

Development Management Sub Committee

Wednesday 9 December 2020

Application for Planning Permission 20/02068/FUL at Land Adjacent To, Lochside Way, Edinburgh. Development of southern phase of Edinburgh Park to comprise mix of uses including residential (Class 9 houses and sui generis flats), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/Class 2/Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works.

Item number

Report number

Wards

B03 - Drum Brae/Gyle

Summary

The principle of the development complies with the Edinburgh Local Development Plan as it will promote a mix of uses in Edinburgh Park/South Gyle whilst still retaining its important role as a strategic business location. The proposed mixed uses will help integrated this developing area as part of the city.

The proposal will support the growth of a sustainable city around the tram line, delivering affordable homes and delivering the west of Edinburgh.

Links

[Policies and guidance for this application](#)

SDP, SDP06, SDP07, LDPP, LEMP01, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LDES01, LDES02, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LDES11, LTRA02, LTRA03, LTRA04, LTRA08, LTRA09, LEN20, LEN21, LDEL04, LRET06, LRET07, NSG, NSGD02, NSHAFF, NSART,

Report

Application for Planning Permission 20/02068/FUL at Land Adjacent To, Lochside Way, Edinburgh. Development of southern phase of Edinburgh Park to comprise mix of uses including residential (Class 9 houses and sui generis flats), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/Class 2/Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works.

Recommendations

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

Background

2.1 Site description

Edinburgh Park is located in West Edinburgh, approximately four miles from the City Centre and two miles from Edinburgh Airport. The area surrounding Edinburgh Park is home to a significant number of large institutions including the Royal Bank of Scotland, Lloyds Bank and Aegon. Further to the east the businesses are characterised by large industrial sheds and smaller office buildings. The application site is 13.8 ha in area. The City Bypass lies directly to the west, with East of Milburn beyond, and the South Gyle Business Park lies to the east. The Glasgow to Edinburgh railway line runs along the southern edge of the site, with Hermiston Retail Park beyond and Edinburgh Park Station situated to the south east. The Edinburgh tram line runs through the site on a north/south axis, this crossing the railway via an overbridge.

The application site also includes land to the east, this situated between the Premier Inn and the electricity sub-station.

The site is vacant apart from hardstanding used for parking.

Vehicular and pedestrian access to the site is from Lochside Court and Lochside Way to the east and Lochside Avenue on the west. The site is served by two tram stops including Edinburgh Park Central and Edinburgh Park Station. A spur off Lochside Avenue heads east from a mini roundabout on Lochside Avenue towards the southern boundary of the site. Two sets of barriers are located on Lochside Avenue to the north and east of the Lochside Avenue mini roundabout.

Core paths and cycle routes 7 and 13 run close to the site, with a core path running to the south west via an underpass beneath the City Bypass.

The partly culverted Gogar Burn runs through the site.

Nearby schools include Gylemuir Primary School, St Augustines RC High School and Forrester High School to the East. Murrayburn Primary School, Canal View Primary School and St Joseph's RC Primary School lie to the south and east of the site.

2.2 Site History

11 April 2003 - Planning permission granted by Scottish Ministers for the Southern Phase of Edinburgh Park to develop offices and other business use, hotel and supporting facilities with associated road works and car parking (application reference: 99/02295/OUT).

12 October 2009 - Application granted under section 42 of the Town and Country Planning (Scotland) Act 1997 to vary the terms of condition 1 of planning permission 99/02295/OUT by extending the time period by 10 years (application reference: 09/00430/FUL).

A series of applications were submitted and approved between 2003 and 2011 but are not relevant to the current proposals.

11 August 2016 - Planning permission granted for erection of five storey extension adjacent to the existing hotel to provide 80 additional bedrooms, A/C compound, single storey extension to restaurant and associated reconfiguration and extension of car park and external landscaping (application reference: 16/02265/FUL).

17 March 2017 - Application submitted under section 42 to vary the terms of planning permission 09/00430/FUL, to permit office development up to 102,190sqm gross and hotel development up to 6,479sqm gross (as amended) (application reference: 17/01210/FUL). Application withdrawn.

31 January 2019 - Planning permission was granted for new and upgraded road and infrastructure works with associated landscaping in Edinburgh Park Southern Phase (application reference: 17/04391/FUL).

31 January 2019 - Planning permission was granted for an application for matters specified in condition 5 of planning permission 09/00430/FUL (amended) reference 17/04341/AMC.

4 June 2019 - Proposal of Application Notice for the development of the Southern Phase of Edinburgh Park to comprise a mix of uses including residential (Class 9 houses and sui generis flats), student accommodation and serviced apartments (sui generis), offices (Class 4), hotel (Class 7), crèche (Class 10), leisure (Class 11), ancillary Class 1/ Class 2/ Class 3 and sui generis public house, car parking, landscaping, roads, access and associated works at land Adjacent To Lochside Way, Edinburgh (application reference 19/02776/PAN). The submission of this PAN follows an earlier consultation in respect of the site.

9 August 2019 - Planning Permission was granted for the Erection of a public realm sculptures and associated works (application reference 19/02903/FUL)

9 August 2019 - Planning permission was granted for the Erection of site marketing suite, entertainment space, cafe bar and associated works (application reference 19/02904/FUL).

17 January 2020 - Proposal of Application Notice for Development of southern phase of Edinburgh Park to comprise mix of uses including residential (class 9 houses and sui generis flats), student accommodation and serviced apartments (sui generis), offices (class 4), hotel (class 7), creche (class 10), leisure (class 11), ancillary class 1/class 2/class 3 and sui generis public house, car parking, landscaping, roads, access and associated works (application reference 20/00260/PAN).

11 February 2020 - Advertisement Consent was granted for a Signage board (application reference 19/05984/ADV)

12 February 2020 - Advertisement Consent was granted for a Signage board. (application reference 19/05783/ADV)

18 February 2020 - Planning permission was granted for Engineering operations including earth works, earth storage, sorting and recycling (related to consent 17/04341/AMC) (application reference 19/05875/FUL)

Main report

3.1 Description of the Proposal

The application is for full planning permission for the development of the southern phase of Edinburgh Park in the form of a residential led masterplan.

The proposal comprises a mix of uses including the following;

- over 43,000 sqm of commercial space including a commercial hub and public square at Edinburgh Park Railway Station,
- 1,737 predominately flatted residential units in a combination of private residential, build- to-Rent and 25% affordable homes,
- 170 bedroomed apartment hotel, and
- Public realm including a public park, play areas and private/shared gardens.

Masterplan Design Layout Overview

This application brings forward the southern phase of a wider masterplan vision for the housing led development of Edinburgh Park. The development of the housing zones flows southward from a proposed new cross street, it follows a largely southern orientation and responds to the environmental constraints of the site including the established under ground water culvert, BAA height restrictions, gas pipe, transport noise corridors, air quality and odour factors.

The east to west street crossing the tram line (Cross Street) proposes to prioritise pedestrians, cyclists and public transport to create an integrated public transport network. It includes an adjacent integrated cycle track, traffic signals for the buses will be designed to prioritise Trams. Two bus stops are proposed on the Cross Street, which is identified as the heart of the development.

The masterplan elements are linked by a detailed landscaping and public realm strategy which includes details for the following components:-

- Cross street west and east
- The tram corridor south
- Station square
- Station garden
- South east quadrant garden
- Lochside Avenue roundabout

The landscape proposal incorporates a network of parkland, plazas, promenades and courtyards, providing for a range of public activities. Tree planting will give spatial structure and shelter and balance the scale of the buildings.

The landscape design integrates steps, ramps and low retaining walls and sheltered seating, the proposal provides for public and private spaces allowing for privacy for ground floor apartments. The proposal includes a series of water retention bodies which will be utilised to collect and purify surface water run-off, creating rain-gardens and play areas. The residential gardens between the building blocks will each have a distinctive planting palette to create differentiation and identity.

The masterplan is presented as eight zones - each zone is addressed in detail below:

SW1-3 - Villa Apartments

SE4 - Southern Build to Rent

SE 1 and 2 - Northern Build to Rent

NE1a - Affordable Housing

Mach1 - Marketing Suite (building approved under application reference 19/02904/FUL)

EE1a - Station Square Office

EE1b - Station Square Aparthotel

SW4 - Western Office

SW1-3 - Villa Apartments

This area is defined as market housing in the south western quadrant of the site. A total of 397 residential units would be accommodated in this sector, variety of housing types are proposed. A total of 160 car parking spaces are proposed, including 12 disabled bays and 26 electric vehicle charging points. A total of 843 cycle spaces with a variety of cycle storage solutions are proposed.

The dominant form is identified as villa apartments, ten serially arranged cubic blocks with corner balconies. Between these blocks are a pair of mews streets lined with smaller terraced houses, similar to mews houses found in the Edinburgh New Town. This section is completed with a crescent building on the southern edge of the application site.

The northern edge of this zone is defined by the cross street with a bus stop proposed, beyond which lies the approved scheme for commercial offices with retail units at ground floor. The north western villa apartment block includes a small commercial unit at ground floor level, with some space for small retail units addressing the cross street.

To the east is a small road running between the proposed housing and the tram line, connecting cycle and pedestrian links will be provided to the Edinburgh Park Central Tram stop and Edinburgh Park Rail and Trams stops. The eastern edge includes a linear landscaped zone with trees and planting incorporating a running and cycle track with play areas accommodated under the tram viaduct.

The villa apartments are proposed at seven storeys high with the crescent edge dropping to six storeys in height. The villas will be finished in solid brick work to two storeys in height. The proposed mews houses would be three storeys with the top floor set back behind a parapet, appearing as a roof element. Within the villa apartment blocks at podium level are shared gardens for all residents, these will be set above the car parks and each will have its own identity. The streets between the mews houses will be car free, except for emergency vehicles.

The villas will be finished in brick with metal balconies, with modulation proposed at lower and upper levels, with the top floor brickwork proposed to be cut back to create a ribbon of glazing terminated with a solid band of brick.

The villa blocks provide for disabled access and inclusive design with lifts and accessible units proposed and level access from the street. A phasing plan is included in the design and access statement which proposes build out from north to south across this area.

External amenity space for the villa apartments is proposed as balconies for the top floor apartments, south facing balconies on the crescent block, access to the shared podium gardens, and private gardens for the ground and first floor apartments and mews houses.

The crescent building and apartment blocks include an area of green planted roof and green sedum roofs to provide treatment to rainwater and slow discharge into the sewer. The podium deck landscaping also provides this function. These systems feed into the street SUDs infrastructure.

SE4 - Southern Build to Rent

This area is proposed as build to rent housing in the south side of the application site. A total of 380 residential units would be accommodated in this sector in a mix of tenure.

A total of 154 car parking spaces are proposed. This includes 12 disabled bays (8%) and 26 electric vehicle charging points. 816 cycle parking spaces are proposed within this area.

The dominant form is identified as an E-shaped plan comprising of three fingers of apartments running north to south, with east or west aspect, around two 30m wide south facing courtyards with a terrace of two storey maisonettes along the southern edge.

The two shared courtyard gardens contain various activities such as kids play, sitting and eating areas. Entrance to the blocks is via the north façade, defined by a double height glazed reception area. The northern flank building proposes shared internal amenity areas at ground and first floor levels including café/bar and club room and multipurpose hall, all of which open out directly onto the courtyard gardens. The gardens will be landscaped with indigenous plants throughout.

The proposed blocks would be seven stories in height (23 metres to the parapet) an eighth storey is proposed set back from the façade with rooftop penthouses, incorporating balconies. The blocks would be broken up by vertical slots that provide daylight into the main circulation area. Along the southern boundary two storey maisonettes are proposed as a protective edge between the street and the courtyard gardens, gated ponds are proposed between the maisonettes to allow both access and views into the private gardens.

A double height colonnade is proposed at ground and first floor level to give an urban scale at street level. The building would be finished in grey brick with powder coated metal spandrel panel at top floor and powder coated metal window frames and balcony balustrades. The proposed façade is simple, with shadow and depth created by the recessed private balconies.

A sustainable strategy has been developed for the masterplan area. This aspect of the proposal includes a district heat network to provide for dwelling heat and hot water.

SE 1 and 2 - Northern Build to Rent (BTR)

The northern build to rent are located on plots SE1 and 2 near the centre of the southern phase masterplan and in close proximity to the Edinburgh Park train station.

The development of the build to rent site proposes 800 residential units with associated amenity spaces providing for coworking, lounge, gym, games room, studio space, roof terrace, allotments and large podium garden.

At ground floor level, the blocks on Cross Street East make provision for small workshop units, retail and flexible space units for start-ups and small businesses. And for larger commercial units to provide facilities for the residents, office workers and users of the wider neighbourhood.

This element of the proposal includes 212 car parking spaces of which 20 would be accessible spaces, 36 electric charging points are proposed and 32 motorcycle spaces. 1652 cycle spaces would be accommodated on 2 tier rack system.

The non-residential element of this part of the application would accommodate 8 workshop units (144m²), 4 commercial units (654m²) and a sculpture studio (149m²). These units would be positioned along public routes, designed to provide active frontages. The large flexible units would be located along Cross Street with the opportunity to open out onto the pavements.

The design of this component is of a large warehouse concept. These are simple blocks with repetitive bay system that are prefabricated off site, of modular construction. A red brick is proposed for the external envelope, a white brick is proposed for the internal private residential spaces. Feature areas such as entrances, projecting bay windows and stairs will be finished in dark grey metal or PPC coated aluminium.

The blocks would be seven storeys in height and would form two rectangular areas around podium gardens. Openings are created in the blocks to allow light into the central courtyards. Between the two blocks a public garden area would be created.

Internal amenity space is also proposed for the residents, located at the entrance lobbies, first floor level overlooking the podium garden and in glazed units at rooftop level. The internal amenity could accommodate library, cinema, games rooms, residents dining and bar areas, coworking space and social areas.

NE1a - Affordable Housing

Affordable housing site is located on plot NE1a which is situated at the northern edge of the proposed southern phase masterplan, this would provide 160 affordable units.

The affordable housing continues the block form development of the masterplan with large blocks proposed around two central courtyards. Two blocks would be seven storeys in height with connecting four storey maisonette links accommodating two storey family housing. The blocks will primarily use a light red multi brick, with details such as string courses, balconies and roof garden planters brought out in precast concrete, a warm gold ppc aluminium is proposed for window frames and areas of curtain walling.

Amenity would be provided in the form of ground floor communal courtyard gardens and roof gardens. The maisonette units would have access to private gardens and balcony space.

The proposal is for 160 affordable housing units, the breakdown as follows;

- 1 bedroom 40 units (25%)
- 2 bedroom 96 units (60%)
- 3 bedroom 24 units (15%)

Of the above 16 would be wheelchair accessible units (10%)

33 courtyard parking spaces would be provided and 6 motorcycle spaces. A total of 344 bike spaces would be provided.

Mach1 - Marketing Suite (building approved under application reference 19/02904/FUL on 9 August 2019)

Planning permission was granted for a marketing suite for the Edinburgh Park development site for a temporary period of 15 years, situated to the east of the tram line and directly north of the proposed Cross Street. The approved building is a sculptural form designed from a series of shipping containers which will be painted red.

The approved access to the site is from Lochside Way with six car parking spaces proposed, two of which would accommodate disabled parking.

