

# Development Management Sub Committee

**Wednesday 19 May 2021**

**Application for Planning Permission 20/05023/FUL  
at land bounded by M90, Springfield Lea, Place, Terrace and  
Bo'ness Road, Echline, South Queensferry.  
Residential development and associated works including  
formation of vehicular and pedestrian access, suds,  
infrastructure provision and hard and soft landscaping.**

**Item number**

**Report number**

**Wards**

B01 - Almond

## Summary

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The proposed development substantially relates to the south eastern extents of the Edinburgh Local Development Plan (LDP) Housing allocation, HSG 1, Springfield, Queensferry and principle of housing development is acceptable.

The proposed design concept has been developed to take account of site characteristics including topography, key views and addresses objectives for the site as outlined in the LDP. The design proposals are acceptable in terms of their layout, scale, architectural form, materials and housing mix. A landscape framework has defined a landscape structure for the site featuring a hierarchy of open spaces. The proposed layout and network of pedestrian/cycle routes would enhance the connectivity through the site.

Subject to conditions, the proposals would accord with the Edinburgh Local Development Plan (LDP) and Edinburgh Design Guidance.

Planning obligations, as defined through the LDP Action Programme require contributions secured in through a Section 75 agreement in respect of affordable housing, educational provision, transport and healthcare

There are no material considerations which outweigh this conclusion.

## Links

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

LDPP, LDEL01, LDES01, LDES04, LDES05, LDES06, LDES07, LDES09, LEN09, LEN12, LEN16, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA01, LTRA02, LTRA03, LTRA04, LTRA09, NSG, NSGD02, NSHAFF, SGDC,

# Report

## **Application for Planning Permission 20/05023/FUL at land bounded by M90, Springfield Lea, Place, Terrace and Bo'ness Road, Echline, South Queensferry. Residential development and associated works including formation of vehicular and pedestrian access, suds, infrastructure provision and hard and soft landscaping.**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The application site (7.6 hectares) lies on the western edge of Queensferry, between existing housing at Springfield and the new approach road to Queensferry Crossing (M90). The B924 Bo'ness Road and A904 Builyeon Road are situated to the south, these connect with a new road junction to the M90 and the Queensferry Crossing. Society Road, Port Edgar and the Firth of Forth are situated to the north.

The site is mainly grassland with hedgerows defining the western and southern perimeters of the site, the latter forming the site frontage to Bo'ness Road. A number of informal paths currently intersect the site, these used frequently by locals for walking. With the exception of a small brick bunker to the south west corner which is proposed for demolition as part of the site clearance, there are no other structures within the site.

The application boundary embraces the extents of Bo'ness Road lying adjacent to the site. A narrow 2 metre wide spur is also included, this to provide a footpath link from the north eastern part of the site with Society Road, a distance of approximately 210 metres.

A steep embankment defines the western edge of the site, thus providing visual separation from the M90 motorway. The areas to the north and west of the site include various landscaping measures, a balancing pond with new off-road pedestrian and cycle access routes recently implemented by Transport Scotland as part of the Queensferry Crossing.

The site topography generally falls from south to north, sloping sharply at the northern end of the site towards the Firth of Forth. Ground levels range from +50 metres AOD in the south western part of the site, these falling to +27 metres AOD at the north east corner. Large parts of the site afford views to the new Queensferry Crossing, the Forth Road Bridge and Forth Bridge World Heritage site. The area to the north of the site is designated as Countryside. A small part of this area to the north is also a Local Nature Conservation Site and designated Open Space, outwith the red line boundary.

The existing housing to the east and south east mainly comprises two storey suburban housing developed from 1970s-1990s. Queensferry town centre is located around 1km to the north east, with Dalmeny Station and Queensferry High School lying around 2km to the east.

## 2.2 Site History

12 November 2013 - Planning Permission granted for construction of an access track, footway and cycle links between the A904 and the South Abutment of the Queensferry Crossing (revision to principal work items under the Forth Crossing Act 2011) (application reference: 13/03538/FUL).

19 February 2020 - Proposal of Application Notice agreed for residential development and associated works including formation of vehicular and pedestrian access, SUDS, infrastructure provision and hard and soft landscaping (application reference: 19/06079/PAN).

23 November 2020 - Planning application lodged for temporary site access from Bo'ness Road to the south west corner of the site. Application pending decision (application reference: 20/05024/FUL).

### Neighbouring Sites

17 February 2021 - Development Management Sub-committee minded to grant planning permission for residential (700-980 units), primary school and Class 4 business uses for land at Builyeon Road to the south east (LDP Housing Proposal HSG32) (application reference: 16/01797/PPP).

## Main report

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### 3.1 Description Of The Proposal

Full Planning Permission is sought for residential development and associated works including formation of vehicular and pedestrian access, SUDS, infrastructure provision and hard and soft landscaping

The development proposes 176 residential units, these including 89 houses and 87 flats across all tenures. This would incorporate 25% affordable housing provision to be delivered on-site, this comprising 44 units (14 x houses, 30 x flats).

A range of housing types and sizes are proposed which would include the following: -

- 1 bedroom - 33 unit (19%) (12 x Affordable)
- 2 bedroom - 54 units (54%) (18 x Affordable)
- 3 bedroom - 18 units (10%) (14 x Affordable)
- 4 bedroom - 49 units (27%)
- 5 bedroom - 22 units (13%)

Parking provision has now been revised to 194 private car parking spaces with 4 Enterprise Car Club spaces.

The development would be predominantly 2 storeys in height, with 2.5 and 3 storey flatted blocks. The layout would feature a mix of detached, semi-detached and short terraces with seven flatted blocks located towards corners of the site. These would include a series of split-level apartments overlooking the open space to the northern edge of the site.

The proposed form and architectural treatments are based upon standard unit typologies in the housebuilders current range. Material finishes for all unit types are based around the use of cream, white, buff and terracotta dry dash renders, reconstituted stone (buff sandstone), dark grey concrete roof tiles with white uPVC windows. Boundary treatments would feature timber fencing to define rear property boundaries. Rear boundary treatments which front the street and public areas have also been amended to a masonry treatment with landscape buffer (in lieu of wall/ timber fencing). A close boarded timber fence (1800mm) would define property boundaries along the western edge of the site to provide noise attenuation from the motorway.

Vehicular access to the site would be via a single point of access to Bo'ness Road at the south eastern corner of the site. Access through the site would be based around a primary north-south route, this oriented to the Queensferry Crossing. Secondary east-west linkages would be formed across the site, with residential 'courts' featuring shared space to the site peripheries. These would connect to a range of open spaces, including a central open space. The SUDS basin would be positioned at the lowest point of the site to the north.

A revised landscape framework has identified a series of landscape character areas, this forming the basis for a hierarchy of open spaces across the site and detailed landscape design proposals.

A series of pedestrian and active travel connections would be formed as part of the development, providing connections to the existing foot and cycle path network at various points around the site. These would include: -

- Link to Springfield Place to the east.
- Links (x 3) to the western edge providing access to the existing Transport Scotland cycle route.
- Link to Bo'ness Road to the south providing direct access from the western part of the development to the bus stop.
- Pedestrian link to the north onto Society Road (approximately 210 metres length)

A revised Design and Access Statement has also been supplied by the agent to reflect the various design amendments. Due to reporting deadlines, there was insufficient time to assess this information, although agreed details are adequately reflected through the approved plans.

## Previous Scheme

As above, prior to amendments being supplied in relation to car parking levels, cycle parking, detailed landscape and street design, boundary treatments to street frontages, internal floorspace to affordable housing types, levels of private amenity space and external finishes to flatted blocks.

Parking levels originally identified 313 spaces (garaging and open parking) which exceeded the Council's Parking Standards 2020.

Revisions were also requested to the Landscape Framework and detailed landscape proposals. These have addressed issues relating to the strategic landscape context, landscape details relating to the Bo'ness Road frontage, the main South-North Avenue, the western landscape buffer at the M90 corridor and the central open space and play area.

## Supporting Documents

The applicant has submitted the following information in support of the application:

- Air Quality Impact Assessment.
- Design and Access Statement, October 2020 (Landscape Strategy superseded);
- Revised Design and Access Statement, May 2021.
- Ecology Assessment.
- Flood Risk Assessment and Surface Water Management Plan.
- Landscape and Visual Impact Assessment.
- Landscape Framework Report (Updated).
- Noise Assessment.
- Pre-Application Consultation Report.
- Site Investigation Report and Appendices.
- Sustainability Statement and
- Transport Assessment (Updated).

All supporting documentation is 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 development proposed is acceptable.
- b) The proposed design and layout are acceptable.
- c) The proposed density and housing mix are acceptable.
- d) That transport issues have been satisfactorily addressed.
- e) The strategic landscape impacts are acceptable.
- f) Flooding and drainage issues have been addressed.
- g) The impact on local air quality is acceptable.
- h) The proposal would preserve the amenity of neighbours of that the amenity of the future occupants.
- i) There is no adverse impact to trees or ecology.
- j) There will be no impact on archaeology
- k) That infrastructure contributions will be required.
- l) The proposal meets sustainability criteria and
- m) Issues raised in representations have been addressed.

#### a) Principle of Development

The application site is identified in the Edinburgh Local Development Plan as part of HSG1 Springfield. Table 3 in LDP (page 24) indicates the 13-hectare site has an estimated capacity of 150 units.

This application proposal (7.6 hectares) largely relates to the south western extents of the allocated LDP site. Following the construction of the Queensferry Crossing, Transport Scotland have retained control of the residual parts of the LDP allocation to the north and west, including the balancing pond, off-road cycle route and embankment situated to the east of the M90. These works have reduced the developable extents of the LDP allocation, and the applicant has agreed the extents of the site with Transport Scotland. Furthermore, the precise extents of land available for development had not been confirmed when the current LDP was finalised in 2016.

The proposed footpath extending from the north eastern part of the site to Society Road, forms part of the LDP allocation.

The application boundary extends outwith the LDP allocated site at south west corner, this designated as Urban Area. The inclusion of this area would be in accordance with Policy Hou 1 1d), in that housing development would form a small extension to the LDP allocation and would form a coherent development site. This aspect of the proposal would also be compatible with other policies in plan.

The extents of Bo'ness Road are similarly designated as Urban Area. It is logical to include this area given its relationship to the development and the need to form suitable access.

The LDP states that proposals should include playing fields, changing facilities, amenity open space and a link road from Bo'ness Road to Society Road should be explored. However, since the adoption of the current LDP playing fields and changing facilities are no longer required as part of this development. These requirements are historic and date from the previous allocation of the site in the Rural West Edinburgh Local Plan; there is no identified need for them.

LDP Policy Hou1 states that priority will be given to the delivery of housing and relevant infrastructure through sites allocated in the plan. The application relates to the HSG1 Springfield allocation, as identified in the LDP Table 3, Existing Housing Proposals and the principle of housing development is therefore acceptable.

## b) Design and Layout

### *Design Concept and Layout*

Initial proposals for the site were presented by the applicant to the Edinburgh Urban Design Panel in October 2019. The Panel offered a range of advice including:-

- Prepare a robust landscape assessment and strategy that takes account of opportunities and constraints of both the wider landscape setting and the development site;
- Use the landscape strategy to achieve a more bespoke response to design and layout, in particular topography, orientation and views;
- Reconsider the location, function and connectivity of public open space, including pocket parks;
- Prioritise safe, well-designed walking and cycling links to existing and future neighbourhoods and schools;
- Ensure adequate screening from the noise and visual impact of bridge and motorway traffic and infrastructure;
- Re-consider residential density.

The proposals have generally responded positively to the Panel's comments. A landscape strategy has been prepared, informing a more bespoke design response to the site and layout, particularly in relation to topography and key views. This has also considered the location and function of public open space.

