

Development Management Sub Committee

Wednesday 9 February 2022

Application for Approval of Matters Specified in Conds 21/04019/AMC

**at land 288 metres southwest of 10, Builyeon Road, South
Queensferry.**

**Approval of matters specified in condition 1 including the
masterplan for 980 new homes, and discharge of
conditions 6, 7, 9, 10 and the approval of associated
infrastructure to facilitate Masterplan Planning Consent
(16/01797/PPP) (as amended)**

Item number

Report number

Wards

B01 - Almond

Summary

The principle of development was established through planning permission in principle (PPP) 16/01797/PPP for this Local Development Plan (LDP) housing site (HSG32). The proposed development complies with conditions 1, 6, 7, 9 and 10.

The masterplan, Urban Design Framework and Design Code will ensure future development will contribute to a well-designed mixed-use development. The road and path network deliver good connections throughout the site and into wider Queensferry. The landscape proposals include ample public open space and view corridors, providing an integral part of the masterplan whilst contributing to the creation of a well-designed new place.

The proposal accords with the Edinburgh Local Development Plan and 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, LDES07, LDES08, LDES09, LTRA01, NSG, NSGD02,

Report

Application for Approval of Matters Specified in Conds 21/04019/AMC

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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 (HSG32) lies on the south western edge of Queensferry. The site is bounded by Builyeon Road (A904) to the north for a distance of 1km. The A90 approach to the Forth Road Bridge lies to the east with the new southern approach to the Queensferry Crossing (opened September 2017) situated to the south and south west. The existing Echline junction is located to the north east corner of the site with a new junction to the north west corner, this providing a connection to the Queensferry Crossing approach road (M90).

The site mostly comprises gently undulating arable farmland, subdivided by field boundaries including a stone wall to the centre of the site. The landform rises slightly to the centre of the site and falls to the south east and south west. Two telecommunication masts are situated within the north eastern part of the site with small areas of mature woodland to the north west and southern boundaries. The area of woodland to the north west contains a historic pond.

The south eastern part of the application site is utilised by Transport Scotland as a SUDS area, with new tree planting recently implemented as part of the works for the Queensferry Crossing approach road.

2.2 Site History

16 January 2015 - Proposal of Application Notice submitted for proposed mixed use development including residential, employment and primary school uses this relating to the extents of the current application. This PAN was considered by the Council's Development Management Sub-Committee on 22 April 2015 (Application reference: 15/00276/PAN).

15 June 2021 - Application approved for Planning Permission in Principle for mixed use development to provide residential, employment, primary school and associated uses - acknowledging BP Pipeline (Edinburgh LDP Site HSG32) (Scheme 3) (Application reference: 16/01797/PPP).

6 August 2021 - Application submitted for Planning Permission in Principle for construction of a residential care home (Class 8) with access, landscaping, amenity area, parking and associated works (Application reference: 21/04018/PPP).

6 August 2021 - Application submitted for Planning Permission in Principle for construction of Retail Foodstore (Class 1), Drive-Thru Food and Drink (Class 1+3/ Sui Generis) and Petrol Filling Station/ Retail Kiosk/ Carwash (Class 1/ Sui Generis) together with access, landscaping, parking and associated works (Application reference: 21/04016/PPP).

Main report

3.1 Description of the Proposal

The application seeks approval of matters specified in condition 1 and the discharge of conditions 6, 7, 9 and 10 of planning permission in principle (PPP) (application reference: 16/01797/PPP). Information provided in support of the application includes an overall strategic masterplan, accompanied by an Urban Design Framework and Design Code, indicating a total of 980 units. Several further applications for matters specified in other conditions of the PPP consent will be submitted in due course which will detail specific development plots within the overall masterplan. There is a total of eight development blocks over four phases - these are likely to be submitted from a variety of different developers and house builders.

The Design Code identifies five development areas, including a commercial area at the Western Gateway. Area C1 is the proposed commercial site within the development, lying in a prominent position in the western corner of the site with convenient access to the M90. Area A1 will include a range of buildings, including a proposed residential care home.

This area will host a variety of house types and densities, bound by a linear park to the east and woodland edge to the south. Area 2 is within the heart of the wider site, with a range of uses proposed, including a new primary school to the northern edge. A civic street lies to the south of the school, providing ground floor commercial uses and active frontages. A variety of house types make up the rest of the core area. Area 3 encompasses the Eastern Gateway entrance with a frontage to Builyeon Road. A landscape corridor runs through the centre of this area horizontally, which will feature swales and raingardens. Area 4 provides a visual edge to the east with landscape corridors intersecting the area.

