

Development Management Sub Committee

Wednesday 23 September 2020

**Application for Approval of Matters Specified in Conds
18/08266/AMC
at Site North Of, Ferrymuir Gait, South Queensferry.
Residential development comprising 125x dwellings
(Approval of Matters Specified in Conditions of consent
14/01509/PPP),**

Item number

Report number

Wards

B01 - Almond

Summary

The Approval of Matters Specified in Conditions application accords with the conditions of the planning permission in principle and the Edinburgh Local Development Plan. One hundred and twenty-four new homes will be delivered at the site offering future residents a good standard of amenity including good pedestrian and active travel access to and from the site.

The proposed development is in the urban area and sits adjacent to existing urban development of suburban style. There is no impact on the setting of the nearby Forth Bridge World Heritage Site.

Access to and from the site from three separate roads, one of which is a private access road, is acceptable and the Roads Authority does not raise any concern with proposed new access from the site's east boundary.

There are no material considerations to outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN08, LEN12, LEN21, LHOU01, LHOU02, LHOU04, LHOU06, LTRA01, LTRA02, LTRA03, LTRA09, LRS06, NSG, NSGD02,

Report

Application for Approval of Matters Specified in Conds 18/08266/AMC at Site North Of, Ferrymuir Gait, South Queensferry. Residential development comprising 125x dwellings (Approval of Matters Specified in Conditions of consent 14/01509/PPP)

Recommendations

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

Background

2.1 Site description

The application site is located within South Queensferry on the former site of the Corus Hotel. The site is currently vacant land and is largely covered with scrub vegetation following the demolition of the previous hotel. The site slopes substantially towards the Firth of Forth and there are established trees in the north-west corner of the site. Further trees are established along the site's east boundary.

Vehicular access is currently from the south via Ferrymuir Gait, which is a private road. Residential properties surround the site to the north and east, and a play park is located at the site's southern boundary beyond which lie further residential properties. An off-road section of the National Cycle Network Route 1 passes through the south of the site via a shared path.

The former Forth Estuary Transport Authority (FETA) facility and compound bounds the site to the west.

2.2 Site History

22 January 2003 - an application for the erection of 117 dwelling houses and associated works was withdrawn (application reference: 02/00926/FUL);

05 November 2003 - the Committee was minded to refuse an application for a residential development comprising of 121 units and associated car parking (application reference: 03/00113/FUL);

12 February 2004 - an appeal against non-determination of the application for residential development was dismissed (appeal reference: P/PPA/230/559);

08 October 2015 - planning permission in principle was granted for residential development with associated accesses, roads and landscaping (application reference 14/01509/PPP); and

04 September 2019 - An application under Section 42 of the Town and Country Planning (Scotland) Act 1997 for removal of condition 2 (relating to design principles and site layout) of Planning Permission in Principle 14/01509/PPP is currently pending consideration (application reference 18/05713/FUL).

Main report

3.1 Description Of The Proposal

Scheme 4

This application seeks approval of matters specified in conditions 1-8 of planning permission in principle (PPP) 14/01509/PPP and includes the erection of 124 dwellings at the site with associated infrastructure and landscape works. A summary of PPP conditions 1-8 is in Section 3.3 a) of this report.

One hundred and twenty-four dwellings are proposed at the site consisting of market housing (92 units) and affordable housing (32 units / 25% of the total units). A mixture of housing types and sizes is proposed at the site.

Market housing comprises 1 bed flats (x4) and 2 bed flats (x11) in a single four storey building. Terrace and detached housing consist of 4 bed houses (x65) and 3 bed houses (x12). The affordable units include three bed terrace houses (x6) and a four-storey apartment building comprising 26 flats. The affordable flats comprise one bed flats (x7) and two bed flats (x19).

Gardens are located to the front and rear of houses and communal green spaces are included at apartment buildings. Informal green spaces are located around a proposed pedestrian access from Loch Place, at the centre of the site where tree planting is proposed and at the northwest of the site.

Proposed materials are limited to dry dash render, cast stone, grey concrete roof tiles or red roof pantiles and brick or cast stone basecourse.

Boundary features between housing plots include 1.8-metre-high timber fencing, hedging comprising Escallonia, Hornbeam, Laurel and Photina species and retaining walls are utilised in combination with fencing in selected parts of the site in response to topography. Boundaries interfacing with neighbouring properties at the site boundaries will be mostly unchanged from existing vegetation and trees.

Landscape and site level plans show hard and soft landscape proposals. Soft landscaping at the site includes tree planting across the site and at boundaries, mixed meadow and wildflower seeding, shrub planting, amenity grass and various hedging mixes. Hard landscape features include palisade boundary fencing, decorative aggregate in front of selected properties, asphalt paths with hand railing and tactile paving at the top and bottom of steps.

Retaining walls of varying heights are used in combination with the palisade fencing at some site boundaries in response to the site's topography, with a larger retaining wall featuring to the rear of gardens in plots 9 and 18-25. Similarly, some properties have under-build walls which responds to site levels at a limited number of plots and the private apartment building.

A SUDS basin is located at the lowest part of the site at the northwest corner, within a landscape setting.

Vehicular and pedestrian access to the site is proposed via Hugh Russell Place and Henry Ross Place at the site's east boundary. A further private access road to the site is provided via Ferrymuir Gait at the southwest of the site. Two additional pedestrian accesses are included from Loch Place at the east of the site and at the northwest corner leading beneath the Forth Road Bridge approach to Stewart Terrace.

Vehicular parking at the site is provided at individual properties or in courtyard spaces for apartments. Detached houses are each provided with driveways and in some cases secure garages are also provided at the ground floor. Semi-detached, townhouse and terraced properties have been provided with 1 space each. Both apartment buildings include 12 parking spaces each including one disabled space, two electric vehicle spaces and motorcycle parking.

Bicycle parking is available in private gardens for houses. The affordable apartment building includes a secure bicycle store on the ground floor for 52 bicycles. The private apartment building includes a secure bicycle store on the ground floor for 30 bicycles. National Cycle Network Route 1 is retained off-road on a three-metre-wide shared path at the south of the site and bicycle wheeling ramps are provided on steps at the north of the site where there is a change in levels at the site.

Supporting statement

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

- Planning, Design & Access Statement;
- Site layout and detailed plans;
- Swept Path Analysis and refuse collection plan;
- Noise Assessment;
- Transport Assessment;
- Site Investigation Report;
- Flood Risk Assessment, Drainage Strategy and self-certification forms;
- Affordable Housing Statement;
- Archaeological evaluation and
- Sustainability Statement form.

Scheme 3

Following a change in applicant a revised masterplan and house types were submitted to the Council. The masterplan layout was revised to more accurately reflect the development concept submitted at the PPP stage including access points reverting to Henry Ross Place, Hugh Russell Place and Ferrymuir Gait.

A linear landscape area was re-introduced at the north of the site as well. Apartment buildings were reduced to four storeys in height in this scheme. Materials and house types were amended to reflect the new house builder taking the application forward. The National Cycle Network Route 1 was on-road and no provision was made for bicycles to navigate steps at the north of the site.

Scheme 2

The site layout for Scheme 2 differed slightly in street layout, building designs and appearance whilst apartment building heights were up to five storeys. Access at the east of the site was taken from Loch Place.

Scheme 1

The initial site layout resembled the indicative site plan that was considered as part of the PPP application. Access was provided through Henry Ross Place and Hugh Russell Place with emergency access available from Ferrymuir Gait at the site's southwest boundary. Houses and apartment building designs differed in materials, design and appearance reflecting the preferences of the previous applicant.

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

a) Compliance with the development plan and planning permission in principle

Planning Permission in Principle (PPP) was granted for residential development with associated accesses, roads and landscaping on 08 October 2015. The PPP was granted subject to eight conditions and the applicant has now submitted a subsequent Approval of Matters Specified in Conditions (AMC) planning application to approve matters required in the PPP conditions.

Development Plan considerations

Since the grant of planning permission in principle on 8th October 2015 the Edinburgh Local Development Plan (2016) has been adopted. The site is located in the urban area as defined in the LDP Proposals Map. LDP policy Hou 1 part d) affords priority to housing proposals in the urban area, subject to compliance with other policies in the development plan. The principle of the development and extant planning permission in principle comply with the provisions of the Edinburgh LDP in principle.

