

Development Management Sub Committee

Wednesday 22 September 2021

Application for Approval of Matters Specified in Conds 21/02336/AMC

**at Site 100 Metres North East of 19, Turnhouse Road,
Edinburgh.**

**Erection of 213x dwellings and associated drainage,
infrastructure and landscaping (Approval of Matters
Specified in Conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b),
6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) & 10 for Plot 1
of consent 16/04738/PPP).**

Item number

Report number

Wards

B01 - Almond

Summary

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2), 6 and 10 and is consistent with the strategic masterplan and accompanying West Craigs Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The proposal for 213 new homes for the private market, of various types and sizes, in this growing part of the city is compliant with the ambitions of the LDP for housing led development at West Craigs. The proposed site layout will introduce a well-designed environment in this part of the wider masterplan site. New homes deliver a good quality living-environment internally with floor spaces that either match or exceed recommendations in the Edinburgh Design Guidance.

External amenity space in the form of private and communal areas are appropriate, and there is good access to large landscaped open spaces either within the plot or in the surrounding HSG 19 development area.

Access to and from the site is acceptable for vehicles, active travel and pedestrians and the proposed layout means future residents will enjoy good access to the surrounding area's evolving road and path network.

A clear design concept is demonstrated by the applicant and the proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LDES01, LDES02, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN09, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02,
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Report

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at Site 100 Metres North East of 19, Turnhouse Road, Edinburgh.

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Recommendations

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

Background

2.1 Site description

The application site ('the site') is situated in the west of the city and forms part of a larger development site allocated as HSG 19 in the Edinburgh Local Development Plan.

The site is situated between Turnhouse Road which is to its south and Craigs Road which lies to the north with the most recent use as agricultural land. Neighbouring development plots are located immediately to the south, east and west of the site and Craigs Road is located a short distance to the north. A radio mast is also located to the north-east of the site and an underground sewer bisects the site on a north-south axis. The existing topography slopes gently from north to south with a high point of approximately 60 metres above ordnance datum (AOD) to the north and a low point of approximately 52 metres AOD to the south. There are no other notable built or natural features within the application site boundary.

Features in the wider area include Edinburgh Airport to the south, which lies beyond the Turnhouse and the Edinburgh to Fife railway line. Further existing development in the form of West Craigs industrial estate and housing is located further along Turnhouse Road to the east beyond which lies Maybury Road and East Craigs.

2.2 Site History

The site history below relates to the application site entirely or in part:

14 October 2014 - Proposal of Application Notice (PAN) submitted for residential development and ancillary retail (Class 1), Class 2 (300sqm in total) including landscape, access and services and all related ancillary development at site 100 Metres North East Of 19 Turnhouse Road (application reference: 14/04156/PAN);

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

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

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of conditions 1, 2, 3, 4 and 5 for a masterplan for the site was approved (application reference: 19/05599/AMC);

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 for landscape and enabling infrastructure was approved (application reference: 19/05514/AMC); and

28 July 2020 - Application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of condition 9 relating to archaeological matters was approved (application reference: 20/00649/AMC).

Main report

3.1 Description of the Proposal

This is an application for the approval of matters specified in conditions (AMC) 5 (Part 2 i, ii, iii, iv, v, vi) and 6 (a), 6 (b), 6 (c), 6 (d), 6 (e), 6 (f), 6 (g), 6 (h), 6 (i), 6 (j), 6 (k(i-ix)) & 10 for plot 1 of planning permission in principle reference 16/04738/PPP.

The application is for 213 dwellings and associated drainage, infrastructure and landscaping works. The proposed design takes strong reference in design terms from the strategic masterplan and accompanying Urban Design Framework (UDF) for LDP housing site HSG 19. The application site relates to plot 1 of the West Craigs masterplan area.

New homes are proposed in the form of houses which are detached, semi-detached or terraced and flats. The accommodation schedule comprises the following: 22 x 2-bed units (15 flats, 7 houses); 56 x 3-bed houses of mixed type; 89 x 4 bed detached houses; and 46 x 5 bed detached houses. All homes are for the private market, in line with the terms of the planning permission in principle. The 15 x apartments are proposed in two separate blocks at the south-west of the site and share a bicycle store, refuse store and communal garden ground(s).

Building heights for houses are two and three-storey with pitch roofs and apartment buildings are three-storey with pitch roofs. A mixture of house types is proposed. Buildings will include grey roof tiles, render walls in either Tuscan beige or white dry-dash with brick basecourse and reconstituted stone detailing around windows. Windows will be double glazed with white frames and garage doors where present will be coloured white. Active gables are proposed where properties are located at key street corners at plots (13 no. in total). Projecting gables are proposed, and ridge heights and roof forms vary between plots.

The proposed site layout has been designed in the context of proposed neighbouring plots and other development areas identified in the 'Urban Design Framework' (UDF) and strategic masterplan approved by the Development Management Subcommittee in May 2020 (application reference 19/05599/AMC) for LDP housing site HSG 19. The UDF includes character zones which applicants for each plot must refer to in designs; in this case character zones 4 (Braehead Woodlands) and 6 (West Craigs Rise) are partially within the red line boundary.

The proposed layout introduces two primary streets (5.5 metres wide) and a number of secondary streets which are 'shared streets'. A four-metre-wide north-south active travel and pedestrian route follows the alignment of the underground sewer and its associated 'wayleave' space within a designed landscape setting. The wayleave corridor connects to a woodland buffer at the north of the site and provides onward connection to both Craigs Road and Turnhouse Road at the north and south of the site respectively. Other streets and paths are designed to ensure the plot integrates with neighbouring development plots and the surrounding masterplan area. Pavements on the primary streets and access paths to plots vary between two and three metres in width. Shared streets also vary in width with narrowed areas to aid traffic calming.

Street access at the site from the north is proposed via two new access points from Craigs Road. The location of the junctions is already established under planning permission 19/05514/AMC which established the enabling infrastructure for the masterplan. From the south the plot is accessed via neighbouring plot 4 (reference 20/03224/AMC) which has two access roads that stem from Turnhouse Road; these connections from Turnhouse Road are already approved in the details for neighbouring plot 4. Within the site, the street network consists of a primary street network and several secondary streets. Street access to the surrounding masterplan area is facilitated at five different location points. A shared street is located at the site's north-east corner and provides access to a neighbouring development plot to the east which is currently under development by Taylor Wimpey.

