

Development Management Sub Committee

Wednesday 8 December 2021

Application for Approval of Matters Specified in Conds 21/03986/AMC

**At Land 646 Metres West Of 85, Craigs Road, Edinburgh
Erection of 269x dwellings, associated drainage,
infrastructure and landscaping (in respect of conditions 5
(Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g) of
consent 16/04738/PPP, 6(h), 6(i), 6(j), 6(k(i-ix)) & 10 for Plot 3
only)**

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's design will deliver a good quality residential environment in this growing part of the city with a mixture of accommodation types. The road and path network delivers good connections to the surrounding area for different travel modes and the proposal ties-in with neighbouring development plots. The landscape design includes private and public open spaces with many areas of public seating and the planting will contribute positively to place-making at this plot and within the context of the West Craigs masterplan area.

The proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. The proposal complies with the 13 policy principles of sustainable development set out in Scottish Planning Policy (SPP) and there are no other material considerations which outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN09, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA01, LTRA02, LTRA03, LTRA04, NSG, NSGD02, SPP,

Report

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only).**

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 located between Turnhouse Road which lies to the south and the red line boundary stops short of Craigs Road to the north. Meadowfield road is located at the site's western boundary and existing cottages neighbour the site at the south-west. Neighbouring development plots are located immediately to the east. The site's most recent use has been for agriculture however various enabling works and archaeological investigations are underway in the area as part of the wider development. The site slopes gently from the north where its highest ground level is between approximately 56 metres to 58 metres above ordnance datum (AOD) down to the south in the Turnhouse Road area with AOD ground levels of approximately 49 metres to 51 metres.

There are no existing features in the site of note other than an existing boundary stone wall at parts of the site's interface with Turnhouse Road and intermittent sections of hedging at the boundary with Meadowfield Road. 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);

08 October 2018 - Application for Planning Permission in Principle was deemed refused for 'Residential development (max 1400 units) and ancillary commercial (Class 1 retail and Class 2 financial + professional) including landscaping, access and services and all other ancillary development' at Site 100 Metres North East Of 19 Turnhouse Road Edinburgh (application reference: 18/01393/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).

The following applications relate to neighbouring development plots at West Craigs with small areas overlapping the application red line boundary at the east and south:

16 December 2020 - Application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of 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)) to erect 158x new dwellings with associated roads, parking, footpaths and hard and soft landscaping for plot 4 was approved (application reference: 20/03224/AMC).

29 September 2021 - Application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of 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 the erection of 231 dwellings and associated drainage, infrastructure and landscaping for plot 1 was approved (application reference: 21/02336/AMC).

Main report

3.1 Description Of The Proposal

Scheme 2

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 269 dwellings and associated drainage, infrastructure and landscaping at the site. The proposed design is influenced by the approved strategic masterplan and accompanying Urban Design Framework (UDF) for LDP housing HSG 19. The application site relates to plot 3 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: eight x 1-bed flats; 51 x 2-bed flats; 76 x 3-bed houses of mixed type; and 134 x 4-bed houses (comprising of 104 x detached and 30 x townhouses). All homes are for the private market, in line with the terms of the planning permission in principle. The apartments are situated in four separate blocks, three of which are at the south of the site and front-facing to Turnhouse Road, with the fourth block at the north-west of the site front-facing to Meadowfield Road. All houses have private gardens, and each apartment block includes shared garden space(s), a refuse store and a secure bicycle store.

Building heights for houses are two and three-storey with pitch roofs and apartment buildings which would all be flat roofed are comprised of 3 x three storey blocks and 1 x four storey block. Proposed materials for houses include rendered primary elevations with brick basecourse, cast stone detailing around doors and windows, anthracite roof tiles and white framed uPVC windows. Houses vary in design including use of projecting gables and ridge heights. Detached single garages would match the house type materials at nine plots and some other houses will have internal garage spaces. Proposed materials for the apartments include a mixture of buff brick, brick panels, render, and grey-framed windows and doors with Juliet balconies in some cases.

