

# Development Management Sub Committee

**Wednesday 18 March 2020**

**Application for Approval of Matters Specified in Conds  
19/05051/AMC.**

**at Land 195 Metres South Of West Craigs Cottage 85,  
Craigs Road, Edinburgh.**

**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 (Scheme 2)**

**Item number**

**Report number**

**Wards**

B03 - Drum Brae/Gyle

## Summary

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The principle of the proposed development has been established through planning permission in principle reference 16/05681/PPP.

The proposal delivers 250 housing units within a well-designed landscape setting that affords a good quality of internal and external amenity to future residents. Affordable housing units will be delivered at the site and improvements to the surrounding road network including Edinburgh Local Development Plan (LDP) proposal T17 Craigs Road Junction will be introduced. Active travel measures are appropriate and strategic site features including a central active travel green corridor and buffer planting fulfil key parts of the LDP site brief for housing allocation HSG 19. The retention and re-purposing of existing features including West Craigs farmhouse and stone walling at the site help to create a sense of place.

The details of the proposal are in accordance with the planning permission in principle and the applicable policies and objectives of the Edinburgh Local Development Plan. There are no material considerations to outweigh this conclusion.

## Links

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### [Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN08, LEN09, LEN12, LEN16, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA01, LTRA02, LTRA03, LTRA04, OSS1, NSG, NSGD02,

# Report

## **Application for Approval of Matters Specified in Conds 19/05051/AMC**

**at Land 195 Metres South Of West Craigs Cottage 85, Craigs Road, Edinburgh.**

**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 (Scheme 2)**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The application site, measuring approximately 12.6 hectares, is situated to the west of Edinburgh in close proximity to key arterial roads including Maybury Road (A902) which is adjacent to the site's east boundary and offers connections to the Maybury Road/Glasgow Road junction to the south.

The application site includes Craigs Road to the north and the junction with Maybury Road (A902) and Cammo Walk to the north east. The West Craigs housing area and industrial estate are situated to the southern edges of the site. The western site boundary is defined by a fence, with arable land comprising the remainder of HSG19 Local Development Plan (LDP) Housing Proposal lying beyond. The eastern site boundary is defined by Maybury Road including some mature trees and a rocky escarpment.

The site generally slopes southwards from the Craigs Road ridgeline at the north, but is undulating with some relatively steep slopes towards its southern and south western boundaries. The highest parts of the site occur at the eastern boundary with Maybury Road and at the north western corner. The lowest areas lie to the south east and south west corners. West Craigs Farm is situated within a localised dip in the site.

West Craigs farmhouse and associated farm steading are situated within the northern part of the site, this being accessed via a private lane from Craigs Road. West Craigs Cottage, a single storey, dwelling lies adjacent to Craigs Road at the entrance to West Craigs Farm. A telecommunications mast is situated at the north western corner of the site. A water main and wayleave crosses the site between the south west and north east corner, to the junction with Craigs Road.

The site comprises mainly uncultivated grassland with rocky outcrops and small clusters of trees in the southern part of the site and in the vicinity of the dwellings. A mature hedgerow forms the boundary to Craigs Road with stone walls defining the lane and boundaries to West Craigs Farm.

The residential areas to the south and east of the site are generally characterised by low rise suburban and flatted development. The Cammo Park Estate, a Designed Landscape and Historic Garden Inventory Site, lies 440-490 metres to the north of Craigs Road. Cammo Walk, a country lane providing a connection from Cammo to Craigs Road/Maybury Road junction, enters the site at the north east corner.

The application site covers the north western extents of Housing Proposal HSG19 as defined in the LDP. The application boundary also includes areas of land (approximately 30-80 metres depth) to the north of Craigs Road this comprising part of the Edinburgh Green Belt. Proposed improvements to the Craigs Road/Maybury Road junction are identified as LDP Proposal T17.

## **2.2 Site History**

23 December 2013 - Proposal of application notice approved for erection of residential development with associated access, landscaping and open space (application reference: 13/05073/PAN);

23 April 2015 - Planning permission in principle refused for residential development with associated transport infrastructure, landscaping and open space. Reasons for refusal included: non-conforming use; air quality; and transport infrastructure delivery. Application site area is similar to that of application 16/00837/PAN (described below) but excluded areas to north of Craigs Road and east of Maybury Road (application reference: 14/03502/PPP);

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

13 April 2016 - Proposal of application notice approved for 'Erection of residential development with associated access, landscaping and open space' (application reference: 16/00837/PAN); and

03 October 2019 - Planning permission in principle was granted for 'Residential development with associated transport infrastructure, landscaping and open space (scheme 2)' (application reference: 16/05681/PPP).

### Associated HSG 19 site history partially including the application site:

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

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

12 November 2019 - Application for Approval of Matters Specified in Conditions of planning permission in principle PPA-230-2207 (City of Edinburgh Council reference 16/04738/PPP) in respect of conditions 1, 2, 3, 4 and 5 is currently pending consideration (application reference: 19/05599/AMC); and

19 November 2019 - Application for Approval of Matters Specified in Conditions of planning permission in principle PPA-230-2207, in respect of conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 is currently pending consideration (application reference: 19/05514/AMC).

## **Main report**

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

This application seeks approval of matters specified in conditions 1-5 of planning permission in principle (PPP) 16/05681/PPP and includes the erection of 250 dwellings. A summary of conditions 1-5 is included in Section 3.3 a) of this report.

Taking reference from the Edinburgh LDP Site Brief for HSG 19 and the terms of the extant PPP, 250 dwellings are proposed at the site consisting of market and affordable housing. Market housing comprises 7 x five bed houses, 62 x four bed houses, 65 x three bed houses, 44 x two bed houses and 9 x two bed apartments within a single block. Affordable housing includes 12 x three bed houses, 15 x two bed houses and 36 x two bed apartments which are within four separate apartment buildings with a configuration of 9 x apartments per block. Gardens are located to the rear of all houses and communal garden spaces are included at apartment buildings.

Proposed materials for housing units and apartments include white render, brick and brick base course, reconstituted stone and slate grey coloured roof tiles. The application includes the retention and refurbishment of West Craigs Farmhouse and its immediate grounds. Demolition at the site includes farm steading buildings, a bungalow along Craigs Road and dry-stone walling near the farmhouse. Demolition material will be re-used in selected areas of the site.

Boundary enclosures throughout the site include brick screen walling with timber fencing, mixed hedging, mortared stone walls, galvanised steel railings, screen timber fencing and post and single rail fencing.

Structural landscape planting at boundaries include the introduction of a large woodland and grass planted buffer at the north of the site and additional woodland screening at the east boundary. A green corridor is proposed and includes a five metre-wide active travel path leading from north-east/south-west route that connects with Cammo Walk and the remainder of HSG 19 onwards to Edinburgh Gateway station. Pedestrian and active travel paths at the east and north boundaries of the site will connect to the central green corridor.

Three park areas are proposed within the site including a new 'Maybury Park' (approx. 8,550sqm.) at the west of the site which is a Local Equipped Area of Play. A Local Area of Play is situated at the grounds of the refurbished farmhouse and steading and a Local Area of Play is also situated at the south of the site in close proximity to affordable housing. Other areas for recreation include two multi-functional SUDS areas that can be used as informal sport pitches, the central green corridor and a mulch path within the woodland buffer at the north of the site.

Transport improvements specified in the application include an upgrade of the Craigs Road/Maybury Road junction in response to LDP proposal T17 and widening of Craigs Road to 7.3 metres with a five metre-wide cycle path separated from the road by a two metre verge. Five metre-wide pedestrian and active travel links at the site's east boundary connect to the green corridor active travel link and Maybury Road.

Two vehicular access points are located at the north of the site taken from Craigs Road, one of which will be a one-way entrance. Vehicle parking spaces numbering 254 (including 12 disabled and four Electric Vehicle (EV) charging spaces) are proposed - these comprise 83 spaces in front of properties in drives and 169 within courtyards around the site. There are two car club spaces located at the south of the site and six secure motorcycle spaces. Bicycle parking is comprised of 72 secure cycle parking spaces at apartment buildings and a further 18 at public locations.

Drainage infrastructure at the site includes two underground storage tanks at the northeast and south of the site.

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

- Planning statement;
- Design and access statement;
- Visual appraisal and landscape photomontages;
- Masterplan and Development Framework plan;
- Hard and soft landscape plans;
- Landscape Management and Maintenance Plan;
- Site section plan(s);
- Bird hazard management plan;
- Noise impact assessment;
- Ecological assessment;
- Sustainability Statement;
- Tree retention and removal plan;
- Detailed plans including building elevations, floor plans and boundary treatments;
- Topographical survey showing existing site levels;
- Proposed site and finished floor levels;
- Drainage statement with layout plans and technical appendices;
- West Craigs Farmhouse Feasibility Study and
- Archaeological Written Scheme of Investigation.