In addition to the masterplan and Urban Design Framework, detailed permission is sought for the design and delivery of strategic infrastructure. This includes the detailed landscaping and roads layout.

There are a series of landscape corridors and linear parks intersecting the whole site, running east to west and north to south. A woodland edge will form a landscaped buffer across the southern part of the whole site. A new gateway will be created at the western entrance to the site which will incorporate the historic quarry scoop into a designed landscape feature.

Builyeon Road is proposed to be re-routed through the site, allowing the existing Builyeon Road to become an active travel link. Further active travel links are proposed throughout the site, providing permeable links throughout the site and in to Queensferry.

Supporting Information

The following documents have been submitted in support of the application and are available to view on the Planning and Building Standards Online Services:

- Affordable Housing Policy Statement;
- Air Quality Impact Assessment;
- Bat Activity Surveys;
- Bird Hazard Management Plan;
- Certificate A1 - Self Certification (Designer);
- Certificate B1- Independent Check Declaration;
- Design Code;
- Drainage Strategy;
- Flood Risk Assessment;
- Landscape and Visual Impact Assessment;
- Lighting Assessment;
- Masterplan Consultation Report;
- Noise Impact Assessment;
- Noise Survey;
- Planning Statement;
- Preliminary Ecological Appraisal Report;
- Preliminary Root Assessment of Trees;
- Site Investigation;
- Sustainability Statement Form;
- Transport Assessment;
- Tree Survey and
- Urban Design Framework.

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

a) Compliance with Planning Permission in Principle

The application site falls within LDP HSG32 and the principle of residential development at this location has been further established by the granting of PPP for a mixed-use development to provide residential, employment, primary school and associated uses. The PPP was granted subject to 16 conditions and the applicant has now submitted an Approval of Matters Specified in Conditions (AMC) planning application to approve matters required by condition 1 and the discharge of conditions 6, 7, 9 and 10.

The requirement of these PPP conditions can be summarised as follows:

Condition 1

A single Masterplan, and Urban Design Framework including Design Code for the whole site incorporating sufficient information to allow the detailed consideration of all matters listed below shall be submitted for consideration by the Planning Authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the Planning Authority has been given, and the development shall be carried out in accordance with that approval.

- The applicant has submitted an Indicative Site Layout Conceptual Masterplan, Urban Design Framework and a Design Code. The form, scope and content of the masterplan accords with the broad definition of a masterplan as described in the Scottish Government's Planning Advice note (PAN) 83 Master planning. The Urban Design Framework and Design Code are approved drawings setting out the overall design intention for the whole site and all further planning applications for the site must conform to the requirements set out in these documents.

Approval of Matters:

(a) site development layout masterplan and Urban Design Framework document;

The Masterplan, Landscape Strategy, Urban Design Framework including a Design Code will be accompanied by the following supporting information:

- (i) Air Quality Assessment;*
- (ii) Land Contamination Assessment;*
- (iii) Noise Impact Assessment;*
- (iv) Conservation Plan for the preservation and enhancement of the historic pond located on the North West boundary of the site;*
- (v) Plan for retention, preservation and enhancement of stone boundary walling to the north west corner and centre of the site;*
- (vi) Full tree survey to include all trees present on the site;*
- (vii) Flood Risk Assessment, SUDS Strategy and Surface Water Management Plan;*
- (viii) Airport Bird Hazard Management Plan;*
- (viii) Ecological Studies and*
- (ix) A layout plan which identifies appropriate zones of influence for the BP/Ineos pipeline and electricity pylons.*

All of the supporting information listed above has been submitted and agreed with the relevant consultees and the Planning Authority. Further detailed information will come forward with the submission of subsequent applications in due course.

With regard to 1 (a)(v), although the level of retention of the stone walling is less than may be wished, due in part over concerns over amounts of reusable stone, the plans are nevertheless broadly acceptable, and the applicant has committed to reuse as much as possible of the existing stone from these stone walls as can be successfully salvaged along Builyeon Road and areas of public realm.

With regard to 1 (a)(vii), an updated Surface Water Management Plan has been recommended as a condition to ensure the approach is fully in line with the Council's Water Vision.

(b) phasing plan showing a phased implementation programme for built development, road and footpath provision including cycle routes and multi-use paths, landscape strategy, flood risk mitigation, noise mitigation, tree protection and woodland management, air quality mitigation.

- An overall Phasing Plan as well as a Landscape specific Phasing Plan have been submitted. This shows that the development will progress over four phases (excluding the school) and will be built out from the west of the site to the east. All associated infrastructure and landscaping will be delivered with each phase.