Compliance with the planning permission in principle

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

Condition 1 - sets out a range of details that the applicant must provide prior to commencement of any development at the site. Information required includes: site layout, design of all buildings and spaces; boundary treatments; car and cycle parking; road and cycle route design; drainage and landscaping and tree protection details; lighting details; a site survey; archaeological evaluation and access arrangements.

- Information submitted by the applicant, as detailed in the description of the development within this report, comprehensively addresses the matters specified in Condition 1 of the PPP.
- Condition 2 - requires the details of the development to substantially accord with the design principles established in the indicative masterplan submitted with the PPP.
- The submitted details substantially reflect the indicative masterplan from the PPP stage. Access roads at the east of the site, the position of streets, location buildings and landscape features as well as SUDS closely reflect the indicative PPP masterplan. The addition of an additional vehicle access to the site via Ferrymuir Gait is acceptable in the context of this condition and the proposed site layout and design principles substantially reflects the PPP.
- Condition 3 - is a pre-commencement condition relating to ground conditions and any subsequent remedial or protective works.
- The applicant submitted a site investigation report with the application. The Council's Environmental Protection service has not confirmed the details of this condition are met; however, this is not a requirement at this time and confirmation is required only prior to commencement of works.

An informative is recommended to note that the terms of condition 3 are not satisfied until confirmation is received from Environmental Protection that ground conditions and any remedial works are acceptable.

- Condition 4 - places a requirement on the applicant to include full details of the location and design of the surface water drainage scheme to be installed within the application site to the satisfaction of the Council and to SEPA's standards.
- The applicant has submitted a flood risk assessment and drainage plan with the AMC application and accords with the requirement of this condition. The Council's Flood Prevention Service does not object to the proposed drainage design. The site layout follows the principles of Sustainable Urban Drainage.
- Condition 5 - restricts the number of residential units at the site to 125.
- The applicant proposes 124 residential units in the form of apartments and houses at the site and complies with this condition.
- Condition 6 - requires the applicant to submit all hard and soft landscape details including planting species, location and quantity, tree protection measures and a maintenance schedule to be provided prior to commencement of development and the satisfaction of the Council.
- Detailed plans including hard and soft landscape details, planting information and tree protection measures with a maintenance schedule has been provided and the applicant accords with this requirement.
- Condition 7 - places a requirement on the applicant to secure a programme of archaeological work at the site to the satisfaction of the Council.
- The applicant has submitted an archaeological evaluation report and the City's Archaeology Service confirms that no further work is required. The applicant has complied with the terms of this condition.
- Condition 8 - requires the applicant to submit a noise impact assessment considering noise generated from a neighbouring compound at the west of the site. Mitigation measures must be identified and implemented if required following the assessment.
- The applicant has submitted a noise impact assessment in support of the application. Following a noise survey, it is confirmed that no mitigation is required, and the applicant complies with the terms of this condition.

The proposal and each of these conditions are now considered in further detail in the following paragraphs.

b) Layout and design

Layout

The proposed site plan is required to substantially reflect the design principles established at the PPP stage. In response to this requirement the applicant has retained a similar layout to the PPP indicative design, with properties and flatted blocks positioned mostly along streets that run east-west. Landscaped areas and the location of SUDS also reflect the design principles established for this site.

The proposed layout of the properties respects the urban grain in the surrounding area by providing detached, terrace and semi-detached housing with front and rear garden spaces. Townhouses and two apartment buildings add a mixture of house types at the site as supported by LDP policy Hou 2 Housing Mix. Density was addressed as part of the PPP with a maximum of 125 units permitted in principle, the applicant proposes 124 units as part of this AMC application delivering a density of 29.95 units per hectare at the site which accords with the terms of the PPP.

The layout of streets, type of properties and proportion of garden spaces are similar to existing properties in the surrounding area. Two four storey apartment buildings are located at the west of the site and there are 15 townhouses proposed which are three storeys in height; these buildings add variation to the type of houses within the site and are appropriate in their context which is suburban housing development. At the south of the site properties face on to a local park (Inchcolm Park) and offer a degree of natural surveillance at this location. Houses and flats around the rest of the site generally face on to the streets and pathways as well. The proposal complies with criteria b) and c) LDP policy Des 4 (Development Design - Impact on Setting) which require new development to reflect the surrounding townscape character and building positions on a site.

The proposed landscape design introduces tree and grass planting around the site, whilst most boundary trees are also retained. A linear landscaped area is included across the centre of the site where the topography begins to slope downward toward the north of the site; this space offers useable amenity space around the pedestrian access from Loch Place, and tree planting of a higher density will create an attractive landscape feature. A SUDS basin with surrounding grass planting is located at the northwest corner of the site which is the lowest part of the site.

Tree removal includes three unmaintained trees at the site's northern boundary following a suggestion by neighbours, eight trees at the east boundary to facilitate access and which was established at the PPP application stage, and a limited number of trees internal to the site where their removal was accepted at the PPP application stage. Replacement tree planting offsets the loss of these trees to provide a good landscape structure and the proposal complies with LDP policy Env 12 (Trees). Most existing trees at the site are retained in compliance with LDP policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features). An appropriate landscape planting schedule and maintenance scheme has been submitted. A condition is recommended to ensure the applicant implements the maintenance scheme.

The site is well-integrated with the surrounding area for pedestrians and cyclists with access points at the north, east, south and west of the site. National Cycle Network Route 1 passes through the site and the applicant has retained the off-road section of the route along the south of the site. Streets are safely designed and connect with the wider pavement and road network to offer future residents a route to local services and destinations by walking, active travel and vehicular modes.

Proposed vehicle parking for cars and motorcycles accords with Council standards and the layout is mostly at the front of properties and well-overlooked.

The proposal accords with LDP policies Des 7 (Layout Design) and Des 8 (Public Realm and Landscape Design).

Design

The proposed development consists of two storey houses, three storey townhouses and two four storey apartment buildings one of which is pitch roofed and the other has a flat roof. Surrounding properties are in the most part detached or semi-detached with and two stories with pitch roofs.

The roof/ridge levels of the two proposed apartment buildings are similar in height to the neighbouring Transport Scotland building to the west of the site's boundary and form a small part of this development, the majority of which comprises two storey pitch roof properties. This brownfield site is within the urban area as shown in the LDP map and the proposal will be suburban in nature on a previously developed site, adding to the adjacent suburban area of Queensferry.

Representations raise concern over the introduction of two four-storey buildings at the site and possible impact on the Forth Road Bridge and the Forth Bridge World Heritage site. The Forth Bridge World Heritage Site was inscribed in July 2015. The application for planning permission in principle on this site (14/01509/PPP) considered the potential implications of development on this site on any viewpoints to the Forth Bridge. It was noted within the report on the PPP application that evidence was submitted to demonstrate that there was not an unacceptable impact on the important views.

The Edinburgh Design Guidance provides an updated context for assessing the impact on views and refers to the viewpoints contained in the document "The Forth Bridge World Heritage Site: Key Viewpoints" October 2016, prepared after the PPP decision was issued. There is one specific viewpoint contained within this document located to the west of the site adjacent to the Transport Scotland building.

The applicant has prepared updated visual information to support the development of the site and to gain a revised understanding of the relationship with the Forth Bridge. The viewpoint within the document is position in a location not on the formal viewing platform, which provides a series of views to enjoy the Bridge from. It is accepted that the view will alter as a result of this development. However, the topography of the site allows the housing to be set down and the bridge can be viewed. The applicant has provided additional visual information to demonstrate how the view changes as you progress along the viewing platform.

The alteration to the view was accepted as part of the PPP application and the detailed proposals now submitted maintains the position established at this stage. The design of the housing has been adjusted to ensure that the impact on the view is limited.

The site plan shows that material treatments vary between plots and the materials are appropriate within their context for a housing development. Some properties will be split level, with stepped access to rear garden spaces and lower level ground floors. The use of split-level properties, mostly at the north of the site, is an acceptable approach in response to the site's topography.

Bicycle parking is available in garden spaces at detached, semi-detached and terrace housing. Both the private and affordable apartment buildings include secure bicycle stores at the ground floor shown floor plans. A combination of single tier and two-tier racks will be used in the stores and the proposed number of cycle parking spaces complies with the Council's parking standards.