This application seeks to reduce the level of approved parking to four regular spaces and one dedicated disabled bay, the parking layout is modified to sit comfortably with the proposed affordable housing block NE1a which will lie directly to the east of the approved building. The approved landscape will be extended to tie the building in to the wider masterplan area and enhance the public realm amenity for the occupants of the proposed affordable housing block. A footpath connects the building to the Edinburgh Park Central Tram stop.

EE1a - Station Square Office and EE1b - Station Square Aparthotel

The Station Square site sits at a key interchange between tram, train, bus and cycle directly adjacent to the Existing Edinburgh Park train station forming a gateway to the wider Edinburgh Park development. This site is bound by the electricity station concrete blast wall to the east, the Edinburgh to Glasgow railway line to the south and Premier Inn to the west. To the north is a large expanse of open low-lying open land with some surface car parking.

There is a four-metre difference in level from the station entrance to the site access from below the railway viaduct.

The proposal is a large mixed-use building to create a commercial and retail hub split into a number of elements;

- A large public arrival space at the exit to the train station,
- A major 20,000m² NIA office building with ground floor class 1-3 uses and a large internal covered space accessible to the public,
- 170 room apartment,
- A leisure space comprising a three-screen arts cinema,
- Lower ground floor of plant parking, cycle parking and service access.

On the north side of Edinburgh Park railway station a station garden is proposed which will include an avenue of tall trees to form an enclosure to the station with ramped access spanning the 4 metre height difference from the station underpass to the site. Beyond this station square, approximately 56m x 70m, is proposed with external seating and a small kiosk close to the railway station. The station square will be contained by a covered arcade providing shelter for taxi and bus stops, behind which will lie retail, commercial and office development.

A nine-storey apartment hotel of 170 rooms is proposed as a landmark building at this location. North of this a six-storey office building would be set around an atrium. The hotel and office building are connected by a small leisure facility, a three-screen arts cinema at single storey with a barrel-vaulted roof.

The aparthotel has a double storey height entrance fronting station square, the ground floor plan indicates a restaurant and bar overlooking the square, meeting rooms are proposed at first floor level.

The office and hotel buildings are designed for contrast. The office façade has large light pre-cast concrete frames with bays set out at a 9m grid. The material finish would have a darker grey concrete frame to the retail units with bronze metal work coloured windows and top floor finish.

The apart hotel will have a red brick finish, complimentary to the southern masterplan site, with grey metalwork detailing. The leisure building would be finished in grey metal work with darker tone for the roof vaulting. The kiosk in the square would be clad in a deep green coloured pre-patinated copper. The route from the pedestrian access at north of the office building to the train underpass on the eastern side of the hub will be defined by a series of stone arches defining the entrances to the lower ground floor car parking and service level.

It is proposed that the station square will be built out with the first phase of this component of the development. The proposal allows for inclusive access with the introduction of the ramped pedestrian link. Buses and taxis can enter station square and cyclists have segregated routes through much of the development. The hotel and office building would be fully accessible and disabled parking is proposed close to the lift cores in the basement. The station site has a service strategy and plant has been included in the overall design split between the lower ground floor and the roof.

The office building has an area of sedum roof assisting with SUDs. Station square has been designed with rainwater retention basins for storm water events and below ground water storage. The roofs of both buildings will accommodate solar panels to assist in the sustainability of these commercial buildings. The sustainable location next to the railway and tram stop should assist in reducing car borne visitors to this part of the development.

SW4 - Western Office

Building SW4 is situated at the far western end of Cross Street, located south of the approved offices in the NW Quadrant currently under construction.

The Western office is six storeys high and proposed as large office floor plates, designed to be let to either one or multiple tenants. The accommodation within the building would equate to;

Class 1-3	176 m2 GFA
Class 4	14,643 m2 GFA
Total	14,818 m2 GFA

The ground floor space could be flexible with direct access to the street. A café is included in the design on the north eastern corner of the building connecting it to Cross Street. This building has no dedicated car parking. The site is close to the Edinburgh Park Central Tram stop and bus stops are proposed on Cross Street. Some on street disabled bays are located close to the building entrance, a total of 115 cycle spaces are proposed on double stack racks in a dedicated room. 18 motorcycle spaces are proposed. The building contains lifts making it fully accessible.

Entrance to the building is proposed from the north via Cross Street, to the south a walled garden is proposed.

The building would be finished in two tone brick work with bronze coloured window frames. The south eastern corner of the building has a large window and high brick parapet at the upper level to address the prominent corner, approached from the Hermiston Gait roundabout. Plant is located at ground floor and roof level.

All buildings include a refuse strategy that fits with the site wide strategy and all will comply with the site wide sustainability strategy, incorporating green roofs, solar panels and enhancing building envelope performance to meet building regulation compliance. All glazed external windows and doors are to be double glazed and LED lighting is proposed throughout

Summary of Housing Mix across the masterplan area

The proposal includes 397 dwellings for private sale and 1340 mixed tenure. The Build to Rent component would be a total of 1180. Of the 434 affordable units proposed within the masterplan area, 274 would be accommodated within the Build to Rent blocks and 160 within the NE1 affordable housing block.

The dwelling sizes are proposed as follows;

Studio	117	6.7%
One bed	621	35.8%
Two bed	736	42.4%
Three bed	263	15.1%

Total 1737

Family Homes

The overall housing mix includes 15% three bedroomed properties, a significant proportion (70%) are of the larger family size (91 sqm and over). Many have direct access to garden areas, enhanced storage and convenient access to play areas.

The dispersal of family homes is proposed as follows

SE4 Southern Build to Rent accommodates 22% of the family homes, 58 x 3 bed flats proposed are family sized.

SE 1 and 2 Northern Build to Rent accommodates 46% of the family homes; 120 3-bed units are family sized. These are typically maisonettes or larger units at podium level with access to gardens.

NE 1a Affordable Units will accommodate 9% of the family homes; 24 x 3-bed units, of which 16 are the family sized maisonettes.

SW 1-3 Villa Apartments will accommodate 23% of the family homes 61 x 3-bed units are family sized. The majority are the mews houses or crescent duplexes with a small number of family apartments at ground level with access to the external space, or at second floor levels, close to the podium gardens.

Overall of the 263 3-bed units across the Residential-Led Mixed-Use Masterplan, 183 (70%) are family sized, accounting for 10.5% of the total.

Summary of commercial floor space across the masterplan site

The proposal includes the following commercial elements;

Class 1 -3	2,286 m2 GFA
Business Class 4	43,667 m2 GFA
Hotel Class 7	10,017 m2 GFA
Non Resi. Inst. Class 10	701 m2 GFA
Leisure Class 11 GDA	519 m2 GFA

Total	57190 m2 GFA
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Transport Strategy

The site is well served by public transport sitting astride the tram line, north of the main railway line and close to existing bus routes. The application proposes a sustainable transport approach with low levels of car parking proposed and improved links into the neighbouring cycling and pedestrian connective routes.

The application proposes to allow traffic flow from north to south through a permeable network of streets, squares and public spaces. The access barriers on the approach from Hermiston Gait in the south are to be retained limiting access to and from this direction except for residents, occupiers, public transport, refuse vehicles and emergency vehicles.

The Cross Street, approved within application reference 17/04341/AMC, allows for public transport, emergency vehicles, cycles and pedestrians to cross the tram line. Private cars are excluded from this movement and a signalised junction is proposed to ensure safe, controlled crossing at this point.

This application proposed to reduce the width of the cross street from the approved 10m down to a width of 6.5m which is the minimum possible for bus use. This application also proposes a dedicated cycle lane to the south of the cross-road improving access and safety; wider pavements are proposed and the Cross street public realm is planted with trees.

The proposed residential streets are narrow two-way streets, providing access for service and car parking. The Station site allows access only for service vehicles.

Car Parking Strategy

The existing buildings of Edinburgh park are aligned along the Lochan park with extensive areas of surface car parking behind. The new development aims to reduce the amount of surface parking in order to minimise the impact of car parking and create a more pedestrian orientated and active urban space.

The proposed residential buildings to the south of the cross street accommodate parking in basements (SE3) and podium structures (SW1-3) and (SE1 and 2). The station site building (EE1 and 2) have a small amount of semi-basement parking, while the Western Office (SE4) is not provided with any dedicated parking.

Parking in the residential-led mixed use masterplan has been kept very low with the aim of promoting the use of public transport, cycling and other forms of sustainable transport.

The housing would have the following parking provision;

632 Standard Spaces and 58 Disabled Spaces

Total = 690 to 1737 dwellings = 40% parking spaces

4000 Cycle spaces for 1737 dwellings = 230%

161 Motorcycle spaces for 1737 dwellings = 9%

On street visitor parking would be as follows;

Standard Spaces 61

Disabled Spaces 9

Total Spaces 70

Cycle Spaces 48

Motorcycle spaces 33

The supporting Transport Assessment and Mobility Management Strategy set out the strategy for parking including public and private roads, parking restriction and parking enforcement.

The key elements of the parking strategy may be summarised as follows;

- Electric car parking is to be provided in all of the car parks, with scope for increase,
- Secure motorcycle parking is to be provided in a mix of on street and covered spaces,
- Disabled parking provision is provided in all of the private car parks, with on-street disabled car parking located close and level with main building entrances,
- A taxi rank and rapid EV charging point will be provided at the Station Square
- Loading bays are located directly adjacent or as close as possible to and level with main building and service entrances,
- city car club spaces can be accommodated within the residential car parks.

The Mobility Management Strategy sets out sustainable transport aspirations, which include maintaining a positive image and profile for the development

Cycle Strategy

The masterplan aims to create a cycle friendly network combining segregated and shared cycle lanes along with quiet residential streets. The proposal includes a segregated east-west connection along Cross Street and a segregated route north to south running along the tram corridor.

Secure long stay cycle parking is provided within all of the proposed buildings. Short stay cycle parking is proposed adjacent to and level with all building entrances in the form of clusters of Sheffield stands. The masterplan proposes to integrate with the Edinburgh Bike hire scheme to promote an integrated network of cycle hire linking across the city.

Pedestrian Routes

The masterplan proposes a network of routes connected by spaces of differing character and scale to provide a variety of linkages through and beyond the site.

The site is relatively flat with a 4metre change in level between Edinburgh Park Train Station and Edinburgh Park Central Tram Stop. Most of the change in level is done with gentle slopes with the inclusion of some ramps, the whole of the masterplan area is fully accessible to wheelchair users.

Servicing and Waste Strategy

The masterplan includes a servicing/waste strategy which prioritises pedestrian and cycle urban realm over temporary disruption caused by service vehicles.

Tram Corridor

The successful integration of the Tram into the urban realm of the development is essential to the success of the development. The Cross-Street Tram crossing is a key part of the masterplan. The masterplan includes details of the proposed Tram corridor layout and landscape detail, however further detailed engineering drawings are awaited. The applicant is continuing to liaise with Edinburgh Trams regarding the correct technical approach.

This application includes some amendments to the details approved under the AMC application, namely minor adjustments to the tree, path and cycle track locations at this part of the site and a reduced Cross Street width and tram crossing.

The masterplan proposes a phased approach to development around Edinburgh Park Central tram stop. This includes firstly to extend the tram stop to MW1a, currently being built out, to connection to phase 1 development. Following this, the extension to the eastern side of the tram stop will provide a pedestrian connection to the Mach marketing hub building. On completion of this the applicant will then develop the cycle track, running track and pedestrian crossing along with tree planting adjacent to the NW1a building. Some minor changes to the path at the end of Lochan Park are proposed to connect to the ramp at NW1a.

A phasing strategy has been submitted.

The masterplan is supported by an arts strategy which includes artist in residence, photographers and poets to follow the development of the neighbourhood, and a sculpture strategy. Planning permission was granted for the sculpture podiums through application reference 19/02903/FUL on 9 August 2019.

Environmental Impact Assessment

In accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations of 2017 the applicant submitted an EIA screening opinion on 23 March 2020. It was concluded on 2 April 2020 that an EIA was not required under the terms of the EIA Regulations 2017.

Supporting Documents

The application is supported by the following documents;

- Design and Access Statement
- Housing Reports
- Economic Impact Assessment
- Landscape and Visual Impact Assessment
- Flood Risk Assessment
- Surface Water Management Plan
- Geo-Environmental Development Appraisal
- Habitat and Protected Species Survey
- Archaeological Evaluation
- Air Quality Impact Assessment
- Odour Risk Assessment
- Arboricultural Statement
- Commercial Kitchen Odours Statement
- Amenity Sunlight Assessment
- Residential Daylight Assessment
- Floodlighting illumination and Glare Statement
- External lighting Proposal
- Sustainability and Energy Statement and S1 forms
- SAP Analysis Summary
- Noise Impact Assessment
- Arts Strategy Report
- Transport Assessment and
- Mobility Management Strategy.

These documents are available to view on the Planning and Building Standards Online Services.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle of the proposed development is acceptable in this location;
- b) the design, scale massing and form of development is satisfactory;
- c) the proposal can proceed without significant impacts in terms of contamination, noise, air quality, flooding, drainage, aerodrome safety, hazard and archaeology;
- d) the development would detrimentally impact upon the landscape;
- e) the proposal would be detrimental to protected species;
- f) there would be any adverse effect on neighbouring or proposed residential amenity;
- g) the proposals are acceptable in terms of traffic generation, road safety and parking and access arrangements;
- h) comments raised have been addressed and
- i) Infrastructure contributions

a) The principle of the proposed development is acceptable in this location

The Strategic Development Plan for Edinburgh and South East Edinburgh (SDP) 2013, identifies four strategic development areas in Edinburgh. These provide a focus for new housing development, investment opportunities, and job creation in locations with good accessibility to existing or planned public transport.

West Edinburgh is identified as a Strategic Development Area, recognising that this is an internationally recognised area of economic importance incorporating Edinburgh Airport. Within the West Edinburgh SDA, housing development is anticipated to complement forthcoming business proposals whilst meeting housing land requirements.

The Local Development Plan (2016) (LDP) identifies the Edinburgh Park as a strategic business centre. Policy Emp 1 - office development, supports high quality office development, including major developments at this location.

LDP policy Hou 1 - Housing development in part 1b) gives priority to the delivery of housing land supply as part of a business led mixed use proposal at Edinburgh Park/South Gyle.

Table 4 New Housing Proposals in the LDP identifies Edinburgh Park/South Gyle as a housing proposal.

Site specific Policy Del 4 applies to Edinburgh Park. It advises that

planning permission will be granted for development which maintains the strategic employment role of the Edinburgh Park/South Gyle area and also introduces a wider mix of uses. The requirements in principle will be for:

- a) comprehensively designed proposals which maximise the development potential of the area;*
- b) development for office and other business uses as part of mixed-use proposals;*
- c) housing as a component of business-led mixed-use proposals;*
- d) the creation of a new commercial hub adjacent to Edinburgh Park Station;*
- e) additional leisure and community uses at Gyle shopping centre;*
- f) an extension of the existing green space corridor (known as the Lochans) space; and*
- g) improved pedestrian and cycle links through the site and to provide strong, safe connections with services and facilities in the surrounding area*

Development should accord with the Edinburgh Park/South Gyle Development Principles.

The proposal forms part of a larger area which is under development to provide around 60,000 sq m of office floor space. The application under consideration proposes a further 43,000 sq m of office floorspace. On balance it is acceptable for the proposal to provide a housing led scheme in association with the adjacent business use under development. The proposed mixed of uses and high-density residential development proposed will help integrate this developing area as a new neighbourhood to the city whilst maximising the development potential of the site.

