. With reference to climate change adaptation and sustainability, it has been a long-standing strategic objective to introduce an active travel route in this area of the city. Whilst the design may still facilitate car use along Cammo Walk, the introduction of a well-designed and attractive active travel route would make sustainable travel more attractive in this part of the City for existing and emerging communities at Cammo and West Craigs.

Other matters including sustainable drainage design, impact on the water environment and any impact the natural environment would be provided at the AMC planning stage where SPP sustainable development criteria would need to be considered as well.

In principle, the proposal complies with Paragraph 29 of SPP.

Emerging policy context

The Draft National Planning Framework 4 is being consulted on at present and has not been adopted. As such, little weight can be attached to it as a material consideration in the determination of this application.

While City Plan 2030 represents the settled will of the Council, it has not yet been submitted to Scottish Ministers for examination. As such, little weight can be attached to it as a material consideration in the determination of this application.

Equalities and human rights

Due regard has been given to section 149 of the Equalities Act 2010. No impacts have been identified.

Consideration has been given to human rights. No impacts have been identified through the assessment and no comments have been received in relation to human rights.

Public representations

The application was advertised on 14 May 2021 and neighbours were notified on 03 May 2021. Nineteen representations were received comprising 14 objections, three comments of support and two neutral comments. Two late public comments were received, and these raised no additional material planning matters. A summary of the representations is provided below:

Cramond and Barnton Community Council objection

- In principle supports an active travel corridor - addressed in Section b).
- Does not support either of the proposed indicative layouts - addressed in Section b).
- Objects to only part of the active travel route being proposed in this application rather than the full route as shown in the LDP - addressed in Section b).
- Object to unnecessary widening of existing carriageway and impact on rural character - addressed in Section b).
- Alternative designs and layouts are suggested - addressed in Section b).
- Request postponement of any planning decision until on-going statutory Community Participation Request is concluded - this is independent of the planning process.
- Object to any severance arising from redetermination order to exclude southbound traffic on Cammo Walk unless preceded by installation of traffic lights at Cammo Gardens/Maybury Road junction - this is not a planning matter or within the scope of this application.

Corstorphine Community Council objection

- Supportive of an active travel corridor along Cammo Walk in principle - addressed in Section b).
- Query how the proposal will integrate with the remainder of Cammo Walk - addressed in Section b).
- Lack of detailed design information - addressed in Section b).
- Second Cramond and Barnton Community Council's suggestion for traffic light-controlled junction at Cammo Gardens and Maybury Road - this is not a planning matter or within the scope of this application.
- Concern of traffic impact on Cammo Walk from nearby housing development - addressed in Section b).

Material considerations

Neutral

- Re-opening Cammo Walk to southbound traffic only alongside safe space for walking and cycling would be acceptable - addressed in Section b).

Support

- Support the closure of Cammo Walk to vehicles, becoming only an active travel corridor for pedestrians and cyclists - addressed in Section b)
- Connections to new housing development should be carefully considered - addressed in Section b).

Objections

- Opposed to closure of Cammo Walk for vehicles and traffic impact in area - addressed in Section b).
- Object to widening of the existing route and associated loss of features and habitat - addressed in Section b).
- Object to a new stretch of road in this corridor - addressed in Section b).
- Impact on wildlife and habitat - addressed in Section b).
- Object to loss of green belt land and potential to further development west of Cammo Walk and the site boundary - addressed in Section b).
- Limited landscape justification and potential for negative landscape impacts on Cammo Estate - addressed in Section b).
- Lack of design details provided - addressed in Section b).
- Oppose the addition of any streetlights along the route - addressed in Section b).
- Request for traffic lights to facilitate vehicular access from Cammo Gardens to Maybury - addressed in Section b).
- Access to surrounding farmland for agricultural vehicles to land north of the application must be maintained - the application site does not extend to the land identified in this representation and retention of local farm access would be considered as part of any statutory process under legislative regimes other than planning.

Non-material considerations

- Object to current closure of Cammo Walk, Cammo Road and traffic impact of new homes on Maybury - existing road and traffic management measures are not within the scope of this planning assessment.

Conclusion in relation to identified material considerations

The proposal complies with the relevant sustainability principles set out in SPP and representations do not raise material matters that would outweigh compliance with the existing policy context in principle.

Overall conclusion

The Local Development Plan and the 2021 Local Development Plan Action Programme identify active travel improvements to Cammo Walk. The proposal is acceptable in principle and complies with the strategic transport objective of the Council to deliver an active travel route at this location.

The application has demonstrated that, subject to further detailed assessments and design details, the proposal can deliver an active travel route that complies with the transport strategy outlined in Council policy and non-statutory guidance. The indicative layout also confirms that in principle the proposal complies with the thirteen policy principles of sustainable development set out in Scottish Planning Policy.

Subject to the attached conditions, the proposal is acceptable in principle and there are no other material considerations that outweigh this conclusion.