Vehicular parking at the site numbers 219 spaces in total. Parking is composed of one space per house and apartment (no. 213) and six additional spaces which consist of four accessible and two car club spaces. Six car parking spaces for electric vehicles (EVs) are proposed and where private drives are proposed these are capable of accommodating EVs. Thirty-one bicycle parking spaces are provided within a secure store at the ground level for apartment buildings.

Boundary treatments around different parts of the site include 1.8 metre-high and 0.9-metre-high timber fencing between plots and rear communal gardens, 1.8-metre-high brick walls in selected areas where secure boundaries are required and a variety of hedge planting at the front and sides of most plots. These boundaries are implemented to varying degrees and will form part of the site's landscape and streetscape characters.

Proposed green spaces at the site includes a mixture of private and communal spaces and landscaped public realm in the form of the active travel corridor which measures between approximately 15 to 22 metres in width. Twelve public benches are located at locations along the active travel corridor and associated green space. Each of the proposed houses will have private gardens and communal garden space measuring 539 sqm. for apartments is provided. The applicant notes that public art details will be confirmed pending confirmation of the final specification. Wayfinding in the form of signage is provided for the wayleave active travel corridor.

Landscape planting around the site is proposed to introduce an established structure at the site in response to the approved UDF at the masterplan site. Two hundred and seventeen trees of different sizes comprising various species including paper birch, hornbeam, white birch and Norway maple. Trees are located within the verges of primary and shared streets and the north-south wayleave corridor. Hedge planting includes a diverse mix of species which includes hornbeam, beech, photinia, hazel, blackthorn amongst others whilst other planting includes wildflower seeding, bulbs, shrubs and amenity grass.

Other ancillary structures within the red line boundary includes two glass re-enforced polyester (GRP) electricity sub-stations close to plot 89 and the apartment block at the south-west of the application site. Details of a further GRP sub-station located in the adjacent woodland buffer to the north and outwith the red line boundary have also been submitted.

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 proposal complies with the terms of the planning permission in principle;
- b) the scale, design, mix and layout of the proposal is acceptable;
- c) the proposal offers appropriate amenity for future occupants;
- d) access movement, and road arrangements are acceptable;
- e) there are any other material considerations;
- f) representations have been addressed and
- g) there are any equalities or human rights impacts.

a) Compliance with the planning permission in principle

Planning permission in principle was granted for 'residential development, up to 1400 units, and ancillary commercial (class 1 and class 2 financial and professional), including landscaping, access and services and all other ancillary development' on 26 September 2019. The PPP was granted subject to 23 conditions and the applicant for plot 1 within the wider masterplan site has now submitted an Approval of Matters Specified in Conditions (AMC) planning application to gain approval of matters specified in conditions 5 (part 2), condition 6 and condition 10 of the PPP for the proposed development.

There has been no material change to the development plan since the PPP was approved and the principle of the proposal remains consistent with LDP policy Hou 1 (Housing Development) which prioritises housing at LDP housing sites. Condition 5 (part 2, i-vi) and condition 6 (a) - (k) specify the level of detail the applicant must submit prior to commencement of development to satisfy the terms of the condition in an AMC application. Condition 10 relates to updated ecology survey information and supporting landscape details.

Condition 5 (part 2 i) - requires the applicant to submit an updated phasing plan for the masterplan site. The applicant confirms no change to the phasing of the masterplan site that was approved via approval of matters specified in conditions 19/05599/AMC which sees development delivered from east to west and targets construction works soon after obtaining planning permission for the masterplan and phases. Phasing within the application plot is confirmed via four phases as detailed in the supporting Design and Access Statement, with phasing beginning at the north of the plot near Craigs Road before progressing south towards the neighbouring plot number 4.

Condition 5 (part 2 ii) - states that the applicant must submit an updated Transport Statement, the scope of which is to be agreed with the planning authority, and a Stage 2 Quality Audit for the application site.

The applicant submitted this supporting information with the application, along with a Road Safety Audit. Comments from the Transport Authority raise no objection to the details or impact of the proposed development and the applicant has demonstrated compliance with the terms of this PPP condition by submitting an acceptable Transport Statement and Stage 2 Quality Audit.

Condition 5 (part 2 iii) - requires applications for each development plot in the masterplan area to be accompanied by a Design and Access Statement which details the proposed plot layout including streets and spaces, accessibility, safety and security matters and sustainability and energy efficiency measures.

A comprehensive Design & Access Statement accompanies this AMC application, and includes details required by AMC condition 5 (part 2 iii). The applicant complies with the terms of this condition.

Condition 5 part 2 iv) - requires the applicant to submit an updated Landscape and Visual Impact Statement.

The applicant submitted a Landscape and Visual Impact Statement (LVIS) in support of the application along with detailed landscape design plans for the plot. The LVIS considers the landscape environment in the context of the approved landscape structure for the masterplan area as identified in the Urban Design Framework for West Craigs.

The applicant has submitted a comprehensive overview of the proposal's landscape environment and its effect in the local area and complies with the terms of this condition.

Condition 5 part 2 v) - specifies that management details for landscaping, allotments, SUDS and open space is required. These details are provided in the applicant's Design & Access Statement, detailed landscape plans and LVIS. The proposed maintenance of landscape features is appropriate in the context of this condition and will ensure the landscape environment is established in this plot.

Condition 5 part 2 vi) - places a requirement on the applicant to submit a surface water management strategy for the site. The applicant's supporting Drainage Strategy includes these details. The Council's Flood Planning service is satisfied with the proposed drainage arrangements, and there are no objections to the surface water management details submitted. The applicant demonstrates compliance with the terms of condition 5 part 2 vi).

Condition 6 a) - requires the number of residential units be specified. The applicant confirms 213 units are proposed and this part of the condition is satisfactorily addressed.

Condition 6 b) - states that details of siting, design and height of development and glazing specifications are required. The applicant has submitted a detailed site plan showing the proposed layout. Elevation plans and sections show the proposed building height(s) and the design of other features and hard landscape features are also identified in detail. Materials for properties and boundaries are also specified in the submission and these accord with the materials palette identified in the UDF that was approved for this plot through approval of matters specified in conditions application reference 19/05599/AMC. All properties will be double glazed with no special glazing specifications required for this plot.

Condition 6 c) - requires details of the design and configuration of open spaces, external materials and finishes and details of play equipment.

The supporting Design & Access Statement, site layout plans and landscape design plans show clearly where open spaces are located, principally in the form of the north-south wayleave corridor and associated landscaped areas and gardens in this plot. External material finishes are identified in the form boundary treatment details, signage and bench specification plans. No play equipment is required or proposed within this plot.