It is concluded that the principle of the proposed development mix complies with policy Del 4 as it will promote a mix of uses in Edinburgh Park/South Gyle whilst still retaining its important role as a strategic business location.

The development of the site will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy of the education actions for West Edinburgh.

Housing mix

The masterplan provides a total of 1737 residential units, these are predominately flatted dwellings. 25% of the total are on-site affordable units in a range of tenures. 68% of the total number of units are build to rent (BTR).

LDP Hou 2 - Housing Mix, seeks to provide housing that will meet a range of housing needs including people with special needs and older people.

The Edinburgh Design Guidance (EDG) states that the housing mix should respond to the differing needs of residents, immediate site conditions and citywide objectives. It is expected that within all developments of 12 or more units at least 20% of these units will have a minimum internal floor area of 91m² and should be designed for growing families. These will have direct access to private garden, from either ground or first floor level; enhanced storage and access to play areas.

The proposed housing mix within this application has a lower percentage of larger (more than 91 m²) homes with three bedrooms, being 10.5% of the total. In this regard the proposal does not comply with the Edinburgh Design Guidance.

The applicant's supporting statement identifies that the low percentage of larger three-bedroom homes is due to the fact that the market for family homes tends towards a preference for an associated garden. As the development is high density the opportunity to provide this is limited. The development proposes that the majority of the three bed units are located at ground floor (garden) and the first floor (podium garden) levels providing private gardens.

The west of Edinburgh has seen a number of large sites granted planning permission for family homes including West Craigs, Cammo and the forthcoming garden District Site. The application site offers a unique location for higher density development.

A departure from the Edinburgh Design Guidelines is considered acceptable in this instance as Edinburgh Park is located in a highly accessible area suited to high density development. An impact of the high density is that there are fewer ground floor and first floor units suitable for families than might be the case in lower density developments.

Build to rent

1,180 build to rent units (BTR) are proposed. This tenure makes a positive contribution to the overall housing mix and was approved in the Council Report of 20 January 2020 Support for Build to Rent.

A range of facilities are provided within the BTR blocks; central gardens, the blocks have a reception area housing on-site management, concierge and seating areas. At rooftop level are resident's amenity areas, lounge and rooftop gardens.

The intermediate BTR block of 380 units has a single entrance leading to double height ground floor resident amenities, including café, bar, library, lounge, gym and on-site management, with landscaped south facing gardens.

It is considered that an acceptable balance of amenity and facilities is provided within the BTR proposal, the unit sizes meet with standards set out in Edinburgh Design Guidance.

Affordable Housing

The proposal provides for 25% affordable housing in accordance with LDP policy Hou 6. Of the 434 affordable units, 160 units are located in the NE1a Affordable Housing plot with the remaining 274 units dispersed throughout the Build to Rent blocks.

Of the 160 affordable housing the sizes are proposed as

One bed 40 25%
Two bed 96 60%
Three bed 24 15%

Total 160 units

Within the 274 BTR the affordable housing units are proposed as

One bed 116 42%
Two bed 117 43%
Three bed 41 15%

The proposed affordable housing is a representative mix of the market units within the Build to Rent Blocks and will be tenure blind in accordance with Pan 10/2010. The affordable housing will be managed by an RSL and as an element within the BTR sector as intermediate rent for a minimum of 25 years, this element will not require any public subsidy.

The proposal will deliver a range of approved affordable housing tenures, including social rent, that all meet different identified housing needs in the city. The mix will provide rented accommodation, at social rent, at Mid-Market Rent/LHA rent levels, and at Intermediate Rent/BRMA rent levels. This approach meets policy and is supported by the Affordable Housing team. A section 75 legal agreement will be required to secure the affordable housing elements, in particular as there is currently no developer or operator in place the location of the 274 intermediate rent units will form a schedule in the S75 legal agreement.

Commercial Uses

The site adjacent to Edinburgh Park Station is the focus of commercial use within the proposal site.

The development of a commercial hub at this location is supported by LDP Policy - Del 4 Edinburgh Park/South Gyle.

LDP policy Ret 7 - Entertainment and Leisure Developments -preferred locations does not support leisure development out-with town centres and other specified locations. This is intended to ensure that such facilities are provided in acceptable locations and do not introduce noise and late-night disturbance. Whilst not in a town centre the LDP identifies a commercial hub at this location. There would be a concentration of commercial uses around the proposed station square, which is highly accessible.

The 170-bedroom apartment hotel is proposed adjacent to Edinburgh Park Station, next to the established Premier Inn Hotel. LDP Policy Emp 10 - Hotel Development supports the development of hotels in locations with good public transport access to the city centre. In this regard the principle of the hotel is acceptable at this location, on the rail link to city centre and the airport. The hotel facility offers ancillary facilities and the ground floor which will add to the vitality of the station square.

Out-with the Station Site there is a further office building and commercial units on ground floors of residential blocks creating active frontage and adding to the vitality of the new neighbourhood. The scale of the commercial uses is considered acceptable in this location and would most likely serve residents of the new neighbourhood and is unlikely to detract from existing city centre facilities.

The office use is supported by LDP policy Emp 1 office development and, Del 4 - Development principle for Edinburgh Park and South Gyle.

Conclusion

Housing development is supported by LDP policies - Hou 1, Del 4 and the Edinburgh Park/South Gyle development principles. The proposal provides a mix of uses which are supported by policy.

Whilst a residential led scheme, the proposal would not negatively impact on the strategic employment role of the area while introducing a wider mix of uses in accordance with LDP policy Del 4 -Edinburgh Park/South Gyle.

b) Design, scale massing and form

The site-specific development principles for Edinburgh Park/South Gyle are set out in the LDP- policy Del 4.

The Vision is to create a thriving business and residential community, well integrated with the rest of the city through good public transport, pedestrian and cycle connections, a more balanced mix of uses and facilities and high-quality public realm and green spaces.

-Proposals should help contribute towards realising the long-term vision for Edinburgh Park/ South Gyle.

The Local Development Plan area within which the site falls is within Area EP 1. The Local Development Plan provides the following:

Description

- development opportunities in this area include undeveloped land and the potential to reconfigure existing surface car parks to accommodate new buildings.*
- proposals should incorporate a mix of business and residential uses and ancillary uses. The creation of a commercial hub adjacent to Edinburgh Park station is supported.*
- development should work with and extend the existing grid layout to ensure a cohesive townscape framework and deliver sustainable movement through the site.*
- the continuation of the existing north to south greenspace corridor and creation of new pedestrian and cycle links through the site are essential requirements. The potential exists to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station.*

The application is supported by a Design and Access Statement which describes comprehensively the site-wide masterplan proposals, with individual statements describing in detail the landscaping and individual building plot proposals across the application site.

The key design objectives of the master plan are to:

- Introduce a mixture of high-density residential typologies throughout the wider masterplan;
- Introduce a high-quality office development set within an outstanding setting;
- Introduce a range of high-quality public open-spaces that encourage movement between adjoining areas and the existing Edinburgh Park;
- Provide a land use mix that integrates commercial office development, residential, leisure, food and drink, cultural activities and secure car parking;
- Travel and connectivity both within and outside the park.

It is considered that the principles of the master plan are consistent with the overall vision and broader aims of the LDP. The proposal will result in a diverse mix of uses in Edinburgh Park whilst retaining its important role as a strategic business location.

LDP Policy Del 4 - Where possible, proposals should incorporate new cycle and pedestrian links through the site and consider how these connect to other uses and routes across the Edinburgh Park and South Gyle area.

The proposal incorporates a detailed access strategy which connects beyond the application site boundary in all directions, interconnecting with existing rights of way and cycle routes.

LDP policy Des 2 - Co-ordinated development, aims to ensure the comprehensive development of a wider area.

The application is presented as a comprehensive masterplan which co-ordinates with the overall approach to development of the Edinburgh Park/South Gyle area. The masterplan approach will ensure the creation and interconnection of well-defined and cohesive network of streets and spaces.

The application is proposed as a phased development of approximately 15-20 years. The proposal aims to integrate with the original master planning of Edinburgh Park, following the large block layouts of original commercial element and connecting into the urban grain.

The masterplan has regard for the adjoining sites and ensures that a co-ordinated approach can be taken to development of the wider area.

LDP 4 - Housing Density, seeks an appropriate density of development having regard to a number of factors. Higher densities are appropriate where there is a good level of public transport accessibility

The proposal would be a high-density development with the average residential development on the site equating to 174 dwellings per hectare, considering the residential plots alone there would be an average of 236 Dwellings per hectare. This level of density is similar to the Quartermile development at the Meadows which equates to 240 dwellings per hectare. Other high-density developments in the city of Edinburgh include Trinity Park, Granton Waterfront and Fountainbridge. The proposal would make the best use of this brown field site.

Having regard to the sustainable transport modes in and around the site and the unique nature and location of the site, the principle of high density is an appropriate response to the site. The development is not required to integrate with adjacent established residential areas and will form a new neighbourhood with its own identity on the edge of the business park. It will provide a complementary role to the existing business dominated area.

- *A flood risk assessment shall be carried out in order to inform the design and layout of development proposals. Consideration should be given to any culverted watercourses within the site and pluvial flooding.*

A Flood Risk Assessment has been carried out to the satisfaction of SEPA and CEC flooding, appropriate Surface water management proposals have been incorporated into the design. Further detailed designs are expected on SUDs details.

LDP policy Des 1 - Design Quality and Context aims to ensure that all new development is of a high-standard

The application masterplan approaches the design and layout of new buildings/streets and spaces by extending the existing grid layout of the established Edinburgh Park through the setting of a new cross street across the existing Tram line and thereby creating a definitive edge to the character of the area, establishing a new local distinctiveness in this part of the city.

The design team consist of a number of architectural practices who have worked together to ensure that each development plot will have its own unique character and identity whilst across the site the development will be unified through a key material palette, height and form. The application proposes a range of bricks from a UK brick manufacturer which will assist in creating a distinctive identity for this new quarter, reflective of the industrial heritage of the urban fringe of Edinburgh, whilst complementing the commercial element of Edinburgh Park.

The landscaping is proposed as using a limited range of complementary materials to unify the development. The proposal will connect into the existing green network of Edinburgh Park, respecting and enhancing the existing quality and character of the immediate and wider environment.

LDP policy Des 4 - Impact on Setting, encourages new buildings to have similar characteristics to the surrounding buildings and urban grain

The application site is on the western edge of the City and is bound by the railway line to the south and the by-pass to the west, with greenbelt beyond. The north of the site has the 20year old Edinburgh Park commercial development built out as a masterplan, the Premier Inn and Electric sub-station lie to the east. The development follows the urban grain of the built and committed development to the north of the site, rising in height to the south of the site and given its largely commercial context it is considered that the impact on immediate setting would be minimal.

LDP policy Hou 3 - Private Green Space in Housing Development aims to ensure an appropriate level of greenspace provision in new housing developments

A sequence of open spaces is proposed through the development including private gardens at ground floor level and communal gardens proposed between the residential blocks and at roof level.

Front gardens will be a minimum of 2.5 meters in depth with a hedge to provide privacy/interface to the pavement. Those properties which don't have access to a private garden have balcony provision. The balconies satisfy the Edinburgh design Guidelines which recommend a minimal balcony area of 5% of internal area of the apartment.

LDP Des 7 - Layout Design, aims to enhance community safety and urban vitality

The design team liaised with Police Scotland Crime Prevention Design Adviser throughout the design process

The proposal makes provision for direct and convenient connections on foot or bicycle. The layout of the buildings ensures enclosed private amenity space will be secure and well overlooked by surrounding residents. Secure entrances proposed into the residential blocks together with gated pends and secured underground cycle and car parking will enhance security. The proposed design layout includes activated frontages which will create good surveillance at street level. Street lighting is proposed as white lighting to highlight hazards and avoid the creation of shadows and the network of CCTV cameras will be extended from Edinburgh park across the site

LDP policy Des 8 - Public Realm and Landscape Design identifies high quality, well designed public spaces as crucial elements of the urban environment and in making successful places

The proposed masterplan meets the elements of policy Del 4 for the site in that it proposes an extension of the existing green space corridor along the tram line. A detailed public realm strategy is included which provides for a variety of public spaces through the site meeting the demands of different user groups. The routes are accessible to wheelchair users, bikes and pedestrians. The public spaces will be interspersed with sculpture forming a cultural path through the site.

The proposed design and materials for these spaces are appropriate to the site character. Each residential plot will be subject to a landscape competition leading to landscape biodiversity and the creation of a series of unique spaces through the development. The proposed mix of tree planting along the tram line and main roads and paths will assist with wayfinding for the public through the site and add to seasonal colour changes.

LDP policy Des 11 - Tall Buildings, Skyline and Key views, aims to ensure that the scale of buildings is appropriate in its context and that there would be no adverse impact upon important views.

The application proposes development ranging up to predominately seven storeys height across the site; with a nine-storey landmark building (Hotel) being proposed at the Edinburgh Park Station site, and some two, three and four storey connecting links.

The application is supported by a Landscape and Visual Impact Assessment (LVIA) which assesses the impact of the development upon views to landmarks such as Edinburgh Castle and views to the site from the historic Union Canal. The LVIA demonstrates that the site can accommodate the scale of development proposed and that the increasing height from six and seven storeys, up to nine storeys in part would not impact upon the wider townscape and landscape. The proposal would not have a detrimental impact upon the skyline or the character of this area of the city.

LDP Policy Des 6 - Sustainable buildings, aims to tackle the cause and impacts of climate change and reduce resource use and moderate the impact of development on the environment

The application is supported by an Energy strategy. The aim of the Southern Phase masterplan is to create;

'a low carbon, resource efficient city delivering a resilient local economy and vibrant flourishing communities in a rich natural setting, the developer has offered commitment to the following;

- No CO2 generated by the buildings on the site
- Offices will be EPC A and BREEAM excellent
- All buildings will be electric
- Buildings will be built to an extremely high environmental specification
- The proposals integrate extensive cycle paths with routes to the city and beyond
- Residential buildings designed to ensure effective recycling and waste management
- Opportunities for bike hire, car sharing, electric car charging, automated buses, combined bus/tram/train ticketing
- A biodiverse landscape with fully integrated sustainable urban drainage.
- Location for transportation
- Creation of community/neighbourhood

Conclusion

The masterplan has evolved with the input from a number of architectural practices ensuring a co-ordinated approach to the development of the site and a subtle mix of building designs with a unifying theme.

The proposal was subject to four Architectural and Design Scotland design review workshops, commencing with the AMC application to the north of the site. The support summary from the final A and DS workshop states;

' We concluded that the project should be supported at level 1 'potential exemplar'. This is based on the appraisal carried out immediately following the concluding workshop and due to the high-quality aspirations of the Client and the appointment of a strong design team given roles and opportunities to deliver a well-considered scheme. There is a clear strong collaboration between consultants, and we acknowledge the openness and willingness of the Client and design team to engage positively with us and the Council throughout the process'.

It is concluded that the proposal satisfies the design policies of Edinburgh Design Guidance January 2020 and the LDP and that the masterplan will facilitate a high-quality development for the site, meeting specific site policy DEL 4 - Edinburgh Park/South Gyle.

c) Environmental Impacts: contamination, noise, air quality, flooding, drainage, aerodrome safety, hazard and archaeology

LDP policy Env 22 - Pollution and Air, Water and Soil Quality requires the potential risk and significance of pollution to be considered when assessing planning applications.