## **Scheme 1**

During the assessment process minor amendments were made to the site's layout and design to better accommodate active travel and pedestrians as well as improvements for refuse collection. A wider variety of materials were also introduced to the affordable housing units and the location of proposed Golden Share affordable units was amended. A revised phasing plan was included to deliver the central active travel corridor pathway earlier in the site's delivery.

### **3.2 Determining Issues**

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

Do the proposals comply with the development plan?

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

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

### **3.3 Assessment**

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

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

#### **a) Compliance with the Planning Permission in Principle**

Planning Permission in Principle (PPP) was granted for residential development with associated transport infrastructure, landscaping and open space on 03 October 2019 (planning application reference: 16/05681/PPP). The PPP was granted subject to 15 conditions and the applicant has now submitted a subsequent Approval of Matters Specified in Conditions (AMC) planning application to approve matters required by Conditions 1 - 5 of the PPP.

The requirements of each of the PPP conditions 1-5 can be summarised as follows:

*Condition 1* - restricts any development at the site or the submission of AMC applications until a detailed masterplan and site layout is prepared, submitted and approved by the planning authority;

- A detailed masterplan and site layout has been submitted by the applicant in accordance with the terms of Condition 1.

*Condition 2* - requires the masterplan for the site to substantially reflect approved indicative designs at the PPP stage and to take cognisance of proposals for the wider LDP allocation at HSG 19. The condition also sets out a list of information requirements including detail such as SUDS, landscaping, noise impact, site levels, access arrangements, clearance plan, protected species survey and an archaeological mitigation strategy that is required to accompany the masterplan and site layout;

- The submitted masterplan and site layout substantially reflect approved plans from the PPP stage. The applicant has included pedestrian/active travel links and a vehicular road alignment to connect the application site to the wider HSG 19 allocation. Structural landscape planting also ensures the application site will integrate well with the neighbouring HSG 19 site. Supporting information identified in the condition has also been submitted and the application complies with the requirements of PPP condition 2.

*Condition 3* - requires the applicant to submit a phasing framework plan for delivering the entire development at the application site and specifies items that must be identified and the timing of their delivery;

- The applicant's phasing framework includes information with regard to the delivery of each of the development phases, number of units in each sub-phase, strategic landscaping and open space, play provision, woodland management, SUDS and pedestrian, cycle and vehicular links. The terms of PPP condition 3 are satisfied.

*Condition 4* - specifies that the masterplan and site layout submission required by Condition 1 must include for the retention and re-modelling of West Craigs farmhouse and related garden walls. Further requirements with regard to the re-use of materials from demolition of former steading buildings is set out;

- The applicant has confirmed via the masterplan and site layout, design statement and Farmhouse Feasibility Study that the farmhouse will be retained, and stone walls will be conserved or re-used throughout the site.

*Condition 5* - sets out a range of matters that the applicant must address in detail to support the AMC application for the masterplan and site layout. Information required includes: site levels; site drainage information; detailed landscape plans for the site; road and junction layouts including access to the site; a noise impact assessment; archaeological evaluation and mitigation strategy; site investigation; protected species survey; survey of trees and hedgerows near Craigs Road and a site clearance plan;

- Information submitted by the applicant, as detailed in the description of the development within this report, comprehensively addresses the matters specified in Condition 5 of the PPP.

The submitted details substantially reflect approved plans from the PPP stage. Key site features such as the 30 metre woodland buffer at the north of the site, upgrading of Craigs Road / Maybury Road junction, a central green corridor and active travel improvements have been taken forward by the applicant. The masterplan layout includes feature buildings and retention of the West Craigs Farmhouse with reference to its former steading area through the inclusion of lower one storey bungalow properties. Other aspects of the design like refuse collection areas, site access and parking provision, drainage and SUDS layout, landscape and tree information, public and open spaces, heights of buildings and phasing of works broadly address the requirements of Condition 5.

Each of these conditions are now considered in detail in the following paragraphs in relation to the creation of an attractive sustainable place.

#### b) Development Plan Site Brief

The principle of the proposal in development plan terms was established at the PPP stage. The application site falls within the LDP allocation HSG 19, with the exception of a small area of land to the north of the site which is included to allow for the upgrading of the Craigs Road junction with Maybury Road. Part 1 a) of LDP Policy Hou 1 specifies that priority will be given to delivering the housing land supply and necessary infrastructure identified in Part 1 Section 5 of the plan and Table 4 of the LDP; the application accords with this policy by proposing housing at the site.

The LDP specifies various development principles for the site which strongly influenced the applicant's indicative masterplan at the PPP stage, whilst proposal T17 to upgrade the Craigs Road and Maybury Road junction is also identified in the LDP and its Action Programme. The applicant's proposed masterplan has continued to comply with the LDP site brief and junction upgrade requirements from the PPP stage and the proposal accords with the general aims of the site brief for this part of HSG 19.

#### c) Layout and design of the development

##### **Layout and design**

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

The site's proposed layout is influenced significantly by the LDP site brief and the terms of the PPP. Accordingly, the applicant has developed a clear design concept for the proposal which is set out in a supporting Design and Access Statement and Development Framework plan.

Properties will largely be located on two large development platforms either side of the water mains that bisects the site. Layout is also dictated by the site's topography which is sloping and undulating in places and has influenced the location and form of open/landscaped spaces including a proposed new Maybury Park.

LDP policy Des 4 (Development Design - Impact on Setting) supports development which has a positive impact on its surroundings through height, form, scale, position of buildings and materials. The development proposal includes a mix of two storey, detached, semi-detached, terrace and three storey apartment properties with pitched roofs. Throughout the site, 21 buildings with dual frontages at key locations are included and this design approach offers a degree of variation; this approach has also been taken in accordance with the Development Framework plan that was developed at the PPP stage and further detailed with this AMC application.

In line with PPP conditions and the Development Framework for the site, 14 bungalow properties are included in the area south of the former West Craigs Farmhouse as a reference to the former steading buildings that served the farmhouse. The bungalow properties utilise reconstituted stone on front facing elevations and will have slate coloured roofs. Building materials include a mixture of brick, render and slate coloured roof tiles. The scale, height and form of buildings at one, two and three storeys is appropriate for a suburban style scheme and properties are well-positioned with regard to open spaces at the site. The proposal is acceptable in the context of LDP policy Des 4 (Development Design - Impact on Setting).

The application site's layout includes a mix of 'design areas' where a clear sense of place is established through building orientation and design, landscape planting, street and path layout and open spaces. For example, the main entrance area from Craigs Road includes front facing brick buildings, rebuilt stone walling to provide a reference to the site's previous use and a strong visual connection to the former farmhouse building. The area immediately to the south of the former farmhouse also demonstrates a well-designed response with lower bungalow properties and a strong visual connection along a primary street that connects to the south of the site. These aspects of the proposal demonstrate a clear design concept and accord with LDP policy Des 1 (Design Quality and Context).

The retention and re-use of existing features at the site such as West Craigs farmhouse, dry stone walling and trees at the eastern boundary adds to the site's design and complies with LDP policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features).

LDP Policy Des 2 (Co-ordinated Development) states that planning permission will be granted for development which will not compromise the effective development of adjacent land, or the comprehensive development and regeneration of a wider area.

In this instance, the proposed plans show east-west connections to the remainder of the HSG 19 housing allocation to the west through the strategic green corridor, a pathway from the large park at the site's west boundary which is shown in the LDP site brief, and via a vehicular access at the northwest boundary. A pedestrian and active travel path at the north of the site along Craigs Road will also connect with neighbouring proposals at HSG 19.

Proposed property frontages generally face-on to streets and open spaces including the central green corridor, whilst vehicle parking does not dominate the street scene and incorporates landscape planting as required by LDP policy Tra 4 (Design of Off-Street Car and Cycle Parking).

Boundary treatments between housing plots around the site are varied with a mixture of timber screen fencing, screen walls, and post and rail fences. Acoustic screen fencing is used in selected plots as specified below within this report. Other boundary treatments utilised around the site such as open spaces and key entrance points include natural stone walling and bow top metal fencing. Boundary fencing typically measures between 1.2 metres and 1.8 metres in height.

Overall the applicant has demonstrated a comprehensive design approach to the layout of buildings, streets, active travel paths and open spaces at this site.

### **Density and mix**

The proposed density was established at the PPP stage and no material change in policy or planning guidance has occurred in the intervening time. The PPP limits development to 250 units at the site and in light of constraints at the site including a water main and challenging topography the proposed density is proposed to be approximately 20 units per hectare. With reference to the surrounding area the layout and spatial character broadly reflects existing housing areas to the south and east of the application site through the inclusion of large green spaces, private gardens and street layout at a local scale. The proposal will not result in damage to local character, environmental quality or residential amenity and is acceptable with reference to the terms of LDP policy Hou 4 (Housing Density).

The proposed mix of units provides accommodation for growing families in the form of housing and apartment buildings including affordable housing. The proposed accommodation schedule provided by the applicant offers a choice of housing types and sizes, including 14 bungalow properties. This mix of properties complies with LDP policy Hou 2 (Housing Mix) and the Edinburgh Design Guidance.