Condition 6 d) - requires details of car and cycle parking, access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets, servicing areas, street lighting and electric charging points.

The applicant submitted this required information in the form of site layout plans, a Transport Statement and the Design & Access Statement. Car parking and cycle parking is appropriately designed in accordance with the Council's standards and a Stage 2 Quality Audit has been carried out as required to the satisfaction of the Roads Authority. A Road Safety Audit has also been submitted. Street lighting is not specified at this time and it is acceptable that this will be deferred to the Road Construction Consent (RCC) process.

The applicant has provided the details required by condition 6 d) and street lighting can be confirmed through other statutory processes and it is not anticipated that there will be any conflict between street lighting and the proposed landscaping scheme.

Condition 6 e - this requires the applicant to provide details of footpaths and cycle routes, multi-use paths and related signage along with lighting details. The site plan, Stage 2 Quality Audit and accompanying Design & Access Statement submitted by the applicant provide an appropriate level of detail on these matters. New primary streets will have accompanying pavements measuring between two and three metres, the north-south wayleave corridor area will include a four-metre-wide active travel and pedestrian path and the location of wayfinding signage is confirmed in landscape plans. A clear overview of how the site connects with the surrounding area has been submitted and an acceptable level of co-ordination with the approved active travel strategy for the masterplan site has been demonstrated. In this case the plot is well-connected to Craigs Road and Turnhouse Road. Other pedestrian connections to surrounding plots and shared surface areas are clearly identified. Lighting details will be deferred to the RCC process.

The application accords with the requirements of this condition.

Condition 6 f - specifies that waste management and recycling facilities are required.

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin stances for street collection, communal refuse stores for apartments and vehicle tracking for refuse collection has been detailed and the council's Waste Services department is satisfied with the overall design as confirmed in consultation comments. The applicant complies with the terms of this condition.

Condition 6 g - requires surface water management and SUDS details. The applicant's supporting drainage assessment and related information demonstrates these details. Drainage will be managed via a network of infrastructure including surface water sewers, foul sewers, gullies, filter trenches and porous paving. The site forms part of the wider drainage and SUDS network at housing site HSG 19 and the council's Flood Planning service confirms the proposal is acceptable. The application complies with condition 6 g).

Condition 6 h - requires details of site investigation and decontamination arrangements.

The applicant notes in the covering letter for the application that this matter has been addressed for the wider masterplan site, including the plot relevant to this AMC application (plot 1), through planning application 19/05514/AMC which was approved by the Development Management Sub-committee in May 2020. Cross reference to the recently approved application for the wider masterplan area is acceptable in the context of addressing condition 6 h) for this AMC application.

Condition 6 i - requires information regarding sustainable measures for the proposal.

The applicant submitted Sustainability Form S1 and also addresses sustainability and energy in the supporting Design & Access Statement. Details relating to sustainability that are identified in the applicant's S1 sustainability form include the installation of roof-mounted photovoltaic panels, orientation of plots to benefit from south-facing windows where possible, inclusion of two car club spaces, electric vehicle charging capability, inclusion of pedestrian and active travel connections for sustainable travel, provision for refuse and recycling in line with council standards, use of uPVC windows that achieve an 'A rating' in the BRE Green Guide and implementation of timber frame construction supplied by FSC certified manufacturers with timber sourced from Scottish suppliers (no tropical hardwoods are proposed for use).

The applicant has complied with the terms of the condition at this stage of the planning process and detailed construction methods will be subject to Scottish Building Standards.

Condition 6 j) - this condition requires details of all commercial premises. This AMC application does not include any commercial development and this part of condition 6 is not applicable.

Condition k) - 6 k) - specifies the range of hard and soft landscaping details that must be provided including: (i) boundary treatments (overall site and individual plots); (ii) walls, fences, gates and any other boundary treatments; (iii) the location of new trees, shrubs and hedges; (iv) a schedule of plants to comprise species, plant size and proposed number/density; (v) programme of completion and subsequent maintenance; (vi) existing and proposed services such as cables, pipelines, substations; (vii) other artefacts and structures such as street furniture, including lighting columns and fittings, and play equipment; (viii) details of phasing of these works; and (ix) existing and finished ground levels in relation to Ordnance Datum.

These details have been submitted in the form of supporting detailed landscape plans, a boundary and materials schedule, planting and maintenance schedule, finished ground levels and information relating to services connections at the site which includes drainage infrastructure and electricity sub-stations. Street furniture specification for benches and signage has been submitted and no play equipment is required within this plot under the terms of the UDF and approved masterplan for HSG 19. As noted above, street lighting can be deferred to the road construction consent stage of design. With reference to phasing the applicant has provided a phasing plan for the plot showing progression from north to south within the plot.

The proposal complies with condition 6 k).

Condition 10 - places a requirement on the applicant to submit an updated Extended Phase 1 Habitat Survey for the nominated plot or phase within the West Craigs masterplan area. Development is restricted until the findings of the Extended Phase 1 Habitat Survey are incorporated into a detailed Landscape & Habitat Management Plan (LHMP) for the relevant phase. The purpose of this condition was to capture any changes in ecological conditions and update the supporting information that accompanied the PPP.

The applicant has submitted an updated ecology survey in accordance with this condition along with an accompanying Site Biodiversity Plan which considers the landscape proposals in the context of existing and future biodiversity at the site. In addition to the diversity of landscape planting other enhancements include the addition of bird and bat boxes in the vicinity of the proposed apartment buildings.

The applicant has complied with the terms of the condition.

Approval of matters summary

The applicant has submitted the required information and details to satisfy the requirements of conditions 5 (part 2), 6 and 10 of the PPP.

The proposal is further assessed in the context of the Edinburgh LDP and other material considerations in the remainder of Section 3.3 of this report.

b) Scale, design, mix and layout

In assessing the scale, layout and design of the proposals, LDP policies Des 1 (Design Quality and Context) to Des 8 (Public Realm and Landscape Design) provide the main development plan context along with the Edinburgh Design Guidance (EDG). The application site must also comply with the design parameters of the approved strategic masterplan for LDP housing site HSG 19 and the accompanying UDF. Small areas of this application site are located within the Braehead Woodland and West Craigs Rise character zones of the strategic masterplan and UDF. The UDF and associated character zones establish conceptual street and individual plot layouts and indicate that development should be between two to three storeys in this development plot.

Scale

The extant PPP for the site establishes the principle of a large-scale development in this area. The existing semi-rural character of the local area will undergo significant change in the near future due to the planned development of the surrounding area and as LDP housing site HSG 19 is delivered.