(c) location and quantum of land uses, location of housing types, height of development (heights to be shown in relation to A.O.D.);

- The applicant has submitted engineering drawings which show the existing ground levels and platform levels. An indicative Building Heights and Typologies drawing has also been submitted which will guide the building heights for future development phases.

Whilst the Urban Design Framework and the Design Code provide an indication of location of housing types and the height of development, the exact location and height of the built form (in relation to A.O.D) will be subject to future AMC applications. The detail of these matters will be covered through the discharge of condition 2 of the PPP permission.

(d) An updated Transport Assessment to reflect the detailed design of Builyeon Road and adjacent junction layouts including the Echline junction to assess the revised traffic patterns and flows associated with the new Queensferry Crossing. This must also address car and cycle parking, vehicular access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets (shown in plans and sections), and servicing areas;

- An updated Transport Assessment has been submitted and the Roads Authority has no objection to the submitted materials.

The details of car and cycle parking, vehicular access, road layouts and alignment, classification of streets and servicing areas will be contained within future AMC applications. The Urban Design Framework ensures that car and cycling will be provided in line with the Council's standards.

A Stage 2 Quality Audit would be undertaken at the next stage of AMC applications as it needs to review the details of the final housing layouts. The detailed location of each house and driveway within the development parcels are required to complete this audit.

(e) Landscape strategy including function and configuration of public and open spaces, landscape, trees and shrub planting, tree protection and woodland management and outline of materials and finishes;

- An indicative Site Layout Landscape Framework has been submitted alongside a Landscape Proposals plan and a series of planting plans which satisfy this condition. The strategic landscape proposals are acceptable.

The Urban Design Framework and Design Code set out the specific requirements for the landscape strategy across each development parcel the site. This detail will be required to come forward with each future AMC application.

(f) details of a play area/open green space accessible to the public at all times (in close proximity to the school site) shall be identified;

- Details for the Western Gateway have been submitted. This area provides a vital entrance way to the development site whilst providing a civic space and SUDS pond with a landscape focus, close to the proposed primary school site.

Three new play areas are proposed as part of the wider development, to be delivered in Phase 1, Phase 2 and Phase 4 consecutively.

(g) details of the proposed 'green corridors' at between 30-50 metres in width, including cross sections;

- Details and a cross section of the proposed green corridors have been provided. These vary from 30 metres to 50 metres in width and are detailed within the Design Code.

(h) walls, fences, gates and any other boundary treatments;

- The Urban Design Framework details the proposed boundary treatments which will be appropriate for each development phase, which will reflect the history and character of the site. Boundaries onto the public realm should be in the form of 1800mm high brick walls with hedging, planting or estate railing. Timber fencing will only be appropriate for areas away from the public realm within internal elements of the housing parcel.

(i) footpaths and cycle routes, including proposed multi-use paths, outline of materials and finishes;

- The location of strategic footpaths and active travel routes have been provided. The materials and finishes of these will be secured through future AMC applications, in line with the specifications set out in the UDF and Design Code and as a requirement of Condition 2 (a) of the PPP consent.

(j) waste management and recycling facilities strategy;

- This section of condition 1 cannot be discharged at this time as it is dependent on specific housing types and locations. This detail will be covered in future AMC applications.

(k) surface water and drainage strategy;

- An updated Surface Water Management Plan has been recommended as a condition to ensure the drainage design in managing surface water is in line with the Council's Water Vision whilst also offering resilience to blockages or other factors which may impact the sensitivity of the design to flood receptors.

(l) existing and finished ground levels in relation to Ordnance Datum.

- Engineering drawings have been submitted showing the existing ground levels. Finished ground levels are not available at this point and will be considered through future AMC applications.

Condition 6

No development shall take place on that phase of the development including the historic pond until the applicant has submitted a conservation plan for the approval by the Planning Authority for the preservation and enhancement of the historic pond identified on the 1st Edition OS map, located on the North West boundary of the site.

- The applicant has submitted a Historic Pond/ Quarry Scoop Client Condition Report which details a satisfactory approach for the preservation and enhancement of the historic pond. Initial proposals would have seen the loss of this archaeological feature and replaces with a much larger dry SUDS pond. Further discussions ensured the delivery of a SUDS scheme that could be adopted by Scottish Water and function as a sustainable drainage feature. The SUDS pond has to be located in the location occupied by this historic feature as it is the lowest part of the site and at a point where a drainage connection needs to be made to the wider area.

Although the historic feature will be lost, significantly revised proposals ensure that the SUDS area in its place will reflect the location and form of this historic feature. The current proposal represents a good compromise with significant safeguards to influence the final design and interpretation of this important feature.