The formation of walking and cycle links both within the site and its vicinity, particularly to link with existing neighbourhoods to the east and link with Society Road to the north have been further considered, to provide a permeable and well-connected development.

The site is visually contained by an embankment to its western edge, providing effective screening from the motorway and mitigation in relation to traffic noise. However, further noise attenuation fencing is proposed along the western edge of the site, to address findings of the Noise Impact Assessment.

A Design and Access Statement has been submitted in support of the application, this supported by a comprehensive analysis of the site and context.



This outlines the design concept for the site. The layout would be based around a single vehicle access from Bo'ness Road, with homes fronting the main southern aspect to the site, these bookended by apartment blocks at the site corners. Access through the site would be based around a primary north-south route, oriented to the Queensferry Crossing. Secondary east-west linkages would be formed across the site, with residential 'courts' featuring shared space to the site peripheries. These would connect to a range of open spaces, including a central open space. The SUDS basin would be positioned at the lowest point of the site to the north.

LDP Policy Des 1 - Design Quality and Context, states that proposals should demonstrate how they will create or contribute towards a sense of place. Designs should be based upon positive characteristics of the surrounding area. Planning permission will not be granted for poor quality design or for inappropriate design or for proposals that would be damaging to the character or appearance around it, particularly where it has special importance.

The proposed design concept has sought to respond to the positive characteristics of the site and surrounding area, acknowledging the general scale and character of the suburban development to the south and east, also consolidating the western edge of Queensferry.

Whilst the proposal is based upon standard unit typologies, the sloping topography of the site and views to the Forth bridges, particularly the Queensferry Crossing have been a major driver for the development layout, both in the orientation of the streets and the positioning of individual dwellings. These elements will provide the development with a unique and distinctive sense of place.

This has been underpinned by comprehensive and integrated approach to the layout of built form, streets, footpaths, cycle paths, public and private open spaces and SUDS features, which will promote pedestrian permeability through the site. The proposals have sought to create a new landscape structure for the site, with a hierarchy of open spaces, streets network of pedestrian and cycle routes running across the site. Design principles relating to landscape and streetscape design are further discussed below.

The design concept and layout has been developed to take account of relevant LDP policy requirements including LDP Policies Des 1, Des 7 - Layout Design, parts a) and b), the Edinburgh Design Guidance and comments provided by the Edinburgh Design Panel.

### *Architectural Design*

LDP Policy Des 4 - Development Design - Impact on Setting, states that development should demonstrate that it will have a positive impact on its surroundings, including the character of the wider townscape and landscape and impact on existing views:- a) Height and form, b) Scale and proportions, including spaces between buildings, c) position of buildings and other features on the site, d) materials and detailing.

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

The proposed development would comprise a mix of detached, linked semi-detached (separated by garaging), short terraces and flatted blocks. Their proposed form and architectural treatment are based upon standard unit typologies in the housebuilders current range.

The development would be primarily 2 storey in height, with 2.5 and 3 storey flatted blocks. The house types would feature predominantly end gables, with smaller gablets oriented towards the street. The flatted blocks would comprise mostly hipped roof forms, with the affordable blocks featuring flat roof sections to the block centres.

The architectural aesthetic for all unit types is based around the use of cream, white, buff and terracotta dry dash renders, reconstituted stone (buff sandstone) and dark grey concrete roof tiles.

Following discussions with the design team, the design of the flatted blocks to the front of the site has also been revised to include a consistent finish of render. Rear boundary treatments which front the street and public areas been amended to a masonry treatment with landscape buffer (in lieu of a timber fencing).

The urban context of the site is primarily low rise, featuring a range of post war suburban housing featuring a range of architectural styles and material finishes including render and brick. Although architectural aesthetic of the proposed development has been based upon standard housebuilder typologies, these have been arranged as part of a coherent and well-ordered layout, which responds to the characteristics of the site and surroundings.

Whilst the flatted blocks would be greater in height than the prevailing scale of development, these have been positioned to respond to site topography, also being placed in an appropriate landscape setting to avoid dominating neighbouring properties. The proposed development heights across the site are considered appropriate.

The proposed materials palette has sought to relate to the aesthetic of built form in the immediate locality and would be acceptable.

Following the construction of the Queensferry Crossing, the resulting nature of this site has presented an opportunity to sensitively infill and consolidate the urban edge of Queensferry. The proposed architectural and urban design response would allow this objective to be realised.

The proposed development would satisfactorily address relevant requirements of LDP Policy Des 4, Development Design - Impact on Setting and the Edinburgh Design Guidance.

## *Landscape and Streetscape Design*

The Edinburgh Urban Design Panel highlighted the need to prepare a robust landscape assessment and strategy that takes account of opportunities and constraints of both the wider landscape setting and the development site. A landscape strategy should also seek to achieve a more bespoke response to design and layout, in particular topography, orientation and views.

A Landscape Framework Report has identified the main opportunities and constraints of the site as per the Panel comments.

In terms of landscape opportunities for the site, the unique outward views towards the Firth of Forth & the bridges, the existing surrounding green infrastructure, possibility of connections with the wider road and active travel networks and site topography which allows for open space in the northern part of the site, where conservation of views will be key.

For constraints, the proximity of the motorway to the west, the integration with the Transport Scotland balancing pond and wider landscape features to the north of the site and achieving a delicate balance between screening and interconnecting with the wider urban/rural setting were identified as important issues.

The update landscape framework has identified the following design character areas:-

- 1) Bo'ness Road frontage
- 2) The main South- North Avenue;
- 3) The landscape buffer at the M90 corridor;
- 4) The central green open space and play area;
- 5) The SUDS landscape;
- 6) The street level design.

The southern edge of the development fronting Bo'ness Road, and most visible aspect of the site, would be defined by an area of landscape and open space, forming a buffer between the road and proposed housing and establishing a landscaped setting for the development. The development plots would be defined by boundary hedging with areas being planted as grass/wildflower meadow, also including semi-mature trees to provide immediate landscape impact.

The main North-South Avenue would form the principal access through the site. The design proposals have been revised to incorporate linear planting and street trees, these framing the main outward vista towards the Queensferry Crossing. This route would terminate as a viewing terrace to the northern end, this affording views to the bridges. Bench seating has now been incorporated to the terrace, to allow people to dwell and passively enjoy the space.

The western edge of the site is currently defined by hedgerow and the Transport Scotland cycle route. Following discussion, the landscape proposals have been subject to further design development, with additional tree planting now being incorporated along the western boundary, to provide a stronger landscape setting for the development.

This planting will also seek to provide visual containment to the noise attenuation fence and adjacent property boundaries. The revised landscape treatment is now considered acceptable.

The principal area of usable open space would be positioned broadly to the centre of the site. This would include playground provision, amenity grassland and seating, being overlooked by adjacent properties to form a central focal point for the development.

The SUDS pond serving the development would be positioned to the lower part of the site. For operational reasons, this infrastructure will need to remain distinct from the existing Transport Scotland balancing pond lying adjacent. However, landscaped open space including grass/wildflower meadow will be formed around the peripheries, this also providing an outlook and setting for the adjacent flatted blocks. The gradients of the SUDS basin have been reduced to minimum to negate the requirement for fencing, thus emphasising the role of the area as usable space.

Other than the recent woodland and hedge planting implemented by Transport Scotland in relation to the Queensferry Crossing, few trees are present within the site. Although the hedgerow to the front of the site along Bo'ness Road would need to be removed, the mature trees along the eastern boundary of the site other hedge boundaries to the peripheries of the site would mostly be retained. The landscape proposals have sought to integrate the Transport Scotland planting into the site layout particularly to the northern end of the site, where the new route will be formed to Society Road.

The landscape framework has been supplemented by detailed landscape design proposals. Planting would include street trees, planting & garden trees, ornamental shrubs, grasses, fern and bulb planting and grassland both for amenity use and wildflower meadow.

For streetscape, a hard treatments plan has been prepared. Most of the street surfaces are based around the use of asphalt, concrete block paved finishes with grasscrete to the access around the SUDS pond. Subject to a number of details being resolved, this approach is considered broadly acceptable given the nature and location of the scheme. However, the surface treatments for the parking to the affordable flatted blocks comprise only asphalt in contrast to the block paving proposed for the private tenures. This detail fails to reinforce a tenure-blind design approach and would result in large expanses of asphalt. The use of red brindle paving is also contrary to the principles contained in the Edinburgh Design Guidance which outlines that such finishes should generally be grey in tone and this would relate better to the character of the development. It is therefore recommended that hard treatments plan is not approved at this stage, with finalised details being agreed through condition.

LDP Policy Des 8 - Public Realm and Landscape Design states that all external spaces, and features, including streets, footpaths, green spaces and boundary treatments have been design as an integral part of a scheme as whole. Part c) - particular consideration has been given, if appropriate, to the planting of trees to provide a setting for buildings, boundaries and road sides to create a robust landscape structure

LDP Policy Des 7 - Layout Design, part a) also states that a comprehensive and integrated approach to the layout of buildings, streets, cycle paths, public and private open spaces and SUDS should be taken.

Landscape design has been key to the overall design approach, promoting a strong landscape structure for the development, this contributing to the strategic landscape setting of the site. The landscape design proposal has sought to provide a unifying visual language, integrate soft and hard environments as well as softening boundaries and interactions with the existing green infrastructure elements.

The revised landscape framework and detailed landscaping proposals are considered acceptable. These would offer a range and hierarchy of spaces through the development of contrasting landscape character. The use of heavy standard tree planting is also identified across much of the site, which would help achieve early landscape impact.

The proposed landscape design would address requirements of LDP Policies Des 7 and Des 8, the Edinburgh Design Guidance and Open Space 2021, Edinburgh's Open Space Strategy.

Given the importance of landscape structure to these proposals, it is also recommended that a condition be attached in relation to landscape establishment. Open spaces would need to be subject to a private factoring arrangement.

### c) Density and Housing Mix

#### *Density*

LDP Policy Hou 4 - Housing Density, states that the Council will seek an appropriate density of development having regard to:- a) its characteristics and those of the surrounding area, b) the need to create an attractive residential environment and safeguard conditions within the development, c) the accessibility of the site includes access to public transport.

The Edinburgh Design Guidance further outlines that new development should achieve a density that is appropriate to the immediate site conditions and to the neighbourhood. In new suburban developments, the Council encourages the efficient use of land and a mix of housing types.

On the basis of the application boundary (7.6 hectares), the proposal for 176 units would realise a density of 23 units per hectare. The general assumption for densities on a greenfield site would be 25-35 dwellings per hectare. The relative lower density can be explained by the inclusion of Bo'ness Road within the application boundary, extents of open space and SUDS infrastructure.

Notwithstanding aspirations to increase densities on greenfield land, the context of the site is low rise suburban and edge of settlement. The nature of the development has sought to respond to the characteristics of the surrounding area and has included flatted and terraced typologies to increase overall densities. Whilst the site is adequately served by bus services, the service frequency is lower than more urban parts of Edinburgh which limits aspirations for higher densities.

The proposed 176 units would exceed expectations in terms of the estimated capacity of the HSG1 site (LDP identifies 150 units for a larger allocation).

The proposal would be characteristic of a medium density suburban development and would address requirements of LDP Policy Hou 4, parts a) b) and c) and the Edinburgh Design Guidance.

### *Housing Mix*

LDP Policy Hou 2, Housing Mix, states that the Council will seek the provision of a mix of house types and sizes where practical, to meet a range of housing needs, including those of families, older people and people with special needs, and having regard to the character of its surrounding area and its accessibility.

The proposals would offer a diversity of tenure, including private, mid-market and social rent. House types would comprise flatted, terraced, semi-detached detached housing, these ranging from 1-5 bedrooms.