The proposed layout includes a primary street for the masterplan area which runs east-west along the West Craigs character zone area; this route would offer onward connection to the neighbouring approved development plot to the east, to Meadowfield Road at the west and to an entry/exit to Craigs Road at the north of the plot. This primary route consists of a 5.5-metre-wide carriageway, with a three-metre-wide shared path to the southern edge and a three-metre-wide tree lined verge with a landscaped swale and two-metre-wide footpath to the north. A series of secondary 'shared streets' provide access for vehicles, active travel and pedestrians around most of the site.

Access for the site is proposed from the north via a new access leading to Craigs Road and from Meadowfield Road at the north-west corner of the site. Two access roads are proposed via Turnhouse Road and to the east of the plot three roads and their pavements will connect with neighbouring plots.

Vehicular parking which, is composed of one space per house and apartment, numbers 269 spaces in total. The spaces will include a mixture of private and adopted parking comprising private drives, shared parking courts and limited on-street parking. All 158 private drives will be provided with an external three pin socket and throughout the site there would be 16 private electric vehicle bays and ducting would be provided for four adopted spaces to facilitate electric vehicle charging in future. Eight accessible parking spaces are provided around the site. Secure bicycle parking is provided within each of the four apartment buildings at the ground floor, with 118 spaces for 47 flats overall. Eight bicycle parking spaces are located within an area of public green space at the north-west of site. Space for bicycle parking at houses would be available for future residents within either the house curtilage or in garage spaces.

Boundary treatments around the site include 1.8-metre timber fencing combined with hedge screening in places, a variety of mixed-hedge planting to the front of properties and trees. These boundaries are implemented to varying degrees and will form part of the site's landscape and streetscape characters. Other hard landscape features at the site include timber benches and areas of paving and road surfaces which vary between tar with black chip on primary streets, tar pavements and paths, and block paving.

Proposed green spaces within the site includes a mixture of private and communal spaces and landscaped public realm. Public seating in the form of six benches is located along West Craigs Rise, while a further area of linear green space at the north-west of the site also has an area of seating with four benches. The linear green space includes a small community orchard, rain garden and areas of landscape planting at and provides north-south pedestrian connection. Each of the apartment buildings has access to a private landscaped communal garden with bench seating.

Two hundred and thirty-one new trees of different sizes comprising various species such as field maple, common birch, purple leaved plum and Frans Fontaine. Trees are located within the verges of primary and shared streets and landscaped spaces. Hedge planting includes a mix of species including beech, escallonia, laurel and photinia. Areas of shrubs and grass are also proposed in the landscaping scheme.

Other ancillary structures within the red line boundary includes a single electricity sub-station at the south of the plot between apartment blocks one and two which would be screened with hedging and shrubs around three of its four walls.

Supporting statement

The applicant has included several technical documents in support of the application.

These are available to view on the Planning & Building Standards Online Services:

- Application forms, PPP planning condition tracker & supporting plans;
- Design, Access & Sustainability statement;
- Landscape & Visual Impact statement;
- Drainage Assessment and surface water information;
- Proposed boundary details:
- Transport Statement;
- Stage 2 Quality Audit & Stage 2 Road Safety Audit;
- Vehicle tracking and refuse plans;
- External materials schedule;
- Sustainability form S1; and
- Ecology report.

Scheme 1

During the assessment the applicant provided revised plans in relation to the internal layout of three house types, removal of water tanks for apartments, updated refuse and parking layout plans to include clearer annotations relating to capacity, revised bicycle parking for three apartment blocks, a revised site plan to include public bicycle parking near the community orchard and an updated ecology report which included construction enhancements at apartment block 4 such as a bat and bird boxes. No substantial changes were made to the site's proposed layout.

3.2 Determining Issues

This report will first determine whether the AMC application been submitted timeously in terms of the Planning permission in principle.

The report will then consider the proposed development under Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act):

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

- the Scottish Planning Policy presumption in favour of sustainable development, which is a significant material due to the development plan being over 5 years old;
- equalities and human rights;
- public representations; and
- any other identified material considerations.

Having due regard to the development plan, guidance, Circular 4/1998 and the conditions applied to the planning permission in principle are further conditions required to render the proposals acceptable and grant the AMC application?