Affordable housing is provided a rate of 25% consisting of 63 units provided on-site. The affordable housing is largely located at the south of the site, although 16 Golden Share properties are pepper potted around the site. Affordable units offer a mix of 15 x two bedroom houses, 12 x three bedroom houses and 36 x two bedroom apartments. The affordable housing includes a variety of house types and sizes across the site. Materials utilised for affordable properties are reflective of the wider site, although the proposed mix includes a higher ratio of two bed properties in comparison to the development as a whole. No four and five bedroom houses at the site are allocated as affordable housing.

The Council's Affordable Housing service notes that the approach taken by the applicant will assist in the delivery of a mixed and sustainable community at this site despite a preference for more three bed properties at the site. The proposal includes 25% affordable housing in accordance with the objectives of LDP policy Hou 6 (Affordable Housing). Affordable housing tenure types will be secured via the legal agreement that was concluded at the PPP application stage.

### **Landscape and visual considerations**

At the PPP application stage several structural landscape zones for the site were established. The applicant has now taken this concept forward in more detail with nine different landscape zones introduced around the site including each of the buffer planting areas, public parks and the central green corridor.

LDP policy Des 9 (Urban Edge Development) requires development proposals at the urban edge to conserve and enhance the city's setting, promote access to the countryside if appropriate and include landscape proposals that will strengthen the greenbelt. The application site is visually prominent in the surrounding area due to its topography which is undulating and slopes from north to south with views along the Almond valley out to the Pentland Hills.

The implementation of a woodland buffer at the north of the site introduces a strong boundary with green belt land which lies on the opposite side of Craigs Road at the north of the site; this delivers a key element of the LDP site brief for HSG 19. The north of the site is particularly prominent where the site's ridgeline follows Craigs Road; photomontages at years one, 10 and 20 provided by the applicant demonstrate that the proposal will integrate sensitively with the surrounding landscape. Sections provided by the applicant also show that properties at the north of the site will be effectively screened by woodland planting, with property floor levels generally four metres below the site's ridge level. High density tree and shrub planting at the south and east boundaries of the site will afford good levels of screening for future residents and external visual receptors as well. The introduction of strong landscape planting at prominent site boundaries accords with the provision of LDP policy Des 9 (Urban Edge Development).

LDP policy Des 8 (Public Realm and Landscape Design) supports development where landscape and open spaces are designed as an integral part of the overall scheme. Within the application site a good quality landscape environment is provided including grassed areas, shrubs, hedges and trees and these features will assist in creating a sense of place. Planting densities are tailored in response to different parts of the site; buffer and boundary planting areas have higher densities whilst parks and open spaces are more sparsely planted to allow for appropriately sized grass amenity spaces. Residential streets will include grass verging with hedging and trees in selected intervals. Hard landscaping in the form of timber benches, paths and concrete edging, wet pour rubber surfacing in Maybury Park, cycle stands, bins and fencing is acceptable throughout the site. In response to the site's topography Maybury Park will also feature gabion baskets filled with site-won stone.

The proposed development is generally well-equipped with open spaces including three local parks; a 'Local Area of Play' (LAP) is situated at the south of the site in close proximity to affordable housing and a second larger 'Local Equipped Area of Play' (LEAP) to be named Maybury Park is situated at the west of the site. A LAP is included in the grounds of the former farmhouse as well whilst a small public seating and garden area is located opposite the farmhouse building in the north of the site. The parks contribute to the delivery of a green network in this part of the city and make a positive contribution to the landscape setting at the site and surrounding area. Each of the parks are designed to be overlooked to a degree and play equipment is proposed to complement the areas of grassed open spaces. It is recommended that a condition is added to secure details of play equipment.

The proposed central green corridor, required by the HSG 19 site brief, is provided within the site offering pedestrian and active travel links to the surrounding area. Section plans and detailed landscape drawings show that this part of the site will include a variety of trees, shrub planting and grassed areas. The Council's Open Space Strategy 2021 refers to the implementation of the green corridor in this location as an important new strategic feature in this part of the city and the proposal is an important structural landscape feature within the site.

The applicant's landscape maintenance and management plan specifies how areas of landscape will be maintained from years 1-15 of the development and it is recommended a condition is attached to this permission to ensure the proposed landscape is successfully delivered at the site.

The landscape aspects of the proposal comply with LDP policies Des 1 (Design Quality and Context), Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features), Des 4 (Development Design - Impact on Setting c)), Des 7 (Layout Design a) and f)) and Des 8 (Public Realm and Landscape Design).

### *Design summary*

The applicant has demonstrated a design-led approach to delivering development unique to this site which is demonstrated through the Design and Access Statement, Development Framework plan and detailed drawings. The site's topography, boundary treatments, existing features, proposed layout and quantum of development delivers a good environment for future residents and accords with the broad design objectives of the LDP and many aspects of the Edinburgh Design Guidance.

### d) Amenity

#### **Future residents:**

Future residents at this proposed development will be afforded a good level of internal and external amenity. Unit sizes accord with the Edinburgh Design Guidance recommendations and offer variation with reference to mix, size and type. Other aspects of the design such as location of refuse stores, a design layout that promotes natural surveillance and layout of buildings to reduce any inter-visibility between properties ensures future residents are provided with a good living environment.

The proposed layout and building design ensures a good standard of privacy will be secured for future residents, whilst properties will receive adequate daylight and sunlight in line with the recommendations of the Edinburgh Design Guidance. Each detached and semi-detached house will include a front and rear garden area; garden boundaries include hedging at the front and fencing varying in height from approximately 1-1.8 metres at the rear. Ground floor apartment buildings benefit from private garden spaces. Upper floor apartments can access shared gardens where hedging provides a suitable enclosed space and apartment buildings are also in locations that can easily access parks and amenity spaces around the site.

Open space provision in the form of three parks and a linear park space provides good quality outdoor amenity space for the development as a whole. Two multi-functional SUDS areas at the north and south of the site also provide recreational areas of grass. Approximately 35% of the site comprises various landscape/grassed areas and parks which complies with the requirement of LDP policy Hou 3 a) that 20% of the site must be useable green space. The distinction between public and private spaces also accords with LDP policy Des 5 d).

Play equipment and a 100 metre running circle will be provided in Maybury Park and the smaller two local parks. Two multi-functional SUDS areas can also be used as kickabout spaces and active travel routes, allowing for good opportunities to move around the site. These features provide future residents with a good external environment.

The PPP required the applicant to carry out further noise assessment to ensure future residents will enjoy a good noise environment. The supporting noise assessment includes mitigation measures in the form of acoustic barriers for 17 gardens in close proximity to Maybury Road near the application site's eastern boundary as well as acoustic glazing in one of the bedrooms at plot 117. The Council's Environmental Protection service has requested the installation of three metre acoustic barrier at the garden spaces. However, in the interests of achieving appropriate levels of daylight and outlook for future residents a 1.8 metre boundary is proposed and will still achieve an appropriate external noise environment for future residents. The Council's Environmental Protection service does not object to this design solution.

The proposal complies with the objectives of LDP policy Des 5 (Development Design - Amenity).

### **Surrounding area and neighbours:**

The nearest neighbouring properties are located at the site's southern boundary at West Craigs Crescent where gardens abut the site's boundary. Proposed terraced housing and apartment buildings at the application site are generally over 12 metres away from the mutual boundary with these properties and building to building distances are in excess of 30 metres. Properties to the east at East Craigs Rigg are over 70 metres from the proposed development across Maybury Road. There will be no adverse effects on the amenity enjoyed by these neighbours in terms of noise, privacy, odour or daylight and overshadowing.

With reference to planned housing development in the remainder of HSG 19 to the west of the application site, the applicant's proposed layout does not create a layout that would create obstacles to deliver an appropriate standard of amenity within HSG 19 for future residents. This approach complies with LDP policy Des 2 (Co-ordinated development).

The proposal does not present any issues with regard to neighbouring privacy and amenity and complies with LDP policy Des 5 (Development Design - Amenity) and the Edinburgh Design Guidance.

#### e) Access, movement and roads

##### *Vehicles and parking*

Vehicular access to the site will be taken from Craigs Road at the north of the site via two entrances from Craigs Road at the north of the site. The entrance closest to Craigs Road/Maybury junction will be a left-in turn only and a primary access on Craigs Road will allow for two-way traffic. The vehicular road network within the site allows for circulation around the site and road surfaces include two types of block paving throughout the site. The street hierarchy includes a primary route, secondary streets, courtyard spaces and pedestrian/active travel routes. A swept path analysis demonstrates that the site will be accessible for refuse collection in line with requirements specified by the Council's Waste Services.

Vehicular parking is provided throughout the site for detached houses either in the form of driveways or courtyard parking with spaces numbering one per property. Four electric vehicle spaces are provided in close proximity to two apartment buildings and there are two car club spaces to the south of the site in close proximity to proposed affordable housing. Six secure motorcycle spaces are provided at three of the five apartment buildings. Provision for up to 25 electric vehicle parking ducting points are included as well. Proposed levels of vehicle and motorcycle parking accords with the Council's parking standards as set out in the Edinburgh Design Guidance and the Roads Authority does not object to the proposal. Areas of paving that presented opportunity for indiscriminate parking were reduced during the application process and the proposal generally complies with the requirements of LDP policy Tra 2 (Private Car Parking).