The proposed housing mix is considered appropriate to the character of Queensferry, also reflecting the general accessibility of the site located at the edge of settlement. A proportion of flatted units will also offer diversity to the locality, where housing stock is predominantly low-rise suburban housing.

Following amendment, the sizes of all units would now achieve minimum internal floorspace standards, as per the Edinburgh Design Guidance.

### *Affordable Housing*

The applicant is proposing to deliver 44 (25%) on-site affordable homes as required by LDP Policy Hou 6. This would include 14 terraced houses and 30 flats, comprising a mix of one, two and three bedroom affordable homes.

Affordable tenures are grouped in two separate locations to the south east and south west corners of the site, these representing the most accessible part of the site in relation to public transport. However, the external appearance of the affordable units would be tenure blind in relation to the rest of the development.

Following discussion with the Council's Housing Management and Development Team, various amendments have been made to the affordable housing provision. A revised Affordable Housing Statement has now been prepared to reflect these changes.

The number of 3-bedroom affordable houses that will be delivered by an RSL has increased from five to nine. The proportion of affordable homes to be delivered by an RSL has increased from 35 units (80%) to 39 units (89%). This means that a high proportion of the affordable homes will be delivered as social or mid-market rent, the two highest priority tenures.

The applicant has made significant improvements to the affordable housing provision. 39 units will be delivered as either social or mid-market rent by an RSL with 5 units being delivered as Golden Share.

The amended scheme still does not comply with all aspects of the Council's guidance on 'Affordable Housing' as a representative mix of affordable housing sizes will not be provided. The applicant has also not confirmed that at least 70% of the affordable homes are to be delivered for social rent. This matter will require further consideration prior to works commencing on site.

However, a high proportion (89%) of the affordable homes will be delivered by an RSL as either social or mid-market rent. The proposal will deliver a good range of different affordable housing size and types and RSL is supportive of the proposed mix.

Internal floorspace standards to the affordable flatted units have now been subject to amendment and all now meet the minimum internal space standards set out in the Edinburgh Design Guidance.

#### d) Transport, including road safety and active travel

LDP Policy Tra 1, Location of Major Travel Generating Development, states that the applicants should demonstrate that the location proposed is suitable with regard to access by walking, cycling and public transport and that measures will be taken to mitigate adverse effects on networks and bring accessibility by and use of non-car modes up to acceptable levels if necessary.

A Transport Assessment has been submitted as part of the application. The Roads Authority agree with the conclusions regarding traffic generated by the development and of the traffic on the surrounding road network and this would not result in undue impact.

The application proposal would be supported by a range of measures to improve the accessibility of the site including enhancements to walking and cycling routes and public transport. Parking provision across the development has also been reduced in line with the latest Council Parking Standards. These measures will provide alternatives and disincentives to private car use.

#### *Site Access, Connectivity and Layout*

Vehicular access to the site would be via a single point of access to Bo'ness Road at the south eastern corner of the site.

The proposal would include a new junction with changes to the layout of Bo'ness Road proposed as part of the application. This would include a toucan crossing to the east of the proposed junction with further un-signalised crossing with pedestrian island to the south west. Transport have also recommended that Bo'ness Road is subject to localised narrowing to reduce vehicles.

A shared 4 metre wide pedestrian/cycle route would be implemented on the north side of Bo'ness Road. The site is served by an existing bus route (Service 43/43X) which is routed via Bo'ness and Builyeon Road. It is recommended that the existing eastbound bus shelter be upgraded as part of the development, with new shelter to the westbound, to meet increased levels of demand arising from the development.

The proposed site access proposals are acceptable in principle, but it is recommended that a finalised design of the various changes, including any measure to narrow Bo'ness Road are agreed through condition. Transport Scotland have commented on the application given the sites proximity to the Trunk Road Network. They are identified various issues relating to the adjacent junctions and design of Builyeon Road and these will be stipulated through condition.

The Design and Access Statement has established a movement strategy. This is based around a primary north-south route leading from Bo'ness Road through the eastern part of the site, with a series of Secondary Routes and East-West Access Links. Designated footways are identified through much of the development, with smaller 'courts' comprising shared space would be located to the site peripheries.

The design concept is based around a rectilinear layout - this is in response to the character of the site, particularly the key views towards the Queensferry Crossing and the Firth of Forth. Given the linearity of the streets, various calming measures including raised tables and chicanes have been introduced, in order to reduce vehicle speeds.

A Waste Servicing Strategy has been outlined in the Design and Access Statement. This would be based around a largely continuous loop serving the majority of the site (negating the requirement for waste and delivery vehicles to reverse) although a single turning head would be required to the northern corner of the site. No comments were from Waste Planning, although it would be expected that the developer would enter into a Waste Servicing Agreement with the Council.

In terms of pedestrian and cycle linkages, the site is currently well connected to Queensferry Town Centre and Echline Primary School via Bo'ness Road. The site also lies in close proximity to the Builyeon Road (LDP Site HSG32) where significant housing with primary school and commercial development is proposed.

The western edge of the site is currently served by an off-road cycle route, this implemented by Transport Scotland as part of the Queensferry Crossing. This also includes a spur to the northern edge of the site although this currently truncates at the north east corner and remains unconnected to adjacent routes. National Cycle Route NCR76 follows and Council designated 'Quiet Route' follows Society Road to the north.

A range of pedestrian and active travel connections would be formed as part of the development. The LDP identifies opportunity to create link road from Bo'ness Road to Society Road should be investigated. The nature of such a route was discussed at pre-application stage and road link through the site was not considered necessary for the development of the site, also potentially resulting in additional traffic generation and trips on the local road network.

A through link has therefore been promoted as a pedestrian route linking the north eastern corner of the development with Society Road. This will provide enhanced connectivity towards the Firth of Forth with links to Queensferry Town Centre. Given the steeply sloping topography to the south of Society Road, this was not considered well suited to the provision of an active travel route and steps will therefore be required to the northern end of the route to provide suitable access.



It would also be expected that this route would connect with the northern spur of the Transport Scotland cycle route, which is currently truncated. This detail could be secured through condition.

The formation of an active travel route was also considered via Clufflat Brae, a residential cul-de-sac lying to the east. However, further land acquisition would be required to develop such a link. Informal access also exists between the proposed route and the public open space situated between Clufflat Brae and Springfield Lea.

A range of measures would be required to provide safe and effective pedestrian access, where the proposed routes joins Society Road. This would include a dropped kerb crossing and additional footway to the south. It is recommended that the detailed design for the layout of the area could be agreed through condition. This should also stipulate that the proposed steps should include wheeling ramps for cycles.

LDP Policy Tra 9 - Cycle and Footpath Network states that proposals should seek to develop the local cycle and pedestrian network and not be prejudicial to the continuity of the off-road network, nor prevent the implementation of proposed cycle paths/footpaths contained in the LDP

The proposal has sought to develop, extend and would not be prejudicial to the continuity of the off-road network including a link to Society Road identified in the LDP.

Overall, the application proposal would enhance connectivity for pedestrians and cyclists through the site. A comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths has been taken and the layout will encourage walking and cycling, incorporating design features which will restrict traffic speeds to an appropriate level and minimise potential conflict between pedestrians, cyclists and motorised traffic. New streets within development are direct and connected with other networks to ensure ease of access to local centres and public transport.

Informal access through the site currently enjoyed by local residents and the proposed development layout and range of connections would allow public access through the site to be maintained.

The proposal would address relevant requirements of LDP Policy Des 7 - Layout Design, parts a) b) and c) and the Edinburgh Design Guidance.

### *Car Parking*

LDP Policy Tra 2 - Private Car Parking, states that proposed parking provision should comply with and not exceed the parking level set out in the Council guidance. Queensferry is situated within Council Parking Standards, Zone 3, which do housing development identifies a maximum of one space per residential unit.

Following discussions with the applicant, the overall parking provision has been significantly reduced from 313 spaces. A total of 194 car parking spaces and four Enterprise Car Club spaces are now proposed across the development. This would exceed the Council's parking standards by 17 spaces and as such, the proposed parking provision would fail to meet requirements of LDP Policy Tra 2. However, the additional 17 spaces relate to houses with double garages.

This is a commercial decision for the developer and it would be unreasonable to refuse planning permission on this basis and proposed parking provision is acceptable.

LDP Policy Tra 4, Design of Off-Street Car Parking and the Edinburgh Design Guidance set out various requirements in respect of the location, design of and integration car parking, including the need for parking within new development being design-led and reflect the positive characteristics of the place. Car parking within new developments should not visually dominate the street scene.

The proposed design has sought to minimise on-street and front curtilage parking on the main north-south routes to improve the quality of the street scene along the principle viewing corridors through the site. Hedge planting would also seek to visually contain front curtilage parking where this is proposed.

Parking for the flatted units has mostly been positioned to the rear or side of the blocks, and following revision, linear parking has been broken down with landscaping.

The proposed design of parking arrangements is acceptable.

#### *Cycle Parking*

LDP Policy Tra 3 - Private Cycle Parking - states that proposed cycle parking provision should comply with standards set out in Council Guidance. LDP Policy Tra 4 - Design of Off-Cycle Parking and the Edinburgh Design Guidance set out various requirements for the design of cycle storage.

The design of cycle stores for the flatted blocks has evolved in response to comments from Planning and Transport. Whilst fully integral stores to each of the blocks would have been preferable, all cycle stores have now been placed closer to the entrances and would be designed as a secure external structure. It would be expected that adequate cycle storage provision be provided within the curtilage of all the houses and this would be achievable. In view of the amendments made, the proposed cycle storage provision now broadly addresses the requirements of Edinburgh Design Guidance.

However, details of finalised cycle storage provision were not been agreed by the Roads Authority prior to a recommendation being finalised and it is therefore recommended that details be confirmed through condition.

#### e) Strategic Landscape Impacts

LDP Policy Des 9 - Urban Edge Development, identifies that permission will only be granted for development on sites at the green belt boundary where it: a) conserves and enhances the landscape setting of the city, b) promotes access to the countryside if appropriate.

The application site the edge of the urban area, with the site lying in close proximity to both designated Green Belt and Countryside Policy Area. Although the site lacks any strong landscape features it does occupy a relatively exposed position overlooking the Forth from the south.

The development proposals would contribute to the gateway of Queensferry and would be a main feature of the view when existing the M90 onto Bo'ness Road. The Edinburgh Urban Design Panel also made comments regarding the need to consider a strategic landscape approach for the development. In view of the characteristics of the site, a Landscape and Visual Impact Assessment (LVIA) has been submitted as part of the application.

The LVIA has been prepared in accordance with industry guidance for impact assessment methodology and the Edinburgh Design Guidance. This has identified key landscape receptors and landscape character areas. A series of 10 viewpoints have been prepared to illustrate the localised and strategic visual effects of the proposal:-

VP 1 Bo'ness Road West to the south

VP 2 Clufflat Brae to the north east

VP 3 Forth Road Bridge to the north east (location identified where inward views are relatively unrestricted)

VP 4 Builyeon Road to the south east

VP 5 Near the A904 to the west

VP 6 North Queensferry Pier

VP 7 Bo'ness Road to the south west

VP 8 Port Edgar

VP 9 North Queensferry - Hilton Car Park

VP 10 Newton Viewpoint

The assessment has demonstrated that the site is visually enclosed to the east and south by existing areas of housing, and to the west by the embankments of the M90. These factors will limit significant landscape and visual effects and any impacts are likely to be highly localised, limited to the landscape of the site and its immediate surrounds. Owing to the likely limited impact of the proposal on the landscape and visual resource, the requirement for landscape and visual mitigation is therefore low.