Refuse collection will be from within secure internal stores on the ground floor of the two apartment buildings and the refuse store layout, capacity and mixture of bins for recycling and residual waste meets the Council's standards. A street collection will operate for houses at the site. A swept path analysis submitted with the application demonstrates that refuse vehicles can operate safely at the site and the Council's Waste Service has confirmed the site's layout is appropriate for collection purposes.

The development's design reflects the type of properties in the local area and the urban grain which are evident in the surrounding area and a good standard landscape environment is proposed. The proposal complies with the requirements of LDP policy Des 1 (Design Quality and Context) and LDP policy Des 4 (Development Design - Impact on Setting) in terms of height and form and materials and detailing.

Layout and Design Summary

The proposal demonstrates a design-led approach that is consistent with the indicative masterplan considered as part of the Planning Permission in Principle. Existing features at the site, notably trees, are retained where possible and in combination with the landscape design contribute to placemaking. The site is well-integrated with the surrounding area via roads and pedestrian paths. Landscape design has influenced the masterplan and areas of public realm will be of appropriate scale and quality for a site of this size. Houses and apartment buildings offer a mix of house types at the site and the alignment of streets and type of houses are broadly reflective of the surrounding area's character.

c) Amenity

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

Neighbours

Neighbouring properties will retain a good level of amenity with reference to overlooking and privacy, appropriate distances between properties and boundary treatments.

Neighbouring properties to the east of the application site at Loch Place, Henry Ross Place, Hugh Russell Place and Canmore Street and are located at appropriate distance from proposed houses to ensure appropriate privacy and daylight is retained. Properties at Stewart Terrace which are north of the application site boundary sit lower than the proposed development due to the local topography. However, the proposed houses are in excess of 10 metres from the mutual boundary which is acceptable.

Neighbours object to disturbance and safety from increased vehicle traffic entering the site through Hugh Russell Place and Henry Ross Place. The principle of access at these locations was established in the PPP, whilst the Roads Authority is satisfied that these roads have adequate capacity for proposed vehicle movements. A private access to the site via Ferrymuir Gait at the west of the application site is also available for vehicle access which offers alternative access. Vehicle movements will increase on the adopted roads to an acceptable level in the context of neighbouring amenity. Transport and access are assessed in further detail below in Section 3.3 d) in this report.

Future residents

In accordance with LDP policy Hou 2 (Housing Mix) and the EDG a mix of dwelling types and sizes are proposed at the site to cater for different occupant requirements. Generally apartment and house sizes comply with floor space requirements and design features such as storage cupboards, utility rooms or ground floor garages are shown in floor plans. Eight three-bedroom houses (four affordable and four market) are approximately 4.5 sqm short of the recommended floorspace in the EDG. The 116 other homes provide space that exceeds the EDG requirements. Over 20% of homes provide space for growing families and the minor floor space deviation of the eight houses is acceptable. Both apartment buildings include dual aspect flats in excess of the 50% recommended in the EDG as well which is supported.

Gable ends of houses and apartments are designed to avoid overlooking neighbouring plots, boundary features include a combination of 1.8 metre palisade fencing and retaining walls, houses have appropriate private garden spaces and apartment buildings have access to external amenity space at the site. Retaining walls at plots 9 and 18-25 vary from one to a maximum of three metres. This approach at limited plots is acceptable in the context of the site's topography.

The neighbouring Inchcolm play park at the south of the site is also within walking distance for all properties. The Community Council requests that Inchcolm play park at the site's southern boundary be upgraded as part of the development; this is not a planning requirement and does not form part of the legal agreement concluded as part of the planning permission in principle. The location and layout of amenity space for the proposal accords with the objectives of the LDP design policies and policy Hou 3 (Private Green Space in Housing Development).

An appropriate level of internal and external amenity is provided for future residents within the site.

Amenity conclusion

Details submitted by the applicant show that a good level of amenity can be delivered across the site and in line with LDP policy Des 5 and the EDG.

d) Access and movement

Three main vehicular and pedestrian access routes are proposed at this site. Two vehicle access roads are located at the east of the site and these reflect substantially the PPP design principles for the site. The third access at the south west of the site via Ferrymuir Gait is a private road that serves the application site, facilitates access to the neighbouring former FETA building and also forms part of National Cycle Network Route 1. The applicant proposes 124 car parking spaces in a combination of courtyard and private driveways which complies with the Council's standards for Zone 3.

Two further new pedestrian paths to/from the site are proposed with an access point at the east of the site from Loch Place, and a further path at the northwest corner of the site providing a link to Stewart Terrace. These pavements, including the long linear path at the north of the site are asphalt surfaced paths. Where ground levels drop at the north of the site, a series of steps with accompanying steel handrails and bicycle wheeling channels are included to negotiate the site's terrain. The applicant confirms that an at grade path is not achievable at this location due to the site's topography and a suitable design solution for pedestrians and cyclists has been accommodated in this part of the site.

Representations object to the introduction of access roads to the application site from the east of the site on the grounds of road and pedestrian safety, increased traffic, disturbance and land ownership issues that would prevent the use of these accesses. Many representations express a preference for a single access point to the site via Ferrymuir Gait only, with no access taken from the site's eastern boundary.

The principle of access from the east of the site via two access points was approved at the PPP application stage and assessed to be suitable for a development of up to 125 housing units. The Roads Authority does not object to the introduction of these two access roads which include pedestrian pavements on both sides and would connect to existing roads and paths at Henry Ross Place and Hugh Russel Place. Accesses at the east of the site provide a safe route for all pedestrians, vehicles and cyclists. The National Cycle Network Route 1 is retained and will continue to be off-road through the site using a three-metre-wide shared path from Ferrymuir Gait through the site to Hugh Russel Place. Retention of this route, which is also a Core Path, complies with criteria b) of LDP policy Tra 9 (Cycle and footpath Network).

Many representations note that an alleged ransom strip at the site's eastern boundary would prevent the applicant from building access roads to the site via Hugh Russell Place or Henry Ross Place. The applicant has responded to contest these assertions and also confirm an unrestricted right of access to the site from Ferrymuir Gait; however, these are land ownership concerns and not planning matters. Representations further request that the adoption of Ferrymuir Gait by the Roads

Authority be a condition of any approval for this AMC application; this is not a requirement and access via two existing roads at the east of the site was established as being suitable in the PPP decision. The applicant has demonstrated via a Transport Assessment and survey data that proposed access points at the east of the site have suitable capacity to accommodate the proposed development, and this is accepted in comments received from the Roads Authority.

The applicant has attempted to address the objections regarding access to the site by introducing an extra vehicular access to the site via Ferrymuir Gait, which is a private unadopted road under the apparent ownership of Transport Scotland. At the PPP stage this road was only identified for emergency access, however the applicant contends that a right of access allows unrestricted use of this access road to access the application site. The inclusion of this unadopted additional access is acceptable where two alternative adopted access roads will be available from the east of the site. The use of Ferrymuir Gait as a private access road is a supplementary access to the site and is not a planning or Roads Authority requirement.

The application provides suitable access and accords with LDP policies Del 1 (Developer Contributions and Infrastructure Delivery) part 2, Tra 1 (Location of Major Travel Generating Development), Tra 2 (Private Car Parking) and Des 7 (Layout Design).

e) Equalities

The proposed development will introduce an environment that is safe and secure. A range of living accommodation, including affordable housing, is proposed and the applicant will be required to comply with the provisions of the Equality Act 2010 and Scottish Building Regulation requirements. Accessible parking spaces are included and comply with parking standards and the site is well situated for access to active travel and bus routes.

f) Other material considerations

Affordable Housing

The applicant proposes 32 affordable homes at the site in the form of houses and apartments. A Registered Social Landlord (RSL) has been involved in negotiations with the applicant and amendments were made to the layout of affordable apartments during the application process in response to the RSL's comments. Materials, apartment sizes and house types are appropriate despite not being reflective of the wider site, as no four-bedroom properties are provided. The Council's Affordable Housing service has provided comments confirming the 25% contribution required by policy Hou 6 (Affordable Housing) is met. An informative is proposed which requires the applicant to update their Affordable Housing Statement.

Proposed affordable housing complies with LDP policy Hou 6 (Affordable Housing) and is secured by the existing legal agreement.

Flood risk and drainage

The applicant submitted a Flood Risk Assessment and drainage information in support of the application. Drainage infrastructure at the site includes a surface water sewer, porous paving around apartment buildings and a SUDS basin at the north west corner of the application site. The applicant confirms that all drainage infrastructure is designed to Scottish Water standards for adoption. Scottish Water has also confirmed sufficient capacity for water and wastewater within their infrastructure network.