Site Contamination

The application is supported by a Geo-Environmental Development Appraisal. The report assesses the suitability of the site for both commercial and residential development, with the possibility of home grown produce. The report concludes the site is acceptable for commercial development and poses low risk to residential development.

Recommendations are made for the construction phase including the detail of the slab levels and gas protection membrane. Further site specific investigations are recommended in and around the potential garden and growing areas.

SEPA advise they have no objection to this aspect of the proposal.

Environmental Health advise that until the Ground Investigation Report is being assessed by Environmental Protection, that a condition be attached to ensure that contaminated land is fully addressed.

Noise

The application is supported by a Noise Impact Assessment. The noise levels predicted at the proposed residential buildings across the site have been assessed in accordance with the guidance given in PAN 1/2011 Planning and Noise and the associated Technical Advice Note.

The assessment concludes that road traffic noise from Edinburgh City bypass has the potential for major adverse impact on the undeveloped open site, train noise is moderately adverse during the day only, and tram noise is negligible.

The erection of noise barrier along the side of the Edinburgh City Bypass was investigated but, because of the site topography, it was found to offer only very limited benefit to controlling noise inside properties and so has not been pursued by the applicant. The Noise Assessment reports that noise levels in the main external amenity areas between the residential blocks meet the criterion of 55db, often below 50db, meeting the WHO target.

The assessment concludes that despite the high noise levels at certain parts of the site, it is possible to achieve suitable internal noise levels inside residential dwellings by providing enhanced building envelop sound insulation to facades close to and with line of sight to the main noise sources. The report sets out the recommended sound insulation requirements that will meet the internal noise levels recommended in WHO guidelines and BS 8233 for both the daytime and night-time periods. This includes recommended glazing configurations and ventilation strategies. The report also recommends the façade sound insulation requirements for the hotel and office buildings proposed in the south-eastern corner of the site close to the electrical substation to control transport noise and substation noise.

The main building services for the development are to be housed in an energy centre in the north west corner of the site. This is well away from and screened from the residential dwellings by the multi-storey car park and office buildings, this would comply with the CEC criterion of NR 25 within the dwellings.

SEPA advise they have no objection to the proposal.

Environmental Protection recommend a condition is attached to any decision to ensure a 3 metre high acoustic barrier is installed along the western boundary of the site, between SW1-3 residential blocks and the city by-pass to reduce noise impact upon exposed external amenity, particularly lower balconies, and that adequate sound insulation is incorporated into the buildings. Further noise assessment will be required to assess the impact of noise and vibration from the proposed class 3 units.

With regards to the erection of an acoustic barrier, having considered the potential benefits that this would provide it is considered that on balance the visual impact of the screen in this location and the disruption to the established landscaped bank and biodiversity would exceed any benefit gained in terms of noise control. It is concluded that the residents will have access to adequate amenity areas that meet the WHO standards.

Air Quality

The proposed mixed-use development is close to the busy A720 and has potential to negatively influence two existing AQMAs at St John's Road and Glasgow Road.

Environmental Protection has raised concerns regarding the cumulative impact of the 760 car parking spaces proposed on the site, together with other committed housing sites in west Edinburgh, and the recently approved multi-storey car parks on adjacent development sites, upon local air quality. The level of car parking proposed in the application meets the CEC parking guidelines and is largely basement parking.

The Mobility Management Strategy for the site aims to deliver alternative transport options with the aim of reducing the need for car use. This includes the creation of last mile connectivity from public transport nodes to further encourage the use of public transport for employees, residents and visitors. The proposals include electric car charging, taxi stops, car share and city car club.

The application is supported by an Air Quality Impact Assessment (AQIA). The construction phase is anticipated to last up to 10 years and will be carried out in distinct development phases starting in the north-east of the site progressing to the west closest to the A720).

The assessment considers the cumulative effects of the proposed development with committed developments included in the WETA study plus the consented Cammo Fields Development currently under construction (application reference 18/01755/FUL).

The AQIA concludes that the impact of the development will have a negligible impact upon air quality in the locality. No exceedances of the AQs for NO₂, PM₁₀ and PM_{2.5} are predicted at any of the sensitive receptors within the study area as a result of the proposed development. SEPA agree with the report findings.

The proposal has the potential to increase levels of airborne dust and Pm₁₀ during the construction phase. Specifically, there is potential for exposure to dust emissions at neighbouring residential and public amenity properties. Dust management Plans during construction are set out in the appendix of the Air Quality Management Report and should be collated within a Construction Environmental Management Plan for the site.

The Air Quality Impact Assessment concludes that the proposed development does not introduce members of the public into an area of poor air quality and does not prevent the success or implementation of measures in the CoEc AQAP19 to improve quality within the Glasgow Road or St John's Road AQMAs. In summary the significance of effect of the proposed development on local air quality is assessed as not significant and the site is considered suitable for its future intended uses.

SEPA advise they have no objection to this aspect of the proposal.

Environmental Protection have recommended that a minimum of 127 electric vehicle charging points (a rate of 1 in 6 car parking spaces) should be provided to mitigate air quality pollution from vehicles.

Odour

The site sits within close proximity to the Gogarbank Poultry Complex. The applicant has submitted an odour impact assessment in support of the application. This identifies that there is one location within the proposed development that may be affected by the odours when cleaning operations occur. To ensure a satisfactory residential amenity Environmental Protection recommend that the poultry farm cease operation prior to the residential development being occupied.

The Scottish Government recently advised their intention to grant planning permission on the land to the west of City By-Pass at East of Millburn Tower. As part of this development there is a requirement that the operations at the poultry farm are to cease prior to the occupation of any housing. The site at Edinburgh Park has no control over these operations and any condition would not be within the gift of the developers to deliver. The provision of housing within this urban site at Edinburgh Park is identified with the LDP. There is a reasonable prospect that the poultry unit will cease operation and a condition is not considered appropriate or reasonable.

Flooding

LDP policy ENV 21 Flood Prevention aims to ensure development does not result in increased flood risk for the site being developed or elsewhere.

At the western site boundary, the Gogar Burn passes under the A720 City By-Pass and Lochside Avenue before entering a large and long culvert within the site. The culvert flows north through Edinburgh park (west of the tram tracks) and then turns west to pass under the A720 City Bypass again before discharging on the west side of the Bypass. No development is proposed over the culverted section of the Gogar Burn.

The application is supported by a Flood Risk Assessment. The hydrological analysis has been carried out to estimate the 200year flow along the Gogar Burn. Flow estimates and methods have been reviewed and agreed with SEPA as part of a previous study. Based on the maximum 1 in 200 year plus climate change peak water level (49.73m AOD) in the cross section closest to the site, a minimum Finished Floor Level of 50.33 m AOD is recommended for all development across the site.

Flooding has raised no objection to the proposal. SEPA have no objection to the development on the grounds of flood risk.

SEPA advise that they are generally supportive of the approach being taken to SUDs in this development. SEPA would like to be further consulted in detailed design of surface water management as they develop.

Edinburgh Airport

Edinburgh Airport have raised no objection to the proposal subject to a condition requiring a bird hazard management plan submitted prior to the commencement of works. Further information should be submitted with regards the landscaping plan including numbers of specific trees and an obstacle lighting plan.

Archaeology

LDP Policy ENV 9 Development of sites of archaeological significance aims to protect and enhance archaeological remains and where possible preserve them in situ.

The application is supported by an Archaeological report. Despite modern landscaping of the site and the depositing of landfill material, the site is identified as occurring within an area of archaeological significance with potential for pre-history and Roman occupation. Some survey work has been carried out in relation to recent planning applications close to the site. Archaeology recommend a condition requiring a programme of works to be established prior to the commencement of works.

d) Impact upon the landscape

The application is supported by a Landscape Masterplan, Arboricultural Report and Landscape Visual Impact Assessment (LVIA).

The site is currently a vacant featureless area of made up ground. The Landscape Masterplan sets out a cohesive landscape framework to unite the development site and create a distinctive landscape setting for mixed urban living. The proposal will build into key features such as continuing the green corridor from the Lochans Park via the tram route through the centre of the application site. The landscape masterplan is influenced by the designed parkland of historic estates which surround Edinburgh including Gogarburn Park and Cammo Estate Park.

The landscape strategy proposes to deliver a high-quality multi-layered landscape with a multi-functional network of routes, these include permeability from the various public transport interchanges. A clear hierarchy of streets is defined by tree planting and surface material.

The planting proposals include a diverse palette of planting to ameliorate the micro-climate, provide scale, structure and seasonal interest and define distinction in the different residential quarters. Roof gardens and landscaped courtyards will further soften the built form. The proposed planting will enhance local biodiversity.

The proposed Cross Street was established in application reference 17/04341/AMC and now consists of a 6.5m wide road which is incorporated into linear public realm of pedestrian walkway and linear bio-retention rain gardens. The Cross Street would be aligned with a variety of tree species creating seasonal colour such as Spanish Ash, sweetgum and red maple.

The tram corridor proposes an integrated cycle track along the eastern edge and running track /walkway on the western side. There will also be seating and outdoor gym equipment provided. Planting includes a row of columnar trees of a variety of species including black poplar, Himalayan birch and oak. The ground cover is envisaged as meadow flower fields to provide habitats for pollinators whilst providing seasonal colour.

The scheme includes a network of public spaces, including a series of public realm areas including Station Square and South East Quadrant gardens which will connect with the landscape setting of the Mach1 building and the new civic square of the office development being constructed north of Cross Street. Each space has a distinctive planting palette.

The landscape design integrates steps, ramps and low retaining walls and sheltered seating, creating differentiation between public and private space, particularly at residential ground-floor occupation. The front gardens include hedges.

Water retention bodies provided to collect and purify surface water run-off will create unique rain gardens and potential play areas. Some roofs incorporate sedum planting, green roofs are proposed which will be planted with a variety of grasses and native meadow species.

The south east quadrant gardens will incorporate an orchard, recreational programme and a series of oval shaped communal gardening areas for food growing, surrounded by boundary hedges.

Each of the podium decked residential gardens situated between building blocks will have a distinctive planting palette creating diversity and identity. The communal residential courtyards and podium decks include lawns hedges climbing plants, shrubs and herbaceous planting. Trees within these areas are selected for their intermediate size, structure and seasonal variations.

The design incorporates principles of "Secured by Design" and allows for natural surveillance of spaces whilst attracting community ownership and involvement. Play areas/equipment are proposed under the Tram viaduct and within the neighbourhood park.

The proposal also includes woodland edge planting.

Open Space

LDP policy Env 20 - Open space in new development aims to ensure that development proposals (other than housing which is covered by policy Hou 3) include appropriate open space provision and contribute to Edinburgh's green network where the opportunity arises. This includes green space and civic space.

The continuation of the north to south green space is an essential requirement of the Edinburgh Park/South Gyle Development Principles for this area. The linear parkway proposed along the tram route is a key component incorporating a running track and will provide a landscape and biodiversity corridor through the site. The civic spaces are connected by a green-routes and a sculpture trail is proposed through these spaces.

The proposal includes a variety of public spaces set around nodes such as station square and the public realm proposals connecting to Edinburgh Park Station, and the civic square around the new Mach marketing suite. There are links to the existing open space within Edinburgh park Lochans and to the community space currently being built out within phase one of the masterplan area.

The build-to rent housing includes a central publicly accessible space offering allotments, greenhouse and children's play space. Doorstop play space for the under-fives is provided in semi-private amenity spaces in the development, these spaces are within 100m maximum walking distance for residents.

Under the viaduct alternative play space is provided for older children and young adults in the form of a skate park.

The play spaces will offer natural play opportunities in the form of a mix of soft surfaces such as grass, sand and bark. Natural play equipment in the form of trees, planting and boulders are proposed together with contemporary robust play equipment.

The quality and use-ability of the proposed spaces is considered to be good, diverse and appropriate in size, scale and use-ability to the level of development proposed.

The applicant is required to come to a suitable agreement with Edinburgh Tram as to tram line maintenance access on the viaduct over the play space and running track.

With exception of the transport corridors, the application site is currently devoid of trees. The Arboricultural Report does not identify any tree species worthy of protection within the application site. The application does however propose to retain and protect the densely planting mixed woodland along the City of Edinburgh Bypass A720 embankment and the grid of lime trees along Lochside Avenue, south of Lochside Avenue roundabout. The beech hedge along Lochside Avenue is to be largely retained. This is a positive approach which will ensure the establish landscape buffers to the site are retaining and enhanced and good for the existing biodiversity of the area.

As part of the project works there will be some thinning of lime trees along Lochside Court where they are planted too close together. The grid of lime trees north of Lochside Avenue roundabout along Lochside avenue are proposed to be lifted and replanted due to the new street layout. New replacement planting is proposed. The application includes an adequate tree protection plan detailing root protection areas and appropriate construction methods to be carried out in these locations. This is considered to be good tree management and the proposal satisfies LDP policy ENV 12 - Trees.

The proposed tree planting plan for the wider application site will enhance the landscape quality of this area and integrate the site with Edinburgh Business park. The variety of tree species, (sourced from British Nursery) with a variegated seasonal colour will visually enhance the landscape quality of the area whilst enhancing local biodiversity and reducing the risk disease. The proposal includes over 450 trees of 29 different species. These are proposed as a variety of sizes with some large specimen trees included in the mix at appropriate locations such as within neighbourhood park and open areas. The Cross Street and the side street would be planted with semi mature trees, whilst a mix of standard and some heavy standard trees are proposed within the courtyard garden and podium decks. A satisfactory detailed tree planting schedule has been submitted in support of the application.

There is an existing estate management for Edinburgh Park and the applicant intends to extend this to the masterplan site to ensure good management and quality of public spaces. Within the south east quadrant, it is proposed that the communal gardens and green houses are co-managed by the residents and garden groups to promote a sense of community ownership.

LDP policy Env 11 - Special Landscape Areas aims to protect Edinburgh's unique and diverse landscape which contributes to the city's distinctive character and scenic value.

The proposed development is not located within any national or local landscape designations, it does however lie to the east of Gogar Special Landscape Area (SLA). Within the SLA lies Millburn Tower, which has a garden and designed landscape listed in the Inventory of Gardens and Designed Landscapes. The woodland around Millburn Tower forms a backdrop to the city and screens the view from the A8 and A720 city bypass, it is visually and physically separated from the application site. It is concluded that the proposal will not have a detrimental impact upon the SLA.

The Union Canal, a scheduled monument, lies to the south of the site. It is physically separated from the development by the intervening Hermiston Gate development and as such its historical and cultural setting will not be detrimentally impacted upon by the proposed development.

The Landscape and Visual Appraisal assesses the potential impact of the proposed development upon landscape and visual receptors. The study covers a radius of 1km from the centre of the site. The study identifies that the effects of the proposed development would be localised, and that the surrounding area would remain unaffected with no wider effects. The study concludes that the effects of the development upon visual amenity would generally be moderate to minor. This is due largely to the site being relatively low lying and discreet, with the A720 city bypass enclosing it to the east, and when framed against the backdrop of the existing Edinburgh park and South Gyle developments. The assessment also includes a longer view from Calton Hill at 8.5km away, the impact of the development upon the view is negligible.