##### *Pedestrians and Active Travel*

Following on from requirements identified at the PPP stage the site layout delivers a well-designed active travel network. Access points to and from the site generally allow for safe pedestrian and bicycle movement via five metre-wide segregated paths at the site's north, east and central corridor areas. Active travel links also offer good access to nearby bus (service 31 and 68) and tram (Edinburgh Gateway) stops. The proposed central green corridor acts as a key transport link from the site to the wider area, including the remainder of the HSG 19 site allocation to the south west and Cammo Walk to the north. Additional active travel paths are proposed at the site's east boundary with two access points to Maybury Road at the north and south of the site, and improvements to the Craigs Road which include a segregated active travel path for cyclists will be delivered along the site's north boundary.

The segregated cycle path will be situated along the southern side of Craigs Road and separated from the road by two metre grassed and hedge verge. The cycle route continues west along the site's northern boundary to connect with proposed neighbouring development that forms the remainder of allocation HSG 19. Within the woodland buffer planting to the north of the site a meandering woodland path is included to offer a secluded pedestrian path away from Craigs Road as well.

Ninety bicycle parking spaces are provided at apartment buildings. The bike stores are secure, situated in close proximity to each of the apartment buildings and also include a water source for washing bicycles. At the detached and terrace properties bicycle storage would be available in garden spaces. This level of provision accords with the Council's parking standards and LDP policy Tra 3 (Private Cycle Parking).

### *Road re-design at Maybury Road, Craigs Road and Cammo Walk*

The re-design of the Craigs Road/Maybury Road junction is included as part of the application in response to requirements in the LDP (proposal T17) and the PPP and its associated legal agreement. The proposed junction layout provides signalised crossing for pedestrians and cyclists and has been designed following detailed discussion with the Roads Authority. The Roads Authority supports the proposed junction layout and the applicant's phasing plan establishes that the junction improvements will be carried out in Phase 2 prior to the site being occupied. In line with PPP condition requirements Craigs Road will also be widened to 7.3 metres.

Representations raise concern with regard to the re-design of the Craigs Road/Maybury Road junction due to its impact on vehicular use of Cammo Walk and the ability of vehicles to emerge on to Craigs Road. The junction's re-design is currently the subject of a Road Construction Consent (RCC) application. However, it is clear that Cammo Walk will not continue to operate in its current format as a result of the proposed junction design. At present the LDP and its Action Programme makes provision for a pedestrian and active travel connection along Cammo Walk to provide a north-south connection between LDP housing allocations HSG 19 and HSG 20 and other destinations in the area. The Council is responsible for delivering part of the active travel route described as 'Cammo to Maybury cycle path'; at the time of writing the LDP Action Programme dated February 2020 specifies that this infrastructure improvement is to be delivered in 2021/22. Detailed design work for this section of Cammo Walk has not begun at the time of writing and possible layouts or options will not be decided prior to this date; this is a transport improvement for the Council to deliver and is not the responsibility of the applicant.

The proposal complies with LDP policy Tra 1 (Location of Major Travel Generation Development) parts a) and c) as well as its broader objectives. Compliance with the objectives of LDP policies Tra 2 (Private Car Parking) and Tra 3 (Private Cycle Parking) has also been demonstrated by the applicant.

## f) Other material considerations

### **Environment Impact Assessment:**

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

Since the PPP application was made by the applicant on 18 November 2016, the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 ('the 2011 regulations') have been superseded by The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 ('the 2017 regulations'). The 2017 regulations include transitional arrangements for EIA applications submitted prior to 16 May 2017 and subsequent AMC applications. The transitional arrangements in the 2017 regulations confirm that on the basis of the PPP application to which this AMC application relates being submitted prior to 16 May 2017, the 2011 regulations continue to apply to this AMC application.

At the PPP stage, the proposed development was identified as a 'Schedule 2' development and following a screening and scoping exercise an Environmental Statement was submitted with the PPP application under the terms of the 2011 regulations.

This AMC application falls within the scope and description of a 'multi-stage consent' as defined in the 2011 regulations. Environmental information from the PPP application has been reviewed and no new environmental issues or potential significant effects have been identified. No new environmental information has been submitted with this AMC application. The AMC application complies with 2011 EIA regulations.

### **Airport:**

The site is located in close proximity to Edinburgh Airport. At the PPP application stage a number of conditions were prescribed in order to ensure the proposed development complies with aerodrome safeguarding requirements, including a limit to building height of 75 metres above ordnance datum (AOD). The applicant has provided a detailed masterplan, building floor and ridge height levels, landscape and drainage plans and a Bird Hazard Management Plan to the satisfaction of the airport and there are no further requirements in relation to aerodrome safeguarding.

### **Ecology and wildlife:**

The applicant submitted an ecological assessment with the application which established that there will be negligible loss of unexceptional habitat due to development of the site. The proposal will not lead to any impacts on nearby protected sites and the survey established no presence of badgers or bats at the site. The inclusion of structural landscape features within the application site boundary such as wide areas of buffer planting, two park spaces and a linear park will contribute to the green network in the area and the applicant's ecology assessment notes that the proposal will lead to small positive effect on biodiversity.

The proposal accords with the general objectives of LDP policy Env 16 (Species Protection).

**Trees:**

LDP policy Env 12 (Trees) establishes the policy criteria for protecting trees and woodland. There is limited tree coverage at the application site. At the PPP stage the applicant identified which trees and hedges would be retained and removed from the site after carrying out a detailed tree survey and arboricultural assessment. The applicant has submitted an updated tree and hedge retention and removal plan in support of the application. The masterplan layout substantially reflects the development framework plan from the PPP stage and therefore the level of tree removal is the same as previously specified at the PPP stage when proposed tree removal and retention was assessed to be in accordance with development plan requirements.

Trees at the site's east boundary along Maybury Road will be retained and protected by fencing during the construction stage whilst the root protection areas of trees at the site's south boundary near the neighbouring industrial estate will not be adversely affected by virtue of the proposal's position away from the boundary. Limited tree removal around the West Craigs farmhouse and the centre of the site will facilitate redevelopment of the farmhouse and wider site. A condition is recommended to ensure the applicant complies with tree protection measures.

The proposal complies with the objectives of LDP policy Env 12 (Trees).

**Archaeology:**

The applicant has provided a Written Scheme of Investigation (WSI) including a phased programme of archaeological investigation that fulfils the requirements of PPP Condition 2 vii). The City Archaeologist is satisfied that archaeological evaluation work has been carried out in compliance with technical requirements. The applicant will be required to carry out all further archaeological work in accordance with the requirements of Condition 8 of the PPP.

The applicant has demonstrated compliance with planning permission in principle condition 4 by including West Craigs farmhouse as a retained feature in the development site.

The proposal complies with LDP policies Env 8 (Protection of Important Remains) and Env 9 (Development of sites of Archaeological Significance).

**Phasing:**

The applicant is required by Condition 3 of the PPP to provide a phasing framework plan for the site. The supporting Design and Access Statement includes a detailed phasing plan (page 27) confirming that the proposed development will be delivered over seven distinct phases ranging from site clearance and enabling works through to construction and infrastructure delivery (phases 1-3). The location of each development phase is clearly presented and the number of units per phase is specified for phases 4-7 which will see construction begin on housing units. The applicant estimates that Phase 1 (site clearance) will begin following approval of reserved matters with other phases in the most part following sequentially.

Phase 4, at the north of the site, will see the first 53 units constructed and Phases 5 and 7 will follow in tandem in order to deliver affordable housing in line with the terms of the legal agreement for this development.

Strategic landscape features and all travel links will be delivered within each of the identified phases as they come forward, with the exception of the green corridor's active travel pathway which will be delivered as part of phase 4 to ensure early occupants at the north of the site can travel to the adjacent HSG 19 site. This approach ensures key strategic features including the northern buffer planting and active travel pathway will be delivered early in the site's development.

A condition is recommended to ensure the applicant adheres to the phasing plan.

### **Flooding and drainage**

At the PPP stage the applicant submitted a Flood Risk Assessment which established the parameters for drainage design at the site. In response to PPP Conditions 2 (ii), 5 (k) and 15 the applicant submitted further information in the form of a Drainage Strategy, Surface Water Management Plan and accompanying SUDS plans. Subsequently, the applicant's drainage strategy identifies proposed drainage piping and sewers and porous roads surfaces as well as two areas of underground attenuation tanks at the north and south of the site. Due to the site's proximity to the airport underground tanks to the level specified are acceptable in this instance. The surface water system has been designed to ensure flooding does not occur in any part of the site during a 1 in 30 year storm with an allowance of an additional 40% for climate change. The drainage design has been checked for the 1 in 200 year storm event with an allowance of an additional 20% for climate change and no flooding occurs on the site. The grassed areas above both the underground storage tanks are approximately two to four metres lower than surrounding landscaping and can also be utilised as a multi-functional amenity area or kickabout space. Drainage and run-off from the site will not impact upon neighbouring properties.