The Council's Flood Prevention Service is satisfied with the proposed drainage arrangements at the application site. An informative is recommended confirming that the Council will not adopt and maintain the surface water system including SUDS.

The proposal complies with LDP policy Env 21 (Flood Protection) and policy RS 6 (Water and Drainage).

Archaeology

The applicant submitted a Written Scheme of Investigation with the application to the satisfaction of the City's Archaeology Service. The archaeological work was completed in 2019 and reporting concluded that no further work was required to be undertaken. The application complies with LDP policy Env 8 (Protection of Important Remains) clause b) which seeks to protect archaeological remains in situ.

Noise

Condition 8 of the PPP required the applicant to submit a noise impact assessment in support of the development due to the presence of the Forth Estuary Transport Authority compound at the west boundary of the site. The assessment confirms that no mitigation is required, and noise levels are within required thresholds for residential development. The Council's Environmental Protection Service did not comment on the revised layout for this proposal but confirmed in earlier comments that no mitigation would be required for housing at the west of the site which was in a similar location and of a similar form.

Ground conditions

In response to PPP condition 1 I) and condition 3 the applicant submitted a Site Investigation Report (SIR) with the application. The SIR is still under review by the Council's contaminated land officer and it is recommended that the applicant liaises with Planning and Environmental Protection to confirm all aspects of PPP conditions 1 I) and 3 are addressed as the development progresses.

The information provided at this stage is of a sufficient detail to allow the development to progress. However, the committee and the applicant must note that PPP conditions 1 I) and 3) would not discharge as part of this AMC and the conditions remain until the Council's Environmental Protection service confirms acceptance of supporting information.

Sustainability

The application submitted Sustainability form S1 in support of the application. The proposal utilises a brownfield site, sustainable drainage infrastructure is acceptable, appropriate cycle parking provision and well-connected streets at the site provide opportunity to travel by different modes and domestic refuse and recycling provision is included. The applicant will be required to comply with Scottish Building Regulations.

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

g) Representations

Representations raise the following material matters:

Object

- Traffic impact and road safety impact for neighbouring residents and surrounding network - addressed in Section 3.3 d);
- Safety of school pupils walking through the site - safe pedestrian access through the site is provided, addressed in Sections 3.3 b) and d);
- Refuse access from the east of the site and make adoption of Ferrymuir Gait a condition of any planning permission - addressed in Section 3.3 d);
- Proposed parking does not comply with parking standards - addressed in Section 3.3 d);
- Proposed path to the north west of the site should have appropriate surfacing instead of whin stone - addressed in Section 3.3 d), whin stone surface was removed and changed to asphalt in response to this comment;
- Impact on the National Cycle Network Route 1 - addressed in Section 3.3 d), an off-road shared path was retained in response to this comment;
- Proposed height of apartment buildings is inappropriate at this site and out of character with reference to the surrounding area and views of the World Heritage site at a visible site - addressed in Section 3.3 b);
- Tree loss associated with the development - addressed in Section 3.3 b);
- Noise impact on new properties - addressed in Section 3.3 c);
- Request upgrade to Inchcolm play park at the south of the development - addressed in Section 3.3 c);
- Impact on local services, schools and no developer contributions to mitigate any impacts - addressed in Section 3.3 f); and
- Drainage concern for properties at Stewart Terrace - addressed in Section 3.3 f).

Neutral

- Concern regarding access to the site and preference for Ferrymuir Gait to be utilised - addressed in Section 3.3 d);
- Request electric vehicle charging at the site - addressed in Section 3.1);
- Details of tree removal and maintenance should be provided - addressed in Section 3.3 b);
- Drainage concern at number 35 Stewart Terrace resulting from archaeological excavations - addressed in Section 3.3 f) and no further archaeological excavations are required at this site; and
- Prioritise non-motorised users at the site - addressed in Sections 3.3 b) and d).

Support

- New houses offer opportunity for those seeking a property in the area;
- Satisfied to see the site brought back to gainful use;
- Satisfaction with the proposed plan.

Non-material matters raised in representations include:

- Alleged ransom strip to prevent access at the east of the application site - this is a legal matter outwith the scope of planning legislation;
- Request that Transport Scotland agrees to Ferrymuir Gait being adopted - this is not a planning matter;
- Object to construction traffic accessing the site via the east boundary and request only Ferrymuir Gait is used for construction traffic - this is not a planning matter;
- Applicant did not consult the local community on the proposal prior to submitting plans - pre-application consultation is not a requirement for AMC applications;
- Alleged inaccuracies contained in supporting transport information;
- Alleged corruption within the Council - this is a police matter;
- Need for more shops in Queensferry in response to new homes - this application is for housing only.

Summary

The Approval of Matters Specified in Conditions application accords with the conditions of the planning permission in principle and the Edinburgh Local Development Plan. One hundred and twenty four new homes will be delivered at the site offering future residents a good standard of amenity including good pedestrian and active travel access to and from the site.

The proposed development is in the urban area and sits adjacent to existing urban development of suburban style. There is no impact on the setting of the nearby Forth Bridge World Heritage Site.

Access to and from the site from three separate roads, one of which is a private access road, is acceptable and the Roads Authority does not raise any concern with proposed new access from the site's east boundary.

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. The approved landscaping and maintenance scheme (planning drawing references: 55C-58C) shall be fully implemented within 6 months of the last property's occupation.

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

2. Trees specified for retention in the landscape plans (planning drawing reference numbers 55C-58C) 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".
3. Notwithstanding the information submitted and for the avoidance of doubt reserved matters 1l) and condition 3 are not discharged on the basis of the nature of these matters requiring further on site investigations following commencement of development.

Reasons:-

1. In order to ensure the landscaping is established at the site and maintained.
2. In order to adequately protect the trees on site.
3. For the avoidance of doubt.

Informatives

It should be noted that:

1. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
2. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
3. 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.
4. The applicant will be required to contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;

5. 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.
6. 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.
7. 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.
8. 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.
9. All private driveways should be served by at least a 13- amp 3Kw (external three pin-plug) with capacity in mains for 32 - amp 7Kw electric vehicle charging sockets. They should be installed and operational in full prior to the development being occupied.
10. The applicant is required to update the Affordable Housing Statement and submit to the Planning Authority to satisfy the terms of the Legal Agreement.
11. The existing footpath on the north west part of the site (leading to beneath the bridge) is required to be built to adoptable standards/RCC will be required;
12. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification;

13. 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.
14. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Neighbours were notified of the application's submission and revised plans on 10 October 2018, 04 November 2019 and 29 April 2019.

One hundred and fifty-one letters of representation were received in 2018 comprising 145 comments objecting to the proposal, one comment in support and five neutral comments.

Two hundred and fifty-four letters of representation were received in 2019 comprising 246 comments objecting to the proposal, four comments in support and four neutral comments.

Four hundred letters of representation were received in 2020 comprising 393 comments objecting to the proposal, four comments in support and no neutral comments. Three late comments were received.

One Member of the Scottish Parliament made comments objecting to the proposal.

Queensferry & District Community Council provided comments objecting to the proposal on 05 January 2020 and further comments objecting to the amended proposal on 20 May 2020.

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

Background reading/external references

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

Statutory Development

Plan Provision

The application site is shown to be in the Urban Area in the adopted Edinburgh Local Development Plan (LDP).

Date registered

3 October 2018

Drawing numbers/Scheme

01,02D,03D,04E,05D,06E,07B-21B,22C,23C,24B-53B,,
55C-59C,63C,64C,65D,66D,67-76,77A,78-89.,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

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

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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

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

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

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

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

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

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

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

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 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 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

LDP Policy RS 6 (Water and Drainage) sets a presumption against development where the water supply and sewerage is inadequate.

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 18/08266/AMC At Site North Of, Ferrymuir Gait, South Queensferry Residential development comprising 125x dwellings (Approval of Matters Specified in Conditions of consent 14/01509/PPP)

Consultations

Environmental Protection comment

The applicant proposes developing up to 125 residential properties on land that is bounded to the north by Stewart Terrace, to the east by Loch Place and Canmore Street, and to the south by a small park. The A90 is, at various distances, to the west of the land.