The site is constrained by the presence of an underground sewer and associated wayleave space, which occupies approximately 0.6 hectares of the overall site area (7.45 hectares). The provision of 213 units at this application site creates a density of 31.3 dwellings per hectare based on the application site area of with a developable area of approximately 6.8 hectares. The scale of development for this plot is consistent with the vision of the UDF for this part of the site, and this is reflected in the design of buildings and lower density housing in contrast to the vision along parts of Turnhouse Road to the south where more dense development is located at West Craigs. The majority of properties at this plot are two storey and have private gardens to the front and rear. Three storey buildings in the form of townhouses face the landscaped wayleave corridor and the two apartment buildings at the south of the site are three storey as well. The UDF for the masterplan site envisages that development in close proximity to countryside edges and at more elevated plots close to Craigs Road would be lower density and the proposal is consistent with this vision.

The proposal complies with LDP policy Hou 4 (Housing Density) which seeks appropriate density on development sites with respect of local character, environmental quality and residential amenity that is envisaged for this part of the strategic masterplan. The scale of development is acceptable.

Layout and design

LDP policy Des 1 (Design Quality and Context) supports development that contributes to a creating a sense of place, by delivering a design concept and drawing on positive characteristics in the surrounding area.

The proposed design builds upon the concept for this development plot that is specified in the strategic masterplan and accompanying design code of the UDF that has been prepared for the site through AMC application 19/05599/AMC. The plot is in an area of the masterplan for HSG 19 that includes a strategic green corridor and parts of two 'character zones' which are detailed in the UDF. The north-west part of the site is located in the 'Braehead Woodland' character zone in the UDF, whilst a small area of the site is located in the 'West Craigs Rise' character zone. Much of the site falls within an area of lower density development and the street network is influenced by two primary streets where the layout has been approved at an indicative level through the approved masterplan AMC.

LDP Policy Des 7 (Layout Design), states that planning permission will be granted for development where it meets several criteria relating to issues of the layouts of buildings, streets, footpaths and taking an integrated approach to new streets, and whether the development will encourage walking, cycling and the use of public transport. Building on the foundation of the two east-west primary streets at the plot, the proposed layout provides a legible hierarchy where primary streets, secondary streets and shared spaces are clearly differentiated.

Pathways and pavements are well-connected within and outwith the plot, and the layout is permeable for a range of travel modes, reflecting the vision of the UDF for this plot. Streets are designed with pedestrian safety in mind, and traffic calming measures in the form of narrowing and visible crossings are displayed in the site's detailed layout plans. This approach to the site's layout complies with LDP policy Des 7 as well. Layout in terms of road, active travel and pedestrian is further addressed within Section 3.3 d) of this report.

Regarding the position and location of housing, in many instances houses are oriented towards the north or south so take advantage of views to the Pentlands and this complies with the West Craigs Rise character zone of the UDF. Houses that interface with the landscaped wayleave corridor or other green spaces tend to overlook these areas to create a good level of engagement with public spaces. Houses and apartments at the south of the plot that will border the neighbouring affordable housing plot all face southwards and will contribute to the street-scene in a co-ordinated way. At the east of the site a similar approach has been implemented, where houses will overlook a neighbouring park and active travel corridor which is being delivered by Taylor Wimpey (planning reference: 19/05051/AMC). Houses will tend to overlook public paths and 13 no. properties around the site include enhanced gables to add visual interest and passive over-looking to streets.

The built form of houses is mostly two-storey with some three storey townhouses and apartment buildings. The proposed materials palette includes white or beige dry dash render on primary elevations, brick base coursing in two colours, grey interlocking concrete roof tiles, feature stonework around windows and mostly white windows and doors. The materials proposed for this plot are consistent with the specification in the UDF at this part of the masterplan area. The relatively narrow materials palette and lower building height is acceptable in the context of the wider masterplan and UDF which will ensure a high degree of variation in materials and built forms in the West Craigs area is delivered.

Roofs will be pitched on all plots with features such as projecting gables and variation to roof heights to introduce variety to the streetscape. Design features such as enhanced gables with associated stone detailing, canopies above doors, bay windows, use of different shading, variations to house types and their positions on each of the streets result in streetscapes that will change in character throughout the development. All houses will have a private front garden enclosed by hedging or fencing and rear gardens. Similarly, the two apartment blocks are set-back from roads and pavements within the setting of landscaped communal gardens ensuring all buildings have a consistency in terms of street character and distance from pavements or roads.

The proposal demonstrates a good degree of compliance with the objectives of LDP policy Des 4 (Development Design - Impact on Setting) with regard to height, form, building positions and materials and detailing.

With reference to layout and design, the proposal demonstrates a clear design concept which draws on positive features established in the strategic masterplan for West Craigs. The proposal complies with policy Des 1 and the site's layout and design will create a good sense of place in this new part of the city.

Mix

Policy Hou 2 (Housing Mix) of the LDP requires a mix of housing to be provided for families, older people and people with special needs and the EDG also recommends that 20% of new homes at large housing developments should cater for growing families. The applicant proposes a good mix of houses with three bedrooms (x 56), four bedrooms (x 89) and five bedrooms (x 46) which provide a high number of homes for families.

A mixture of properties including detached, semi-detached and terraced homes are proposed as well as 15 no. 2-bed flats to the south of the site. Seven two-bedroom terrace houses are proposed for smaller households. Fewer apartment buildings and two-bedroom houses are proposed in this part of the masterplan site; however, this is consistent with the vision that was established in the UDF for this plot and a mixture of property sizes and types are provided. The mix and type of housing also complies with the two character zones that must be considered at this plot.

The proposed mix of housing complies with LDP policy Des 2 and the EDG.

Landscape Design

Policy Des 8 (Public Realm and Landscape Design) states that planning permission will be granted for development where all external spaces, features, civic spaces, footpaths, green spaces and boundary treatments have been designed as an integral part of the scheme. LDP policy Des 1 (Design Quality and Context) also lends support to development which creates a sense of place.

The proposed landscape environment includes a detailed planting and maintenance plan which introduces trees, hedges shrubs and amenity grass spaces at the site. Private and communal gardens are appropriate in terms of their design and are usable for recreation purposes. Public open space in the form of the wayleave corridor is provided within the site boundary where a four-metre-wide pedestrian and active travel route is proposed with large areas of linear usable open space. The wayleave corridor further provides onward connection to the northern woodland buffer which includes a pedestrian path as approved through application 19/05514/AMC in May 2020. Twelve benches are located along the wayleave corridor route to offer opportunity for walkers or cyclists to socialise, rest or enjoy the landscaped area. The east of the site is also adjacent to a neighbouring part of HSG 19 under construction by Taylor Wimpey and will have links to a large open space and active travel corridor.