The Council's Flood Prevention service confirms that all drainage and flooding management included within the proposal meets the Council's requirements and appropriate self-certification forms have been provided by the applicant. Flood Prevention also recommends that the applicant engage early with Scottish Water to ensure they agree to adopt and maintain underground tanks. SEPA offers no objection to the proposal.

The proposal complies with LDP Policy Env 21 (Flood Prevention) which states that planning permission will not be granted for development that would increase flood risk or be at the risk of flooding itself.

### **Sustainability:**

The applicant submitted a Sustainability Statement with the application in response to Condition 5 (o) of the PPP. The statement clearly states that aspects of the development will be sustainable in nature such as sourcing of timber, non-use of tropical hardwoods, recycled uPVC windows, recycling and refuse storage provision and use of low/zero carbon equipment at the site.

The site's layout is well-designed for future residents to utilise proposed active travel routes within and beyond the site as well. Other aspects of the proposal such as the mix of unit types and proximity to major transport routes contribute to sustainable development in the city. The applicant will be further required to comply with Scottish Building Regulations and associated sustainability requirements.

The applicant has demonstrated compliance with the sustainability aspect of Condition 5 (o) and Council guidance.

### **Other PPP Conditions:**

The applicant has sought to address conditions other than PPP conditions 1-5 as specified in the supporting planning statement for this application. In addition to addressing the requirements of PPP Conditions 1-5, the supporting information submitted with this application is to be considered with reference to the following PPP conditions:

Condition 7 - A Feasibility Study submitted with the application to address Condition 4 with regard to the restoration of West Craigs farmhouse is sufficiently detailed to meet the requirements of this condition. Condition text specifying the timing for completion of the restoration works must be adhered to by the applicant. Condition 7 can be discharged alongside this AMC application (19/05051/AMC) should committee grant approval.

Condition 8 - The applicant submitted a Written Scheme of Investigation and will be required to carry out all work in accordance with the WSI and to the satisfaction of the City Archaeologist. The City Archaeologist has confirmed in the consultation response dated 17 January 2020 that this condition cannot be fully discharged until archaeological works are completed.

Condition 9 - The applicant submitted an updated Extended Phase 1 Habitat and Landscape Habitat Management Plan that can be considered to address the requirements of this condition. Condition 9 can be discharged alongside this AMC application (19/05051/AMC) should committee grant approval.

Condition 10 (a), (b) - A Site Survey and associated appendices have been submitted for consideration. The Council's Environmental Protection Service has not confirmed in its consultation response dated 31 January 2020 whether the information fully addresses this condition and this condition cannot be discharged at this time.

Condition 12 - A Bird Hazard Management Plan and accompanying detailed plans have been submitted that adequately address the requirements of this condition to the satisfaction of the planning authority and Edinburgh Airport's safeguarding team. Condition 12 can be discharged alongside this AMC application (19/05051/AMC) should committee grant approval.

Condition 14 - Soft landscape and water landscaping details submitted as part of this application have been submitted to the satisfaction of the Planning Authority and the condition can be discharged alongside this AMC application (19/05051/AMC) should committee grant approval.

Condition 15 - SUDS details have been submitted with this application to the satisfaction the Council's Flood Prevention service and Edinburgh Airport's safeguarding team. This condition can be discharged alongside this AMC application (19/05051/AMC) should committee grant approval.

### **Developer Contributions:**

A legal agreement was concluded between the Council and the applicant as part of the planning permission in principle process for application 16/05681/PPP. The details and particulars with reference to contributions for transport, affordable housing, and education will be satisfied through that agreement. It was reported to the Council's Development Management Sub-committee on 05 June 2019 that contributions for healthcare as part of this development could not be reasonably justified.

### **g) Equalities and human rights**

The application has been considered with reference to equalities and human rights. The site's layout offers a good path network that will be accessible to all future residents and an appropriate number of accessible parking spaces are included within the site's layout in line with the Council's parking standards. The applicant will be required to comply with the provisions of the Equality Act 2010 and building regulation standards.

### **h) Representations**

Forty four representations were submitted comprising the following material matters:

#### **Material objections:**

- Closure of Cammo Walk to cars leading to road safety and disconnection from Cammo to Gyle and south of Edinburgh - addressed in Section 3.3 e);
- Traffic impact on surrounding roads - addressed in Section 3.3 e);
- Visual impact of the proposal - addressed in Section 3.3 c);
- Proximity of neighbours and associated noise and smell disturbance - addressed in Section 3.3 d);
- Environmental impact including loss of green belt and of habitat for deer, fox and rabbit - addressed in Sections 3.3 a) b) and f);
- Flats to rear of West Craigs Crescent not consistent with original plans - addressed in Section 3.3 c);
- Requirement to commence redevelopment of Maybury junction prior to any works essential - addressed in Section 3.3 e);
- Object to closure of Cammo walk for vehicles with consequence of motorists having to use Cammo Road/Queensferry Road and Cammo Gardens/Maybury Road junctions instead - addressed in Section 3.3 e);
- Impact on local services including GP surgeries and schools - addressed in Section 3.3 f); and
- No information on the Council website - addressed in Section 3.1.

## **General comments**

- Request that drainage impact on property to the south of the application site is considered - addressed in Section 3.3 f).

## **Cramond & Barnton Community Council**

Cramond and Barnton Community Council objected to the proposal raising the following comments:

- Objection to the development proposal's impact on Cammo Walk from junction re-design - addressed in Section 3.3 e); and
- Lack of clarification or meaningful engagement regarding proposals for Cammo Walk - addressed in Section 3.3 e).

## **Corstorphine Community Council**

Corstorphine Community Council raised the following comments:

- The Community Council raises concern for potential for transport and traffic impacts from junction re-design in the surrounding area and from other proposed development in west Edinburgh - addressed in Section 3.3 e).

## **Conclusion**

The principle of the proposed development has been established through planning permission in principle reference 16/05681/PPP.

The proposal delivers 250 housing units within a well-designed landscape setting that affords a good quality of internal and external amenity to future residents. Affordable housing units will be delivered at the site and improvements to the surrounding road network including Edinburgh Local Development Plan (LDP) proposal T17 Craigs Road Junction will be introduced. Active travel measures are appropriate and strategic site features including a central active travel green corridor and buffer planting fulfil key parts of the LDP site brief for housing allocation HSG 19. The retention and re-purposing of existing features including West Craigs farmhouse and stone walling at the site help to create a sense of place.

The details of the proposal are in accordance with the planning permission in principle and the applicable policies and objectives of the Edinburgh Local Development Plan. There are no material considerations to outweigh this conclusion.

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

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

#### **Conditions:**

1. Acoustic barriers shall be constructed as specified in the Charlie Fleming Report on Traffic and Commercial Sound (3375 12 R) dated 19 February 2020 and highlighted on page 13 of that report, to cover plots 90, 91, 92, 93, 103, 113, 120, 124, 128, 129, 130, 131, 139, 140, 142, 143 and 144 from drawing number 11491 / A / 02\_01 N, titled Development Layout, by Taylor Wimpey. Acoustic barriers shall be installed prior to the first occupation of each identified plot.
2. To reduce noise in bedrooms specified in the Charlie Fleming Report on Traffic and Commercial Sound (3375 12 R) dated 19 February 2020, bedroom window glazing the report refers to shall require a sound reduction index, for traffic noise, of at least 36dB. This can be achieved with glazing consisting of a minimum of 10mm and 8.8mm thick panes of laminated glass, separated by a 16mm wide cavity. The applicant shall identify and agree the specific windows that require mitigation in writing with the planning authority prior to the commencement of works at the site.
3. Trees specified for retention in the drawing titled 'OPEN\_284\_X004' and dated 10.10.19 (planning drawing reference number 84) shall be protected for the duration of all site preparation and construction works at the site by fencing and in accordance with the requirements of BS 5837:2012 "Trees in relation to design, demolition and construction".
4. The applicant shall deliver the proposed development in accordance with the details specified on the Phasing Plan presented on page 27 of the Design and Access Statement dated February 2020\_Rev\_A.
5. Details of all play equipment within the Local Equipped Areas of Play and Local Areas of Play specified in approved plans shall be provided to the planning authority, agreed in writing with the planning authority and installed at the relevant locations prior to the first occupation within the site in the relevant sub-phase of development identified in the Phasing Plan presented on page 27 of the Design and Access Statement dated February 2020\_Rev\_A.
6. The approved landscaping scheme shall be fully implemented within 6 months of the completion of each phase of the development. Any trees or plants which, within a period of five years from the completion of that phase of the development, die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.

#### **Reasons:-**

1. In the interest of safeguarding the amenity of future residents.
2. In the interest of safeguarding the amenity of future residents.
3. In order to adequately protect the trees on site.