The applicant has submitted a support noise impact assessment due to the proximity of the A90. This assessment advises that no specific mitigation measures will be required. The applicant had also submitted a local air quality screening assessment with the PPP application which advised that no further air quality assessment analysis was required. Environmental Protection had concurred with those findings however would now highlight now that the applicant should consider installing electric vehicle charging points for all driveways serving residential properties. Environmental Protection would recommend that all properties have an outdoor standard 3-pin plug (13amp) installed with an option for future owner to upgrade them to a 7KW (32amp) with type two socket. Environmental Protection would request that the applicant highlights the charging point locations on a drawing.

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Therefore, Environmental Protection offer no objection subject to the following condition remaining attached with the addition of an informative;

Prior to the commencement of construction works on site:

(a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

b) *Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning*

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

Informative

All private driveways shall be served by at least a 13- amp 3Kw (external three pin-plug) with capacity in mains for 32 - amp 7Kw electric vehicle charging sockets. They should be installed and operational in full prior to the development being occupied.

Transport Scotland comment

The Director does not propose to advise against the granting of permission.

Transport Scotland updated comment

Having considered the revised plans and documents published on the planning portal on 7 April 2020, I would confirm that our response of 22 November 2019 remains unchanged.

Archaeology comment

I can confirm that I am now in receipt of the final report regarding the archaeological evaluation the first phase of the programme of work (excavation) required to be carried in response to the condition attached to 14/04172/FUL and associated 18/08266/AMC for proposed development of 151 houses and flats and community facility.

The archaeological work was undertaken by AOC Archaeology Group in October/November this year. Although a late-medieval/post-medieval boundary ditch was encountered, out with this single significant feature the results indicated that the rest of the site had been significantly affected by the construction and demolition of the former hotel which occupied most of the site. Therefore, having assessed and accepted this report it was concluded that no further work was required to be undertaken. Accordingly, I am happy to advise that the archaeological planning condition attached to these linked permissions can now be discharged.

Queensferry and District Community Council comment

QDCC wishes to place on record with the Planning Authority our vexation with the unusual "planning process" that has been adopted with this application.

QDCC contests that the agents acting on behalf of Corus have flexed the system to their advantage and to the detriment of the Queensferry Community.

The Applicant Corus and their agents have generally been obstructive in approach, haven't engaged in meaningful terms with the Community Council nor the community of Queensferry. This is contrary to good planning principles. In this present day generally there is obligation on agencies and service providers to consult with their end user, their customers and stakeholder groups. Corus and EMA have actively avoided consultation and should be called to account. At this late stage of the planning process we should not be looking to resolve outstanding issues.

For these reasons alone the plan should be outright rejected and not be accommodated by planning officers.

The present plan is so far removed from the approved plan, that had timed out and a new application should have been lodged, re-advertised and local consultations held in line with the Council Concordat agreement with Community Councils. The fact that this request was refused is completely unacceptable.

Further that QDCC has written to the Direct of Place and no reply or satisfactory answers have been offered brings the planning process into disrepute. The role of a community council is to represent the views of the community it serves and QDCC seeks recourse such that the community is consulted about this revised plan. By allowing the applicants agents to circumvent due planning process denies QDCC its right to represent the communities' views.

The application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle. The decision letter for 14/01509/PPP was dated 8th October 2015 and on the 3rd October 2018 18/08266/AMC application was submitted just 5 days prior to the 3 years time limit allowed expiring and with no detailed documents.

QDCC takes the view that the developer agents were ill-prepared for this application and submitted just enough documentation for the AMC application to be registered so that that the PPP would not be dismissed and to provide them more time to work on the required documents.

Fact being it then took over a year for the required detailed documents to be finally added to the portal on the 4th November 2019. It was over 5 years since 14/01509/PPP was submitted and over 4 years since this was approved.

QDCC feels this should not have been allowed to happen and the application should have been refused. QDCC noted also that in the 14/01509/PPP application there was correspondence added to the portal on the 28th May 2018 regarding renewal of consent advice given to the agent and verifies QDCC's concerns that the developer wasn't ready to proceed and were needing to extend the timescales attached to the original consent. A further two extensions of time were given in February and July 2019.

QDCC did request further consultation events because of the time which has passed and the alterations to the original plan. AMC applications are linked to Planning

Permission in Principle that was granted previously (14/01509/PPP) - in these cases the applicant is only required to address the conditions specified in the PPP decision.

QDCC feels this decision was wrong and as our role as stated is to represent the views of the community QDCC contests that the whole of the Queensferry community should have been given the opportunity to view and discuss the new plans with the developer to understand the reasoning behind the significant changes in the plan and comment accordingly.

A precedent was set in Queensferry in 2014 when Bellway Homes were instructed to conduct a public consultation when lodging their revised application to build homes on the Ferrymuir site.

They had increased the number of homes by eleven more than the previous application, and altered the layout primarily necessary due to delays to the development caused by the building of the Queensferry Crossing.

QDCC together with many in the Queensferry community are opposed to just housing on this site and a mixed development would have been more favourable, creating jobs, leisure facilities and much needed tourist facilities.

QDCC is concerned that this plan puts at risk the Forth Bridge Tourism Strategy that CEC signed up to. This is a unique site and we feel that this is a missed opportunity not just for Queensferry but for all of Scotland where else is there such a unique setting with views of three bridges built in three different centuries, so much more could have been done at this location for so many more people to enjoy.

Our comments and concerns on the application presented are as follows:

o This development will have a significant impact on the community of Queensferry because of its unique location. Being on the boundary of the conservation area for Queensferry and because of its unique character and location which is pivotal as a gateway beside the Forth Road Bridge the design and build should be of a high standard of design. The design is just another 124 home housing development which could be built anywhere in Scotland is out of context with the locality. Corus are being allowed to offload this site and not being held to account.

o The traffic study is no longer relevant and out of date. Six hundred and fifty homes have been built and occupied in Queensferry since 2014, with another development for over 300 homes in progress at South Scotstoun, the Queensferry Crossing has opened and Queensferry has seen a model shift in traffic movement. This has placed additional traffic on Kirkliston Road which is the first point of access through the Varney estate to this development.

o Trip generation and queuing analysis is based on a traffic count from February 2012. There will have been changes in the existing Varney estate residents since then, with different travel patterns now applying to reflect its changing demographic profile and the new development is likely to attract younger families with different travel patterns. The 2019 proposal's estimate of vehicles numbers hasn't changed (33/hour morning peak. 43/hour arriving in the evening peak. QDCC feels that a further assessment is required together with an assessment on the impact of the additional

traffic in the other streets within the Varney estate such as Viewforth Road and Loch Place. The review is flawed quote; "being based on observation that on-street parking isn't common and most homes have driveways" how convenient and condescending is this statement! The study should be dismissed

o For congestion we now have more stringent parking restrictions at Queensferry Primary School, bus stop boxes on Kirkliston Road and more parking restrictions planned for the future which will possibly displace some parked vehicles into the Varney housing estate.

o Main vehicle access once in the Varney estate to the site has been changed to via Loch Place, the applicant Corus Hotels Ltd asked for this change but we do not know the reasoning behind it. There is emergency access only via Ferrymuir Gait. The most logical choice would be for the main access to be via Ferrymuir Gait as the vehicle access route via the Varney Estate encourages more traffic through Queensferry's roads especially Kirkliston Road and the Loan whereas the access via Ferrymuir Gait would negate that with a more direct route from the arterial roads but QDCC is led to believe that there has been no progress in being allowed this access. QDCC cannot understand

o how the emergency vehicle access only via Ferrymuir Gait will operate. Will this road be open but with no entry signage stating except for emergency vehicles. Two residents have also claimed they own a strip of land at Loch Place where the access road to the development is to be situated, it is said it is in their title deeds and they will not sell this land therefore access via Loch Place will not be possible at this location.

o Pedestrian connectivity through the development linking both east and west to other parts of Queensferry needs to be encouraged, enhanced and progressed in line with the authorities Active Travel Strategy. Connectivity from the South West is poor and doesn't provide easy access to the High street shops from the Forth Road Bridge. Pedestrian access from the development to the Hopetoun Crossroads bus stops is also required.