Public spaces and streetscapes are characterised by trees, hedging, shrubs and grass to create a residential character throughout the site. Properties at the north of the site will face the approved woodland buffer which separates the plot from Craigs Road to the north. Street trees create an avenue effect to the principal streets and frame views and other forms of planting will add interest and decoration to pedestrian routes. A satisfactory scheme of maintenance has been submitted for the proposed landscape at the site and the applicant complies with LDP policy Des 8. It is recommended a condition is attached to any planning permission to ensure the landscape is maintained and established.

Boundary treatments at the site include a mixture of hard and soft landscape features such as brick wall, two styles of timber fencing and hedge planting of various species. Boundaries to rear gardens are formed using 1.8m high timber fencing. In more prominent locations, 1.8m high feature brick walling with piers is proposed to key corners and around key junctions. A 0.9m high timber fence will also form separation between plots. A variety of hedgerow planting and low-level tree and landscape planting are used to define boundaries and gardens along the central green corridor and around areas which feature prominent frontage to open space. Additional low-level planting around areas of open space will create structure and protect the privacy and setting of proposed housing.

The applicant submitted a plan showing how the site integrates with other structural green spaces at West Craigs. Two-hundred and seventeen trees of varying species and sizes are proposed around the site and will contribute to the city's 'Million Trees' initiative. The supporting Site Biodiversity Plan for the plot also shows that the landscape will provide a good habitat for various animal and insect species at the site and will contribute to the aims of the Edinburgh Biodiversity Action Plan (2019-2021).

The proposed landscape environment is an important element of this proposal and the applicant has demonstrated how the proposal will integrate with the wider masterplan and landscape infrastructure, including the woodland buffer to the north, the wayleave corridor that traverses the site and the neighbouring Taylor Wimpey development plot where a large park and active travel route are nearby. The landscape proposals will contribute to creating a sense of place at this plot within West Craigs and complies with LDP policy Des 1 as well as policy Des 8.

Design Summary

The proposal accords with the UDF's vision for development in this development plot. The height and form of the proposed buildings is appropriate in design terms with a view to creating a unique sense of place as required by LDP policy Des 1 (Design Quality and Context). The proposal will have a positive impact on its surroundings in terms of height, scale, proportions, position of buildings and materials and detailing as required by LDP policy Des 4 (Development Design - Impact on Setting). The landscape environment makes a positive contribution to the proposal and compliance with Policy Des 8 (Public Realm and Landscape Design) is demonstrated. Additionally, the proposal will contribute to other council initiatives relating to trees and biodiversity.

c) Amenity of future residents

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

Internal amenity

All new homes will be dual or multi-aspect and the house and apartment sizes all comply with the recommended sizes in the EDG. Where the principal elevations of houses interface on the opposite sides of streets or pavements the distance between windows is in excess of 22 metres.

Tree or hedge planting typically interrupts any potential for direct views between properties as well and privacy has been well-considered in this proposal's design. All houses and apartments will enjoy a pleasant outlook, in many cases to large landscape designed areas either within the site boundary or to neighbouring plots, and the orientation of housing plots means daylight and sunlight will be to a good standard internally.

The supporting floor plans for house types and apartments display internal storage or cupboard areas and in larger properties utility rooms are provided. Ninety-three houses include internal ground floor garages as well which offer good internal storage or workspaces. In the context of the West Craigs masterplan site, an appropriate mix of dwelling types and sizes are proposed with good internal amenity for future residents.

External amenity

Policy Hou 3 (Private Green Space in Housing Development) states that planning permission will be granted for development which makes adequate provision for green space to meet the needs of future residents. For flatted or mixed housing/flatted developments where communal provision is necessary this will be based on a standard to 10 sqm. per flat. Site layout and landscape plans show that the communal garden space for the 15 no. flats measures over 500 sqm. and this exceeds the required area significantly. All houses have private garden spaces. Boundary treatments clearly differentiate between public and private spaces and defensible spaces. The applicant advises that the main green space at the plot is the wayleave corridor, which measures approximately 0.5 hectares. This would be less than the 20% requirement specified in policy Hou 3 for external amenity. In this case the discrepancy is acceptable as the West Craigs masterplan includes generous outdoor spaces in the masterplan area including the new Meadowfield Park at Turnhouse Road, the new Lennie Park, an adjacent active travel corridor which leads to a large park in Taylor Wimpey's plot and the woodland buffer immediately north of the site. Residents will have access to an excellent amount and quality of open spaces within walking distance.

With reference to the requirements of policy Des 5 the landscape design also ensures good levels of external amenity by providing active frontages to thoroughfares and access to private and communal spaces.

Neighbouring masterplan plots

With reference to neighbouring amenity, this site forms part of a wider large-scale development at LPD housing site HSG 19. The applicant has demonstrated that the proposal complies with the strategic masterplan approved for the site through previous AMC applications, and in the context of LDP policy Des 2 (Co-ordinated Development) the proposal does not compromise neighbouring or surrounding development plots and their potential to ensure good levels of amenity are achieved. Conversely, neighbouring development plots can be developed with no adverse impact(s) on the proposed affordable housing.

Amenity Summary

An appropriate level of internal and external amenity is provided for future residents within the application site. The proposal complies with LDP policy Des 2, Des 5, Hou 3, the Edinburgh Design Guidance and the Urban Design Framework for the masterplan site.

d) Access, movement and road arrangements

General access and street arrangements

The vehicular access and road hierarchy reflects the general principle of the West Craigs masterplan. Two key primary connections enter the plot from Craigs Road to the north, two primary street connections offer a connection from Turnhouse Road to the south a single street connection at both the eastern and western boundaries provide links into other phases of development in the area.

The general street and path layout is well-considered and the potential to link with the growing active travel network in the masterplan site and wider West Edinburgh has been maximised as demonstrated in the Design & Access Statement where six connections to neighbouring plots are identified. The site's internal layout includes a mixture of vehicular routes, shared surfaces, pavements with pedestrian crossings and a four-metre-wide pedestrian/cycle route. The proposed pavements and pedestrian only paths are minimum of 2m wide with several footway connections that provide linkages between the proposed developments and the wider path network. The applicant has incorporated design measures from Edinburgh Street Design Guidance to prioritise walking and cycling and reduce vehicular speed within the proposed development. The proposal complies with LDP policy Des 7 (Layout Design).