Conclusion

The site has little scenic quality due to its current uses and adjoining land uses, it has no rare elements or features. The site is surrounded by transport corridors and commercial, retail and light industrial development. The proposal will not detrimentally impact upon key view in and out of the city nor detrimentally impact upon Special Landscape Areas or historical features.

The proposal retains existing trees and vegetation where appropriate and includes a satisfactory landscape plan which will enhance the local landscape quality and will include opportunities for enjoying and learning about natural environment through its green network and amenity spaces.

e) Impact upon local biodiversity and protected species

LDP policy ENV 16 - Species Protection, aims to protect species protected under European or UK law unless suitable mitigation is proposed.

The applicant has carried out a phase 1 Habitat and Protected Species survey for the application site.

The broadleaved woodland on the embankment to the site will be largely retained within the new development and will provide commuting and foraging habitat for bats present in the locale and will connect to woodlands, riparian habitats and grassland in the wider area.

The report recommends that as construction operations are to take place within 30m of the underpass under the railway line a bat survey will be required prior to works commencing.

The Gogar Burn which runs into the west of the site supports a local otter population and an otter protection plan exists to inform the design, construction and operational phases of the development.

The report does not identify any requirement for protected species licences at the time of assessment.

Giant hogweed was found within and adjacent to the site boundary, there is a giant hogweed management plan in place for the wider Edinburgh park Masterplan site and treatment work began in September 2018.

The ecological date is valid for a period of 12 months and further survey work may be required throughout the phasing of the development.

The report makes a number of mitigation measures which should be incorporated in a Construction Environmental Management Plan and overseen by an onsite Ecological Clerk of Works. An informative is recommended to remind the applicant of this requirement.

f) Impact on neighbouring or proposed residential amenity

LDP policy Des 5 - Amenity, considers the needs of users and occupiers whilst giving consideration to neighbouring residents.

The application site does not impact upon the amenity of any immediate existing residential neighbours. Planning permission has been granted for the development of the first phase of the residential garden district to the west of the site, this is dissected from the site by the by-pass and there will be no direct impact upon the amenity of future residents.

The amenity of the proposed residents has been assessed within the application through the submission of a Noise Impact Assessment, Air Quality Impact Assessment and Amenity Sunlight Assessment.

The Noise and Air Quality Impact upon the dwellings and the proposed amenity space is assessed in section c) above.

The design of the residential development allows for adaptability in the future to meet the needs of different occupiers. The dwellings are fully accessible to disabled users. The buildings will interact with the new streets providing urban frontage and natural surveillance. A number of ground floor units are available for a mix of uses and security matters have been included in the design.

The proposal makes for a clear distinction between public and private spaces, with secure enclosed private courtyards within the key blocks. The residents will have access to a variety of private, semi-private and public spaces within the development. The residential plots are designed with predominately north-south aligned garden spaces to maximise good sun penetration all year round.

The application is supported by an Amenity Sunlight Assessment which is a computer simulation which analysis eight proposed communal garden and amenity space within the development against the criteria set out in the CEC Design Guidance of 2018 and the supporting BRE Guidance.

The analysis concludes that all analysed amenity areas would exceed the BRE guide criteria with more than half of each space being capable of receiving direct sunlight for more than two hours on March 21st.

Six out of eight (75%) of the analysed amenity spaces were observed to meet CEC criteria, being capable of receiving direct sunlight for more than three hours on the 21st March.

SHH2 in building SE4 and DJA 1 located in building SW2f are observed to perform marginally below the CEC sunlight criteria, however the performance in these areas will meet the BRE criteria.

Two courtyard amenity areas within the HTA affordable block (SOC1 and SOC 2) do not meet CEC or BRE criteria. Alternative amenity space is provided in the form of two amenity spaces located at roof level/ these areas received direct sunlight for the majority of the day on 21st March. The Assessment concludes that by considering all amenity areas collectively more than 50% of the total area received direct sunlight for more than 2 hours meeting BRE criteria.

The proposal meets with the criteria of LDP policy Hou 3- Private Green Spaces in Housing Development in that a minimum of 10 square metres per dwelling is provided. Many of the residential units have access to a balcony or private garden space in addition to the communal private gardens.

The residential units are appropriate in size meeting and in most cases exceeding CEC internal area standards. Dual aspect dwellings are accommodated throughout the layout. The affordable housing block NE1a provides for 40% dual aspect with the single aspect dwellings being set off a central corridor layout with windows facing east and west either overlooking the MACH 1 building or the residents courtyard. It is considered that adequate amenity can be achieved given thus orientation.

The blocks are adequately spaced and meet privacy and overshadowing criteria.

It is concluded that the proposed development will provide good amenity for future occupants of the development.

g) Transportation: Traffic generation, road safety and parking and access arrangements

LDP policy Tra 1- Location of Major Travel Generating Development advises that where a non-city centre site is proposed for a major travel generating development the suitability of the site should be considered having regards to accessibility of the site by modes other than the car,

- the contribution the proposal makes to Local Transport Strategy objectives and the effects of targets in respect of overall travel patterns and car use, and

- the impact of any travel demand generated by the new development on the existing road and public transport networks. The application should demonstrate that the location proposed is suitable with regards to access by walking, cycling and public transport and that measures will be taken to mitigate any adverse effects on networks and bring accessibility by and use of non-car modes up to acceptable level.

LDP policy Tra 2- Private Car Parking, supports development where proposed car parking provision complies with and does not exceed the parking levels set out in Council Guidance.

With regards to the policy Tra 1 and the location of the site, it straddles the tram line and is also supported by local bus services. It is next to two heavy rail stations and is well connected to the existing and proposed cycling and pedestrian infrastructure. Accessibility by sustainable modes of transport is therefore a key component of the proposal.

LDP policy Tra 8 - Provision of Transport Infrastructure, requires it to be demonstrated through a transport assessment and proposed mitigation that the cumulative transport impacts can be addressed and ensure that sufficient infrastructure is available and committed before development can proceed.

The application is supported by a Transport Assessment. The Transport Assessment considers both historical consents for the Edinburgh Park area and cumulative development in the west of Edinburgh. These include Edinburgh Airport, International Business gateway West and International Business gateway east, the RHASS Showground, Royal bank of Scotland, Cammo, Maybury, West Craigs and the Garden District Phase 1. The Transport Assessment was carried out with the existing traffic barriers within the site being in place and to ensure control of traffic flow through the site a condition is recommended to ensure they are retained throughout the operation of the development.

With regards to car parking levels proposed within the application, the Transport Assessment emphasises the original consents which as a combination of the approved AMC application and this planning application would deliver a total of 2,255 spaces, only 56%, or 1757 fewer spaces than the 4,012 previously consented in the original application for the site. This is significant in the consideration of the traffic impact of the proposal.

The site is in close proximity to the A720 M8 trunk road and the M90. The traffic surveys highlight that the surrounding road network is subject to prolonged periods of congestion during the traditional AM and PM peaks.

In the context of the study area the two critical junctions were found to be the Gyle Roundabout and the Lochside Crescent/Lochside Avenue signalised junction. Their interaction and that of the tram crossing of South Gyle Broadway, play a key role in the operation of the road network. In the PM peak, queueing and delay in and around the Gyle Roundabout can last between 16:00-18:00 Monday to Friday. The queues often extend as far back as the Lochside Crescent/Redheughs Avenue/Lochside Court roundabout, a distance of circa 500m.

Whilst car trips play a role in taking people to and from the site, travel by sustainable modes will be a key factor to creating a good environment within the development. The application proposes a wide range of Travel Planning initiatives to be implemented from the site's occupation to allow residents and those working within the commercial elements to make sustainable transport choices. Such measures include car and cycle hire schemes and ample secured and covered parking.

The council has power to charge a levy on workplace parking which will apply to the office element of the proposal which should assist in reducing the level of car commuting to the workplace.

Transport Scotland and CEC Transport have raised no objection to the proposed development subject to conditions in respect of electric vehicle charging points and the retention of the existing traffic barriers in the site. Informatives set out the financial requirements for road traffic orders and the need for a Quality Audit to be submitted prior to the grant of Road Construction Consent.

The Council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance.

As part of the overall development of Edinburgh Park this site provided land for the Tram line, the construction of Edinburgh Park Station and the Tram stop and therefore no contributions to the Tram are required from this development.

h) Comments raised have been addressed

The application received 3 letters of representation, 1 objection and 2 comments. The representations may be summarised as follows;

Transport matters - these are assessed in section 3 g) of the report

- The proposal will lead to increased traffic;
- The TA contains no assessment using the West Edinburgh Traffic Appraisal;
- The applicant should follow advice from Transport Scotland that the barriers on Transport Scotland are retained;
- The proposed parking of 0.32 units per dwelling is below council standards of one space per unit. Parking spaces should be increased, or on-street parking should be managed and controlled and
- The proposed Mobility Management Strategy cannot be enforced; it is difficult to control behavioural patterns.

Design - these are assessed in section 3 b) of the report

- The proposal is very high density in excess of the surrounding area,
- the height at seven storeys is not reflective of the surrounding area and
- The Local Development Plan proposes 450-700 units for this site the application proposes 1737.

i) Infrastructure Requirements

The Local Development Plan identifies that all proposals within the West of Edinburgh will be required to make appropriate contributions to the delivery of infrastructure necessary to support the development strategy.

LDP Policy Del 1 sets out the approach to developer contributions and infrastructure delivery.

The Local Development Plan Action Programme (February 2020) sets out site specific actions for Edinburgh Park/South Gyle.

Education Appraisal

Contributions to the required education provision, as detailed below and as specified through Supplementary Guidance, Developer Contributions and Infrastructure Delivery.

This development has 999 dwellings (excluding the studio and one bed flats) generating a contribution of £1,923,075 to be secured through an appropriate legal agreement and Index linked. The contribution will go towards the council's strategy for the area;

- 3 Primary School classes (Gylemuir Primary School)
- 4 RC Primary School classes (Fox Covert St Andrews RC PS or St Joseph's RC PS)
- Additional secondary school capacity ' 420 pupils (to mitigate the impact of development within the catchment areas of nondenominational secondary school within West Edinburgh)

- Additional secondary school capacity (St Augustine's Roman Catholic High School)

Healthcare

- New healthcare practice to mitigate impact of new residential development in West Edinburgh (Maybury, South Gyle, Edinburgh Park, IBG) is identified within the Supplementary Guidance - this guidance provides a contribution level of £1,050 per dwelling (£1,823,850). However, the wider Edinburgh Park scheme has included the provision of a new health facility within phase 1 and this is considered to be equivalent to the contribution level. If this health centre is not delivered, then the contribution to the health care provision will be sought.

Conclusion

It is concluded that the principle of the development complies with the policies of the Edinburgh Local Development Plan as it will promote a mix of uses in Edinburgh Park/South Gyle whilst still retaining its important role as a strategic business location. The proposed mixed uses will help integrated this developing area as part of the city. The proposal satisfies the Edinburgh Design Guidance.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. No development shall take place until a plan identifying individual sub-sites and phasing has been submitted to and approved in writing by the Planning Authority. Any subsequent alterations to this plan shall be agreed in writing by the Head of Planning. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.
2. No development shall take place on any identified sub-site (as agreed in condition 1) until the applicant has secured and implemented a programme of archaeological work (excavation, reporting & analysis, public engagement, publication) in accordance with a written scheme of investigation based upon AOC WSI 24990, which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation based upon the submitted WSI 24990 by AOC Archaeology Group and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

3. Unless otherwise granted planning permission, or via an application made under s42 of the Town and Country Planning (Scotland) Act (as amended) to not comply with condition 15 of 09/00430/FUL, after consultation with Transport Scotland, the existing barrier control system on Lochside Avenue and Station Park shall be retained in perpetuity.
4. Any proposals to alter the boundary fencing and / or landscaping provision along the western boundary of the site between Lochside Avenue and the A720 Edinburgh City Bypass, shall be submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland.
5. Prior to the commencement of construction works on any sub-site (as agreed in condition 1):
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
 - ii) 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 for the approval of the Planning Authority
6. A minimum of 127 car parking spaces shall be served by 7Kw (32amp) type 2 electric vehicle charging sockets. Each subsite with parking shall include a share of the electric vehicle charging points and these shall be installed and operational within each subsite, prior to the individual subsite development being occupied.
7. A detailed Construction Environment Management Plan shall be submitted prior to the commencement of each subsite, (as agreed in condition 1) and adhered to during the construction phase of the relevant subsite.
8. The commercial units located in Blocks SW1-3 shall be restricted to class 1 and 2 uses only.
9. Notwithstanding the Town and Country Planning (Use Classes) (Scotland) Order 1997, the use of the proposed class 10 unit shall be restricted to for the provision of education, for the display of works of art (otherwise than for sale or hire), as a museum, as a public library or public reading room, as a public hall or exhibition hall; or as a law court only, and no other use within Class 10 of the Order.

10. Prior to the use being taken up of the class 3 uses in the SE1&2 Blocks, the extract flue and ventilation system, capable of 30 air changes per hour, as show on drawing numbers PAR-EDI_HTA-A-A_DR_0101_SE1&2 and PAR-EDI_HTA-A-A_DR_0208_SE1&2 shall be fully implemented allowing the commercial flues to terminate at roof level.
11. Obstacle lights shall be placed on the highest point of each building listed below. These obstacle lights must be steady state red lights with a minimum intensity of 32 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes'

Building Reference 1 Western Office - SW4
 Building Reference 2 Urban Villas - SW1
 Building Reference 4 Apartment Buildings 2 & 3 - SW2 and SW3
 Building Reference 5 Station Site - EE1a/EE1b.

12. No development shall take place in any identified sub site (as agreed in condition 1) until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at <http://www.aoa.org.uk/operations-safety/>). These details shall include:
 - the number of Pinus Sylvestris (Scots Pine) intended to be planted as part of the development and their specific location.

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

13. Detailed noise assessments will be required prior to occupation of residential block SE 1 and 2, to assess noise and vibration impacts from the proposed class use 3 units. The Noise Assessment must identify and detail appropriate mitigation measures.
14. The following noise protection measures to the proposed blocks highlighted in figure 5 &6, and defined in the Sandy Brown 'Noise Impact Assessment' report (Ref 17087-R04-B), dated 12 May 2020:

Sound Insulation RW - 32dB Glazing 6/16/6 - Attenuated passive ventilation.
 Trickle vent performance Dn,e,w _\$4 32 dB when open[1].

Sound Insulation RW - 36dB Glazing 12/16/6- High performance acoustically attenuated passive ventilation. Trickle vent performance Dn,e,w _\$4 35 dB when open[1].

Sound Insulation RW - 38dB Glazing 6/16/8.4 acoustic laminated glass. Office development only. Full mechanical ventilation and no trickle ventilators.

Sound Insulation RW - 42dB Glazing 8/16/12.8 acoustic laminated glass
Mechanical ventilation (eg, whole house ventilation). Very high trickle vent performance required - Dn,e,w _\$4 39 dB when open[1].

shall be carried out in full and completed prior to the relevant phase of the development being occupied.