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;
- g) the proposal complies with Scottish Planning Policy; and
- h) there are any equalities or human rights impacts.

a) Compliance with the planning permission in principle

Planning permission in principle (PPP) 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 3 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 change to the content of 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 in a phasing plan via four phases with the first areas to be developed near the north, south and west areas of the site edges which face on to Turnhouse Road, Meadowfield Road and the northern woodland. Temporary sales space and construction compound areas are shown in the phasing plan and are acceptable. The applicant complies with this condition.

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 Roads 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 proposed landscape environment at this plot in the context of the surrounding area in West Edinburgh as well as 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. Details relating to maintenance of swale at West Craigs Rise may be subject to further discussion as part of the road construction consent process. Other areas of wetland such as the rain garden are included in the landscape maintenance proposals. 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 Assessment and proposed drainage layout for the plot 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 269 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 and how the plot fits in to the wider landscape strategy at West Craigs. Useable, public landscaped open space including seating a community orchard is located at the north-east of the site whilst areas of public seating at West Craigs Rise are clearly identified. Other spaces at the plot include private and communal gardens for houses and apartments. External material finishes are specified in landscape and materials 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 and a number of shared space streets with traffic calming measures in the form of road narrowing are proposed. The three-metre-wide shared pedestrian and cycle path is designed to the same specification to the adjacent plot 1 to the east and provides good continuity in an east-west direction. 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. Street collection points for bins, communal refuse stores for apartments which display bin capacities 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 swales, surface water sewers, foul sewers, gullies, and porous paving. The site forms part of the wider drainage and SUDS network at housing site HSG 19 which is clearly demonstrated in the supporting drainage layout plan 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 supporting conditions tracker submitted with 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 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 to the level required to comply with Scottish Building Standards; orientation of plots for solar gain; consideration of air tightness, insulation and energy ratings; electric vehicle charging facilities in line with Council standards; inclusion of pedestrian and active travel connections for sustainable travel; proximity to public transport routes; provision for refuse and recycling in line with council standards; inclusion of sustainable drainage measures in the landscape environment; use of at least 10% recycled materials for blockwork, chipboard and plasterboard; use of FSC labelled timber; and use of uPVC windows that achieve an 'A rating' in the BRE Green Guide. 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 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 one electricity sub-station. Street furniture specification for benches 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 towards the east and south within the plot for the first two phases. 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.

During the application stage the applicant submitted an updated ecology report including a survey and explaining how the proposal has considered any existing effects from development as well as habitat and biodiversity design features by introducing a diverse landscape environment. Other supplementary enhancements include the addition of bird and bat boxes in the vicinity of the apartment block 4 which is near the woodland buffer at the site's northern boundary.

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 this report.

b) Scale, design, layout and mix

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. Parts of this application site are located within three distinct character zones of the strategic masterplan and accompanying UDF for LDP housing site HSG 19. 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 proposal for 269 units on this site of approximately 7.61 hectares equates to approximately 35 units per hectare. This scale of development is consistent with the terms of the PPP which specified 1,400 units for the wider West Craigs development area. The scale of development within this plot differs depending on which UDF character zone must be referenced, for example there are higher density three and four storey flats along the Turnhouse Boulevard character zone in accordance with the approved vision for this area and there are lower two and three storey houses, townhouses and flats elsewhere around the site as envisioned in the UDF. The approach taken to density and scale creates distinct areas with variation in urban character and appearance apparent.

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. This plot includes few of the main strategic elements of the masterplan such as active travel corridors or parks, however a small area of landscaped space is shown in the UDF at the north-west corner of the plot and the applicant has included this as required. Much of the site falls within an area of lower density development as indicated in the character zones for this plot, and the street and path network is influenced by the presence of Turnhouse Road, Meadowfield Road and primary streets at the proposed West Craigs Rise in the centre

of the site 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. Policy Des 4 (Development Design - Impact on Setting) supports new buildings that are appropriate in context, scale, positioning and use of materials.