The LVIA has noted a moderate to substantial adverse effect (for residents and motorists) in relation to VP 1, Bo'ness Road West, located to the south of the site. The Queensferry Crossing and Forth Road Bridge currently form the main features of this view. The proposed development would notably change the nature of this view, replacing open outward views to the bridges and Fife. However, the development layout and alignment of the north-south streets have been strongly influenced by the views to the bridges. Although development of the site will restrict the existing view from Bo'ness Road, framed views to the bridges will form a unique feature of the development.

In relation to wider views from the south west, the tree planting implemented by Transport Scotland along the embankment to the south west of the site will further screen views of the proposed development and the bridges from the M90/A90 Builyeon Road junction once this begins to mature.

Although the proposals will be visible from the north, it is considered desirable to maintain outward views as a positive aspect of the development, albeit existing young woodland may eventually restrict outward visibility.

The proposed development would result in little appreciable change to view to the Forth Bridge from the recognised Forth Bridge World Heritage Site Key Viewpoints.

The proposals would address requirements of LDP Policy Des 9, part a) in that they would conserve and enhance the landscape setting of the city. The visual impacts arising from the development will be very limited in nature with a new landscape structure proposed as part of the development.

In relation to LDP Policy Des 9, part b) the cycle link previously implemented to the western edge of the site, will serve to enhance countryside access with a series of linkages due to be formed to this route as part of the development.

#### f) Flooding and Drainage

A Flood Risk Assessment and Surface Water Management Plan have been provided as part of the application. These have been subject to independent review, in line with the Council's self- certification scheme. SEPA were consulted as part of the application, but had no comments to make, deferring to the Council as Flooding Authority in respect of surface water flooding.

The proposals would address the requirements of LDP Policy Env 21, Flood Protection, part a) in that the development would not increase flood risk or be at risk of flooding itself.

An adoption plan has also been submitted by the applicants and it anticipated that Scottish Water will adopt the SUDS Pond within the northern part of the site and related SUDS infrastructure. However, it is recommended that a Landscape and SUDS Management Plan be prepared once a permission is in place, this outlining arrangements for the handover of drainage and landscape infrastructure to Scottish Water, future factor and the Council as applicable. This would be stipulated through condition.

#### g) Air Quality

LDP Policy Env 22 aims to ensure that no development will result in significant adverse effects for health, environment or air quality and appropriate mitigation measures can be provided to minimise adverse impacts.

The Air Quality Impact Assessment submitted in support of the application concludes that the impact from the proposed development traffic is predicted to be of negligible significance at all existing receptors within the study area in terms of statutory Limit Values and Scottish Government air quality objectives and that no specific air quality mitigation measures are required.

Nonetheless reducing the need to travel and promoting the use of sustainable modes of transport are key principles identified in the LDP. Environmental Protection insist that the developer installs electric vehicle charging points as mitigation in accordance with the Edinburgh Design Guidance. A Green Travel Plan should also be produced to assist in minimising traffic related air quality impacts.

The submitted S1 Sustainability Statement Form also indicates that the applicant will be installing roof fixed Photo Voltaic Panels to properties, with the location to be agreed.

It is therefore considered that the proposals are in accordance with LDP Policy Env 22.

#### h) Neighbour and Future Occupier Amenity

##### *Open Space*

LDP Policy Des 5 states that development will be permitted where the amenity of neighbouring development is not adversely affected.

In terms of daylight, sunlight, privacy and outlook, the Edinburgh Design Guidance sets out criteria to ensure that these amenity factors are protected when new developments are proposed. Concerns have been raised in respect to overlooking and privacy on the eastern edge of the site where the boundary meets with existing housing.

An assessment of overshadowing has been prepared by the applicant and submitted in support of this application. The assessment specifically looks at the impact of the flatted block on the north-eastern corner and its relation to the existing property at Springfield Lea. The flatted block is some 32 metres away, and the modelling shows that the existing garden will not be overshadowed until late afternoon, and in June-July the back face of the house and area of garden nearest to the house would not be in shadow.

LDP Policy Hou 3 - Private Green Space in Housing Development, requires that all new developments provide adequate private green space for the amenity of residents, For flatted blocks a standard of 10 square metres per flat should be provided. A minimum 20% of the total site area should also form useable greenspace.

The applicant has provided design amendments in relation to private green space for the flatted units, and these would now achieve 10 square metres per flat. The ground floor flatted units will also include French doors to provide direct access to adjacent open space, with balconies proposed for the split-level units to the north of the site

For the wider site, 0.98 hectares of public open space with 0.25 hectares amenity space would be provided in addition to private garden space. Once residual areas of open space around the site including the Transport Scotland areas to the west and north are taken into consideration, and Bo'ness Road is excluded from the site area, the proposed public open space would exceed the 20% requirement.

##### *Noise*

Given the sites proximity to the M90, Environmental Protection raised concerns regarding the possible impact noise may have on the amenity of the newly proposed residential properties. The applicant has submitted a Noise Impact Assessment in support of the application which demonstrates the high levels of traffic noise can be mitigated by the inclusion of an earth bund and/ or acoustic barrier.

An acoustic bund and close boarded 2 metre timber fence are already in place as part of Transport Scotland's work which already significantly reduces noise levels.

However at the northern end of the site the bund is lower and therefore the flatted blocks in this location will have less noise protection.

Should the application be approved, Environmental Protection have suggested a condition be applied to ensure a 1.8m close boarded acoustic barrier is installed on the western boundary to protect external residential amenity for the properties along the western boundary.

### *Contaminated Land*

The applicant has submitted a Ground Investigation Report with the application which will be assessed by Environmental Protection throughout the development phase. A condition has also been suggested to ensure that contaminated land is fully addressed.

### i) Trees and Biodiversity

LDP Policy Env 12 ensures there is no unnecessary damage to any trees or woodland worthy of retention. The submitted Tree Survey identifies that only two established trees were recorded within the site, in addition to three large blocks of new woodland planting (carried out by Transport Scotland) and an established Hawthorn hedgerow along the Bo'ness Road boundary. There are a number of mature trees to the east of the site, outwith the site boundary which remain in situ.

The Tree Survey states that the hedgerow to Bo'ness Road is of satisfactory condition and could be retained if feasible. However, it will be necessary to remove this hedgerow to facilitate access to the development site. New native hedge planting is proposed to the front of the site to contain the various building plots and this is considered acceptable.

A new footpath leading to Society Road would be routed through areas of new woodland planting to the north east of the site but would have minimal impact on this planting.

LDP Policy Env 16 requires that development has no adverse impact on species protected under European or UK Law unless there is no alternative and suitable mitigation is proposed. The applicant has submitted a Preliminary Ecological Appraisal Report which confirmed limited potential for bat roosts on the site. However, the small brick bunker to the south west of the site was identified as having limited potential for bat roosts and it is recommended that this is subject to further survey (undertaken between May-September) prior to demolition. Given that the timescales for the development are not currently confirmed, it is recommended this information is secured through condition.

### j) Archaeology

LDP Policy Env 9 aims to protect and enhance archaeological remains, where possible by preservation in situ in an appropriate setting.

The City Archaeological Officer has commented that this site has been identified as occurring within an area being of archaeological and historic significance and given the scale of ground breaking works proposed, it is considered essential that a programme of archaeological work is undertaken prior to/ during development. It is recommended that should the application be approved. This work should be secured through condition.

#### k) Infrastructure Contributions

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

##### *Affordable Housing*

LDP Policy Hou 6 states that residential developments consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units. As the application is for 176 homes, an Affordable Housing Statement has been submitted which confirms that 44 affordable homes will be provided on-site.

The applicant has confirmed the intention that 35 (80%) of the homes will be delivered by a Registered Social Landlord (RSL) either as social rent or mid-market rent, and nine (20%) of the affordable homes will be delivered as Golden Share.

A Section 75 Agreement will be required to secure 25% affordable housing on the site.

##### *Transport*

Contribution of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development.

Contribution of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary.

Contribution of £2,000 to promote a suitable order to introduce a 20pmh speed limit on Bo'ness Road, Society Road (20mph on Society Road to be extended west to under the M90 bridge) and within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed.

Contribution of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area, as per Council Transport Policy.

The developer will be required to install 91 Electric Vehicle (EV) charging bays across the development, these including 16 EV spaces for the 87 flats.

The developer will be required to design and install a toucan crossing and un-signalised crossing on Builyeon Road and a further un-signalised crossing on Society Road with associated changes to footways and roads layout. These measures will be implemented at no cost to the Council.

The developer will be required to install new/upgraded bus shelters/stops fronting the site (both north and south bound) to provide for inclusive use (hardstanding design should cater for disabled and wheelchair users). These measures to be implemented at no cost to the Council.

### *Education*

The Council's Supplementary Guidance on Developer Contributions and Infrastructure Delivery identifies the education infrastructure actions for the Queensferry Education Contribution Zone as below:

- Additional Secondary capacity (Queensferry High);
- New 14 class Primary School and 80 nursery (New Primary School at Builyeon Road to the south east of the site);
- RC Primary School classes (St Margaret's RC PS).

The Council's Communities and Families section have assessed the proposals in terms of the impact of education infrastructure. This site falls within Sub-Area Q-1 of the Queensferry Education Contribution Zone and would be required to contribute towards the education infrastructure actions that are identified to mitigate the cumulative impact of development.

The assessment has been made on the basis of 143 units with 33 one bed flats discounted from any education appraisal. The total infrastructure contribution for education required has been calculated as £1,896,229. The total land contribution required is £231,826.

### *Healthcare*

An expansion to medical practice to mitigate the impact of development in Queensferry is identified within the Supplementary Guidance. The guidance provides a contributions level of £210 per dwelling which equates to £36,960 for this application.

These various contributions towards local infrastructure will need to be secured through a Section 75 legal agreement.

### I) Sustainability

LDP Policy Des 6 aims to tackle the causes and impacts of climate change, reduce resource use and moderate the impact of development on the environment. The applicant has submitted an S1 Sustainability Statement Form which demonstrates that the proposal meets the essential criteria set out.

The proposal accords with LDP Policy Des 6.



## m) Representations

### **Community Council Comments:**

Queensferry and District Community Council (QDCC) were consulted in relation to this application and have expressed their support for the proposals to deliver a mix of homes. They support the traffic calming measures proposed on Bo'Ness Road and extension of the shared use path. QDCC seek that the new pavement on Bo'Ness Road has sufficient width to support a new enclosed bus shelter, compliant with the Equality Act 2010 - addressed in section d).