4. To ensure co-ordinated delivery of the development site.
5. To ensure a high level of amenity for future residents at the site.
6. In order to ensure the landscaping is established, to establish a robust green belt boundary at the site, and in the interests of the amenity of the site and wider area

## **Informatives**

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

## **Financial impact**

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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 considered 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 meets the sustainability requirements of the Edinburgh Design Guidance.

## **Consultation and engagement**

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

Pre-application discussions took place on this application.

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

The application was advertised on 08 November 2019 and attracted 44 representations comprising 43 objections and one neutral comment. Cramond and Barnton Community Council submitted comments objecting to the proposal and Corstorphine Community Council submitted neutral comments raising various matters.

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

### **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](#)

**Statutory Development  
Plan Provision**

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

**Date registered**

28 October 2019

**Drawing numbers/Scheme**

1, 2, 03B, 4-54, 55A, 56A, 57B, 58A-61A, 62-65, 66A, 67A, 68B, 69B, 70A, 71A, 72B, 73B, 74A, 75A, 76B, 77, 78B, 79, 80A, 81B, 82B, 83A, 84-86, 87B, 88A, 89A,

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

Contact: Sean Fallon, Planning Officer  
E-mail:sean.fallon@edinburgh.gov.uk Tel: 0131 469 3723

**Links - Policies**

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**Relevant Policies:**

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

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

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

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

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

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

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

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

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

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

LDP Policy Des 9 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Open Space Strategy- The strategy helps to protect and develop the city's open spaces. It sets standards that will be expected to meet when making decisions on open spaces.

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

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

# Appendix 1

## **Application for Approval of Matters Specified in Conds 19/05051/AMC at Land 195 Metres South Of West Craigs Cottage 85, Craigs Road, Edinburgh. 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 (Scheme 2).**

### **Consultations**

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#### **SEPA comment**

*In our response to the PPP consultation we had no objection to this proposal (see our latest response of the 4 April 2018 (our ref: PCS/157945) and did not request any conditions. We therefore have no comments with regards to the discharge of these conditions. However please see below some general comments and regulatory requirements for the applicant.*

#### *General comments*

*In our previous response we noted that there was a surface hazard risk. Surface water management and drainage is primarily a matter for the Local Authority to determine and therefore we would advise to consider section 6 of guidance LUPS -GU09 to decide if further advice is required from SEPA. Should this be the case, we would ask you to re-consult us, making it very clear in the consultation letter that this is the reason for consultation.*

*We expect surface water from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraph 268) and, in developments of this scale, the requirements of the Water Environment Controlled Activities Regulations (CAR). SUDS help to protect water quality and reduce potential for flood risk. Guidance on the design and procedures for an effective drainage system can be found in Scotland's Water Assessment and Drainage Assessment Guide.*

*The proposed SUDS should accord with the SUDS Manual (C753) and the importance of preventing runoff from the site for the majority of small rainfall events (interception) is promoted. The applicant should use the Simple Index Approach (SIA) Tool to ensure the types of SUDS proposed are adequate.*

*Construction phase SUDS should be used on site to help minimise the risk of pollution to the water environment. Further detail with regards construction phase SUDS is contained in Chapter 31 of SUDS Manual (C753). By the time of construction the applicant will also need to apply for a construction site licence (CSL) under CAR for water management across the whole construction site (see details in the regulatory*

requirement section below). It is recommended that the applicant have pre-application discussions with a member of the regulatory team in the local SEPA office if a site meets any of the criteria set out.

Comments should be requested from Scottish Water where the SUDS proposals would be adopted by them and, where appropriate, the views of your authority's roads department and flood prevention unit should be sought on the SUDS strategy in terms of water quantity and flooding issues.

#### *Regulatory requirements for the applicant*

Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

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

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

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

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

#### **Flood Prevention comment**

The applicant has submitted a lot of information from previous applications 16/00837/PAN and 16/05681/PPP. I had tried to take consideration of this information while developing this response however there are still some items that need updated or further information/confirmation required as noted below.

1. As this is a greenfield site CEC Flood Prevention request that surface water attenuation structures are above ground and not below ground to allow for easier maintenance and identification of potential reduction in storage capacity or blockages. Consideration of the bird management requirements should be incorporated however through appropriate design the risk can be adequately mitigated.

2. *The applicant should confirm how they proposed to reduce the volume of surface water that discharges from the site. At present the site is predominantly greenfield with "natural" soil conditions. Therefore runoff from the majority of smaller rainfall events would be lost through infiltration or evapotranspiration. With the site being developed and positively drained more of the runoff from more frequent small rainfall events will not be attenuated by the proposed surface water network. As a result an increased volume of surface water is being discharged from the site that can impact upon downstream flood risk and sustainability. The applicant should confirm how the overall discharge volume is being addressed and any arrangements for long term storage on the site.*

3. *As the northern section of the site's surface water drainage proposes to connect into the existing road drain on Maybury Road planning should ensure that the Locality Transport & Environment Manager for the North West locality is agreeable to the connection as part of this AMC application (i.e. before RCC stage).*

4. *The applicant should ensure that any in-curtilage SuDS features that are proposed across the development such as filter trenches or permeable paving are included within the site wide landscape plan and factoring arrangements. This is to ensure that residents are aware of their responsibilities (or the responsibilities of the factor, depending on the final agreement) to maintain the SuDS features on their properties for the protection of the water environment and reduce flood risk.*

5. *The applicant should confirm that the site is not at risk from flooding during the 1:200 (0.5% AEP) event plus 40% climate change, not just the 200+20% that is currently noted in the Drainage Statement. This is a requirement of the CEC self-certification process.*

6. *The Self Certification Certificate A1 covering the FRA and SWMP included in Appendix 3d of the RPS DIA for application 16/00837/PAN which is subsequently included in the Appendix C of the 19/05051/AMC Application SWMP is not current. The design submitted by Ironside Farrar includes different drainage arrangements than that proposed by the current 19/05051/AMC application. As a result, an updated certificate should be provided. I have attached blank templates for the applicant to provide an updated Certificate A1 signed by the current designer T Lawrie and Certificate B1 to be signed by a separate checking organisation (as this is classed as a major developed under planning) and drainage information checklist.*

7. *The calculations identify minor flooding from manhole S140. The applicant should identify through an overland flow path drawing where the flood waters will flow on site. This can be achieved by over-marking arrows to denote falls on the post-development arrangement. This should include runoff from outwith the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of the drawing is twofold. Firstly to understand if there is any significant re-direction of surface flows to surrounding land and secondly to identify if surface water will flow towards property entrances.*

## **Flood Prevention updated comment**

*I still have the following comments to be addressed by the applicant:*

- 1. As this is a greenfield site CEC Flood Prevention request that the surface water management proposals are revised to reconsider above ground storage, despite the constraints noted in the applicant's response on 20/12/19.*
- 2. As the northern section of the site's surface water drainage proposes to connect into the existing road drain on Maybury Road planning should ensure that the Locality Transport & Environment Manager for the North West locality is agreeable to the connection as part of this AMC application (i.e. before RCC stage).*
- 3. The applicant should ensure that any in-curtilage SuDS features that are proposed across the development such as filter trenches or permeable paving are included within the site wide landscape plan and factoring arrangements. This is to ensure that residents are aware of their responsibilities (or the responsibilities of the factor, depending on the final agreement) to maintain the SuDS features on their properties for the protection of the water environment and reduce flood risk.*
- 4. The applicant should confirm that the site is not at risk from flooding during the 1:200 (0.5% AEP) event plus 40% climate change, not just the 200+20% that is currently noted in the Drainage Statement. This is a requirement of the CEC self-certification process.*
- 5. The Self Certification Certificate A1 covering the FRA and SWMP included in Appendix 3d of the RPS DIA for application 16/00837/PAN which is subsequently included in the Appendix C of the 19/05051/AMC Application SWMP is not current. The design submitted by Ironside Farrar includes different drainage arrangements than that proposed by the current 19/05051/AMC application. As a result, an updated certificate should be provided. I have attached blank templates for the applicant to provide an updated Certificate A1 signed by the current designer T Lawrie and Certificate B1 to be signed by a separate checking organisation (as this is classed as a major developed under planning) and drainage information checklist.*
- 6. The calculations identify minor flooding from manhole S140. The applicant should identify through an overland flow path drawing where the flood waters will flow on site. This can be achieved by over-marking arrows to denote falls on the post-development arrangement. This should include runoff from outside of the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of the drawing is twofold. First, to understand if there is any significant re-direction of surface flows to surrounding land. Second, to identify if surface water will flow towards property entrances.*

## **Flood Prevention updated comment**

*I've reviewed the applicant's responses. The remaining comments are yet to be addressed:*