The proposal's 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. The applicant highlights that bus stops will be within walking distance of the site and shows where the road and path network will connect to strategic active travel routes around West Craigs, in particular to the north at Craigs Road, to the south at Turnhouse Road and the east where two active travel corridors offer links to the wider area in West Edinburgh and nearby tram and train stations. 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. A combination of pavements and shared spaces are utilised throughout much of the site and properties generally overlook public spaces and paths. This approach to the site's layout complies with LDP policy Des 7. Layout in terms of road, active travel and pedestrian is further addressed within Section 3.3 d) of this report.

Houses and apartment buildings are well-spaced and distributed around the site with appropriate spacing, set-back distances from roads and paths, orientation in terms of passive surveillance and the character of the area is largely suburban with a good supporting street and path infrastructure as part of the layout. The layout of houses has considered neighbouring development plots to the east and south and the continuation of street character in terms of road surfacing and landscaping to the surrounding area is demonstrated. Apartment buildings at Turnhouse Boulevard will face the recently approved Meadowfield Park across the road and their scale and proportions tie-in well with the neighbouring affordable apartment buildings to the east, taking note of the characteristics of approved development in the area.

A mix of traditional pitched roofs (with anthracite tiles) will provide variety to streetscapes and projecting gables will establish architectural interest along primary frontages. Varied ridge heights and roof forms will also respond to the existing topography, setting to open space, setting to the proposed woodland and along primary streets and shared space streets. The materials and design of buildings proposed for this plot are consistent with the specification in the UDF at this part of the masterplan area.

Houses include enhanced gables at key street interfaces and all houses will have a private front garden enclosed by hedging or fencing and rear gardens. The four apartment buildings all have communal gardens, and the buildings are set-back from the street by approximately 3.6 metres to create a consistent character in line with character zone requirements.

The proposal's layout and design in terms of street layout, height, form position of buildings and use of materials accords with LDP policies Des 4 and Des 7.

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 flats and houses, and the proposed mix of accommodation 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 three-character zones that must be considered at this plot.

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 landscaped open space is included at the north-east corner of the site and includes amenity grass, a community orchard, a rain garden, four benches with views to the Pentlands and bicycle parking. The area of open space includes a two-metre-wide path that leads to Craigs Road and its woodland path at the north and the area can be easily reached from around the plot. Tree and shrub planting within the north of the green space will also help to create a transition from the woodland buffer to the north in terms of visual appearance and a green network at this location.

The landscape design will introduce a tree-lined avenue along the West Craigs Rise character zone and the cross-section for this space shows that a shared three-metre-wide pedestrian and active travel path will run along the south side of the street, while the north side of the street includes a three-metre-wide verge for the avenue trees and swale which offers an integrated and sustainable above ground drainage function. The landscape character of this street is further defined by boundary hedging, set-back seating areas and its wide design measuring 13.5 metres in total for paths, road space, verge and drainage spaces.

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 are deployed to frame views or signify key street corners 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 include 1.8-metre-high timber fencing and hedge planting however various combinations of hedge species, shrub planting and screening of fences creates good levels of variation to boundary treatments at the site. The existing stone wall at Turnhouse Road is also retained as part of the masterplan works and will form a high-quality boundary along the proposal's southern frontage.

Two-hundred and thirty-one trees of varying species and sizes are proposed around the site and will contribute to the city's 'Million Trees' initiative. The supporting landscape and ecology assessments for the plot also shows that the landscape will provide a good habitat for various animal and insect species at the site, for example the rain garden area and thicket style planting in the open space, and will contribute to the aims of the Edinburgh Biodiversity Action Plan (2019-2021). 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

With the exception of eight apartments, all new homes will be dual or multi-aspect and the house and apartment sizes all comply with or exceed 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 between 20 metres and 22 metres or more. Consideration has also been given to surrounding masterplan plots in terms of these distances.

At the ground level 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 to landscaped streets or in some cases with views to the wider area, such as the apartments which face south to Meadowfield Park and would provide views to the Pentlands.

Floor plans for apartments and houses show that internal storage space and utility rooms are provided in all properties. Some houses include garage space, either internal or external, for enhanced storage or work areas as well. 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. In this case a minimum of 590 sqm. outdoor garden space is required.