### **Public Comment - Objections:**

- Welcome expansion of Queensferry community; addressed in section a)
- Site used widely for public amenity; addressed in sections b) and d)
- Further new development dilutes character of Queensferry; addressed in section a) and c)
- Architecture and design is not in keeping with local character or urban setting; addressed in section b)
- Proposed materials not appropriate; addressed in section b)
- New homes should be designed in a progressive way and relate to our modern needs; addressed in section b)
- Query whether houses could be built in place of flatted blocks; addressed in section b) and h)
- Landscape design could better support needs of the wider community, e.g. wooded walks, public open space, play area, orchards and cycle paths; addressed in section b) Percentage and type of affordable homes too low; addressed in section c) and k) Insufficient amenity provision; addressed in section h)
- Health and education provision have no additional capacity; addressed in section k) Little consideration for impact on local infrastructure; addressed in section k)
- Layout is car dominated and does not have walking, cycling and public transport at its heart - therefore it does not comply with local or national policy; addressed in section b) and d)
- Proposal should be re-designed to be car free; addressed in section d)
- Local road network cannot accommodate additional traffic; addressed in section d)
- Potential for traffic congestion on Bo'ness Road in the event of an accident on Queensferry Crossing, resulting in difficulty leaving the site; addressed in section d)
- Additional traffic movements will result in increased noise and raises issues in relation to road safety; addressed in section d) and h)
- Pedestrian access to site should be reconsidered; addressed in section c) and d)
- No provision for visitor cycle parking; addressed in section d)
- No safe routes to schools identified; addressed in section d)
- Pedestrian link to Society Road is too close to houses which will raise issues of noise, security, privacy and overlooking; addressed in section d)

- A detailed investigation will be required to establish the feasibility of the proposed footpath and stepped access linking Society Road; addressed in section d)
- Development will result in increased emissions and traffic pollution; addressed in section g)
- Site supports range of plant species, particularly grasses and nesting for skylarks; addressed in section i)
- Concern regarding position of apartment block to the north east corner of the site, and potential overshadowing could result to a property situated immediately to the east; addressed in section h)
- Object to blocks of flats that will result in overlooking to existing gardens; addressed in section h)
- Comment re. presence of an underground power cable, transformer and twin line sewer to the north eastern corner of the site. This may be impacted by the construction of the proposed footway to Society Road; addressed in section d)

### **Non-material comments**

- Development will result in construction noise and environmental disruption, and disturbance will be detrimental to the mental wellbeing of local residents;
- Query re. confirmation of land ownership for proposed footpath into Springfield Place;

### **Conclusion**

The proposed development substantially relates to the south eastern extents of the LDP Housing allocation, HSG 1, Springfield, Queensferry and principle of housing development is acceptable.

The proposed design concept has been developed to take account of site characteristics including topography, key views and addresses objectives for the site as outlined in the LDP. The design proposals are acceptable in terms of their layout, scale, architectural form, materials and housing mix. A landscape framework has defined a landscape structure for the site featuring a hierarchy of open spaces. The proposed layout and network of pedestrian/cycle routes would enhance the connectivity through the site.

Subject to conditions, the proposals would accord with the Edinburgh Local Development Plan (LDP) and Edinburgh Design Guidance.

Planning obligations, as defined through the LDP Action Programme require contributions secured in through a Section 75 agreement in respect of affordable housing, educational provision, transport and healthcare

It is therefore recommended that the application be granted, subject to the applicant entering into a suitable legal agreement.

There are no material considerations which outweigh this conclusion.

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

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

#### **Conditions :-**

1. Prior to the commencement of development details of photo-voltaic panels, their location and extents for all properties shall be submitted to and agreed in writing by the Planning Authority.
2. Prior to the commencement of development, a finalised hard surface treatments plan shall be submitted to and agreed in writing by the Planning Authority.
3. Prior to the commencement of development, finalised details of cycle storage provision to the apartment blocks shall be submitted to and agreed in writing by the Planning Authority, these being in accordance with the Council's Parking Standards 2020. A minimum of 60 spaces (2 spaces x 30 1&2 bed flats) secure cycle parking spaces will be required for affordable apartments 137-151 and 162-176. A minimum of 114 (2 spaces x 1&2 bed flats) secure cycle parking will be required for the 57 private apartments 13-24, 14-58, 59-69, 70-80, 81-91).
4. Prior to the commencement of development, finalised details for the northern access path to Society Road shall be submitted to and agreed in writing by the Planning Authority. These must confirm the proposed changes to the street layout at Society Road, including extents of new footway, the position of dropped kerb crossing and cycle wheeling ramps to the steps which are required to form suitable access for pedestrians and cycle users. The design should be developed in accordance with finalised Transport consultation comments, dated 27 April 2021. Details should also be provided of the connection between the path and the cycle route previously implemented by Transport Scotland (situated between Clufflat Brae and Springfield Lea).
5. Prior to the commencement of development, finalised details of proposed transport infrastructure and changes to the layout of Bo'ness Road shall be submitted to and agreed in writing by the Planning Authority. This will include details of the proposed toucan crossing, uncontrolled crossing with refuge island and new/upgraded bus shelters.
6. Prior to the demolition of the brick bunker to the south west corner of the site, the structure shall be subject to further ecological survey to confirm the presence of bat roosts. Survey to be conducted between May and September. Survey findings shall be submitted to the Planning Authority in writing prior to the commencement of any site clearance works and any agreed measures shall be implemented thereafter.

7. The approved landscaping scheme shall be fully implemented within six months of the completion of the development. Please note that in the event of planting failing to establish, replacement planting may be required
8. No development shall take place on the site until the applicant has secured and implemented a programme of archaeological work (excavation, analysis & reporting, publication and engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
9. Prior to the commencement of construction works on the site:
  - (a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Council's Place Directorate 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 risks to an acceptable level in relation to the development
  - (b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

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

10. Prior to the occupation of any part of the consented development hereby approved, 'Keep Clear' road markings on the circulatory carriageway, opposite the arm of the exit for the M90 southbound off-slip of the M90 / A904 Queensferry Junction, shall be implemented, after consultation with Transport Scotland.
11. There shall be no drainage connections to the trunk road drainage system.
12. Prior to occupation of any part of the development hereby approved, any footpath link approved by the Planning Authority, in conjunction with Transport Scotland, must be constructed and completed.

**Reasons:-**

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to enable the planning authority to consider this/these matter/s in detail.
4. In order to enable the planning authority to consider this/these matter/s in detail.
5. In order to enable the planning authority to consider this/these matter/s in detail.

6. In order to safeguard the interests of nature conservation.
7. In order to ensure that the approved landscaping works are properly established on site.
8. In order to safeguard the interests of archaeological heritage.
9. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
10. To ensure that the safety and free flow of traffic on the trunk road is not diminished.
11. To ensure that the efficiency of the existing trunk road drainage network is not affected.
  
12. To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road

## **Informatives**

It should be noted that:

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

These matters are:

### *Affordable Housing*

25% on site provision secured through suitable legal agreement (44 homes). 35 (80%) of the homes will be delivered by a Registered Social Landlord (RSL) either as social rent or mid-market rent, and nine (20%) of the affordable homes will be delivered as Golden Share. Further consideration to be given to mix of units and amount of social housing.

### *Transport*

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

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

The applicant will be required to contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit on Bo'ness Road, Society Road (20mph on Society Road to be extended west to under the M90 bridge) and within the development, and subsequently install all necessary signs and markings at no cost to the Council.

The applicant will be required to contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area, as per Council Transport Policy.

The applicant will be required to provide 91 Electric Vehicle (EV) charging bays across the development, these including 16 EV spaces for the 87 flats.

The applicant will be required to design and install a toucan crossing and un-signalised crossing on Builyeon Road and a further un-signalised crossing on Society Road with associated changes to footways and roads layout.

The applicant will be required to provide new/upgraded bus shelters/stops fronting the site (both north and south bound) to provide for inclusive use,

### *Education*

Queensferry Education Contribution Zone - Sub-Area Q-1

Total infrastructure contribution for education required has been calculated as £1,896,229. The total land contribution required is £231,826.

### *Healthcare*

An expansion to medical practice to mitigate the impact of development in Queensferry is identified within the Supplementary Guidance. The applicant will be required to make a contribution level of £210 per dwelling which equates to £36,960 for this application.

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.

2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Prior to the completion of development, the developer shall arrange an on-site meeting between the Council, Scottish Water to discuss and agree handover

procedure for adoption and maintenance responsibility of SUDS infrastructure. The developer must submit a maintenance schedule for the approval of the Planning Authority. The applicant should note that the Council will not accept maintenance responsibility for underground water storage/attenuation.

5. The applicant must fully consider the heat and energy demands for the site. Ground/Air sourced heat pumps with PV/Solar Panels linked to energy storage
6. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be subject of applications for Road Construction Consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent.

The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details.

7. Any parking space 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 any individual properties, nor can they be subject of sale or rent. The spaces will only form part of the road and as such will be available to all road users. Private enforcement is illegal and only the roads authority has a legal right to control on-street spaces, whether the road is adopted or not. The developer is expected to make this clear to prospective residents as part of sale or property.
8. All disabled parking spaces should comply with the Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on a local authority to promote use of parking places for disabled person' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved.
9. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including the provision of a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetable for local public transport.
10. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.

11. The following noise protection measures to the proposed residential development, as defined in the Charlie Fleming Associates, ' Report on Road Traffic Sound' report, dated 20 October 2020:

Glazing units with a minimum insulation value of 4/10/4mm double glazing shall be installed for the external windows with trickle vents providing 30dB D n,e,w reduction for all habitable rooms.

A 1.8m close boarded acoustic barrier with a minimum thickness of 25mm shall be located to protect Western end of the gardens for plots 37 to 69, 35, 34, 33, 31, 28, 27, 152, 161 and the flats 162 to 176.

12. 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/>).

## **Financial impact**

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### **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**

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

## **Equalities impact**

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

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

## **Sustainability impact**

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### **7.1 The sustainability impact has been assessed as follows:**

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

## **Consultation and engagement**

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



Pre-application discussions took place on this application.

In addition, initial proposals were presented to the Edinburgh Urban Design Panel on 30 October 2019.

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

The proposal received 18 comments which included 17 objections and one neutral comment.

Queensferry and District Community Council (QDCC) were consulted in relation to this application and have expressed their support for the proposals to deliver a mix of homes.

### **Background reading/external references**

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

## **Statutory Development**

### **Plan Provision**

The primary extents of the site are allocated as Housing Proposal HSG1 in the adopted Edinburgh Local Plan 2016. The south western corner of the site is identified as Urban Area.

### **Date registered**

23 November 2020

### **Drawing numbers/Scheme**

01, 02E, 04B, 05B, 07A, 08B, 09A, 10-33, 35-36,, 37A, 38-42, 43A, 44A, 45.,

Scheme 2

## **David Givan**

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Francis Newton, Senior Planning Officer

E-mail: francis.newton@edinburgh.gov.uk

## **Links - Policies**

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### **Relevant Policies:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

### **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.

Draft Developer Contributions and Infrastructure Delivery SG sets out the approach to infrastructure provision and improvements associated with development.