The plot is within walking distance of both Turnhouse Road to the south and Craigs Road to the north where public transport will be available for future residents. In a strategic context, the application site's layout is consistent with the approved strategic masterplan for this part of the city, with primary and secondary street alignments, cycle paths and pedestrian paths all included in the proposed site layout.

The applicant submitted a Transport Statement in support of the application for this development plot. The impact of traffic and trip generation from the masterplan area was considered at the planning permission in principle stage and was accepted by the Roads Authority. The Roads Authority confirms the predicted impact of this plot is acceptable. Representations express concern about the impact on road and transport infrastructure in West Edinburgh; the upgrading of infrastructure is not within the scope or a requirement of this AMC application which addresses only the matters noted in Section 3.3 a) in this report.

Vehicle parking

A total of 219 car parking spaces are proposed for these 213 housing units. Each house or apartment is allocated one parking space. The additional six car parking spaces comprise two car club spaces and four accessible spaces. The car parking provision includes six electric vehicle spaces in the courtyards and houses can be equipped for private electric vehicle charging.

The total number of spaces per unit complies with the number permitted in the Council's parking standards and the Transport Authority raises no objection to the car parking proposals or the additional six spaces which are for limited availability and do not increase overall capacity at the site. The number and types of parking spaces comply with LDP policy Tra 2 (Private Car Parking).

The layout of parking within courtyards or shared streets, is mostly to the rear of houses or flats, minimises the profile and visibility of vehicles around the site. Private drives at the front of some plots are screened by trees and hedging to maintain a good visual appearance. In some cases, long driveways are provided at, which could appear to accommodate two vehicles. This design approach has been implemented in order to ensure cars can be located to the side of houses in less visible locations which is recommended by the EDG. This measure has been implemented at 11 plots and is acceptable in the interests of reducing the visibility of cars in the street scene.

The layout and design of parking complies with the requirements and general policy intent of LDP policy Tra 4 (Design of Off-Street Car and Cycle Parking) and the EDG.

Active travel and pedestrians

LDP Policies Tra 3 (Private Cycle Parking) and Des 7 (Layout Design) support development that encourages walking cycling and delivers a well-designed layout of new streets and paths.

As noted above the proposed layout provides a good quality transport environment for walking and cycling at this part of the West Craigs masterplan. Most footways on vehicular routes through the site are set back from the carriageway and separated from it by green verges. Where footways directly abut the vehicle carriageway, and on development streets generally, traffic calming features including tables and alterations to horizontal alignment, and street width, will be included to reduce vehicle speeds and emphasis active travel priority. Generally, the colour and/or texture of carriageway materials will be varied at crossing points, providing visual and/or textural contrast to aid non-motorised users. Many of the detailed design features for pedestrian an active travel paths will be subject to further assessment and confirmation as part of the road construction consent process. Paths are between two and four metres-wide around various parts of the site.

A co-ordinated network of segregated footpaths and shared surfaces is provided and will be aided by active travel-friendly crossings where appropriate, to permit walking and cycling access to all destinations within the development. Connections to adjacent development plots and the surrounding areas are included as well. For example, the wayleave active travel corridor facilitates access to both Craigs Road and onward to Turnhouse Road where new four-metre-wide active travel paths are being constructed and there is a path connection to a strategic green corridor to the east of the site which links to Cammo and the Edinburgh Gateway station. The layout of paths means they are easily navigable and wayfinding signage is to be introduced along the wayleave corridor. The supporting Stage 2 Quality Audit provides a good summary of the proposal and demonstrates that the layout supports walking and active travel.

Each of the houses allow for parking within the general curtilage for bicycles and the 15 apartments have two bike spaces per unit. For the apartments, 31 bike racks are provided in total which is just above the 30 required by the Council's parking standards.

Transport Summary

The proposal complies with parking standards and introduces a well-considered street design to this development plot. The site will be well-connected to the surrounding path and active travel network that will evolve through the planned delivery of LDP housing site HSG 19. The number of vehicular, motorcycle and bicycle parking spaces are below the maximum levels permitted by the Council's parking standards and the proposed approach is acceptable to the Transport Authority.

The proposed access, parking and active travel arrangements are acceptable and comply with the aspirations of the LDP as specified in policies Des 7, Tra 2, Tra 3 Tra 4, the EDG and the approved UDF and strategic masterplan for West Craigs.

e) Other material considerations

Affordable housing and developer contributions

Affordable housing will be provided in other plots at LDP housing site HSG 19 in accordance with the unilateral obligation that accompanies the planning permission in principle. Three hundred affordable housing units were approved by the Development Management Sub-committee in late 2020 for plots 4 and 5 of the wider masterplan site and there is no requirement for this application to include affordable housing. Developer contributions relating to transport, education and other matters were considered through the planning permission in principle and there is no requirement for further consideration at this stage.

Flood risk and drainage

The applicant submitted a Drainage Assessment in support of the application. Drainage infrastructure at the application site, including sewers and drainage lines, will connect to infrastructure that has been approved as part of the enabling infrastructure works at the wider strategic masterplan site through recently approved applications 19/05514/AMC and 19/05599/AMC. There are no SUDS basins located within this specific development plot and runoff water from roofs, roads, parking courtyards and other surface areas accord with the Council's requirements. Consultation comments note that the council's Flood Prevention team does not maintain swales or filter trenches in landscape verges. Scottish Water does not object to the application and the applicant is advised to note advisory comments provided by these consultees.

The proposal is consistent and compatible with drainage infrastructure at the wider masterplan site, and the Council's Flood Prevention Service is satisfied with the proposed drainage arrangements at this application site. The proposal complies with LDP policy Env 21 (Flood Protection) and policy RS 6 (Water and Drainage).

Airport operations

Condition 17 of the PPP restricts the height of development to 75 metres above ordnance datum (AOD) in this location. No part of the development will exceed this height as demonstrated in supporting levels plans. Edinburgh Airport confirms in written consultation comments that the information submitted in relation to plot 1 through this application is acceptable in the context of ensuring safe airport operations.

Sustainability

The applicant submitted Sustainability form S1 in support of the application and the Design, Access and Sustainability Statement also includes details of how the site delivers sustainable measures. Sustainability matters have been considered above in Section 3.3 a) of this report with reference to the approval of matters specified in conditions, where it has been confirmed that the applicant submitted sustainability details to an acceptable level in support of this development.