The applicant submitted a plan detailing private amenity spaces for the apartments which demonstrates that the requirement of 10 sqm. per flat is exceeded at all four blocks, with 1,141 sqm. provided in total. All private outdoor spaces are landscaped to a good standard with seating and including useable outdoor area(s) for recreation. All houses have private garden spaces. Boundary treatments clearly differentiate between public and private spaces and defensible spaces. Additional outdoor amenity space at this plot includes the area to the north-east of the site with public seating, bicycle parking, a community orchard and areas of grass that can be used for recreation. The plot has excellent access to other green spaces in the masterplan area being located beside to the woodland buffer area which has a meandering path for walks, and the recently approved two-hectare Meadowfield Park is directly across Turnhouse Road to the south. Future residents at this plot will have access to a very good amount and quality of open spaces within walking distance.

With reference to the requirements of policy Des 5 the landscape design 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.

d) Access, movement and road arrangements

General access and street arrangements

The key street and path networks within plot 3 reflect the movement strategy approved in the West Craigs masterplan. The plot will be accessed by a variety of travel modes

from three points along Turnhouse Road and via two routes from Craigs Road at the north. A series of secondary shared space roads are located throughout the site where narrowing points will help to control and calm traffic. Most of the shared space routes have a pavement on one side to include a pedestrian only area in addition to the shared space and this is appropriate and an approach that is seen elsewhere in the City. The street network offers appropriate permeability in north-south and east-west directions where vehicles, pedestrians and active travel modes can travel to the approved strategic active travel corridors in the masterplan area and to neighbouring plots to the south and east. This plot offers seven connections to the surrounding area including a three-metre-wide connection along West Craigs Rise that continues eastwards to plot 1 and strategic active travel routes that offer links to the surrounding west Edinburgh area.

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 two-metres-wide with several footway connections that provide linkages between the proposed developments and the wider path network. Features that are outlined in the Edinburgh Street Design Guidance design principles for medium and low-density residential streets are evident in the site's layout including shared space streets, inclusion of SUDS measures, some three metre paths and generally two-metre-wide paths, reduced radii for corners and clear pedestrian crossing areas. The proposal complies with LDP policy Des 7 (Layout Design).

The plot is beside Turnhouse Road to the south and within walking distance of Craigs Road to the north where public transport will be available for future residents from both streets. 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 does not object to this proposal or the predicted traffic flows. Some public comments express concern with relation to impacts from the West Craigs development, however this matter 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 269 car parking spaces are proposed for these 269 housing units which is the maximum permitted by the Council's parking standards. The proposed parking is comprised of a mixture of adopted and private parking spaces, configured either in parking courts or private drives. There is one parking space for each house or apartment, however the Roads Authority notes that adopted parking spaces cannot be allocated to specific properties and this will be confirmed via the road construction consent process. Eight accessible spaces are included in total, and this ratio complies with the Council's requirements. The design of accessible parking spaces was questioned in a representation; however, all the accessible spaces are designed to meet the requirements identified in the EDG where spaces should be 3.6 metres wide and between 5 metres and 5.5 metres deep. Accessible spaces are also located close

to paths and building entrances. The car parking includes 16 electric vehicle spaces in private parking courts for the four apartment buildings and 158 houses will be equipped with three pin sockets for private electric vehicle charging. An additional four adopted car parking spaces will be capable of upgrading for electric vehicles. Car club spaces are not proposed at this plot, however other plots around the masterplan area will include car club vehicles as part of the legal agreement established through the planning permission in principle.

The number of parking spaces proposed at the site complies with the number permitted in the Council's parking standards and the Transport Authority raises no objection to the car parking proposals. The number and types of parking spaces comply with LDP policy Tra 2 (Private Car Parking).

The layout of parking is either within parking courts or at the front or side of houses. Landscape planting in the form of hedges and trees act to screen parking spaces and driveways meaning cars will not dominate the street scene, with a balance between courtyard and driveway parking. 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.