# Appendix 1

## **Application for Planning Permission 20/05023/FUL At Land Bounded By M90, Springfield Lea, Place And Terrace And Bo'Ness Road, Echline, South Queensferry Residential development and associated works including formation of vehicular and pedestrian access, suds, infrastructure provision and hard and soft landscaping.**

### **Consultations**

---

#### **Edinburgh Airport comment**

*The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objection to this proposal, however have made the following observation:*

#### *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 and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.*

#### **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 (February 2020).*

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

#### *Assessment and Contribution Requirements*

*Assessment based on:*

*54 Flats (33 one bedroom flats excluded)*

*89 Houses*

*This site falls within Sub-Area Q-1 of the 'Queensferry 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 and land contribution is provided by the developer, as set out below, Communities and Families does not object to the application.*

*Total infrastructure contribution required:*

*£1,896,229*

*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.*

*Total land contribution required:*

*£231,826*

*Note - no indexation to be applied to land contribution.*

*Per unit infrastructure contribution requirement:*

*Per Flat - £3,878*

*Per House - £18,953*

*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.*

*Per unit land contribution requirement:*

*Per Flat - £532*

*Per House - £2,282*

*Note - no indexation to be applied to land contribution.*

### **Queensferry and District Community Council comment**

*When this development site came back to the market for housing development then Cala Homes made contact with QDCC. After carefully considering our comments lodged with LDP1 and preparing a draft plan, sought our views about the said plan that had been prepared. This plan went out for public consultation and QDCC were given the opportunity to be involved in the public consultation and councillors were present to hear the views first hand from those attending. Cala then worked closely with QDCC revising the plan where possible around the comments received. The plan lodged with CEC Planning is the outcome from this process.*

*The following points relate to appendix B (Access Strategy) of the Transport Assessment, covering changes to Bo'ness Road between Echline Corner and its eastern junction with Echline Avenue:*

- 1. QDCC supports the plan to narrow Bo'ness Road's carriageway to 6.5 metres, install a toucan crossing, gateway and vehicle activated speed sign for traffic calming purposes. These features help address some public concerns associated with traffic generated by development in the area.*
- 2. QDCC supports the plan for a shared use path extension on the north side but highlight that the shared path terminates at the toucan crossing. From this point eastwards to the primary school cyclists must use the carriageway where segregation from vehicles is using a painted line.*
- 3. QDCC seeks that the new pavement has sufficient width to support an enclosed bus shelter, compliant to the Equality Act 2010. As this will remain an exposed location, constructing an open shelter here and claiming it as an 'improvement' simply on accessibility grounds would be a bitter disappointment. From experience we know this can happen due to space constraints later discovered. We ask that a deliverable design for an enclosed shelter at this location is identified prior to approving the path width*

*QDCC is broadly content with what is being proposed by Cala Homes and is confident that working together this development will deliver a mix of homes both private and affordable that complements this landmark site.*

### **Affordable Housing comment**

#### *1. Introduction*

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

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

- o Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.*
- o 25% of the total number of units proposed should be affordable housing.*
- o The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:*

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

## *2. Affordable Housing Provision*

*The Housing Management and Development service is not able to support the current proposal for the provision of affordable housing for the reasons set out below. We would welcome the opportunity to work with the applicant to so that an appropriate scheme can be progressed.*

*This application is for a development of 176 homes. There is an AHP requirement for the development to include provision for affordable housing amounting to 25% of the total number of units proposed (44 units).*

*The applicant has submitted an 'Affordable Housing Statement' which confirms that 44 affordable homes will be provided on-site.*

*The applicant has confirmed the intention that 35 (80%) of the homes will be delivered by a Registered Social Landlord (RSL) either as social rent or mid-market rent, and nine (20%) of the affordable homes will be delivered as 'Golden Share' (unsubsidised low-cost home ownership with a purchase price set at 80% of market value in perpetuity).*

*Although some aspects of the proposed affordable housing provision are acceptable, overall the Housing Management and Development service is not supportive of the current proposal as the proposed mix of affordable home types and sizes is not appropriate. This is explained below.*

### *Housing Mix*

*There is a need and demand for all sizes and types of affordable housing. The Council's planning guidance on 'Affordable Housing' states that 'the proportion of housing suitable for families with children included within the affordable element should match the proportion of such housing on the wider site and a representative mix of house types and sizes should be provided'.*



*With regards to house types, 14 (32%) of the affordable homes are houses with gardens, compared with 75 (57%) of the market homes.*

*There will be a mix of one, two and three-bedroom affordable homes. However, only 14 (32%) have three-bedroom homes in comparison to 75 (57%) of the market homes.*

*It is particularly disappointing that only five of the 14 three-bedroom affordable houses are proposed to be delivered by a RSL, with nine to be delivered as Golden Share.*

*The Affordable Housing Statement suggests that the proposed mix is acceptable as it would not be practical to provide an entirely representative mix of affordable house types and sizes. However, it is not clear that a RSL could not deliver more affordable homes suitable for larger families if they were given the opportunity to do so.*

*The proposed mix of affordable housing types and sizes scheme does not therefore comply with the Council's planning guidance on 'Affordable Housing'. Housing Management and Development would welcome the opportunity to work with the applicant to enable more three-bedroom homes to be delivered by a RSL.*

### *Types of Tenure*

*The Council's expectation is that a minimum of 70% (30) of the affordable homes should be available for social rent. Social rent is the Council's highest priority tenure. Although the applicant has identified a RSL to deliver 35 of the homes, the number of units expected to be delivered as social rent has not been confirmed.*

*It is important that the expected affordable tenure type is agreed at an early stage so that the design of the scheme is aligned. The applicant should confirm that 70% of the affordable homes are expected to be delivered as social rent and identify these on a plan. If the applicant expects to deliver fewer affordable homes as social rent then this should be explained and justified within the Affordable Housing Statement.*

### *3. Summary*

*The Housing Management and Development service is not able to support the current proposal for the provision of affordable housing.*

*The applicant should increase the number of larger family homes to be delivered by a RSL and clarify the number of homes expected to be delivered for social rent.*

## **Affordable Housing comment updated**

### *1. Introduction*

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

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

- o *Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.*
- o *25% of the total number of units proposed should be affordable housing.*
- o *The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:*

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

## *2. Affordable Housing Provision*

*This application is for a development of 176 homes. There is an AHP requirement for the development to include provision for affordable housing amounting to 25% of the total number of units proposed (44 units).*

*This consultation response relates to the amended scheme which has been submitted. The applicant has submitted a revised 'Affordable Housing Statement' which confirms that 44 affordable homes will still be provided on-site. The mix of one, two and three-bedroom affordable homes remains unchanged. 14 will be houses and 30 will be flats.*

*Housing Management and Development could not support the original scheme on the basis that it did not comply with the Council's planning guidance on 'Affordable Housing' as a representative mix of house types and sizes would not be delivered. It was also unclear how many of the affordable homes would be delivered for social rent, the highest priority tenure.*

*In response to these concerns, the applicant has worked with Housing Management and Development and an RSL to make the following improvements to the affordable housing provision:*

- *The number of three-bedroom affordable houses that will be delivered by an RSL has increased from five to nine. There has been a corresponding reduction in the number of affordable homes to be delivered as 'Golden Share' from nine to five. The proportion of affordable homes expected to be delivered by an RSL has therefore increased from 35 units (80%) to 39 units (89%). This means that a high proportion of the affordable homes will be delivered as either social or mid-market rent, the two highest priority tenures;*
- *The range of affordable housing now includes a larger house type, with four larger three-bedroom houses to be delivered by an RSL;*
- *All affordable homes now meet the minimum internal space standards set out in the Edinburgh Design Guidance.*

*Despite these improvements, the amended scheme still does not fully comply with all aspects of the Council's guidance on 'Affordable Housing'. A representative mix of affordable housing sizes and types will still not be provided.*

*However, the RSL is supportive of the revised mix and has identified a large demand for the full range of properties. The RSL has welcomed the opportunity to deliver four additional houses, bringing the total number of three-bedroom houses to be delivered as either social or mid-market rent to nine. The proportion of three bedroomed family affordable houses that will be delivered by an RSL compares favourably with other developments of a similar nature.*

*On balance, the provision of affordable housing proposed in the amended scheme is acceptable to Housing Management and Development.*

*It should be noted that the applicant has not confirmed that at least 70% of the affordable homes will be delivered for social rent. This expectation is set out in the Council's affordable housing guidance and reflects housing need and demand. Housing Management and Development has raised this issue with the applicant, but the response has been that the exact mix of social and mid-market rented homes will be determined at a later stage. Although the exact tenure mix can be agreed prior to commencement of development under the terms of the standard legal agreement, it is disappointing that the applicant has chosen not to provide more information at this time. To avoid any unnecessary delays in delivery, the applicant should identify the proposed mix of tenures at the earliest opportunity. If 70% social rent is not to be achieved, then clear justification will have to be provided.*

### **3. Summary**

*The applicant is proposing to deliver 44 (25%) on-site affordable homes as required by LDP Policy Hou 6, to be secured through a S75 legal agreement.*

*The applicant has made significant improvements to the affordable housing provision. 39 will be delivered as either social or mid-market rent by an RSL. Five will be delivered as Golden Share.*

*The amended scheme still does not comply with all aspects of the Council's guidance on 'Affordable Housing' as a representative mix of affordable housing sizes will not be provided. The applicant has also not confirmed that at least 70% of the affordable homes are to be delivered for social rent. This matter will require further consideration prior to works commencing on site.*

*However, a high proportion (89%) of the affordable homes will be delivered by an RSL as either social or mid-market rent, the two highest priority tenures. The proposal will deliver a good range of different affordable housing sizes and types. The RSL is supportive of the proposed mix.*

*On balance, the provision of affordable housing proposed in the amended scheme is acceptable to Housing Management and Development.*

### **Archeology comment**

*The application site occupies the edge of high ground overlooking the Firth of Forth. Archaeological evidence has shown that similar locations in and around have been the focus for prehistoric occupation and burial dating from the 9th Millennium BC onwards.*

*Excavations in advance of the construction of the new Forth Crossing adjacent to this site (see Robertson et al PSAS Vol 143 (2013) p1-64) unearthed on of only a handful of early Mesolithic house sites dating to the 9th Millennium BC excavated in Scotland along with evidence for later Neolithic and Bronze age structures and occupation. More recently AOC in 2020, AOC Archaeology excavated two long cists (undated but thought to be latter prehistoric/early Christian) to the south of Echline Farm, adding to the evidence of isolated cist burials located across Echline. Possible Roman occupation in the form of a fortlet associated with the outer defences of the Antonine Wall has also be suggested for the nearby Inchgarvie House, based upon antiquaries 19th century discoveries of Roman artifacts.*

*As such the site has been identified as occurring within an area being of archaeological and historic significance. Accordingly, this application must be considered under terms of Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), PAN 02/2011, HES's Historic Environment Policy for Scotland (HEPS) 2019 and CEC's 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.*

#### *Buried Archaeology*

*Although evaluation of the site by Headland in 2011 as part of the Forth Crossing development appears to have found no major sites, the archaeological evidence from adjacent sites has demonstrated that significant often small sites and features including burials do occur frequently across this area. Accordingly, the site is still regarded as being of archaeological significance, primarily in terms of containing such isolated evidence and remains of prehistoric occupation and burials (often of national importance) potentially dating back to the 9th Millennium BC.*

*Given the scale of groundbreaking works associated with this development it is considered essential that a programme of archaeological work is undertaken prior to /during development, in order to fully excavate, analyse and record any archaeological remains that may be affected. This will require the undertaking of a phased programme of archaeological investigation, the first phase of which will be the undertaking of a metal detecting survey, followed by a programme of strip, map and excavation.*

#### *Public engagement*

*The archaeological investigations have the potential for unearthing important archaeological remains potentially dating back to the early Mesolithic period of the 9th Millennium BC. Accordingly, it is essential that the archaeological mitigation strategy contain provision for public/community engagement (e.g. site open days, viewing points, temporary interpretation boards), the scope of which will be agreed with CECAS.*

*It is essential therefore that a condition be applied to any consent granted to secure this programme of archaeological works based upon the following CEC condition;*

*'No development shall take place on the site until the applicant has secured and implemented a programme of archaeological work (excavation, analysis & reporting, publication and public engagement) in accordance with a written scheme of*

*investigation 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 submitted to 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.*

## **Transport Scotland comment**

### *1. Cycleway*

*Transport Scotland Area Managers etc. are currently unable to conduct site visits due to the COV-19 restrictions. However, we are fairly confident that the cycle path is now open and has been for a while. We are seeking confirmation from the Forth Bridge Operating Company and if there is any change to that I'll advise.*

*The track will remain Transport Scotland's responsibility and there have been no discussions about transferring it to CEC.*

### *2. Embankment*

*The grass banks alongside the cycle path have been sown with a wildflower mix which has a low maintenance regime, requiring cutting once every two years. No further landscaping is intended for this area.*

## **Transport Scotland comment updated**

*The Director advises that the conditions be attached to any permission the council may give.*

*CONDITIONS to be attached to any permission the council may give:-*

- 1. Prior to the occupation of any part of the consented development hereby permitted, 'Keep Clear' road markings on the circulatory carriageway, opposite the arm of the exit for the M90 southbound off-slip of the M90 / A904 Queensferry Junction, shall be provided to the satisfaction of the Planning Authority, after consultation with Transport Scotland.*
- 2. There shall be no drainage connections to the trunk road drainage system.*
- 3. Prior to occupation of any part of the development hereby permitted, any footpath link approved by the Planning Authority, in conjunction with Transport Scotland, must be constructed and completed to the satisfaction of the Planning Authority, in consultation with Transport Scotland.*

*REASON(S) for Conditions (numbered as above):-*

- 1. To ensure that the safety and free flow of traffic on the trunk road is not diminished.*

2. To ensure that the efficiency of the existing trunk road drainage network is not affected.
3. To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road.