Housing Types

In the PPP application we were given the impression that housing would be two storeys high but with the AMC application we now have two 5 storey blocks of flats plus town houses. The views of the bridges were not to be restricted from the Contact and Education Centre

QDCC seeks that housing styles are sympathetic to the unique location and surroundings QDCC totally objects to having 5 storey flats built here

QDCC would like to bring to your attention a Reporters paper dated 12 Feb 2004 by the Scottish Executive Development Department a Mr Stephen Partington who comments; "The former Hotel though unattractive was relatively low and unassertive in its form. In contrast the proposed flats would dominate the skyline from all directions". So what has changed; the Forth Bridge is UNESCO World Heritage listed and QDCC believes that the five-storey flats impacts on the views of the Forth Bridge and sister bridges from the south west. The views are protected and if the view was important before UNESCO listing then the view is even more important now!

Open Space

There is little usable open space and the plan is dependent solely on the present open space available. The amount of open space should be increased per populace not decreased. The present plan doesn't conform to the authorities open space policy

Inchcolm Play Park

The existing Inchcolm Play Park will form the south edge of the development, with housing overlooking the park. This will integrate the park to the surrounding residential area and will no longer be isolated.

QDCC seeks that substantial investment is made on upgrading the park to give play opportunities and equipment for children of different age groups.

Taking also into consideration CEC's Play Area Action Plan(2016), which states houses and flats should have access to at least one of the following:

- o a play space of good play value within 800 metres walking distance*
- o A play space of very good play value within 1200 metres walking distance*
- o A play space of excellent value within 2000 metres direct distance*

The existing Inchcolm play park does not make it into the Good category in the latest play park audit. Dundas play park was classed as good at the time of the audit but is some distance away and Echline play park was classed as very good but the most direct access to this would be via the underpass at the Forth Road Bridge and across a grassy field. Good/very good play park facilities are required as near as possible to this development.

QDCC asks that should this application be approved that construction traffic does not use the streets within the Varney Estate and all construction traffic use Ferrymuir Gait as access

QDCC supports the comments received from residents:

- o Oppose access from the Varney estate*
- o Ferrymuir Gait access preferred*
- o The Varney Estate was never intended as a through route it has narrow streets, cul-de-sacs and tight junctions*
- o Access problems via Loch Place as two residents own a strip of land where the access is required. The Reporter in 2003 raised concerns about land ownership and this matter remains unresolved. The developer agents have done little to resolve the issue such that questions remain*
- o Questions asked about pedestrian accesses at both Henry Ross Place and Hugh Russell Place*
- o Objection to the inclusion of 5 storey flats in the plan*
- o Safety issues for children using this route to and from school and cyclists regarding the extra traffic the development will bring through the Varney Estate*
- o Validity of traffic study as it was taken so long ago*
- o Concerns regarding the junction from Viewforth Place onto Kirkliston Road*

- o Concerns that construction traffic will use the Varney Estate access*
- o Ferrymuir Gait as access for construction traffic QDCC's objective in writing this letter is to have this plan rejected and revisited.*

Queensferry and District Community Council updated comment

We acknowledge that the new developers have changed the site layout to try and eliminate some of the concerns raised by the local community and QDCC and to be more in line with the original PPP. It is on record that QDCC objected to the original plans which were subsequently approved but our objections remain particularly about safety and access to the development.

Our comments and concerns on the application presented are as follows:

This development will have a significant impact on the community of Queensferry because of it's unique location. Being on the boundary of the conservation area for Queensferry and because of it's unique character and location which is pivotal as a gateway beside the Forth Road Bridge the design and build should be of a high standard. The design is just another 124 home housing development which could be built anywhere in Scotland is out of context with the locality.

QDCC understands that in the PPP the Varney Estate was granted as the access route as the development has to connect to roads that are adopted but that does not mean it is the correct access for the community.

In the updated Design and Access document it is stated that it is intended to provide a 3rd access point via Ferrymuir Gait, a private and unadopted road but is the preferred access to the development for QDCC and many in the community. This was the original access to the site when the "Motel" was in existence. The developer has said publicly that they have rights of access and if necessary will take legal proceedings to do so but what assurances do we have that access will be granted and the necessary adoption of the road by CEC takes place. It's a bit disingenuous of the developer to claim this as primary access when it isn't adopted. QDCC seeks a condition to this planning application that the developer is required to confirm that they have obtained the necessary permissions for the Ferrymuir Gait access and adoption before any decision on the AMC. CEC's assessment on the likely adoption of that road would be helpful. If the Ferrymuir Gait access and adoption is successful - QDCC doubt that 3 vehicular accesses are required to the development and would seek that there is no need for vehicular access through the Varney estate. QDCC asks that this be a condition of the planning approval document.

The applicant owns the land on the north-west side of the development which runs towards the FRB and behind 1 - 4 Stewart Terrace. This land provides access to the FRB and the proposed development. QDCC is informed that the developers intention is to lay in "whin" footpaths. QDCC seeks that a condition of planning approval is that the paths are built to a standard that can be adopted and that similarly the surrounding land is landscaped and maintained as part of the overall development.

Concerns raised regarding the vehicle access from Hugh Russell Place over the proximity of the play park to the new road, from both a safety and pollution perspective.

An access road next to the play park is a poor idea, especially when alternatives are available. Concerns too on the pavements on the new access road at the very least there should be an allowance for an extra-wide pavement because this would be on the NCN1 cycle route and it's next to the existing play park where there's likely to be a lot of pedestrians too . At the moment pedestrians and cyclists have a dedicated vehicle-free path in this section which is presently too narrow for pedestrian and cyclists to pass safely. The plans show a narrow pavement on just one side of the road. Pavements on both sides of this road are required as children from the new development have no play areas on site and will be using the existing play park and will have to cross this road.

The cycling environment is adversely affected by the proposal of including vehicle access along Hugh Russell Place. Firstly an existing on-road route through Viewforth Place and Hugh Russell Place will become busier. Secondly there is no provision for cyclists in the extension of Hugh Russell Place (plots 63 to 72) near the play area where there is a footway proposed on just the south side of the street. This forces cyclists onto the new road. With the new road being built on an existing cycle route, as a minimum a 3 metre wide pavement should be provided so that an existing amenity on NCN Route 1 is not lost.

To have vehicular access through the Varney Estate it has to be remembered that this is not only cars but all types of vehicles, delivery vans of all sizes and at times HGV's delivering materials or home removals.

For congestion we now have more stringent parking restrictions at Queensferry Primary School, bus stop boxes on Kirkliston Road and more parking restrictions planned for the future which will displace parked vehicles into the Varney housing estate. This is seen at the moment during school hours at the junction with Viewforth Road and Kirkliston Road. Additional DYL's required here to make the junction clearer and safer for vehicles entering and leaving the Varney Estate.

Pedestrian connectivity through the development linking both east and west to other parts of Queensferry needs to be encouraged, enhanced and progressed in line with the authorities Active Travel Strategy.

Connectivity from the South West is poor and doesn't provide easy access to the High street shops from the Forth Road Bridge. Pedestrian access from the development to the Hopetoun Crossroads bus stops is also required.

Housing Types

The revised AMC shows that the 5 storey flats have been reduced to 4 storey QDCC does not feel that flats are appropriate in this development and seeks to have this reduced further to at least 3 storey or at the worst 3.5 storey style to reduce the height of the flatted properties.

QDCC seeks that housing styles are sympathetic to the unique location and surroundings.

QDCC would like to bring to your attention a Reporters paper dated 12 Feb 2004 by the Scottish Executive Development Department a Mr Stephen Partington who comments; "The former Hotel though unattractive was relatively low and unassertive in its form. In

contrast the proposed flats would dominate the skyline from all directions". So what has changed; the Forth Bridge is UNESCO World Heritage listed and QDCC believes that the four-storey flats impacts on the views of the Forth Bridge and sister bridges from the south west. The views are protected and if the view was important before UNESCO listing then the view is even more important now!

Open Space

There is little usable open space and the plan is dependent solely on the present open space available. The amount of open space should be increased per populace not decreased. The present plan doesn't conform to the authorities open space policy.

Inchcolm Play Park

The existing Inchcolm Play Park will form the south edge of the development, with housing overlooking the park. This will integrate the park to the surrounding residential area and will no longer be isolated. QDCC seeks that substantial investment is made on upgrading the park to give play opportunities and equipment for children of different age groups. Taking also into consideration CEC's Play Area Action Plan(2016), which states houses and flats should have access to at least one of the following:

a play space of good play value within 800 metres walking distance

A play space of very good play value within 1200 metres walking distance

A play space of excellent value within 2000 metres direct distance

The existing Inchcolm play park does not make it into the Good category in the latest play park audit. Dundas play park was classed as good at the time of the audit but is some distance away and Echline play park was classed as very good but the most direct access to this would be via the underpass at the Forth Road Bridge and across a grassy field. Good/very good play park facilities are required as near as possible to this development.