The proposed layout provides a good quality transport environment for walking and cycling at this part of the West Craigs masterplan. Footways follow the road carriageway, and in some cases, paths are separated by a verge or tree planting, for example at West Craigs Rise and to the south-east of the plot where pavements tie-in to the neighbouring affordable housing plot. Many parts of the site are designed as shared surfaces; at the north of the site this is consistent with the Braehead Woodland character zone detailed in the UDF, and in other parts of the site a dedicated footway is included in some of the shared spaces which is acceptable in design terms for a lower density part of West Craigs. The proposed materials plan shows that roads and adopted paths will be finished in either tar, block paving or tar with black chip will help to differentiate road and pedestrian areas, whilst junctions are clearly identified by tar with red chip. The supporting Stage 2 Quality Audit provides a good summary of the proposal and demonstrates that the layout supports walking and active travel. Paths will be easily navigable and connect-well with the rest of the masterplan area's path network.

Representations note that there is no dedicated north-south route for active travel in this site, however in the context of the strategic masterplan this is not a requirement for this plot. Given the lower density of housing and associated vehicle numbers in this part of the site it would be appropriate for cyclists or other wheeling modes to use shared spaces and/or streets to navigate this plot. Where the plot meets Meadowfield Road to the west, the three-metre-wide shared path would terminate and the detailed design of this would be established as part of the road construction consent process.

In total, for the 59 apartments 118 bicycle parking are proposed and houses allow for parking within the general curtilage or garage spaces for bicycles; this accords with the required quantity of spaces in the EDG. Bike racks at the three of the four apartment buildings include a mixture of two-tier racks and Sheffield racks with the fourth using two-tier racks only. In addition to private bicycle parking there will be eight Sheffield racks at the public open space at the north-east corner of the site beside the seating area. The proposal accords with the requirements of policy Tra 3 and the EDG.

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 and associated technical drawings in support of the application. Drainage infrastructure at the application site, including swales, 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 though 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 from the Council's Flood Prevention Team confirms no objection to the proposed drainage arrangements. Scottish Water does not object to the application and the applicant is advised to note advisory comments provided.

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 3 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 will deliver 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 in accordance with the Council's instructions for architects. 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

Four representations objecting to the proposal were received, inclusive of Corstorphine Community Council who are not a statutory consultee in this case. One neutral comment and no supportive comments were received.

Material objections

- Object to layout and dominance of the private car at expense of walking and active travel - addressed in Section 3.3 d);
- Object to the inclusion of three-storey buildings which are out of context with the area - addressed in Section 3.3 b);
- Opposed to only one parking space per house, request minimum two-spaces for houses of the size proposed - addressed in Section 3.3 d);
- Inappropriate design and width of pavements and use of shared spaces - addressed in Section 3.3 d);
- No protected north-south cycle route is included - addressed in Section 3.3 d);

- No general bicycle parking included near shared social spaces - the applicant added bicycle parking near the community orchard in response to this suggestion;
- Alleged inaccuracy in the supporting Transport Statement - addressed in Section 3.3 d); and
- No detail on use of road crossings, dropped kerbs or tactile paving - addressed in Section 3.3 d); indicative crossings and road surfacing are identified, and these details will be addressed as part of the road construction consent process.

Neutral comments

- Request amendment to accessible parking - addressed in Section 3.3 d);
- Noted that no flats or houses are specifically designed for disabled or wheelchair users - addressed in Section 3.3 g).

Non-material objections

- Traffic and transport impact from HSG 19 and HSG 20 and lack of progress in relation to Maybury junction, the Gogar roundabout and active travel network in West Edinburgh - outwith scope of this AMC application;
- Houses unlikely to comply with principles of 20-minute neighbourhood concept - this is not a current planning policy requirement;
- Assertion that the adopted Edinburgh LDP does not reflect Scottish Government policy in relation to transport in new development;
- Location of unsignalised crossing of active travel route at Turnhouse Road - this is not within the application area.

g) Scottish Planning Policy (SPP)

The SPP introduces a presumption in favour of development that contributes to sustainable development and sets out 13 principles to guide policy and decisions:

- giving due weight to net economic benefit;
- responding to economic issues, challenges and opportunities, as outlined in local economic strategies;
- supporting good design and the six qualities of successful places;
- making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;
- supporting delivery of accessible housing, business, retailing and leisure development;
- supporting delivery of infrastructure, for example transport, education, energy, digital and water;
- supporting climate change mitigation and adaptation including taking account of flood risk;
- improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;
- having regard to the principles for sustainable land use set out in the Land Use Strategy;
- protecting, enhancing and promoting access to cultural heritage, including the historic environment;

- protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment;
- reducing waste, facilitating its management and promoting resource recovery; and
- avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.