### **Environmental Assessment comment**

*The proposed development site is located beyond South Queensferry and west of the site is the M90, close to the connection with the Queensferry Crossing. There are existing residential properties running along the east and south boundaries. As part of the recently completed Forth Replacement Crossing southern road network this site has now become accessible and viable for residential use as had been identified in the Local Development Plan albeit this is a slightly higher density proposal.*

*The applicant proposes developing 176 residential units with 313 car parking spaces many of which will be driveways. This does seem to be an excessive provision. It is noted that the proposed level of development is beyond the level set out in the Local Development Plan and associated Transport Appraisal.*

*Environmental Protection had raised concerns regarding this development including the impacts the development may have on local air quality and noise impacts from adjacent roads on the proposed sensitive receptors.*

#### **Local Air Quality**

*The proposed level of car parking is excessive, and we would encourage the applicant to reduce this. The applicant had been asked to provide details on where the electric vehicle charging points will be located. The applicant must provide 52 charging points as per the Edinburgh Design Standards. These will need to be 7Kw type two sockets (32amp) chargers as a minimum. However Environmental Protection would advise that the applicant installs an external 3 pin-plugs (13AMP) socket on all units that have a driveway. The applicant should also provide an option for tenants to upgrade this to a 7KW type two socket (32AMP). Environmental Protection shall recommend a condition is attached regarding this.*

*It is noted that in the sustainability report that the applicant will be installing Photo Voltaic Panels which is welcomed. The applicant will now need to fully consider the site has all its energy and heat demand met by onsite renewables. This may need to include the use of ground/air source heat pumps and solar panels linked to energy storage. The applicant will be aware of the Climate Emergency and Zero Carbon targets of Edinburgh. The only way that these targets can be met is with sustainable development which will also reduce the impacts on local air quality.*

#### **Contaminated Land**

*The applicant had submitted a Ground Investigation Report with the application this will be assessed by Environmental Protection throughout the development phase we recommend that a condition is attached to ensure that contaminated land is fully addressed.*

## Noise

*Environmental Protection raised concerns regarding the possible impact noise may have on the amenity of the newly proposed residential properties. The applicant has submitted a supporting noise impact assessment. The development site is exposed to high levels of traffic noise, the noise impact assessment has highlighted that noise can be mitigated by the inclusion of an earth bund and/or acoustic barrier that will break the line of site between the proposed residential properties and the road. Environmental Protection is satisfied that noise can be mitigated subject to acoustic fencing conditioned.*

*The main source of the noise impacting the site is traffic from the M90, the most effective method of mitigation is to place an acoustic barrier and bund close to the road. An acoustic bund and close boarded 2m timber fence are erected between the road and the development site already. This bund was estimated to be some 8m high and the fence 2m high. The bund and fence will act as an acoustical barrier to the sound reducing it on the development site. At the northern end of the development site the bund is not as tall as it is elsewhere and so the protection where the flats are proposed will be less.*

*The applicant has correctly identified the noise criteria that we require to be met for garden/outdoor amenity areas 55dB(A). When the houses are built, the sound of the traffic will be reflected off their western elevations back towards the M90. The reflected sound waves will interfere with the ones travelling directly from the road to increase the sound. This means that in the gardens of houses on the western boundary, the sound will be greater than the 55dB(A) limit. The sound can be reduced by making the fences at the bottom, western end, of the gardens from 25mm thick timber with overlapping boards. They must be a minimum of 1.8m high and be built at the western end of the gardens of all houses along the western site boundary.*

*Therefore, on balance Environmental Protection offers no objection subject to the following conditions;*

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

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

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

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

2. The following noise protection measures to the proposed residential development, as defined in the Charlie Fleming Associates, ' Report on Road Traffic Sound' report, dated 20 October 2020:

- Glazing units with a minimum insulation value of 4/10/4mm double glazing shall be installed for the external windows with trickle vents providing 30dB D n,e,w reduction for all habitable rooms.

- A 1.8m close boarded acoustic barrier with a minimum thickness of 25mm shall be located to protect Western end of the gardens for plots 37 to 69, 35, 34, 33, 31, 28, 27, 152, 161 and the flats 162 to 176.

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

3. Prior to occupation 52 electric vehicle charging points, capable of 7 Kw type 2 plugs (32AMP) shall be installed and operational.

4. Prior to the use being taken up, an external 3KW 3 pin-plug electric vehicle charging point, shall be installed in the private driveways with an option upgrade it to (32AMP) for all residential properties with driveways.

#### *Informative*

1. The applicant must fully consider the heat and energy demands for the site. Ground/Air sourced heat pumps with PV/Solar Panels linked to energy storage.

#### **Flood Prevention comment**

*Is this application considered a major application? If so, we would also require an independent consultant to check the FRA and SWMP. They should then provide a signed copy of the self-certification declaration certificate B1.*

*I have the following comments relating to the SWMP report.*

1. The drainage calculations use a 30% uplift to account for climate change. Could the applicant please confirm whether the drainage proposals can also accommodate the 1:200-year storm event including a 40% climate change uplift, as required by our current guidance.

2. Please confirm who will adopt and maintain the drainage infrastructure, including SUDS basin.

#### **Flood Prevention comment**

*Is the applicant able to provide written confirmation that Scottish Water agree to maintain the SUDS basin? The independent check certificate B1 covers the Flood Risk Assessment. Has an independent consultant also checked the surface water management proposals? A signed certificate B1 would also be required for the SWMP.*



## **Flood Prevention comment**

*The additional information satisfies our previous comments. This application can proceed to determination, with no further comments from Flood Prevention.*

## **Roads Authority Issues**

*The application should be continued.*

*Reasons:*

- I. The vehicular access arrangement on the north part of the site should be designed to ensure that refuse vehicle can service the site without reverse gear. The current design is contrary to the principles of Designing Street Guidance and LDP policy Des 7;*
- II. Controlled/pelican crossing will be required on Society Road and should be designed as part of the application to enable cyclist and pedestrian access NCN 76 on the north side of Society Road;*
- III. All the 17 houses with double driveways breaches the Council Parking standards which allows a maximum of 1 car parking spaces per dwelling; this will be highlighted in the transport response even if there is no objection from transport.*
- IV. A minimum of 15 EV parking spaces are required for the 87 flats (13-24, 47-58, 59-69, 70-80, 81-91, 137-151, 162-176) 11 EV spaces proposed;*
- V. A minimum of 7 disabled bays are required for the 87 flats as in item V above (1 disabled parking space proposed);*
- VI. Footway connection required (see marked area on the plan);*
- VII. Cycle stores have been provided for the apartment buildings; 13-24, 47-58, 59-69, 70-80, 81-91, 137-151, 162-176. However, to comply with LDP policy Tra 4 and EDG, the applicant should demonstrate by design;*
  - i. the minimum cycle parking spaces requirement can be achieved for each of the flatted accommodations;*
  - ii. Secure and vandal proof - good designs can encourage cyclists to use parking stands, and the opposite can be the case;*
  - iii. Located in a well-lit area - essential for personal security when parking at night;*
  - iv. Easy to use - there should be adequate space in the parking area to facilitate easy manoeuvring without catching other bicycles as well as adequate provision of locking points in order to accommodate different types of bicycle;*
  - v. Accessible - prominently located near entrances so as to encourage the maximum number of users; and Cycle Parking Cycling by Design 2010 (Revision 2, July 2020) 112 Cycling by Design 2010 (Revision 2, July 2020) o*
  - vi. Durable - a robust design will minimise the whole life cost of cycle parking provision*

VIII. *It is recommended that the proposed 4 car club bays be positioned in 2 locations of 2 spaces in a highly visible location to promote its use;*

IX. *Clarification will be required on modelling of the Queensferry Gyratory;*

X. *The applicant should provide designer's response reflecting on the layout/design to the following safety issues identified in the Road Safety Audit 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.2.1, 3.3.1, some of 3.4.1. The stage 1 road safety issues can not be deferred to RCC stage where further stage 2 safety audit will be required. The applicant is required to update the design to eliminate the safety issues identified;*

XI. *Quality Audit is required at this stage;*

XII. *Clarification required on note A (location of yellow box/transport Scotland have agreed to this) and note B (location of sign)*

*Should you be minded to grant the application the following should as conditions or informatives as appropriate;*

1. *The applicant will be required to:*

a. *Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;*

b. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*

c. *Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit on Bo'ness Road, Society Road ( 20mph on Society Road to be extended west to under the M90 bridge) and within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*

d. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area;*

2. *Contribution will be sought to extend the cycle route on the north side of Bo'ness Road to Echline Primary and to Boness Road/A904 Builyeon Road junction;*

3. *The two bus shelters/stops fronting the site (both north and south bound) is required to be upgraded to larger bus shelters which provides for inclusive use (hardstanding design should cater for disabled and wheelchair users);*

4. *The applicant will be required to design and install toucan crossing on Bo'ness Road to the north side of the site access to the satisfaction and at no cost to the Council;*

5. *The applicant will be required to design and install toucan crossing on Society Road to provide safe crossing from the proposed footway to the footway on north side of Society Road to the satisfaction and at no cost to the Council;*

6. *The applicant will be required to design and install footway on the south side of Society Road from Clufflat junction to the existing access west of the proposed footway link on Society Road to the satisfaction and at no cost to the Council;*
7. *The applicant will be required to provide uncontrolled crossing (crossing with refuge island) as close as possible to the bus stops on Bo'ness Road to the satisfaction and at no cost to the Council;*
8. *The applicant will be required to narrow sections of Bo'ness Road to promote safety;*
9. *Contribution will be sought to provide footway linkage from Clufflat to the proposed footway from the site to Society Road;*
10. *All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
11. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
12. *A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
13. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
14. *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;*
15. *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;*
16. *Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway*

and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;

17. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.

18. The works affecting an adopted road must be carried out under permit and in accordance with the specifications. See Road Occupation Permits <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/1>

19. 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;

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

Note:

a. A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The development is predicted to generate a total two-way peak hour vehicle trips of 101 and 119 respectively during the morning and evening peak hours. Network weekday peak hours was identified as 07:30 - 08:30; and 17:00 - 18:00 based on traffic data collected on 18th February 2020. Two junctions (Builyeon Road / Bo'ness Road signalised junction; and Queensferry Gyratory) were further assessed because threshold analysis shows that they are expected to experience an increase in traffic of more than 5% as a result of the development. M90(T) Off-Slip (Northbound); and M90(T) On-Slip (Southbound) slip road were further assessed based on 5% threshold analysis.

Traffic modelling based on using traffic data for 2022 base, committed development and the development traffic shows that the site access junction, Builyeon Road/Bo'ness Road signalised Junction and Queensferry Gyratory will all operate within capacity' Proposed site access junction is predicted to have maximum RFC of 0.18 on the site access approach which is well within acceptable RFC of 0.85 and with a mean maximum queue 0.2.

Queensferry Gyratory / Builyeon Road signalised junction which are linked in operation has practical reserve capacity of 1.4% and 16.7% for the morning and evening peak hours respectively. Queueing is predicted on the Queensferry gyratory which could be mitigated by introducing a yellow box where the southbound off slip enters the gyratory. The submitted document is generally in line with the published guidelines on transport assessments.