This has been approved by the City's Archaeologist and this condition can be discharged.

Condition 7

No development shall take place on each phase of the development until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeological Officer.

- The applicant has submitted an Archaeological Excavation Data Structure Report and a phased programme of archaeological works have been agreed. However, the whole site has not been signed off with further archaeological mitigation required for the historic pond/ quarry and the area overly medieval/ post-medieval settlement underlying an historic wall.

Accordingly, this condition cannot be fully discharged in relation to the areas noted above. However, as this is isolated to this section of the overall site the remainder of the site can be developed without any further archaeological investigation.

Condition 9

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority.

A Bird Hazard Management Plan has been submitted and is considered satisfactory from an Aerodrome Safeguarding perspective, agreed by Edinburgh Airport. Condition 9 can be fully discharged.

Condition 10

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

- Details have been submitted covering the points above for each phase and the strategic landscape infrastructure, as well as a Landscape Phasing Plan. The landscape proposals for each development parcel will be included in future AMC applications, and must conform with the UDF and Design Code.

The details submitted are in accordance with the PPP and this condition can be discharged.

b) Layout and Design

LDP Policies Des 1-4, 7-9 provide the policy framework for the design principles which must be considered for this application.

The indicative masterplan and Urban Design Framework establish the overall layout and areas of development, transport and active travel links, the type and form of open spaces, boundary treatments and on-site features worthy of retention. A hierarchy of streets and spaces is set out and clearly legible. In addition, the Design Code provides a supplementary overview of the clear design intention for the wider site, emphasising the focus of preserving and enhancing the views to and from the site.

The proposal includes four linear landscape corridors intersecting the site which dictate the overall layout and development parcels. The site is made up of four Character Zones which are formed around the landscape framework. There are different character zones within each development area to ensure a variety of house types and architecture.

The first Character Zone is noted as the Primary Route which is directly adjacent to the re-routed Builyeon Road. This will be high density units with a continuous frontage and parking located to the rear. The built form will provide a robust edge to Builyeon Road, broken up with avenue planting. The Landscape Corridors should provide a clear street line with a variety of house types to ensure visual interest whilst integrated SUDS and raingardens will provide a high-quality public realm.

The Woodland Edge is located to the southernmost part of the site and will provide a robust edge to the development with high density housing, respecting the natural features and designations within this part of the site. Lastly, the Home Zones are contained by the other distinct character zones and should be less formal, defined by lanes and mews with varied building lines and enhanced planting.

The Design Code states that the forms, proportion, roof pitch and fenestration should be traditional and vernacular in principle. The proposed palette of materials should be coherent across the masterplan to strengthen the sense of identity. The proposed architectural details and materials specification set out in the Design Code will be imperative to ensure the site is developed consistently by various developers.

The primary material for visually prominent units will be a buff or brown toned brick complimented by white or cream render. Feature buildings at key corners or at the end of vistas should have full brick facades with enhanced gable windows to activate key elevations. All pitched roofs should be formed of dark grey concrete roof tiles and flat roofs should be dark grey in appearance with suitable edge detailing. The Design Code identifies suitable materials for each of the four Character Zones.

As well as the information contained within the Design Code, a drawing showing indicative building heights and typologies has been submitted. This shows the proposed areas for high density (3-4 storeys/ townhouses), medium density (2-2.5 storey terraces/ semi/ detached housing) and low density (2 storey). The higher density housing areas are largely on the peripheral parts of the site, in order to provide a robust edge.

There is a clear vision for this site as a whole and the development will deliver a well-designed expansion to the settlement. The existing features and strong landscape focus have influenced the overall layout of the site, with civic spaces and areas of public realm contributing to a good sense of place. The proposal complies with the design aspects of the LDP Site Brief for HSG32 and the relevant LDP design policies.

c) Amenity of Future Occupiers and Neighbours

LDP Policy Des 5 (Development Design - Amenity) seeks to ensure that development demonstrates a good quality environment for future and existing residents. Whilst the detail of housing plots will be covered in subsequent applications, the UDF and Design Code provide an appropriate structure to ensure a good level of amenity is provided across the site.

The UDF indicates that the site will accommodate generous areas of clearly defined public and private open space throughout a permeable network, with individual dwellings achieving adequate outlook, privacy, sunlight and daylight. This will be assessed thoroughly within the assessment of future detailed applications.

The masterplan indicates a mixture of housing types will be provided, as well as commercial uses and a school within the site boundary which satisfies criteria b) of LDP Policy Des 5. The open spaces, landscape corridors and active travel links have been designed to incorporate natural surveillance as a priority, thus satisfying criteria d) of this policy.