This development site is allocated for housing development in the adopted Edinburgh Local Development Plan. The proposal is in an area that will form a new part of the city, in a sustainable location with good access to an evolving active travel and path network and public transport. The development will provide a good mix of housing and supporting studies in relation to drainage and water management demonstrate risk of flooding has been considered in the context of future climate predictions. The applicant will be required to include sustainable building measures through the Scottish building standards process and provision has been made for electric vehicle parking in accordance with the Council's parking standards. The scale of development is appropriate, whilst the proposal has good levels of internal and external amenity for future residents, with good access to nearby large outdoor spaces and community infrastructure. Other features including refuse and recycling management, landscape design and contribution to green infrastructure at West Craigs are positive features of this proposal in the context of the qualities that SPP outlines for new development and sustainability.

The proposed development therefore complies with the 13 SPP principles and represents sustainable development.

h) 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 whilst none of the houses or flats are specifically designed for disabled people or wheelchair users 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's design will deliver a good quality residential environment in this growing part of the city with a mixture of accommodation types. The road and path network delivers good connections to the surrounding area for different travel modes and the

proposal ties-in with neighbouring development plots. The landscape design includes private and public open spaces with many areas of public seating and the planting will contribute positively to place-making at this plot and within the context of the West Craigs masterplan area.

The proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. The proposal complies with the 13 policy principles of sustainable development set out in Scottish Planning Policy (SPP) and there are no other material considerations which 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: 33A, 34,35,36A,37,38,39,40,41) shall be fully implemented within 6 months of the last property's occupation. Any trees or plants which, within a period of five years from the completion of that phase of the development, die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.
2. Details of visitor bicycle parking at each of the four apartment buildings shall be submitted to the Planning Authority for approval. The approved visitor cycle parking shall be implemented prior to the occupation of the apartment building(s) to which the parking relates.

Reasons:-

1. In order to ensure the landscaping is established at the site and maintained.
2. In order to enable the Planning Authority to consider this matter in detail.

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 note the following Roads Authority matters:
 - 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 applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;
 - 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 regulations or British Standard 8300:2009 as approved;
 - Electric vehicle charging outlets should be considered for all parking spaces within this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;
 - The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of the Planning Authority.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council. A legal agreement is in place as part of the existing planning permission in principle for this application site.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 06 August 2021 and neighbours were notified on 29 July 2021. Five letters of representation were received. Four representations objected to the proposal, one neutral comment was received, and no 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

27 July 2021

Drawing numbers/Scheme

01,02B,03,04A,05,06A,07,08C,09A,10B,11A-13A,14B,15A,16A,,
17-22,23A,24-26,27A,28,29A,30-44,45A-47A,48-56,

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:

Relevant policies of the Local Development Plan.

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

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

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

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

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

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

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

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

LDP Policy 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 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.

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.

Scottish Planning Policy (SPP) - The SPP sets out Scottish Government policy on nationally important land use matters and includes subject specific policies on: economic development, town centres and retailing, housing, rural development, coastal

planning, fish farming, historic environment, landscape and natural heritage, open space and physical activity, green belts, transport, renewable energy, flooding and drainage, waste management, minerals, on-shore oil and gas, surface coal mining and communications infrastructure.

Appendix 1

Application for Approval of Matters Specified in Conds 21/03986/AMC

**At Land 646 Metres West Of 85, Craigs Road, Edinburgh
Erection of 269x dwellings, associated drainage,
infrastructure and landscaping (in respect of conditions 5
(Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g) of
consent 16/04738/PPP, 6(h), 6(i), 6(j), 6(k(i-ix)) & 10 for Plot 3
only).**

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 has yet to be finally agreed. Therefore, this archaeological condition (9) 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.