Section C - Conditions/Reasons/Informatives

The recommendation is subject to the following. -

Conditions:-

1. Notwithstanding the submitted drawings and for the avoidance of doubt, the indicative proposal plan submitted as part of the PPP application and represented on planning drawing reference 02 does not represent an approved scheme and all site layout and design matters are reserved.
2. Prior to the commencement of any works on the site, details of the under-noted matters shall be submitted to and approved by the planning authority.

Approval of Matters are as follows:

- (a) Design details of all roads, junctions, pedestrian crossings, active travel paths and pedestrian paths, including dimensions, widths, layouts, cross sections and gradients;
- (b) Design and configuration of public and open spaces, including all external materials and finishes;
- (c) Submission of a Quality Audit;
- (d) Surface water and drainage arrangements;
- (e) Hard and soft landscaping details, including:
 - (i) Location and detailed specification of all mounding, walls, fences, gates and any other hard landscape treatments;
 - (ii) Tree survey and any subsequent tree removal and tree protection measures;
 - (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;
 - (viii) Details of phasing of these works;
 - (ix) Existing and finished ground levels in relation to Ordnance Datum.
- (e) An Extended Phase 1 Habitat Survey and any subsequent protected species surveys, the findings of which shall be incorporated into a Landscape and Habitat Management Plan (LHMP) which shall be submitted to and approved by the planning authority for approval prior to the commencement of any works;
- (e) Details of proposed street lighting;

(f) Submission of a swept path analysis for the road and all access points and junctions.

(g) A programme for completion of the development.

3. The applicant shall submit a transport statement to the planning authority, the content of which will be inclusive of an assessment of impact on local traffic movements and the surrounding road network that would arise from the detailed design referred to in condition 2. The transport statement shall be submitted to the planning authority in tandem any application for approval of matters specified in Condition 2 part a).

Reasons:-

1. For the avoidance of doubt.
2. In order to enable the Planning Authority to consider these matters in detail.
3. In order to enable the Planning Authority to consider this matter in detail.

Informatives

It should be noted that:

1. 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.
2. The applicant should note the below Roads Authority matters:
 - The proposed layout to be a reserved matter. Any changes to Cammo Walk and associated roads will require to be developed in the context of wider Council aspirations for active travel and public transport. For the avoidance of doubt, the proposed layout is not approved at this stage;
 - Changes to Cammo Walk and associated roads are likely to require various orders, including redetermination and stopping up orders. These are subject to statutory process and cannot be guaranteed;
 - 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, cycle tracks, verges and service strips to be agreed;

- A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent.

Background Reading/External References

To view details of the application go to the [Planning Portal](#)

Further Information - Local Development Plan

Date Registered: 29 April 2021

Drawing Numbers/Scheme

01

Scheme 1

David Givan
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer
E-mail: sean.fallon@edinburgh.gov.uk

Appendix 1

Summary of Consultation Responses

NAME: Transportation planning

COMMENT: No objection subject to conditions or informatives as appropriate.

DATE: 8 March 2022

NAME: Cramond & Barnton Community Council

COMMENT: Object to the current proposal.

DATE: 8 March 2022

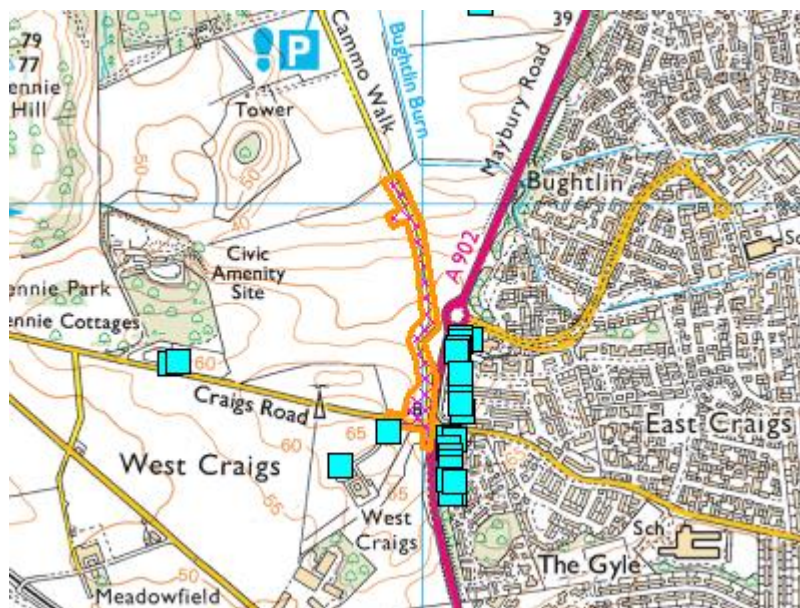
NAME: Archaeology service

COMMENT: No objection as there is no known, significant archaeological implications in regards to these proposals.

DATE: 8 March 2022

The full consultation response can be viewed on the [Planning & Building Standards Portal](#).

Location Plan



© Crown Copyright and database right 2014. All rights reserved. Ordnance Survey License number 100023420