15. No development shall take place on the formation of the tram crossing point until full agreement is reached with the Edinburgh Tram Team with regards to the implementation of application 17/04391/FUL and the crossing of the tram line with the written confirmation of the Planning Authority.
16. Prior to the commencement of development of each subsite, (as agreed in condition 1) a phasing schedule for the delivery of the landscaping and open spaces shall be submitted to and agreed in writing by the Planning Authority. Thereafter the landscaping and open space shall be implemented in accordance with the approved phasing schedule.
17. A detailed specification, including trade names where appropriate, of all the proposed external materials for an identified subsite, (as agreed in condition 1) shall be submitted to and approved in writing by the Planning Authority before work is commenced on that sub-site; Note: samples of the materials may be required.
18. Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- monitoring of any standing water within the site temporary or permanent
- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards.'
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

Reasons: -

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist.
3. To regulate the volume of traffic that is able to access / egress the site via the A720 Hermiston Gait Junction.
4. To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished
5. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
6. In the interests of sustainable transport and air quality.
7. In the interest of good construction practice.
8. In order to protect the amenity of the occupiers of the development.
9. In order to protect the amenity of the occupiers of the development.
10. In order to safeguard the amenity of neighbouring residents and other occupiers.
11. Permanent illuminated obstacle lights are required on the development on the highest point of each building specified above to avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport.
12. To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of birds and an increase in the bird hazard risk of the application site.
13. In order to protect the amenity of the occupiers of the development.
14. In order to protect the amenity of the occupiers of the development.
15. In order to safeguard the public transport corridor.
16. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

17. In order to enable the planning authority to consider this/these matter/s in detail.
18. It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of each phase of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution to Children and Families to alleviate accommodation pressures in the local catchment area.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

5. Permission should not be issued until the applicant has entered into a suitable legal agreement to ensure that affordable housing is provided in accordance with Council policy.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

6. The applicant is reminded of the need to comply with Tram condition of 17/04341/AMC which requires that " No development shall take place until full agreement is reached with the Edinburgh Tram Team with regards to the implementation of application 17/04391/FUL and the crossing of the tram line with the written confirmation of the Planning Authority"
7. Full details of landscape and public realm management plan should be in place six months from the completion of the first phase of planting,
8. The applicant should note that:

- a. contributions are likely to be required for a variety of orders, including redetermination, stopping up, waiting and loading restrictions, and disabled spaces. Costs are expected to be approximately £2,000 per individual order. These do not require to be included in a legal agreement;
 - b. the sum of £1,500 per order plus £5,500 per car will be required towards the provision of car club vehicles in the area;
9. 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, on-street short stay and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, on-street parking and waiting and loading restrictions (signs and markings). Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details
 10. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent.
 11. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
 12. 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.
 13. 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.
 14. The applicant is required to consult with Edinburgh Tram team regarding construction timing.

Authorisation is needed for any of the following works either on or near the tramway:

- Any work where part of the site such as tools, materials, machines, suspended loads or where people could enter the Edinburgh Tram Hazard Zone. For example, window cleaning or other work involving the use of ladders;
- Any work which could force pedestrians or road traffic to be diverted into the Edinburgh Trams Hazard Zone;
- Piling, using a crane, excavating more than 2m or erecting and dismantling scaffolding within 4m of the Edinburgh Trams Hazard Zone;
- Any excavation within 3m of any pole supporting overhead lines;
- Any work on sites near the tramway where vehicles fitted with cranes, tippers or skip loaders could come within the Edinburgh Trams Hazard Zone when the equipment is in use;
- The Council has issued guidance to residents and businesses along the tram route and to other key organisations who may require access along the line.

See our full guidance on how to get permission to work near a tram way
<http://edinburghtrams.com/community/working-around-trams>

15. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June, and the breeding season for oystercatchers runs from March to August. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

16. To avoid and minimise negative effects on protected mammal species and breeding birds the applicant is advised of the need to follow the mitigation measures set out in paragraph 4.3 of the Phase 1 Habitat and Protected Species Report dated May 2020. These should be incorporated in to a Construction Environmental Management Plan for approval by the Local Planning Authority.
17. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice

Note 4, 'Cranes' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

18. The right of way LC163 should remain open and free from obstruction during and after any proposed works.
19. The applicant should make provision for electric vehicle charging points at 1 in 6 car parking spaces.

The residential parking spaces highlighted on drawing numbers PAR-EDI_HTA-A_DR_0200_SE1&2 and PAR-EDI-200_HTA-A-A_DR_0200NE1a shall be served by 7Kw (32amp) Type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied.

20. A rapid 50 Kw (125amp) triple headed (Combined Charging Standard/CHAdeMO/Type 2) charger shall be installed at the taxi rank located in Station Site.
21. With regards to the tram crossing, condition 15 refers the applicant to the requirements of application reference 17/04391/FUL which states ;

Prior to the commencement of development, full details of the crossing of the Edinburgh Tram line must be submitted for approval including (but not limited to):

- A full construction method statement which maintains full operation of the Edinburgh Tram network with no severance throughout the period of the works;
- Details of the Engineering Consultancy(ies) appointed to carry out the design of the works;
- An outline stakeholder consultation/engagement framework and programme;
- Design of the proposed crossing;
- An outline construction programme;
- Outline cost of the works to form the crossing and
- Construction cannot proceed without an Approval to Work, where full construction programme and methodology will need to be approved by Edinburgh Trams Limited before works can commence. The applicant should be aware that separate RCC approval will be required.

Financial impact

4.1 The financial impact has been assessed as follows:

The application is subject to a legal agreement for developer contributions.

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 process

The applicant undertook pre-application discussions with the Council over a course of meetings from November 2018.

Significant engagement took place with Architectural and Design Scotland with their Design Forum-Appraisal Report issued on 30 September 2019.

A PAN was submitted on 17 January 2020 20/00260/PAN for the proposals in this application, a pre application report was presented to DM Sub Committee on 20 May 2020.

A public consultation event took place at Novotel Hotel, Edinburgh Park on Thursday 27th February 2020 between the hours of 1.00pm and 7.00pm.

Given the location of the site on the boundary of three Community Councils, the following were notified:-

- Corstorphine Community Council
- Sighthill, Broomhouse & Parkhead Community Council
- Ratho & District Community Council

The PAN was also circulated to the following parties:-

- Councillors Aldridge, Bridgman and Brown (Drum Brae / Gyle Ward),
- Councillors Dixon, Fullerton, Graczyk and Wilson (Sighthill / Gorgie Ward),
- Councillors Hutchison, Lang, Work and Young (Almond Ward),
- West Edinburgh Neighbourhood Partnership,
- South West Neighbourhood Partnership, and
- Almond Neighbourhood Partnership.

A wider political and community engagement was carried out by the applicants set out in the PAC Report. Engagement also took place with Edinburgh Park Management Limited (EPML) and their representatives, and individual owners and occupiers across Edinburgh Park.

The results of the above are set out in the supporting PAC Report.

8.2 Publicity summary of representations and Community Council comments

The application was advertised in the Edinburgh Evening News on 5 June 2020.

Three letters of objection were received in respect of the following matters;

- Transport
- Design
- Density

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 proposal is subject to the policies of the Edinburgh Local Development Plan.

The following are also material ;

- The National Planning Framework 3
- Scottish Planning Policy
- Housing Land Audit
- Developer Contributions and Infrastructure Delivery Supplementary Guidance
- Edinburgh Design Guidance

Date registered

19 May 2020

Drawing numbers/Scheme

01-172, 173a, 174-167, 168a, 169 - 198,

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

Contact: Jennifer Paton, Senior planning officer
E-mail: jennifer.paton@edinburgh.gov.uk

Links - Policies

Relevant Policies:

Relevant Policies of the Strategic Development Plan

SDP06 (Housing Land Flexibility) Policy 6 requires that a 5 year effective housing land supply is maintained. It allows the granting of planning permission for the earlier development of sites which are allocated for a later period in the LDP to maintain the land supply.

Policy 7 requires that a 5 year housing land supply is maintained. Sites within or outwith Strategic Development Areas may be allocated in LDPs or granted consent subject to the development; being in accord with the character of the settlement or area, not undermining green belt objectives and any additional infrastructure required is either committed or to be funded by the developer

Relevant policies of the Local Development Plan.

LDP Policy Emp 1 (Office Development) identifies locations and circumstances in which office development will be permitted.

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

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

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

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

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

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

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

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

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

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

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

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

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

LDP Policy Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

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

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

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

LDP Policy Tra 8 (Provision of Transport Infrastructure) sets out requirements for assessment and mitigation of transport impacts of new development.

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 Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

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

LDP Policy Del 4 (Edinburgh Park/South Gyle) sets criteria for assessing developments within the boundary of Edinburgh Park/South Gyle.

LDP Policy Ret 6 (Out-of-Centre Development) identifies the circumstances in which out-of-centre retail development will be permitted.

LDP Policy Ret 7 (Entertainment and Leisure Developments - Preferred Locations) identifies the City Centre, at Leith and Granton Waterfront and town centres as the preferred locations for entertainment and leisure developments.

Relevant Non-Statutory Guidelines

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

Non-statutory guidelines - on affordable housing gives guidance on the situations where developers will be required to provide affordable housing.

Non-statutory guidelines 'ART IN PUBLIC PLACES' set out good practice to ensure that contemporary art works match the quality of the past, and enhance and contribute to the environment.

Appendix 1

**Application for Planning Permission 20/02068/FUL
At Land Adjacent To, Lochside Way, Edinburgh
Development of southern phase of Edinburgh Park to
comprise mix of uses including residential (Class 9 houses
and sui generis flats), offices (Class 4), hotel (Class 7),
crèche (Class 10), leisure (Class 11), ancillary Class 1/Class
2/Class 3 and sui generis public house, car parking,
landscaping, roads, access and associated works.**

Consultations

Archaeology comment

As stated in response to the 19/01967/PAN for the redevelopment of this site, although buried beneath modern made ground, the site is considered as still having archaeological significance. The site overlies the course of the Gogar burn which fed the former Gogar/Corstorphine Loch to the north of this site, a shallow post-glacial body of water which stretched westwards from the Gyle towards Corstorphine. Archaeological evidence has shown that both the burn and loch formed important focal points for prehistoric, Roman, Dark Age and Medieval/post-medieval occupation. Excavations at South Gyle (Edinburgh Maybury Park 1990-2' by Moloney C & Lawson J A. 2007, SAIR 23), although limited in scope, provided evidence for occupation of all periods from as early as the Neolithic through to the 19th century.

Accordingly, this site has been identified as occurring within an area of archaeological significance. This application must be considered therefore under terms the Scottish Government's Scottish Planning Policy (SPP) and PAN 02/2011, HES's Historic Environment Policy for Scotland (HEPS) 2019, and Edinburgh Local Development Plan (2016) Policies ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Although this site has undergone a process of modern landscaping with the deposition of landfill material, it is still possible, given the limited extent of the 1990's field work, that important archaeological remains relating to Edinburgh's Prehistory, Roman Occupation, medieval and pre-improvement farming can survive in-situ across the site, though probably in isolated areas. Ground-breaking works associated with development may therefore have a significant adverse effect.

Accordingly, a programme of archaeological evaluation was undertaken by AOC in January 2019. Covering principally the Northern Phase. Although no significant remains were encountered the work did identify areas of areas of archaeological potential did survive. As this scheme will affect areas identified for both further work and areas not yet evaluated, it is recommended that if permission is granted that the following condition is

attached to ensure the undertaking of this agreed archaeological mitigation based upon the WSI prepared by AOC Archaeology Group (AOC WSI 24990 Dated Oct 2019) as part of this application.

'No development shall take place on site until the applicant has secured and implemented a programme of archaeological work (excavation, reporting & analysis, public engagement, publication) in accordance with a written scheme of investigation based upon AOC WSI 24990, which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation based upon the submitted WSI 24990 by AOC Archaeology Group and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Flood Prevention comment

CEC Flood Prevention have no concerns with this application. This application can proceed to determination, with no further comments from our department.

Edinburgh Airport comment

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- o monitoring of any standing water within the site temporary or permanent*
- o sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).*
- o management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards.'*
- o reinstatement of grass areas*
- o maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow*
- o which waste materials can be brought on to the site/what if any exceptions e.g. green waste*
- o monitoring of waste imports (although this may be covered by the site licence)*
- o physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste*
- o signs deterring people from feeding the birds.*

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June, and the breeding season for oystercatchers runs from March to August. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

Permanent Obstacle Lighting Scheme

Obstacle lights shall be placed on the highest point of each building listed below. These obstacle lights must be steady state red lights with a minimum intensity of 32 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes'

*Building Reference 1 Western Office
Building Reference 2 Urban Villas
Building Reference 4 Apartment Buildings 2 & 3
Building Reference 5 Station Site*

Reason: Permanent illuminated obstacle lights are required on the development on the highest point of each building specified above to avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport.

Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at <http://www.aoa.org.uk/operations-safety/>). These details shall include:

o *the number of Pinus Sylvestris (Scots Pine) intended to be planted as part of the development and their specific location.*

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

We would also make the following observations:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority.

ScotWays comment

The National Catalogue of Rights of Way shows that vindicated right of way LC163 is affected by the area outlined in red on the Residential-Led PLANNING, Mixed-Use Masterplan Site Location Plan. Our records indicate that this sign-posted right of way, which runs beside the Gogar Burn under the City bypass, terminates within the Planning application boundary shown on that plan. A map is enclosed showing right of way LC163. As there is no definitive record of rights of way in Scotland, there may be other routes that meet the criteria to be rights of way but have not been recorded as they have not yet come to our notice.

You will no doubt be aware there may now be general access rights over any property under the terms of the Land Reform (Scotland) Act 2003. We would strongly recommend that the applicant consult the Core Paths Plan, prepared by the Council's own access team as part of their duties under this Act.

We are aware that routes across the site are in use for public access. If the applicant requires more information with regard to public access in this area we strongly recommend that they consult the Council's access team.

The Society requests that right of way LC163 remains open and free from obstruction during and after any proposed works.

SEPA comment

Advice for the planning authority

We have no objection to this planning application. Please note the advice provided below.

1. Air Quality

1.1 It is vital that when considering developments likely to generate additional levels of traffic that the planning authority has considered that the knock-on effect, and in particular the cumulative impact, of development does not have the potential to lead to the future declaration of an AQMA.

1.2 This proposed mixed use development is close to the busy A720 and has the potential to negatively influence two existing AQMAs at St John's Road and Glasgow Road. The report uses ADMS (Roads) to assess impact on air quality at nearby receptors and the assessment was done to a high standard. Existing local monitoring and baseline study data (conducted as part of a previous planning condition) was used to validate the model outputs and one year local meteorological data deployed, providing more confidence in the model.

1.3 Defra pollutant background maps were also used to predict future concentrations for PM10, PM2.5 and NO2 and a cumulative impact study, which considered particulate emissions from the nearby Gogarbank Poultry Complex, was also conducted. The report concludes that the impact will be negligible. SEPA would generally agree with this conclusion, however the Council must be satisfied that the development will not result in any adverse impact on existing nearby traffic routes and that any dust management plans are implemented during construction to negate fugitive dust emissions from the site.

2. Flood Risk

2.1 We have no objection to this proposed development on the grounds of flood risk.

2.2 In earlier discussions with the applicants' agents we expressed concerns about the possibility of development being built over a culverted section of the Gogar Burn. From the plans supporting this planning application there is no built development proposed for land over the culverted Gogar Burn.

3. Surface Water Management

3.1 In general we are supportive of the approach being taken to SUDS in this proposed development.

3.2 We do consider that a level of detail is missing but we accept that this is because this level of design has not been reached, and as we are supportive of the general approach being taken we have no objection to this development on the grounds of surface water management. We would like to be consulted on detailed designs, however, as these are developed.