Construction Traffic

QDCC asks that should this application be approved with vehicular access through the Varney Estate that construction traffic does not use the streets within the Varney Estate and all construction traffic use Ferrymuir Gait as access. The streets within the estate cannot accommodate large vehicles and machinery deliveries. It is a safety hazard for the all residents especially the elderly and children and the condition of the roads would deteriorate within the estate very quickly. QDCC asks that construction workers and contractors/visitors have parking facilities within the site footprint and not park in the surrounding streets especially in the Varney Estate.

Revised Transport Assessment

On-street parking - the document states a review of the residential streets to the east of the site demonstrates that houses on both Henry Ross Place and Hugh Russell Place have driveways, therefore reducing the need for on street parking. This ensures that two-way traffic movement can be accommodated on these roads. QDCC disagrees with this statement as we have checked out this location and on street parking does exist especially in Hugh Russell Place thus making two way traffic difficult.

Car Parking - Paragraph 2.4.2 states CEC might allow up to 222 parking spaces in the development, but only 140 are being provided by the developer. In theory this might discourage residents from buying more cars than they need, but we know from experience lack of parking provision leads to conflict and displacing cars in surrounding streets or public car parks and in this case would mean the Varney Estate or the Transport Scotland and FRB car park. QDCC would like to see the parking spaces increased not expecting 222 spaces but more than the 140 quoted.

Paragraph 7.1 - Traffic for the site compound, the FRB admin offices and Contact & Education Centre will have an option of using a route through the housing development. There is no guarantee it will continue to use the private Ferrymuir Gait access, as this may not be maintained to the existing standard once alternatives are available.

Therefore the modelled scenarios should have been extended to include baseline traffic presently using Ferrymuir Gait which may divert to the other access points. QDCC accepts that the transport assessment covers the scenario of all new development traffic using existing adopted routes from B907 Kirkliston Road. However it fails to address the scenario of existing Ferrymuir Gait traffic from the B800 Ferry Muir Road switching to adopted accesses. This could happen either through driver preference or if Ferrymuir Gait falls into disrepair, and the applicant has offered no assurance that Ferrymuir Gait will be maintained once the development is complete. A further concern might be if the existing neighbours choose to leave the area. It is essential that liability for upkeep of Ferrymuir Gait is established now, before moving forward. This is necessary to preserve Ferrymuir Gait at least as an emergency access, if not the primary access often claimed by the applicant.

Ransom Strip

Although not deemed a planning matter but a legal one this has to come to a conclusion between the developer and the residents as it could get very bitter The residents objections/concerns are:

Objects to access via the Varney Estate

Pupils walking to school use the route through the Varney Estate and the added traffic would adversely affect their safety and wellbeing

It is part of the National Cycle network

The only acceptable route to the development is via Ferrymuir Gait - the residents want no access through the estate

Trees in Canmore Street would also be lost if these roads were to be constructed despite in previous Applications stating that all trees will be retained

Objects to the inclusion of 4 storey flats - They are sited at the highest area of the site , a blot on the skyline and seen for miles and they certainly are not sympathetic to their surroundings.

Not enough parking spaces within the site - There are only 18 parking places serving 41 flats as stated in Sweco Transport Assessment and described as "well below standard"

In the Sweco report it states that in both Hugh Russell Place and Henry Ross Place the houses have driveways saving off street parking resulting in no problems with two way

traffic. This assumption is incorrect. Most houses have just one space in front of their garages.

Ransom strip ignored by Ambassador Homes

Transport Scotland must agree to allowing Ferrymuir Gait as the access to this site and have it adopted by the Council for any development to take place

Concerns related to vehicular movements across the estate

Our objections remain because of access as we would like to see a solid commitment to Ferrymuir Gait for access as at the moment it is only intent.

Roads Authority Issues

The application should be continued.

Reasons:

Given the size of the development (over 100 units), a transport assessment should be submitted in support of the development. This would enable transport to fully assess the impact on the surrounding road network. It is noted that a transport statement has been submitted but this is not of sufficient detail.

Note;

The scoping and extent of the transport assessment to be agreed with transport.

Roads Authority Issues updated comments

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

- 1. The applicant will be required to contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*
- 2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification;*
- 3. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
- 4. 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;

5. 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;

6. 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;

7. 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;

Note:

a) A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments. Vehicular access will be taken from Henry Ross Place, Hugh Russell Place and Ferrymuir Gait. The development is estimated to generate 49 and 66 two-way vehicular traffic respectively for the morning (08:00-09:00) and evening (16:30-17:30) peak hours. For robust assessment of traffic impacts of the proposed development on existing road network, the modelling assumes that vehicular access will be taken from Henry Ross Place and Hugh Russell Place. The modelling results for studied junctions (10% threshold analysis) Viewforth Road/Viewforth Place junction and Viewforth Place/B907 The Loan junction) shows that both priority junctions will operate under capacity (RFC < 0.85).

The applicant has therefore demonstrated that the proposed and existing transport infrastructure will be able to accommodate the traffic impacts of the proposed development;

b) 22 cycle parking spaces proposed for the 11 apartment Block, 60 cycle spaces for the 30 apartment Block. Cycle parking will be provided within the curtilage of all the houses. The proposal complies with CEC cycle parking requirement in Zone 3;

c) 140 car parking spaces being provided complies with the Council's 2017 Parking Standards which could allow a maximum of 222 parking spaces in Zone 3; Passive EV charging provision will be provided for each house with a driveway /

garage; 4 EV charging and 2 accessible bays within the de-coupled parking provision associated with the flats and terraced housing;

d) The applicant proposes 3m wide walking and cycling route to connect Hugh Russell Place to Ferrymuir Gait along the site southern boundary (National Cycle Route);

e) The existing footpath on the north east part of the site is expected to be built to adoptable standards/RCC will be required;

f) The site layout provides active travel infrastructure which is well linked to the easts and is within 5 minutes walking distance to bus services (Lothian bus service 43 (2 service per hour) and service 63-1 per hour). the site is within 15mins walking distance to GP practice, supermarket, primary school and services within South Queensferry city centre;

g) It is expected that the applicant provides a footway connecting the site to the existing footway on south side of Ferrymuir Gait which ends few metres away from the site boundary. Ferrymuir Gait is 5.5m wide private access without footway on the north side. Ideally the Council would want the access to be brought to adoptable standards but given that it is not under the ownership of the applicant such requirement is considered unreasonable.

Roads Authority Issues updated comment

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

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

2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification;

3. The existing footpath on the north west part of the site(leading to beneath the bridge) is required to be built to adoptable standards/RCC will be required;

4. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;

5. 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;

6. *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;*

7. *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;*

8. *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;*

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a) *A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments. Vehicular access will be taken from Henry Ross Place, Hugh Russell Place and Ferrymuir Gait. The development is estimated to generate 49 and 66 two-way vehicular traffic respectively for the morning (08:00-09:00) and evening (16:30-17:30) peak hours. For robust assessment of traffic impacts of the proposed development on existing road network, the modelling assumes that vehicular access will be taken from Henry Ross Place and Hugh Russell Place. The modelling results for studied junctions (10% threshold analysis) Viewforth Road/Viewforth Place junction and Viewforth Place/B907 The Loan junction) shows that both priority junctions will operate under capacity (RFC < 0.85).*

The applicant has therefore demonstrated that the proposed and existing transport infrastructure will be able to accommodate the traffic impacts of the proposed development;

b) *The applicant proposes 52 secure cycle parking spaces for the 26 flats (affordable block) and 30 spaces for the 15 flats (private block). Cycle parking will be provided within the curtilage of all the houses. The proposal complies with the Council's minimum cycle parking requirement in Zone 3.*

c) *140 car parking spaces being provided complies with the Council's 2017 Parking Standards which could allow a maximum of 222 parking spaces in Zone 3; Passive EV charging provision will be provided for each house with a driveway /*

garage; 4 EV charging and 2 accessible bays within the de-coupled parking provision associated with the flats and terraced housing;

d) The applicant proposes 3m wide walking and cycling route to connect Hugh Russell Place to Ferrymuir Gait along the site southern boundary (National Cycle Route);

e) The site layout provides active travel infrastructure which is well linked to the easts and is within 5 minutes walking distance to bus services (Lothian bus service 43 (2 service per hour) and service 63-1 per hour). the site is within 15mins walking distance to GP practice, supermarket, primary school and services within South Queensferry city centre;

f) It is expected that the applicant provides a footway connecting the site to the existing footway on south side of Ferrymuir Gait which ends few metres away from the site boundary. Ferrymuir Gait is 5.5m wide private access without footway on the north side. Ideally the Council would want the access to be brought to adoptable standards but given that it is not under the ownership of the applicant such requirement is considered unreasonable.