- 1. As this is a greenfield site CEC Flood Prevention request that the surface water management proposals are revised to reconsider above ground storage, despite the constraints noted in the applicant's response. This should be considered by the CEC planners when collating consultation responses and determining the application.*
- 2. Please identify existing and proposed ground level surface water flow paths on drawings. This can be achieved by taking the existing site survey and over-marking arrows to denote falls and then completing the same with the post-development arrangement. This should include runoff from outside of the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of these drawings is twofold. First, to understand if there is any significant re-direction of surface flows to surrounding land. Second, to identify if surface water will flow towards property entrances.*
- 3. The Self Certification Certificate A1 covering the FRA and SWMP included in Appendix 3d of the RPS DIA for application 16/00837/PAN which is subsequently included in the Appendix C of the 19/05051/AMC Application SWMP is not current. The design submitted by Ironside Farrar includes different drainage arrangements than that proposed by the current 19/05051/AMC application. As a result, an updated certificate should be provided. The applicant should provide an updated Certificate A1 signed by the current designer T Lawrie and Certificate B1 to be signed by a separate checking organisation (as this is classed as a major developed under planning).*

## **Flood Prevention final comment**

*This application can proceed to determination without any further comments from CEC Flood Prevention.*

*CEC Flood Prevention do not generally support underground surface water attenuation tanks in greenfield development sites, although we appreciate the other constraints the applicant has to consider. CEC do not adopt underground attenuation tanks and recommend the applicant engage early with Scottish Water to ensure they agree to adopt and maintain the tanks.*

## **Corstorphine Community Council**

*After circulation to the C.C. membership the matter was discussed at our scheduled meeting on Tuesday 19th. November.*

*The issues involved were duly noted especially in regard to road vehicle and footpath/cyclist exits onto Craigs and Maybury roads and the westward lying 16/04738/PPP development as concern has always been expressed concerning potential traffic density and management on adjacent roadwork networks given the scale of other local granted developments (HSG 20), likelihood of grant of 18/10028/PAN and forthcoming*

*International Business Gateway and 'Crosswind' development associated with Edinburgh Airport.*

*A relatively recent local issue has been impact on air quality.*

### **Archaeology comment**

*The site is archaeological significance both in terms of potential buried remains dating back to early prehistory and surviving farm buildings. Therefore, this application must be considered under the terms of the above planning conditions and Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HEPS) and CEC's Edinburgh Local Development Plan (2016).*

*Accordingly, several of the PPP conditions refer to and deal with archaeology and heritage matters. In terms of this application 19/05051/AMC, I would the following comments and recommendations*

*Condition 2vii) Archaeological mitigation strategy including a phased programme of archaeological investigation, the first phase of which will be undertaking of archaeological evaluation;*

*The archaeological evaluation was undertaken by AOC Archaeology Group in December 2019 as per their WSI (attached) submitted and agreed with this office. Due to the continuing business occupation the site of the steading and farm were not evaluated along with an a small are next to the farm due to active overhead cables. IT has agreed that these areas will be evaluated at alter date. Although the final evaluation report (DSR) has yet to be submitted, initial observations and discussions indicate that significant prehistoric remains (including a large palisaded enclosure) have survived across the southern half of the site.*

*As such I'm happy the condition 2vii has been met and discharged, as the results of this work will feed into and underpin the main archaeological works as covered by condition 8.*

*Condition 4: The masterplan and site layout submission, required by condition 01 above, shall also include for the retention and re-modelling of West Craigs farmhouse within the overall development of the site as a whole. These works must seek to conserve and re-build the stone garden walls to the farmhouse, re-using rubble derived from the demolition of the farm steading and existing stone walls to the access lane from Craigs Road.*

*I'm happy to recommend acceptance of the submitted feasibility study undertaken by EMA in support of this condition and to recommend that this condition can be discharged.*

*Please note that archaeological work in terms of building recording and excavation/reporting will be required to be undertaken at the Farmhouse. Such works will be subject to archaeological works undertaken in response to condition 7 & 8.*

## **Environmental Protection comment**

*The applicant proposes discharging a number of conditions from the 2016 PPP consent. The conditions Environmental Protection have assessed concern noise and contaminated land.*

*The noise condition states, Condition 2 (vi) A full Noise Impact Assessment to protect residential properties from noise generated by the A902 Maybury Road to the east and industrial estate premises to the south west, and details implementing the required mitigation integrated.*

*The applicant has submitted a detailed noise impact assessment which has been assessed by Environmental Protection. The noise impact assessment has addressed all the points required and has highlighted that noise mitigation will be required in the form up upgraded glazing and acoustic barriers in order to protect future residential amenity from transport noise. The industrial noise was also assessed but not found to be of a level that would adversely impact future residential amenity.*

*The applicant has submitted site investigation reports which may satisfy condition 2 VII and will go towards discharging condition 10 in the future. Condition 10 is not subject to this AMC application. However, condition 10 cannot be discharged until validation and must remain.*

*Environmental Protection can concur with the noise impact assessment findings subject to the required noise mitigation measures being implemented in full. These should be conditioned;*

1. *To reduce the sound to 50dB(A) a 3m high acoustical barrier shall be constructed along the eastern edge of the gardens. Acoustic barriers shall also be constructed as highlight in the Charlie Fleming Report on Traffic and Commercial Sound (3375 07 R) dated 1 October as highlighted on Figure 4, and covers the following plots from drawing number 11491 / A / 02\_01 F, titled Development Layout, by Taylor Wimpey Plots 90, 91, 92, 93, 103, 113, 120, 124, 128, 129, 130, 131, 139, 140, 142, 143 and 144.*

2. *The acoustic barriers may be constructed of earth, rubble, brick or concrete blockwork, 25mm thick timber fencing with overlapping boards, or any combination of these materials.*

3. *To reduce the noise in the bedroom, the glazing in the window shall require a sound reduction index, for traffic noise, of at least 36dB. This can be achieved with glazing consisting of a minimum of 10mm and 8.8mm thick panes of laminated glass, separated by a 16mm wide cavity. This glazing shall be installed in all bedrooms with windows facing Maybury Road.*

## **Edinburgh Airport comment**

*I can confirm that the following application meets our Safeguarding requirements:*

*19/05051/AMC (Taylor Wimpey site)*

Conditions 1-5 of planning permission in principle 16/05681/PPP.

## **Roads Authority Issues**

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

- 1. 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 See (see also note 9 below). 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;*
- 2. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
- 3. 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;*
- 4. 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;*
- 5. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;*
- 6. 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;*

7. *Electric vehicle charging outlets should be considered 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;*
8. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.*
9. *The final layout of the Craigs Road / Maybury Road junction is subject to further approval at the Road Construction stage.*
10. *The car, cycle and motorcycle parking numbers and general layout meets the required guidelines and is acceptable to transport.*

*Note:*

*The application has been assessed under the 2017 parking standards and is in zone 3. These permit;*

*Car Parking*

*A maximum of 448 spaces*

*The developer has indicated that a maximum of 250 car parking spaces will be provided.*

*Cycle Parking*

*It is assumed that the individual houses will have in curtilage bike storage (187 units)*

*For the flats, there are a total of 45 units comprising of the following;*

*3 rooms 45 units (minimum of 2 per unit) = 90 spaces*

*Total number of cycle spaces required = 90 no.*

*Motorcycle Parking*

*A minimum of 10 spaces.*

*Six secure motorcycle spaces are being provided within separate storage areas. The remaining four spaces can be provided on-street.*

*Note regarding Planning Permission in Principle application 16/05681/PPP for this site;*

*There were several transport obligations requested for this application in respected of;*

- o Edinburgh Tram;*
- o Junction improvements at Maybury, Craigs Road and Barnton;*
- o Cycle-foot bridge over the railway to south of site;*
- o Cycle improvements in the Gyle, Turnhouse Road and Maybury Road areas;*
- o Various Traffic Regulation Orders;*
- o Car Club;*
- o Toucan crossing on Maybury Road.*

*It is understood that these were subject to a legal agreement as part of that application.*

**Cramond+barnton Community Council comment**

## *Summary of Objections to Application*

*Cramond and Barnton Community Council (CBCC) objects to the proposed layout of the Craigs Road/Maybury Road Junction, as set out within the application. This objection relates specifically to the proposed junction layout and related requirements for the redetermination of Cammo Walk to enable closure to northbound vehicles.*

*CBCC's objection is based on feedback from the local community during public consultations on the Cammo Fields, current development and Maybury development proposals and discussions at CBCC's meeting on 21 November, 2019.*

*CBCC's objections will be maintained in respect of any TRO being sought to redetermine Cammo Walk solely for walking and cycling, unless alternative measures are taken to enhance the safety of southbound traffic from Cammo and Strathalmond, as outlined below.*

### *Reasons for Objection*

*Around 440 households at Cammo and Strathalmond are reliant on vehicular access/egress via the Cammo Gardens/Maybury Road and Cammo Road/Queensferry Road junctions and one-way, southbound route along Cammo Walk to Maybury Road, for access to the City-wide road network.*

*Redetermination of Cammo Walk to remove vehicular traffic, would result in reliance on access/egress solely by the following two junctions, both of which are extremely hazardous for vehicular traffic -*