Accordingly, the proposal complies with LDP policy Des 6 (Sustainable Buildings) as well as the terms of PPP condition 6 i).

Refuse management

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin presentation points, a single communal refuse store for the apartment buildings and vehicle tracking for refuse collection has been detailed. The Council's Waste Services officer(s) is satisfied with the overall design as confirmed in consultation comments.

Archaeology

The City's Archaeological Service notes in comments that this application raises no archaeological considerations. Matters relating to archaeology for the wider masterplan site are addressed by PPP condition 9, which this AMC application does not address.

f) Representations

The application attracted six representations, including a comment from Corstorphine Community Council, which all object to the proposed development. The public comments raise the following material matters:

- Traffic and related impact on road infrastructure in West Edinburgh - addressed in Section 3.3 d);
- Alleged inaccuracy of supporting transport information - addressed in Section 3.3 d);
- Requests for traffic management measures and upgrading of Maybury junction and Gogar roundabout - addressed in Section 3.3 d);
- Quantity of vehicular parking facilitated by the site layout - addressed in Section 3.3 d);
- Poor provision for active travel from the plot to external areas in West Edinburgh - addressed in Section 3.3 d);

- Object to shared space for pedestrians and pavement dimensions - shared space streets are considered appropriate and recommended in the Edinburgh Design Guidance and pavement widths are acceptable.
- Non-material objections include:
 - Request a condition for all buildings to be A rated for energy performance - this is a matter for Scottish building standards rather than planning;
 - Request a condition that all houses are fitted with electric chargers - this is a recommended informative as a condition would not meet the tests of planning circular 4/1998 ('the use of conditions in planning permissions').

g) Equalities and human rights

The application has been considered with reference to equalities and human rights and no impacts have been identified. The proposed development will introduce an environment that is safe and secure. Living accommodation of various types and sizes is proposed and the applicant will be required to comply with the provisions of the Equality Act 2010 and Scottish Building Regulation requirements. Accessible parking spaces are included to a level consistent with the Council's parking standards and the site is well situated for access to active travel and proposed bus routes along Turnhouse Road. Detailed design of road crossings and pavements will be finalised as part of the road construction consent where equal access will be considered.

Overall conclusion

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2), 6 and 10 and is consistent with the strategic masterplan and accompanying West Craigs Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The proposal for 213 new homes for the private market, of various types and sizes, in this growing part of the city is compliant with the ambitions of the LDP for housing led development at West Craigs. The proposed site layout will introduce a well-designed environment in this part of the wider masterplan site. New homes deliver a good quality living-environment internally with floor spaces that either match or exceed recommendations in the Edinburgh Design Guidance. External amenity space in the form of private and communal areas are appropriate, and there is good access to large landscaped open spaces either within the plot or in the surrounding HSG 19 development area.

Access to and from the site is acceptable for vehicles, active travel and pedestrians and the proposed layout means future residents will enjoy good access to the surrounding area's evolving road and path network.

A clear design concept is demonstrated by the applicant and the proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions :-

1. The approved landscaping and maintenance scheme (planning drawing references: 33B, 34B, 35B, 36B, 37B, 38B) shall be fully implemented within 6 months of the last property's occupation.

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

Reasons:-

1. In order to ensure the landscaping is established at the site and maintained.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. The applicant should not the following transportation matters:
 - The applicant should note that a number of detailed matters will require to be addressed as part of the Road Construction Consent application. For the avoidance of doubt, the general road layout is considered satisfactory but is not approved at this stage;

- 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.
- The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation.
- A Quality Audit and Road Safety Audit have been submitted.
- The applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.
- 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.
- 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.
- 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.
- The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

5. The applicant should note that the Council's Flood Prevention service does not maintain drainage infrastructure including swales and filter trenches. The applicant is advised to establish maintenance responsibility for maintenance of drainage features in the development and should contact the council's Parks Team or Roads Operation Team for further discussions on this matter.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 14 May 2021 and neighbours were notified on 10 May 2021. Six letters of representation were received objecting to the proposal. No comments making neutral or supportive comments were received.

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

Background reading/external references

- To view details of the application, go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)

- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development**Plan Provision**

The site forms part of Housing Proposal HSG19 in the adopted Edinburgh Local Development Plan 2016.

Date registered

30 April 2021

Drawing numbers/Scheme

01,02A-04A,06-24,25B,26A,27,28B,29A,30A,31B-38B,,
39-53,

David Givan

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

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

Links - Policies

Relevant Policies:

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

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

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

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

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

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

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

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

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

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

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

LDP Policy Hou 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 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.

Relevant Non-Statutory Guidelines

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

Appendix 1

Application for Approval of Matters Specified in Conds 21/02336/AMC

At Site 100 Metres North East Of 19, Turnhouse Road, Edinburgh

Erection of 213x dwellings and associated drainage, infrastructure and landscaping (Approval of Matters Specified in Conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) & 10 for Plot 1 of consent 16/04738/PPP).

Consultations

Archaeology response

Appeal Planning Condition 9 attached to this permission concerns the requirement of undertaking a programme of archaeological work prior to development. Although all field work has been carried out in this area as part of the wider masterplan site, by both GUARD and latterly CFA archaeology, final agreement of the required Post-Excavation analysis and publication is still ongoing and to be agreed. Therefore, this archaeological condition which relates to the wider development site is still live.

As this application concerns conditions which do not directly relate to the archaeological requirements of this permission in this instance, I have no further comments to make.

Flood Prevention response

1. *Please provide a signed copy of the declaration certificate A1 to cover the Surface Water Management Plan. This is provided on page 13 of the link below.*

o *<https://www.edinburgh.gov.uk/downloads/file/22711/flood-risk-and-surface-water-management-plan-requirements> (Page 13)*

2. *Please identify existing and proposed ground level surface water flow paths on drawings. This can be achieved by taking the existing site survey and over-marking arrows to denote falls and then completing the same with the post-development arrangement. This should include runoff from outside of the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of these drawings is twofold. First, to understand if there is any significant re-direction of surface flows to surrounding land. Second, to identify if surface water will flow towards property entrances and sensitive receptors.*

3. *The drainage calculations use a 20% uplift on the 1:200-year storm event, to account for climate change. Can you confirm that the drainage proposals can accommodate the 1:200-year storm event including a 40% climate change uplift.*

Flood Prevention updated response

Thank you for sending through the additional information. The Surface Water Management Plan highlights that the proposed swales and filter trenches are to be maintained by CEC. Flood Prevention are not responsible for maintenance of this drainage infrastructure. If approving the application, we would recommend confirming which CEC department are responsible and would accept maintenance of the drainage features. We recommend contacting either the CEC Parks Team (David Jamieson) or Roads Operation Team (Jamie Watson).