Roads Authority Issues updated comments

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

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

2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification;

3. The existing footpath on the north west part of the site (leading to beneath the bridge) is required to be built to adoptable standards/RCC will be required;

4. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;

5. 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;

6. *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;*

7. *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;*

8. *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;*

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a) *A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments. Vehicular access will be taken from Henry Ross Place, Hugh Russell Place and Ferrymuir Gait. The development is estimated to generate 49 and 66 two-way vehicular traffic respectively for the morning (08:00-09:00) and evening (16:30-17:30) peak hours. For robust assessment of traffic impacts of the proposed development on existing road network, the modelling assumes that vehicular access will be taken from Henry Ross Place and Hugh Russell Place. The modelling results for studied junctions (10% threshold analysis) Viewforth Road/Viewforth Place junction and Viewforth Place/B907 The Loan junction) shows that both priority junctions will operate under capacity (RFC < 0.85)*

The applicant has therefore demonstrated that the proposed and existing transport infrastructure will be able to accommodate the traffic impacts of the proposed development;

b) *The applicant proposes 52 secure cycle parking spaces for the 26 flats (affordable block) and 30 spaces for the 15 flats (private block). Cycle parking will be provided within the curtilage of all the houses. The proposal complies with the Council's minimum cycle parking requirement in Zone 3.*

c) *124 car parking spaces being provided complies with the Council's current Parking Standards which could allow a maximum of 124 car parking spaces in Zone 3; Passive EV charging provision will be provided for each house with a driveway /*

garage; 4 EV charging and 2 accessible bays within the de-coupled parking provision associated with the flats and terraced housing;

d) The applicant proposes 3m wide walking and cycling route to connect Hugh Russell Place to Ferrymuir Gait along the site southern boundary (National Cycle Route);

e) The site layout provides active travel infrastructure which is well linked to the easts and is within 5 minutes walking distance to bus services (Lothian bus service 43 (2 service per hour) and service 63-1 per hour). the site is within 15mins walking distance to GP practice, supermarket, primary school and services within South Queensferry city centre;

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Waste Services comment

As this is to be a residential development, waste and cleansing services would be expected to be the service provider for the collection of any domestic and/or recycling waste produced.

I have looked at the drawings available in the planning portal file, we would require further input to the points raised below in conjunction with our current instruction for architects and developers guidance (attached) to ensure waste and recycling requirements have been fully considered.

1. Confirmation on the waste strategy, are these all individual collections, is there any presentation point.
2. Confirmation that the swept path analysis, on file, is for the 12m vehicle in line with our guidance. Please note there can be no overhang from the road surface, over grass or shared surfaces/pathways.

Waste Services updated comment

As this is to be a residential development waste and cleansing services would be expected to be the service provider for the collection of domestic and recycling waste (Only).

Waste strategy agreed at this stage Y/N? Y

I can confirm that the architect has provided the information for the individual properties and the bin stores for the flatted properties, these are shown to be in line with our

instruction for architects guidance and waste and recycling requirements have been fully considered.

I would ask that the architect passes my contact information to the developer/builder and to stress that they will need to contact this department a minimum of 12 weeks prior to any collection agreement to allow us time to arrange a site visit and to add these to our collection systems.

A site visit will be conducted to ensure that this has been constructed inline with our agreement. Any waste produced on site by the residents/occupants will be the responsibility of the developer/builder until such times as the final part of our agreement and waste collections are in place.

Flood Prevention initial comment

We have no significant concerns over this application, but would request the following clarifications:

1. *Is this considered a major development under Planning definition? If so, an independent consultant is required to check the design and submission. They must then sign the required declaration (Certificate B1) for inclusion with the application prior to issue to CEC Flood Prevention. The certificate B1 already submitted has been signed by a professional from within the same organisation as those that have prepared the Flood Risk Assessment and Drainage Strategy Report (Bayne Stevenson Associates Ltd). The independent check should be conducted by someone from outside of Bayne Stevenson Associates Ltd.*

2. *Have any further discussions been had with Scottish Water? Could the applicant please clarify whether they accept the proposed surface water discharge rate to the surface water sewer and that they agree to adopt and maintain the surface water system?*

Flood Prevention further comment

We have no significant concerns, but perhaps this could added as a condition:

o Construction shall not commence until confirmation has been provided that Scottish Water accept the proposed surface water discharge rate to the surface water sewer and that they agree to adopt and maintain the surface water system, including SuDS.

Affordable Housing

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 124 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (31) homes of approved affordable tenures.

The applicant has confirmed that 34 residential units will be of an approved affordable housing tenure, which is higher than the minimum 25% requirement (27% affordable).

The affordable housing will consist of a mix of seven 1-bedroom and nineteen 2-bedroom flatted apartments, together with four 3-bedroom terrace houses and two 3-bedroom semi-detached houses. The majority of the private homes are four bedroom however, significant number of larger properties are not viable for RSLs and can cause management issues. The proposed mix of affordable housing types has been improved following discussion between the applicant, the RSL and the Council. A greater number of three bedroom homes are being provided as a result. The applicant has worked with the RSL to address concerns regarding apartment layouts and space standards.

The Council aims to secure 70% of new onsite housing for social rent. We ask that the applicant updates their Affordable Housing Statement to show their intended mix of affordable housing and note that the mix needs to be agreed with the Council.

The affordable homes are required to be 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 the applicant is working with the RSL to achieve this.

The affordable homes are 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.

3. Summary

The applicant has committed to providing over 27% on site affordable and is working with an RSL to deliver this. The mix of the homes has been improved following discussion with the Council and RSL. Although the proposed development is not representative, the number of larger properties has been increased and concerns

raised by the RSL have been addressed by the applicant in their latest revisions. We ask that the applicant updates their affordable Housing Statement to indicate the percentage of social rent which could be delivered on this site, noting that the mix must be agreed by the Council and that the aspiration is that 70% of affordable housing should be social rent.

Affordable Housing updated 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).

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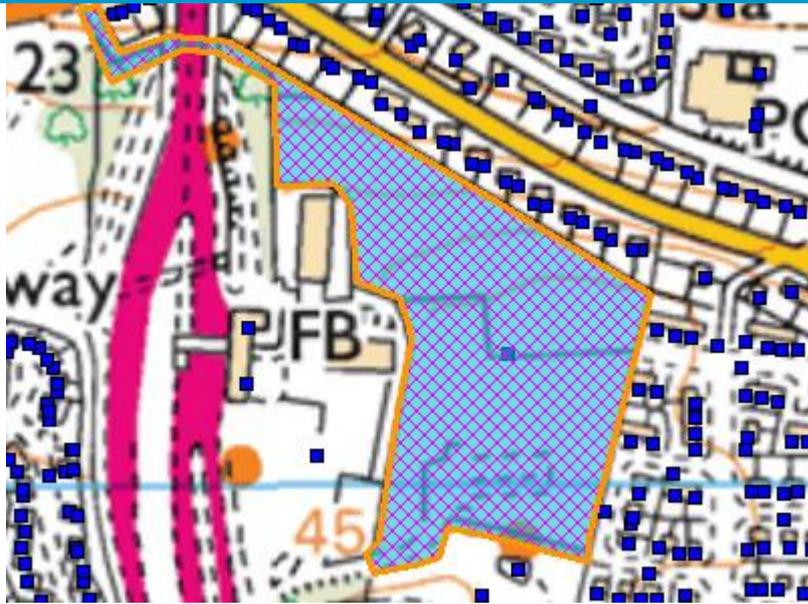
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We would be happy to assist with any queries on the affordable housing requirement for this application.

Location Plan



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