*Cammo Gardens/Maybury Road junction - this junction is hazardous, especially for vehicles entering Cammo Gardens from the southbound lane on Maybury Road and, in particular, when queuing traffic in the outside northbound lane obscures traffic travelling on the inside lane, as frequently occurs both during and outwith peak periods. It is even more hazardous for traffic leaving Cammo Gardens and crossing the northbound lanes to travel southwards on Maybury Road, as queuing traffic frequently obscures southbound Maybury Road traffic and traffic turning into Cammo Gardens from Maybury Road.*

*Members of the community are aware of, and some have experienced, near fatal accidents at this junction. A substantial proportion of residents refuse to use this junction to access southbound lanes on Maybury Road, due to the perceived risks and Cammo Walk is the only route they will use to access Maybury Road for travel southwards towards Corstorphine, the Gyle, City Bypass, M8, etc.. Members of the Council's Roads staff have acknowledged the substantial hazards at this junction.*

*Cammo Road/Queensferry Road junction - due to traffic speeds on Queensferry Road and very limited sightlines of traffic travelling towards Cramond Bridge, turning into Cammo Road from the westbound lanes of Queensferry Road and especially turning out of Cammo Road across the westbound lanes of traffic to travel eastward involve extremely hazardous traffic movements. A senior member of Roads staff has previously suggested that consideration should be given to stopping up the eastward turn out of Cammo Road, due to the safety hazards.*

*Due to the above circumstances, a significant proportion of Cammo and Strathalmond residents, especially less confident/less able drivers, would effectively be prevented from travelling directly southwards from their homes and be 'landlocked' by the removal of southbound traffic from Cammo Walk, without changes to the Cammo Gardens/Maybury Road junction, as outlined below.*

*It is of concern to our communities, also, that the perceived undue bias in decision-making on roads issues in favour of representations from the Active Travel Team over the often ignored, underweighted and unaddressed safety issues is improper and could leave officials legally liable in the event of a serious/fatal accident when the community's many representations and warnings have been ignored.*

#### *Lack of Clarification and Meaningful Engagement on Proposals for Cammo Walk*

*Our Community Council has highlighted concerns over potential closure of Cammo Walk at all stages of preparation of LDP1 and in discussions with Planning and Roads staff in respect of the Cammo (HSG20) and Maybury (HSG19) proposals, but -*

- o has been informed that no decision on the future status of Cammo Walk has been made (see Ben Wilson's e-mail of 22 November 2019 to Councillor Hutchison)*
- o has been told by Active Travel staff that Cammo Walk is to be closed*
- o found that draft designs for realigning the Craigs Road/ Maybury Road junction are at an advanced stage, but no opportunities have been available for community input.*

*These mixed messages are unacceptable and the lack of positive consultation on this matter is contrary to the principles within the Edinburgh Planning Concordat.*

#### *Means of Overcoming the Community's Objections*

*In seeking meaningful resolution of the community's concerns and objections to the potential closure of Cammo Walk to vehicular traffic, representatives of the Community Council have put forward positive proposals to Planning and Roads staff. Including -*

*Maintaining Cammo Walk as a southbound vehicular traffic route, and either -*

- o providing a walking/cycling route on a separate, possibly parallel, alignment*
- o undertaking minor realignment and widening of Cammo Walk to provide a segregated walking/cycling route alongside a low speed (e.g. 15mph) southbound traffic route.*

*Installing traffic lights at the Cammo Gardens/Maybury Road junction in advance of any redetermination of Cammo Walk to provide a green corridor for walking and cycling. This approach would provide the c.440 households of Cammo and Strathalmond with enhanced safety for traffic movements into and out of their communities. There is a distinct lack of equity when the approved 650 houses at Cammo (HSG20) are to be served by two sets of traffic lights at vehicular junctions and 2 separate sets of lights-controlled pedestrian/cyclist crossings. In addition, the Community Council has received strong representations seeking the installation of traffic lights at the Cammo Road/Queensferry Road junction.*

## **Waste Services comment**

*As this is to be a residential development, Waste and Cleansing would be expected to be the service provider for the collection of domestic waste (only).*

*We understand there are a total of 250 units, including 5 blocks of flats which have 9 units each. The flats will be served by a full range of communal bins, from suitably accessible bin stores. The houses will have individual bins, which will either be presented kerbside or in collection areas which are adjacent to kerbs. Appropriate vehicle access has been demonstrated. Therefore, I can confirm that the information provided is acceptable under Instructions For Architects Guidance.*

*Please note that the detailed arrangements regarding the provision of waste collection services must be agreed at later stage, particularly as due to changes within the service over the next three years, the bin requirements will change, and you should review these with us prior to starting work. We can then agree a waste strategy, which would then be confirmed at completion with an inspection to confirm that all criteria are met.*

*Therefore, I would ask that Douglas Duffy is contacted a minimum of 12 weeks prior to any waste collections being required, to allow for the necessary work to be completed to commence waste collections, ahead of residents moving in.*

*A site visit will be conducted to ensure that all has been constructed in line with our agreement. Any waste produced on site by the residents will be the responsibility of the developer/builder until the final inspection is accepted and waste collections are in place.*

## **Affordable Housing comment**

### *1. Introduction*

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

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

*o Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.*

*o 25% of the total number of units proposed should be affordable housing.*

*o The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:*

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

### *2. Affordable Housing Provision*

*This application is for a development consisting of up to 250 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (63) homes of approved affordable tenures. The tenure of the affordable housing must be agreed by the Council.*

*The applicant has stated that the affordable housing will account for 63 homes (25% of the new homes) and will consist of flatted apartments and terraced houses.*

*The affordable homes are required to be tenure blind and fully compliant with latest building regulations. The design of affordable housing should be informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides and we require that applicants work with the Council and RSL's to achieve this.*

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

*The applicant has entered into dialogue with the Council regarding the mix and location(s) of the affordable housing, and identification of a Registered Social Landlord (RSL). The Housing Service has sought that an integrated and representative mix of affordable housing should be delivered on site.*

*Significant negotiation has taken place with the applicant, with the details of the mix and location of the affordable housing changing several times. Our main concerns with this being:*

- o The proportion of Golden Share low cost home ownership housing proposed, and;*
- o The location of the affordable housing, and;*
- o The representative mix of affordable housing.*

*Some, but not all, of these concerns have been addressed.*

#### *Golden Share*

*Golden Share homes are sold at 80% of market value and must be less than £214,000 per home. Initially, the applicant set out a ratio of 70% of the affordable homes as RSL homes and 30% of the affordable homes as Golden Share low cost home ownership. After negotiation, this was reduced to 25% Golden Share (or 16 homes), and an increase in RSL affordable housing to 75% of the overall affordable provision.*

*Affordable Housing Policy Guidance sets out that Golden Share properties should not exceed 20% of the overall affordable housing provision, or 12 units, whichever is the lesser. However, the applicant's original PPP application was granted before the Affordable Housing guidance was updated (in February 2019), and as they have entered into a Section 75 Legal Agreement and were able to propose a higher proportion of RSL housing, we believe the percentage of Golden Share properties could be supported.*

#### *Location of Affordable Housing*

*The location of the affordable housing was initially only within the southern part of the site. Negotiation with the applicant has resulted in three homes now being provided in*

*the northern site. The applicant has 'pepper potted' the Golden Share units across the site, although the majority are located in the south.*

### *Representative Mix*

*The applicant has set out a proposed mix of the sizes and types of market housing and affordable housing being provided across the site:*

*The applicant has amended the overall mix to include more three bedroom properties which the RSL would provide as affordable housing. This department has raised concerns about the above mix with the applicant and more three bed properties have been requested.*

*A letter of support from an RSL has been provided in regards to the affordable housing. They are supportive of the proposed scheme which would deliver 25% affordable housing on site and deliver 39 two bedroom homes and 8 three bedroom homes, which the RSL would own and manage. The applicant has described these homes as social rent but has not entered into contract with the RSL and was not able to confirm that the homes would be sold to the RSL at price that would enable social rent. The tenure of the affordable housing is required to be agreed by the Council as set out in the Section 75 Legal Agreement.*

### *3. Summary*

*The applicant has made a commitment to provide 25% on site affordable housing and this will be secured by a Section 75 Legal Agreement. This approach which will assist in the delivery of a mixed sustainable community:*

- o The applicant has entered into dialogue with the Council and has identified a Registered Social Landlord (RSL) to deliver the affordable housing on site.*
- o The applicant has made provision for 75% of the affordable housing to be delivered by a RSL.*
- o Whilst the affordable housing includes a variety of house types and sizes of homes across the wider site, the mix falls short of being representative.*
- o In the interests of delivering mixed, sustainable communities, the affordable housing policy units are expected to be identical in appearance to the market housing units, an approach often described as "tenure blind".*
- o The affordable homes should be designed and built to the RSL design standards and requirements.*
- o The applicant will be required to meet the conditions of the Section 75 legal agreement to secure the affordable housing element of this proposal.*

## Location Plan

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**END**