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 the 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.

General

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.

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.

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.

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.

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 produced.

Waste strategy agreed at this stage Y/N? N

I have looked at the drawings available in the planning portal file, we would require further input to the points raised below in conjunction with our current instruction for architects and developers guidance, available at <https://www.edinburgh.gov.uk/wasteplanning> ,to ensure waste and recycling requirements have been fully considered.

- 1. Confirmation on the waste strategy, email sent to architect.*
- 2. Confirmation on the number of properties using each bin store.*
- 3. We require a scale plan showing the agreed allocation in place.*
- 4. Confirmation that all the points raised in our guidance have been adhered to.*

In view of these factors I would ask that the Architect/developer contact Claire Bolton Claire.Bolton@edinburgh.gov.uk or myself directly Trevor.kelly@edinburgh.gov.uk & waste@edinburgh.gov.uk at the earliest point to agree their options so that all aspects of the waste & recycling service are considered.

Waste Services response updated

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.

Flood Prevention response

I have reviewed the documents on the portal and have the following comments to be addressed by the applicant:

1. *Please provide a SWMP 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>*

2. *The drainage calculations use a 30% rainfall intensity uplift to account for climate change. Our latest guidance requests a 40% uplift is used to account for future climate. Please confirm whether the proposals can accommodate the 1:200-year return period event including a 40% climate change uplift.*

3. *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, and from 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.*

Flood Prevention response updated

Thank you for chasing the additional information. This satisfies our previous consultation comments. This application can proceed to determination, with no further comments from CEC Flood Prevention.

Edinburgh Airport response

With reference to the above, the information submitted in relation to Plot 3 of the masterplan are satisfactory from an Aerodrome Safeguarding perspective. We are therefore happy to discharge the associated conditions.

Roads Authority response

No objections to the proposed application subject to the following being included as conditions

or informatives as appropriate:

- 1. The proposed 2 car club vehicles will require a contribution of £12,500 (£1,500 per order plus £5,500 per car);*
- 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;*
- 3. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
- 4. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*

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

6. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;

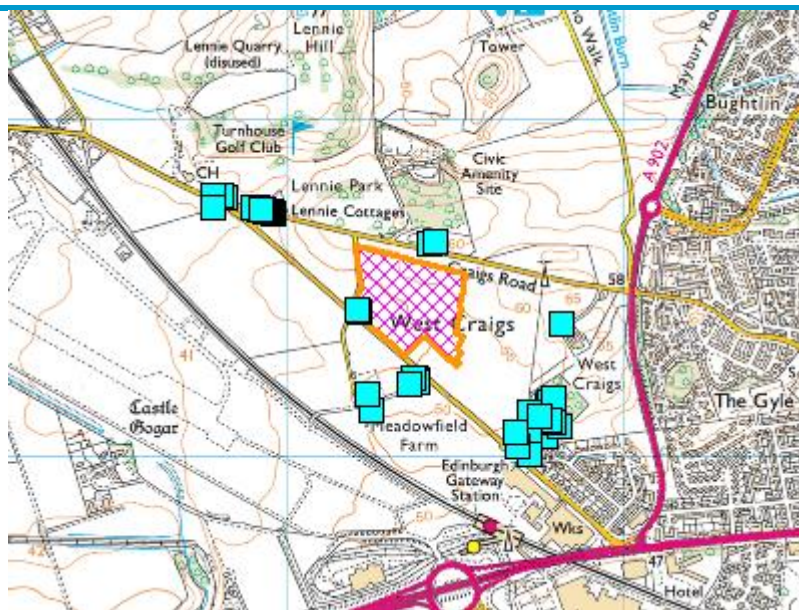
7. Electric vehicle charging outlets should be considered for all parking spaces within this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;

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

Note:

- The proposed 269 car parking spaces include 86 on-street, 8 disabled spaces, 15 electric vehicle spaces, and 2 car club vehicles.
- The proposed 118 cycle parking spaces for the 59 flats is acceptable.

Location Plan



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