Transport Scotland comment

The Director advises that the conditions shown (below) be attached to any permission the council may give.

Conditions

1 Unless otherwise agreed in writing with the Planning Authority, after consultation with Transport Scotland, the existing barrier control system on Lochside Avenue and Station Park shall be retained

2 Any proposals to alter the boundary fencing and / or landscaping provision along the western boundary of the site between Lochside Avenue and the A720 Edinburgh City Bypass, shall be submitted to and approved in writing by the Planning Authority , after consultation with Transport Scotland.

Reasons

1 To regulate the volume of traffic that is able to access / egress the site via the A720 Hermiston Gait Junction.

2 To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.

Edinburgh Access Panel comment

We assume that basic internal access issues will be dealt with eventually by the requirements of Scottish Building Regulations, though we would hope that best practice would be to the fore rather than basic BR standards. Our concerns are on the distance between accessible parking bays and accessible housing, office or public facilities.

Communities+Families comment

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

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2019).

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

Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' (August 2018).

Assessment and Contribution Requirements

*Assessment based on:
999 Flats (738 one bedroom/studio flats excluded)*

This site falls within Sub-Area W-3 of the 'West Edinburgh Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

*Total infrastructure contribution required:
£1,923,075*

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

Environmental Protection comment

Environmental Protection have made comments on various application on this site previously. The recently approved AMC application was for the northern commercial half of the site covered by the original 2001 PPP and works have commenced onsite. The design of the approved AMC scheme followed the principles of the overall Southern Phase masterplan, albeit now some of the principles have since evolved. The approved scheme and this application have been master-planned and will be linked together.

The approved scheme combines seven commercial offices with leisure facilities, a health centre, bars and restaurants, public realm including a public square, green landscaped space and a multi-use game area (MUGA). Environmental Protection have considered the relationship both the neighbour committed development may have on this application proposal.

The proposed development is for mainly residential use with other blocks being proposed for office and hotel use. There are proposed class 1,2,3, 4, and 10 uses some of which are proposed on the lower floors of some of the residential blocks. Specifically, the application is for over 43,000m² of commercial space including a significant commercial hub and public square at Edinburgh Park railway station. Its proposed 1,737 predominantly flatted residential units will be introduced in a combination of affordable, private residential and build-to-rent. All these forms of residential units have been

assessed against the same level amenity in terms of noise, air quality and odours. The proposed hotel will provide 170-bedroom apartment hotel. The site will be supported with 760 car parking spaces that will be spread around in the basement areas of most of the blocks. The applicant has highlighted an emphasis on sustainable transport with what they describe as low levels of car parking and a provision for public realm including a large public park, play areas and gardens.

In contrast to the other already committed neighbouring development were car parking is contained in large multi-storey 1500 space car park located at the edge of the site. It is understood access to these car parks could be obtained by users of this proposed development site. However, the applicant has advised that the intention for this proposal is to give as much space over to high quality public realm as possible and make walking a priority across the site.

It has been noted that since the original outline application was made some developments have impacted on the proposals. The previous schemes had included a combined heat and power energy centre using gas as the main source of heating and cooling. Since the application was made, gas powered energy centres are no longer seen to be sustainable in the long term. The applicant has confirmed it has decided to develop an all-electric district heating network. This is something that Environmental Protection applaud.

The applicant is proposing different blocks to be developed across the large development site. The site has various challenging neighbouring uses that have the potential to adversely impact amenity. Noise is an issue that seriously impacts most of the boundary areas of the proposed development. The city bypass is located to the west, heavy rail to the south, heavy rail station to the south, a large substation to the east, tram line and stop running through the site and existing and committed commercial use to the north. The applicant has submitted a supporting noise impact assessment to address the noise amenity concerns.

Odours are another issue due to the large poultry farm located to the west over the other side of the city bypass. It is noted that the poultry farm is within the consented garden district committed residential lead development. However, it is understood that the poultry farm is not under the ownership of that applicant. The applicant has submitted an odour impact assessment to support the application. The applicant also proposes introducing several commercial kitchens throughout the development. Some of these are located on the ground floors of the residential blocks. The applicant has provided details on the internal routes that the required commercial flues will need to take for the SE1&2 block only.

The Local Development Plan had altered emphasis at Edinburgh Park from what was previously a wholly business-led development to now include a mixed-use redevelopment combining both businesses and residential. The aim of the LDP is to create a high-quality mixed-use environment which will be an exemplar of place making. It should be noted that Environmental Health have always had concerns with residential use being proposed in this area due to the poor levels of amenity that can be achieved. There has been significant activity in the area with several committed developments nearby that when assessed collectively could have an impact on the wider road network in our opinion.

The Garden District masterplan has been approved and extends to 615 acres on Green Belt land to the west of the bypass straddling both sides of the M8 motorway. This could deliver up to 6,200 residential properties.

Planning Permission in Principle at West Craigs for 1500 new homes with retail and community amenities for fields adjacent to Maybury Road to the north of Edinburgh Park has been approved. To the east of the approved development site, it is proposed 250 homes to be developed.

The Cammo site has consent for 655 homes at Cammo Fields on land adjacent to Maybury Road to the north of Edinburgh Park. The proposals include a new community hub and public park with a mix of family housing and flats

A development near the airport and on the tram line for a mixed use, development combining circa 400,000 sq ft of offices, 525 hotel rooms and up to 200 residential properties was approved by council but called in by Scottish Government.

The closure of the emergency (crosswind) runway at Edinburgh Airport has created the opportunity for a development site directly adjacent to the airport. The proposal is for a mixed-use scheme of office buildings and residential flats.

As stated, Environmental Protection have had concerns with the potential impacts these developments may have on the local road network and subsequent local air quality. Some of the mention larger committed development were not allocated in the LDP as being suitable for the use they now have consent for. Therefore, strategic transport mitigation measures may not be able to cope with the influx. The applicant air quality impact assessment has assessed the potential impacts most of the proposed/committed development would have on the local air quality.

It is recognised by the applicant that the site has excellent access to south-east Scotland's strategic road network and Edinburgh Airport, the Edinburgh Park Southern Phase development site offers excellent access to local, regional and national rail services, Edinburgh's tram and bus networks, as well as the extensive walking and cycling infrastructure in and around Edinburgh. The Edinburgh Cycle Hire scheme is also emerging as an important mobility option for the site. Environmental Protection would question the need to be proposing the 760 car parking spaces throughout the development site. Its also recognised that the northern phase of the larger masterplan area has substantial provisions for car parking in the multi storey car parks.

The existing buildings at Edinburgh Park are aligned along the Lochan park with extensive areas of surface car parking behind. This Southern Phase of the development seeks to reduce the amount of surface parking in order to minimise the impact of car parking and create a more pedestrian oriented and active urban space with high quality urban realm. This is something Environmental Protection support and would encourage. The approved AMC application buildings to the north of the Cross Street incorporate a pair of multi-storey car parks; cars arriving at the new commercial development will mostly park at the perimeter of the site with occupants then walking to their destination which could be even in this southern phase.

The proposed residential buildings to the south of the cross street accommodate parking in basements (SE3) and podium structures (SW1-3 and SE1&2). The station site building (EE1&2) have a small amount of semi-basement parking, while the Western Office (SE4)

is not provided with any dedicated parking. It's disappointing that this level of parking is being provided when the councils City Plan 2030 is going to be aiming to promote a city where people don't not to rely on a car to move around. The allocated car parking areas could be put to better use. Environmental Protection would recommend that if consented with this level of car parking that the developer could reconsider the level of parking. Any car park should be designed so that it could be easily altered to change its use.

Environmental Protection do recognise that when planning consent was issued by the Scottish Ministers in April 2003 it restricted the number of car parking spaces associated with office development to 4,012. The site was allocated for business use in the Development Plan at that time and the tram infrastructure has now been installed as well as a heavy rail hub at Gogar.

There have been significant changes since 2003 with Local Air Quality now something that is more seriously considered. There have also been major improvements in sustainable transport and with the way people want/don't want to commute. One of the main aims of the Choices for the City Plan 2030 is to create a city where you don't need to own a car to move around. It states that one of the aims of City Plan 2030 will be to realise the lifelong health benefits of walking and cycling by creating streets and public spaces for people over cars and improving and expanding sustainable public transport.

To do this, City Plan 2030 will plan for a city in which you don't need to own a car to move around. City Plan 2030 will provide for new homes, jobs and amenities and services in accessible neighbourhood locations with good access to walking and cycling routes and to public transport. We also want to reduce carbon emissions and we are committed to the reduction of traffic borne air pollution.

The choices we make for City Plan 2030 will align with those of the City Mobility Plan to help balance quality of life with access to jobs and services for all residents and workers in the city.

The applicants supporting Transport Assessment and Mobility Management Strategy describe in detail the strategy for parking including public and private roads, parking restrictions and parking enforcement. They also describe proposals for electric car charging, taxi stops (including electric taxi rapid charging at the 'Station Square' taxi rank), car share and City Car Clubs.

The applicant has stated that electric vehicle charging points are to be provided in all the car parks to the agreed standards with the necessary infrastructure for this to be increased over time. In accordance with the Edinburgh Design Standards the applicant will need to provide a minimum of 127 electric vehicle charging points. These would need to be to a minimum standard of 7kw (32amp) type two plugin sockets. As the proposed parking areas are in basements it will be easy and cheap to install wall mounted chargers at the development phase. Environmental Protection would recommend that every underground parking space has access to a 3kw (16 amp) three pin plug to enable slow charging of electric vehicles. We would recommend that users of the spaces are given an option to upgrade the charging outlets to the 7kw standards, so the developer would need to ensure there is capacity in the electrical mains to increase the amps.

The applicant should also ensure that any fleet/service vehicles have access to a rapid charger. Furthermore, the applicant could consider using the electric stored in vehicles

to be fed back into the building during peak hours in demand. This technology has already been developed.

The applicant has submitted a detailed noise impact assessment that has highlighted the site is exposed to high levels of noise. The main sources of noise are transport related which mainly impact the boundaries with the city by pass and heavy rail line. Environmental Protection allow for a closed window standard to be applied for transport related noise sources. The applicant has submitted details on the minimum specification of acoustic glazing that will be required to serve these properties. Environmental Protection shall recommend a condition is attached to ensure the correct levels of mitigation are applied.

Earlier versions of the masterplan located residential properties directly adjacent to the bypass. It was decided that given the proximity to the potential noise it was better to revise the proposals and put a more appropriate use in their place.

The applicant's layout has ensured that noise from the large electrical substation will not adversely impact any proposed residential units. Another non-residential block (Block SW4) near to the by pass will provide a limited amount of protection for some of the residential properties in the SW3 block. The noise impact assessment also highlights that the multi-storey car park when erected will provide some acoustic protection to the proposed residential blocks.

The applicant's noise impact assessment has investigated the installation of a 3m acoustic barrier between the by pass and the proposed development. The applicants noise impact assessment concluded that its overall value would be limited due to the topography of the land. It would provide limited protection to the lower level properties in blocks SW1-3. However, there is no mention of the level of protection the barrier would give to out door amenity areas located between blocks SW1-3. Outdoor amenity has also not been considered with regards the balcony areas. These outdoor amenity areas will be exposed to high levels of noise way above the criteria levels in the World Health Organisations Guidelines. Anything that can be done to reduce this level of exposure should be implemented. Therefore, an acoustic barrier is something that Environmental Protection would need to insist on being implemented and conditioned. This will not mitigate the noise on the upper level properties and having balconies in these locations is not something Environmental Protection can support.

The noise impact assessment has not addressed the potential impacts that some of the applied for use classes may have on the proposed residential units. Some of the class uses may not be compatible below residential units such as the proposed class 10 uses. Environmental Protection recommend that a restrictive class use condition is included to ensure that no creche or religious worship could be considered without the need for a further planning application. All other uses within class 10 would not impact amenity to the same degree as a creche.

There are two areas identified in block SW3 for class use 1,2 or 3. The applicant has not included drawings that demonstrate an adequate commercial flue could be installed. This is more of an issue for cooking odour, but noise would also need to be considered if these units want to operate as full class 3 units. Environmental Protection will not be able

to support a class 3 proposal with out this level of information. Class 1 &2 uses will not have the same level of impact on amenity.

Blocks SE1&2 also have proposals for class 1,2, & 3, the drawings submitted do appear to show that a void has been designed into the building to allow a flue to be install and terminate at roof level. However, the noise impact assessment has not considered the noise impacts from these class 3 units. Environmental Protection would recommend a condition is attached to ensure that a noise impact assessment is submitted later to ensure that any potential noise from the class 3 proposals can be mitigated.

It should be highlighted that such a condition would not work for the SW3 building as no provision appears to have been made for the extract flue. Without the flue no class 3 can be considered.

The Gogarbank Poultry Complex, operated and owned by Hook2Sisters Limited, is located to the west of the A720, the boundary of which is approximately 230m from the boundary of the Proposed Development. The poultry farm comprises 18 operational poultry housing units (two per row) for rearing poultry and is regulated by the Scottish Environment Protection Agency (SEPA). The poultry farm has a SEPA permitted limit on the maximum number of birds in this facility (451,900).

It is noted that a separate planning application for Redheughs Village (as part of the wider Garden District masterplan reference (15/04318/PPP) on the west side of the A720 bypass is approved, then operations at the Gogarbank Poultry Complex may cease, the facility will be demolished and redeveloped, and the potential odour risk at the Edinburgh Park Proposed Development will reduce to zero. Scottish Ministers have recently issued an Intentions Letter granting consent subject to the conclusion of a legal agreement and subject to detailed conditions, however, until such time as the application is approved, with a condition ensuring that the poultry farm ceases operation prior to development of that site the assumption is that the Gogarbank Poultry Complex will be operational at the time of future occupancy of the Proposed Development.

The applicant has submitted a detailed odour impact assessment. The survey has been conducted at various points in the poultry farms operations and when there have been variations in wind speed and direction. Most of the development site was not adversely affected by the odours. However, there was one location which is where residential properties are proposed on West Street. There were seven samples at one location when the odour was above criteria level and future receptors would experience malodour.

The odours are worst when the poultry sheds are cleaned which occurs approximately 8 times per year and can last for between 2-5 days. The proposed development site will be exposed to odours when these operations occur, and the weather conditions are unfavourable for the purpose of moving the odour from the poultry farm to the proposed development site. This proposed development is going to locate significantly more residential receptor near the poultry farm. This will increase the likelihood of complaints to SEPA and put pressure on the poultry farm to further mitigate the odours. It is understood that the poultry farm already operates to the highest standards, so further mitigation may not be possible. The only way that a satisfactory level of amenity could be certain is if the poultry farm cease operation. The poultry farm is not in the development boundary so cannot be conditioned. Environmental Protection would need

to raise concerns about this and suggest that a possible Grampian style condition is applied to ensure that no unit can be occupied until the poultry farm has ceased operation and the poultry buildings demolished.

Any proposed commercial kitchens will need to be supported with commercial flues or at least voids that will enable flue liners to be fitted in the future. These should terminate at roof level and have capacity to provide 30 air changes per hour in any commercial kitchen. The applicant has provided drawings that highlight this can be achieved apart from the proposed class 3 uses in block SW3. There is no obvious route the flue could take from the drawings and plans provided. Blocks SE1&2 do have voids that could accommodate flues and terminate at roof level. Environmental Protection shall recommend conditions restricting the use of the commercial units in Block SW3 and another to ensure the void is provided for the extracts.