We have the following additional comment to be addressed by the applicant:

Please provide a completed copy of the Surface Water Management Plan checklist. A copy of the checklist can be found at the link below. The checklist provides a summary of the information provided to support this application.

o <https://www.edinburgh.gov.uk/downloads/file/22712/surface-water-management-checklist>.

Flood Prevention further updated response

Thank you for sending through the additional information and checklist.

Our remaining comment relates to the adoption/maintenance of the drainage infrastructure. The Surface Water Management Plan highlights that the proposed swales and filter trenches are to be maintained by CEC. Flood Prevention are not responsible for maintenance of this drainage infrastructure. If approving the application, we would recommend confirming which CEC department are responsible and would accept maintenance of the drainage features. We recommend contacting either the CEC Parks Team (David Jamieson) or Roads Operation Team (Jamie Watson).

Please let me know if you need anything further from us.

Edinburgh Airport response

The information submitted in relation to Plot 1 of the masterplan are satisfactory from an Aerodrome Safeguarding perspective. We are therefore happy to discharge the associated conditions.

Waste Services response

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

I have been in contact with the architect for this development and I can confirm that they have provided the information for the waste collections and these are shown to be in line with our instruction for architects guidance and the developments waste and recycling requirements have been fully considered (guidance available here <https://www.edinburgh.gov.uk/wasteplanning>).

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

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

Waste Services updated response

I have been asked to consider the below application on behalf of the Waste Management Service.

REFERENCE NUMBER: 21/02336/AMC

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

Waste strategy agreed at this stage Y/N: Y.

I have been in contact with the architect for this development and I can confirm that they have provided the information for the waste collections and these are shown to be in line with our instruction for architects guidance and the developments waste and recycling requirements have been fully considered (guidance available here <https://www.edinburgh.gov.uk/wasteplanning>).

I would ask that the architect passes my contact information to the developer/builder and to stress that they will need to contact this department a minimum of 12 weeks prior to any collection agreement to allow us time to arrange a site visit and to add these to our collection systems. A site visit will be conducted to ensure that this has been constructed in line with our agreement. Any waste produced on site by the residents/occupants will be the responsibility of the developer/builder until such times as the final part of our agreement and waste collections are in place.

Roads Authority comments

Summary Response

No objections subject to appropriate conditions and informatives.

Full Response

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

1. The applicant should note that a number of detailed matters will require to be addressed as part of the Road Construction Consent application. For the avoidance of doubt, the general road layout is considered satisfactory but is not approved at this stage;

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

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

4. A Quality Audit and Road Safety Audit have been submitted;

5. The applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;

6. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;

7. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;

8. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require

to be included in any legal agreement. All disabled persons parking places must comply with

Traffic Signs Regulations and General Directions 2016;

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

Note:

- A legal agreement relating to this site has been signed;

- Car parking provision is proposed at 1 space per unit. Additional on-street parking provided for 4 disabled vehicles, 6 electric vehicle charging points, and 2 car club spaces;

- A total of 30 cycle parking spaces for the 15 flats is proposed in a communal store.

Scottish Water response

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

There is currently sufficient capacity in GLENCORSE Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

There is currently sufficient capacity for a foul only connection in the EDINBURGH PFI Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Please Note

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

The Wastewater strategic model has been assessed and the developer has been advised.

Asset Impact Assessment

According to our records, the development proposals impact on existing Scottish Water assets. The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal to apply for a diversion.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response.

Scottish Waters Records also appear to show proposed infrastructure within your site. Please note that Scottish Water records are indicative only and your attention is drawn to the disclaimer at the bottom of this letter. This is believed to be pipework that you as the developer are proposing to lay for this development. If this is not the case please submit plans/drawings to indicate the position of the new infrastructure. All due care must be taken when working in the vicinity of Scottish Water assets, you should seek our support accordingly prior to any excavation works.

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

Scottish Water asset plans can be obtained from our appointed asset plan providers:

- Site Investigation Services (UK) Ltd*
- Tel: 0333 123 1223*
- Email: sw 'at' sisplan.co.uk*
- www.sisplan.co.uk*

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping

arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area, then they should write to the Customer Connections department at the above address.

If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Please find information on how to submit application to Scottish Water at our Customer Portal.

Next Steps:

All Proposed Developments

All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non Dom Property:

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether the discharge from your premises is likely to be trade effluent, please contact us on 0800 778 0778 or email TEQ at scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found [here](#).

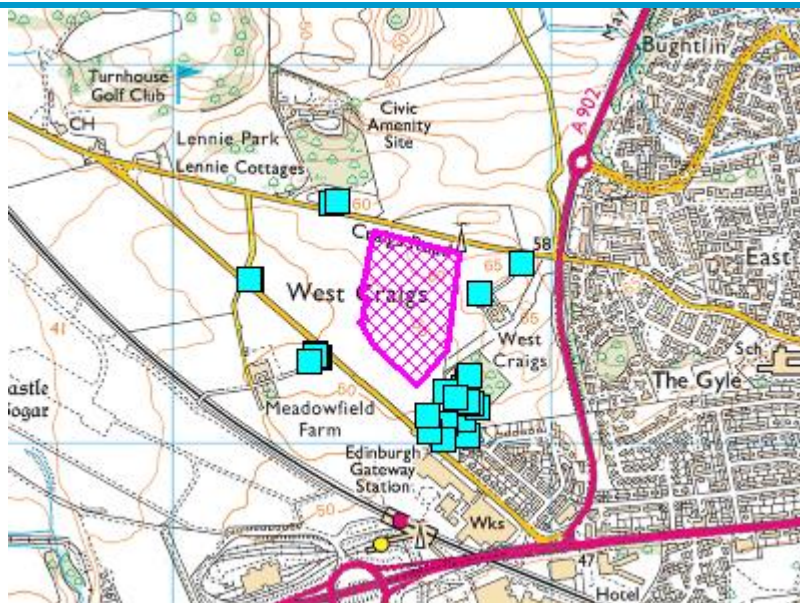
Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas, so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

I trust the above is acceptable however if you require any further information regarding this matter please contact me on 0800 389 0379 or via the e-mail address below or at planningconsultations@scottishwater.co.uk.

Location Plan



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