- b. *Vehicle activated speed sign to be provided on northbound approach to the site junction;*
- c. *A total of 193 car parking spaces have been proposed which exceeds the maximum allowed for the proposed development by 17 spaces;*
- d. *Site access and internal road have been designed to slow down vehicular traffic;*
- e. *Segregated walking and cycling route through the site to connect to NCN 76 and 3m wide footway connection linking the site to existing development in the east and cycle route to the west;*
- f. *Bus services on Bo'ness Road (43/X43 - 20mins service frequency, 63 - 40 mins service frequency)*
- g. *The applicant to provide 4m wide shared route on the north side of Bo'ness Road fronting the proposed development;*

### **Roads Authority Issues updated**

*The application should be continued.*

*Reasons:*

*I. A minimum of 60(2spaces x 30 1&2 bed flat) secure cycle parking spaces required for affordable apartments 137-151 and 162-176. The proposed 32 spaces fall short by 28 cycle spaces. A a minimum of 114(2paces x 30 1&2 bed flat) secure cycle parking spaces required for the 57private flats (plots 13-24, 47-58, 59-69, 70-80, 81-91)*

*II. Justification for dropped kerb crossing on Society Road as opposed to controlled crossing required; In the absence of traffic volume and accident data on Society Road; level of pedestrian flow on proposed footway and proximity to 30mph on the west of Society Road, proposal for dropped kerb is not justified. However, compromise could be reached if the applicant could provide further information outlined above to justify dropped kerb as oppose to toucan crossing (item 5 below);*

*Should you be minded to grant the application the following should as conditions or informatives as appropriate;*

- 1. *The applicant will be required to:*
  - a. *Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;*
  - b. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
  - c. *Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit on Bo'ness Road, Society Road ( 20mph on Society Road to be extended west to under the M90 bridge) and within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*
  - d. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area;*

2. *The two bus shelters/stops fronting the site (both north and south bound) is required to be upgraded to larger bus shelters which provides for inclusive use (hardstanding design should cater for disabled and wheelchair users);*
3. *The applicant will be required to design and install toucan crossing on Bo'ness Road to the north of the site access to the satisfaction and at no cost to the Council;*
4. *The applicant will be required to design and dropped kerb crossing on Society Road from the proposed footway to the footway on north side of Society Road to the satisfaction and at no cost to the Council;*
5. *The applicant will be required to design and install footway on south side of Society Road from Clufflat junction to the existing access west of the proposed footway link on Society Road to the satisfaction and at no cost to the Council;*
6. *The applicant will be required to provide uncontrolled crossing (crossing with refuge island) as close as possible to the bus stops on Bo'ness Road to the satisfaction and at no cost to the Council;*
7. *The applicant will be required to narrow sections of Bo'ness Road to promote safety;*
8. *All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
9. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
10. *A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
11. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
12. *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;*
13. *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;*

*14. Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;*

*15. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.*

*16. The works affecting an adopted road must be carried out under permit and in accordance with the specifications. See Road Occupation Permits <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/1>*

*17. 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;*

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

*Note:*

*a. A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The development is predicted to generate a total two-way peak hour vehicle trips of 101 and 119 respectively during the morning and evening peak hours. Network weekday peak hours was identified as 07:30 - 08:30; and 17:00 - 18:00 based on traffic data collected on 18th February 2020. Two junctions (Builyeon Road / Bo'ness Road signalised junction; and Queensferry Gyratory) were further assessed because threshold analysis shows that they are expected to experience an increase in traffic of more than 5% as a result of the development.*

*M90(T) Off-Slip (Northbound); and M90(T) On-Slip (Southbound) slip road were further assessed based on 5% threshold analysis.*

*Traffic modelling based on using traffic data for 2022 base, committed development and the development traffic shows that the site access junction, Builyeon Road/Bo'ness Road signalised Junction and Queensferry Gyratory will all operate within capacity'*

*Proposed site access junction is predicted to have maximum RFC of 0.18 on the site access approach which is well within acceptable RFC of 0.85 and with a mean maximum queue 0.2.*

*Queensferry Gyratory / Builyeon Road signalised junction which are linked in operation has practical reserve capacity of 1.4% and 16.7% for the morning and evening peak hours respectively. Queueing is predicted on the Queensferry gyratory which could be mitigated by introducing a yellow box where the southbound off slip enters the gyratory. The submitted document is generally in line with the published guidelines on transport assessments.*

*b. Vehicle activated speed sign to be provided on Bo'ness Road northbound approach to the site junction;*

*c. A total of 193 car parking spaces have been proposed which exceeds the maximum allowed for the proposed development by 17 spaces (17 houses with double garages) contrary to LDP policy Tra 2. The proposed is considered acceptable given the site location to the city centre and public transport accessibility. The proposed 7 disabled bays and 16 EV charging spaces for the 87 flats complies with the Council's parking standards. A total of 91 EV charging bays proposed for the site.*

*d. Cycle parking to be provided within the curtilage for all the houses. Cycle parking spaces for the apartments to be provided as follows; 16 spaces for each of 137-151 and 162-176; 12 spaces for each of plots 13-24, 47-58, 59-69, 70-80, 81-91.*

*e. Site access and internal road have been designed to slow down vehicular traffic;*

*f. Segregated walking and cycling route along the site access and footway connection to NCN 76; and 3m wide footway connection linking the site to existing development in the east and cycle route to the west;*

*g. Bus services on Bo'ness Road (43/X43 - 20mins service frequency, 63 - 40 mins service frequency)*

*h. The applicant to provide 4m wide shared route on the north side of Bo'ness Road fronting the proposed development;*

*i. Road safety Audit recommendations for problems identified in the report for items 3.1.1 to 3.1.5; 3.2.1; 3.3.1 to 3.3.3 and 3.4.1 have been accepted by the designer and incorporated in the design (3.1.4 not exactly as per recommendation)*

*j. The applicant has demonstrated that refuse collection for the site could be achieved.*

## **Roads Authority Issues updated**

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

*1. The applicant will be required to:*



- a. *Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;*
  - b. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
  - c. *Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit on Bo'ness Road, Society Road ( 20mph on Society Road to be extended west to under the M90 bridge) and within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*
  - d. *In support of the Council's LTS Cars1 policy, the applicant should consider the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of 4 car club vehicles in the area;*
2. *The applicant will be required to provide a minimum of 60 secure cycle parking spaces for the affordable apartments and 114 cycle spaces required for the 57private flats (see not k below);*
  3. *The two bus shelters/stops fronting the site (both north and south bound) are required to be upgraded to larger bus shelters which provides for inclusive use (hardstanding design should cater for disabled and wheelchair users);*
  4. *The applicant will be required to design and install toucan crossing on Bo'ness Road to the north of the site access to the satisfaction and at no cost to the Council;*
  5. *The applicant will be required to design and install dropped kerb crossing on Society Road from the proposed footway to the footway on north side of Society Road to the satisfaction and at no cost to the Council;*
  6. *The applicant will be required to design and install footway on south side of Society Road from Clufflat junction to the existing access west of the proposed footway link on Society Road to the satisfaction and at no cost to the Council;*
  7. *The applicant will be required to provide uncontrolled crossing (crossing with refuge island) as close as possible to the bus stops on Bo'ness Road to the satisfaction and at no cost to the Council;*
  8. *The applicant will be required to narrow sections of Bo'ness Road to promote safety;*
  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 and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*

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

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

12. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*

13. *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;*

14. *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;*

15. *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;*

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

*Note:*

a. *A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The development is predicted to generate a total two-way peak hour vehicle trips of 101 and 119 respectively during the morning and evening peak hours. Network weekday peak hours was identified as 07:30 - 08:30; and 17:00 - 18:00 based on traffic data collected on 18th February 2020. Two junctions (Builyeon Road / Bo'nness Road signalised junction; and Queensferry Gyratory) were further assessed because threshold analysis shows that they are expected to experience an increase in traffic of more than 5% as a result of the development.*

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*b. Vehicle activated speed sign to be provided on Bo'ness Road northbound approach to the site junction;*

*c. A total of 193 car parking spaces have been proposed which exceeds the maximum allowed for the proposed development by 17 spaces (17 houses with double garages) contrary to LDP policy Tra 2. The proposed is considered acceptable given the site location to the city centre and public transport accessibility. The proposed 7 disabled bays and 16 EV charging spaces for the 87 flats complies with the Council's parking standards. A total of 91 EV charging bays proposed for the site.*

*d. Cycle parking to be provided within the curtilage for all the houses. Cycle parking spaces for the apartments to be provided as follows; 16 spaces for each of 137-151 and 162-176; 12 spaces for each of plots 13-24, 47-58, 59-69, 70-80, 81-91.*

*e. Site access and internal road have been designed to slow down vehicular traffic;*

*f. Segregated walking and cycling route along the site access and footway connection to NCN 76; and 3m wide footway connection linking the site to existing development in the east and cycle route to the west;*

*g. Bus services on Bo'ness Road (43/X43 - 20mins service frequency, 63 - 40 mins service frequency)*

*h. The applicant to provide 4m wide shared route on the north side of Bo'ness Road fronting the proposed development;*

*i. Road safety Audit recommendations for problems identified in the report for items 3.1.1 to 3.1.5; 3.2.1; 3.3.1 to 3.3.3 and 3.4.1 have been accepted by the designer and incorporated in the design (3.1.4 not exactly as per recommendation)*

*j. The applicant has demonstrated that refuse collection for the site could be achieved;*

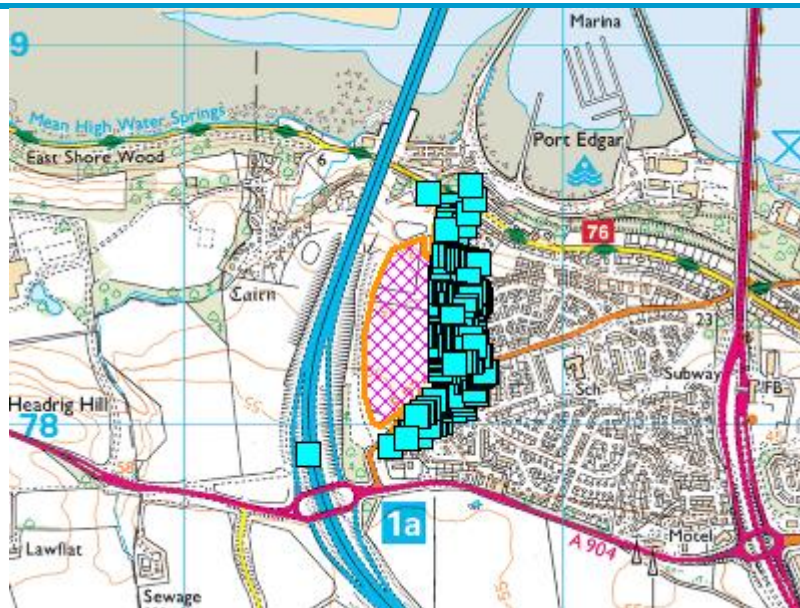
*k. A minimum of 60(2spaces x 30 1&2 bed flat) secure cycle parking spaces required for affordable apartments 137-151 and 162-176. The proposed 32 spaces fall short by 28 cycle spaces. A minimum of 114(2paces x 30 1&2 bed flat) secure cycle*

*parking spaces required for the 57 private flats (plots 13-24, 47-58, 59-69, 70-80, 81-91). The cycle parking provision for the private flat fall short by 54 spaces*

## **SEPA comment**

appears to be only surface water flooding which is a matter solely for the council flood team. The KAYA FRA states that the development site is +15m above the adjacent river. We have no comment on this application.

## **Location Plan**



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**END**