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.

On balance Environmental Protection will not be able to fully support the application. The applicant in many ways has put forward a good scheme that addresses many of the issues we have raised from the start of this application process. The only other things the applicant could do to reduce our concerns are implementing an acoustic barrier, remove balconies and submitted further details for flues and noise assessments for proposed class 3 and 10 uses. Even if all this mitigation was included Environmental Protection would still have concerns with the level of amenity afforded to the residential uses. Odours from the poultry farm and transport noise are always going to be problematic whilst its operational. It is also disappointing the applicant has not reduced the level of car parking further than they have.

Environmental Protection are pleased to see the applicant has committed 100% electric serving the site heat and energy demands. The applicant has also committed to providing a significant level of electric vehicle charging points including rapid chargers for taxis.

In conclusion Environmental Protection cannot fully support the application due to the likely adverse impacts on the proposed residential properties. The main amenity issues are odours and noise. However, if consent is granted, we would need the following conditions attached;

1. Prior to the commencement of construction works on site:

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

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

ii) 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 for the approval of the Planning Authority

2. The residential parking spaces highlighted on drawing numbers PAR-EDI_HTA-A_DR_0200_SE1&2 and PAR-EDI-200_HTA-A-A_DR_0200NE1a shall be served by 7Kw (32amp) Type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied.

3. A minimum of 127 car parking spaces shall be served by 7Kw (32amp) type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied. All remaining parking spaces shall be served by a minimum 3 Kw (16-amp three pin plug) with an optional upgrade to 7Kw (32amp) Type 2 electric vehicle charging sockets. These shall be installed and operational in full prior to the development being occupied.

4. A rapid 50 Kw (125amp) triple headed (Combined Charging Standard/CHAdeMO/Type 2) charger shall be installed at the taxi rank located in Station Site.

5. A detailed Construction Environment Management Plan shall be submitted and adhered to during the construction phase

6. The commercial units located in Blocks SW1-3 shall be restricted to class 1 and 2 uses only.

7. Notwithstanding the Town and Country Planning (Use Classes) (Scotland) Order 1997, the use of the proposed class 10 unit shall be restricted to for the provision of education, for the display of works of art (otherwise than for sale or hire), as a museum, as a public library or public reading room, as a public hall or exhibition hall; or as a law court only, and no other use within Class 10 of the Order.

8. Prior to the use being taken up of the class 3 uses in the SE1&2 Blocks, the extract flue and ventilation system, capable of 30 air changes per hour, as show on drawing numbers PAR-EDI_HTA-A-A_DR_0101_SE1&2 and PAR-EDI_HTA-A-A_DR_0208_SE1&2 shall be fully implemented allowing the commercial flues to terminate at roof level.

9. Development shall not commence until the neighbouring poultry farm has ceased operation and all poultry shed decommissioned.

10. Prior to the use being taken up, a 3m acoustic barrier shall be erected between the SW1-3 blocks and the city by pass. Details of this barrier including the mass density, material, design and specific location shall be submitted for approval.

11. Detailed noise assessments will be required prior to occupation, to assess noise and vibration impacts from the proposed class use 3 units. This must identify and detail appropriate mitigation measures.

12. The following noise protection measures to the proposed blocks highlighted in figure 5 &6, and defined in the Sandy Brown 'Noise Impact Assessment' report (Ref 17087-R04-B), dated 12 May 2020:

Sound insulation Rw	Minimum glazing configuration	Ventilation Strategy
32dB	6 mm glass / 16 mm cavity / 6 mm glass	Attenuated passive ventilation.
Trickle vent performance $D_{n,e,w}$ \geq 32 dB when open[1].		
36dB	12 mm glass / 16 mm cavity / 6 mm glass	High performance acoustically attenuated passive ventilation.
Trickle vent performance $D_{n,e,w}$ \geq 35 dB when open[1].		
38dB	6mm glass /16mm cavity/8.4mm acoustic laminated glass	Office development only.
Full mechanical ventilation and no trickle ventilators.		
42dB	8mm glass/16mm cavity /12.8mm acoustic laminated glass	Mechanical ventilation (eg, whole house ventilation).
Very high trickle vent performance required - $D_{n,e,w}$ \geq 39 dB when open[1].		

shall be carried out in full and completed prior to the development being occupied.

Informative

The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.

It should be noted that when designing the exhaust ducting, Heating, ventilation and Air Conditioning (HVAC) good duct practice should be implemented to ensure that secondary noise is not generated by turbulence in the duct system. It is recommended that the HVAC Engineer employed to undertake the work, undertakes the installation with due cognisance of the Chartered Institute of Building Services Engineers (CIBSE) and American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Guidance.

Construction Mitigation

a) *All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.*

b) *The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.*

- c) *Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.*
- d) *Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.*
- e) *All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.*
- f) *Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.*
- g) *This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.*
- h) *No bonfires shall be permitted.*

Affordable Housing

1. Introduction

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

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

- 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 1,737 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (434) homes of approved affordable tenures.

The applicant entered into early dialogue with the Council on the design, mix and location of the affordable housing. The applicant has stated that the affordable housing will account for 434 (25%) of the new homes, all of which will be delivered on site. It will consist of a range of property sizes from one to three bedrooms, offering a representative and integrated mix of affordable homes. The proposed split of the affordable housing is:

- o 160 homes which could be owned and managed by a Registered Social Landlord (Home Group) with a mix of approximately 80 social rent and 80 MMR, and;*
- o 274 homes which will be Build To Rent (BTR), and delivered as affordable "intermediate rent" (an accepted affordable housing tenure) with rents at or below Broad Rental Market 30th Percentile.*

RSL Affordable Housing

The RSL named within the applicants "Affordable Housing Statement" is Home Group, who are an established RSL with a track record of delivery of affordable housing within Edinburgh and across Scotland. The applicant has worked closely with both the Council and Home Group on this application and a stand alone block (Plot NE1A) would be provided for RSL affordable housing. A split of approximately 80 social rented homes and 80 mid market rent homes will provide viable onsite affordable housing delivered by a RSL. This is welcomed by the Housing Service.

Build To Rent

On 3 October 2018, revised guidance on BTR developments was approved by Planning Committee as part of the report Edinburgh Design Guidance Post Approval Review. A section of the Guidance sets out the key characteristics of "Purpose Built Homes for Rent". On 29 January 2020, Planning Committee noted the report "Support for Build To Rent", which had been approved by Housing, Homelessness and Fair Work Committee on 20 January 2020. That report set out that BTR developments can bring institutional investment and placemaking as well as delivering housing at a scale and pace which is rarely matched by traditional housing for sale providers.

The affordable BTR housing within this development will be delivered by the applicant as "intermediate rent" and will be secured as affordable housing for a minimum of 25 years. The affordable BTR homes would be "pepper potted" throughout the development, which is welcomed. Rents would be restricted to Scottish Government's published Broad Rental Market Area (BRMA) 30th Percentile. Within the "Affordable Housing Statement" submitted on behalf of the applicant, starting rents are set out as being at or below BRMA 30th Percentile then increased by no more than CPI plus one percent each year. The applicant should note that the Council does not agree that approach; we seek that increases to rent are restricted so that rents are no more than the last published BRMA 30th Percentile each year. This is in line with other BTR applications which have been progressed in Edinburgh and would be set out within the Section 75 Legal Agreement.

BRMA 30th Percentile is significantly less than average market rents in Edinburgh; between £1,400 and £3,300 less per annum, depending on house size. Institutional investment in this development means that the affordable homes can be delivered without grant subsidy; the grant freed up by BTR can be channelled into delivery of social rented homes.

The Council's Affordable Housing Policy sets out a "Definition of Priority Clients"; those people who are in housing need and who cannot afford to access accommodation through the regular functioning of the housing market and earn below average household income. Rents at the 30th Percentile are affordable to people within the defined client group, and significantly less than average market rents.

The affordable homes are required to be tenure blind and fully compliant with latest building regulations. They are situated within close proximity of 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 made a commitment to provide 25% on site affordable housing through both an RSL and as intermediate rent, which will be managed by the applicant and requires no grant subsidy. This department welcomes this approach which will assist in the delivery of a mixed sustainable community:

- o The applicant would deliver 434 affordable homes (25% affordable housing);*
- o 160 homes would be owned and managed by a RSL for social and mid rent;*
- o 274 homes would be BTR, delivered as "intermediate rent" for a minimum of 25 years;*
- o The affordable housing includes a variety of sizes to reflect the provision of homes across the wider site;*
- o The applicant should note that increases to rent would be restricted so that rents are no more than the last published BRMA 30th Percentile each year;*
- o In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be identical in appearance to the market housing units; an approach often described as "tenure blind";*
- o There is no grant funding required for the affordable BTR homes. The grant funding freed up by BTR developments will be targeted to delivering social rented homes within the city, and;*
- o The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing elements of this proposal.*

This department is supportive of this application. I would be happy to assist with any queries on the affordable housing requirement for this application.

Edinburgh Tram 1 September 2020

- Adequate inter-visibility needs to be provided to ensure the approaching trams can see pedestrians (and faster moving cyclists) at the crossing point. From the landscaping information provided, it is not clear if that visibility is sufficient and the visibility splay drawing (C-19) does not cover the tram.

- Under-run protection will be required adjacent to the crossing point.

- How is future maintenance of the tram viaduct to be undertaken with the play area and running track beneath?

- It was agreed that the bus gate enforcement would be undertaken by camera, but I cannot see that mentioned anywhere. It suggests that enforcement is via TRO.

- Any works in the vicinity of the tramway will require an Authority to Work from Edinburgh Trams. Depending upon the scale of the work, Safety Verification may be required to comply with The Railways and Other Guided Transport Systems (Safety) Regulations 2006.

Roads Authority Issues

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

- 1. The applicant will be required to provide electric vehicle charging points at a rate of 1 in 6 car parking spaces;*
- 2. The applicant should note that:*
 - a. contributions are likely to be required for a variety of orders, including redetermination, stopping up, waiting and loading restrictions, and disabled spaces. Costs are expected to be approximately £2,000 per individual order. These do not require to be included in a legal agreement;*
 - b. the sum of £1,500 per order plus £5,500 per car will be required towards the provision of car club vehicles in the area;*
- 3. 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, on-street short stay and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, on-street parking and waiting and loading restrictions (signs and markings). Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
- 4. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
- 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;

8. Tram contributions as set out below would normally be expected. However, it is understood that the existing tram stop and associated land were provided as part of the overall development of the Edinburgh Park area and that therefore no contribution is being sought in this case;

9. The applicant should note that the existing traffic barriers are required to remain in place and be controlled as at present.

Notes:

A. The proposed development is:

- o 44,310m² Commercial Class 4*
- o 3,162m² Retail including Class 1, 2, 3, 10, & 11*
- o 1,737 Residential units*
- o 170 bed Hotel*

B. The proposed parking provision is generally considered acceptable. Additional electric vehicle charging spaces are required - see 1. above. The proposed levels are:

- o Cycle Parking (Commercial): 340 spaces;*
- o Cycle Parking (Hotel): 23 spaces;*
- o Cycle Parking (Residential): 3,635 spaces;*
- o Cycle Parking (on-street visitor): 48 spaces;*
- o Motorcycle Parking (Commercial): 55 spaces;*
- o Motorcycle Parking (Hotel): 12 spaces;*
- o Motorcycle Parking (Residential): 92 spaces;*
- o Motorcycle Parking (on-street visitor): 33 spaces;*
- o Car Parking (Commercial): 109 spaces (including 7 disabled);*
- o Car Parking (Hotel): 23 spaces (including 2 disabled);*
- o Car Parking (Residential): 557 spaces (including 49 disabled);*
- o Car Parking (on-street visitor): 70 spaces (including 9 disabled);*
- o Taxi Rank: 4 bays Edinburgh Park Station (+ 2 under the AMC application);*
- o Cycle Hire Numbers to be confirmed with operator;*
- o Electric vehicle - at least 5% of total car parking spaces*

C. Tram contributions for the above would be:

- o Class 4: £3,066,252;*
- o Class 1, 2, 3, 10 and 11: £290,259*
- o Residential: £2,404,008*
- o Hotel: £520,857*

Total: £6,281,376

TRAMS - Important Note:

The proposed site is on or adjacent to the operational Edinburgh Tram. An advisory note should be added to the decision notice, if permission is granted, noting that it would be desirable for the applicant to consult with the tram team regarding construction timing.

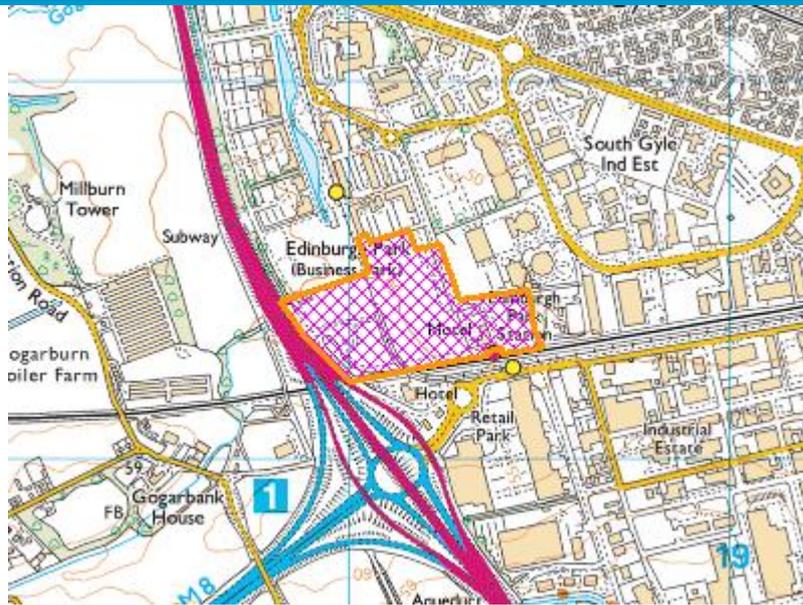
This is due to the potential access implications of construction / delivery vehicles and likely traffic implications as a result of diversions in the area which could impact delivery to, and works at, the site. Tram power lines are over 5m above the tracks and do not pose a danger to pedestrians and motorists at ground level or to those living and working in the vicinity of the tramway. However, the applicant should be informed that there are potential dangers and, prior to commencing work near the tramway, a safe method of working must be agreed with the Council and authorisation to work obtained. Authorisation is needed for any of the following works either on or near the tramway:

- o Any work where part of the site such as tools, materials, machines, suspended loads or where people could enter the Edinburgh Tram Hazard Zone. For example, window cleaning or other work involving the use of ladders;*
- o Any work which could force pedestrians or road traffic to be diverted into the Edinburgh Trams Hazard Zone;*
- o Piling, using a crane, excavating more than 2m or erecting and dismantling scaffolding within 4m of the Edinburgh Trams Hazard Zone;*
- o Any excavation within 3m of any pole supporting overhead lines;*
- o Any work on sites near the tramway where vehicles fitted with cranes, tippers or skip loaders could come within the Edinburgh Trams Hazard Zone when the equipment is in use;*
- o The Council has issued guidance to residents and businesses along the tram route and to other key organisations who may require access along the line. See our full guidance on how to get permission to work near a tram way <http://edinburghtrams.com/community/working-around-trams>*

Note on Transport Statement / Assessments (include where applicable)

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.

Location Plan



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