A range of options were explored through the supporting Noise Impact Assessment for the southern edge of the masterplan to respond to road noise from the A90, with an acoustic barrier shown to provide little to no benefit. It is proposed to locate 3 to 4 storey flats or townhouses along the southern edge of the site to provide a physical and acoustic barrier. Environmental Protection have accepted a closed window standard to mitigate transport noise sources and ensuring that habitable rooms are located to the north of these blocks.

The associated garden space for these dwellings will be located to the north of the built form to ensure a good level of amenity for future residents, with no private outdoor amenity space on the elevation most exposed to the road noise. A number of internal acoustic fences will be required to the eastern parcel within the development site to ensure private gardens in these locations achieve satisfactory noise levels from the adjacent road. The exact location of all of these aforementioned buildings and fences will be subject to future AMC applications which will also confirm the specification of glazing and windows with acoustic trickle vents. Furthermore, this is controlled under Condition 4 of the PPP consent.

Non-transport and ancillary facilities such as waste and recycling will be covered in future detailed applications and the precedence of provision is set out in the supporting Design Code.

The information submitted in support of this application indicates that a good level of amenity can be achieved for future occupiers and users of the site in compliance with LDP Policy Des 5.

d) Access, Movement and Road Arrangement

LDP Policy Tra 1 (Location of Major Travel Generating Development) ensures that major developments will be assessed against multi-modal accessibility, contributions to the Local Transport Strategy and the impact on existing transport networks.

The masterplan and Urban Design Framework set out the proposed movement strategy. Builyeon Road is proposed to be realigned and will be the primary vehicular road through the site, subject to a 20mph speed limit. As the development will be delivered in phases, an Interim Vehicle Access Strategy has been created to cater for the interim phase which will see 500 residential units delivered prior to completion of this core road. Two vehicular accesses will serve the site from Builyeon Road - one in the western corner and one in the east. Where this primary route serves the civic centre, suitable traffic calming and safe crossings will be implemented, as detailed within the supporting Transport Assessment. Bus stops and shelters will be provided along this primary route.

A main off-road 4-metre-wide active travel route will run east to west through the heart of the site, connecting into secondary and tertiary routes which lead to the residential areas, school and commercial centre. A further shared use route runs along the south of the re-aligned Builyeon Road and a segregated cycle route will be introduced at the civic area to acknowledge higher pedestrian and cycle demands in this area. The old Builyeon Road will continue to serve the existing properties to the north at Echline cottages, then a new active travel route will connect into the existing path.

Each further detailed AMC application will address car and cycle parking. The UDF and Transport Assessment confirm that the parking provision for cars and cycles will be in line with Council standards and the relevant policies.

The LDP Site Brief states that there is 'an opportunity to incorporate a footpath/cycleway, including a bridge over the existing A90 carriageway to the retail and housing area to the east of the site'. The Section 75 Legal Agreement makes provision for developer contributions to be taken for this link, in the south east corner of the site. A Walking and Cycling Feasibility Assessment was undertaken in 2020 which concluded that a new bridge over the A900 will not improve connectivity in the area and is not needed in support of the development of HSG32. It was clear there would be significant technical issues in delivering a bridge in this location with substantial costs. It was considered to offer no benefit over improvements and upgrading of the existing route along Ferrymuir Road between Echline junction and Ferrymuir Roundabout which will provide a direct and attractive link route for pedestrians and cyclists. Further feasibility work is taking place to ensure integration of active travel connections beyond the site boundaries.

The proposal and supporting information demonstrate a comprehensive movement network for a variety of transport modes and the Roads Authority has no objection to these. The street hierarchy offers a comprehensive network of primary, secondary and tertiary streets, active travel routes and pedestrian routes throughout the site to maximise permeability. The green networks have been successfully designed to combine open space with active travel routes and overlooked by high density residential units with active frontages. The proposal complies with the LDP Site Brief for HSG32 and LDP Policy Tra 1 (Location of Major Travel Generating Development).

e) Landscape

LDP Policy Des 8 (Public Realm and Landscape Design) supports proposals which demonstrate that all external spaces and features have been designed as an integral part of the scheme, emphasising that high-quality, well-designed public spaces are crucial elements of a successful urban environment.

The submitted landscape plans, UDF and Design Code demonstrate a clear landscape-led strategy for this site. Six main areas of greenspaces are identified throughout the site: Builyeon Gateway; Eastern Gateway; South Woodland Walk; Forth View Corridor; Dundas Walk Corridor; and Queensferry View Corridor. These areas are connected through a permeable street network characterised by planting. These strategic landscape areas are part of the detailed submission and relate to the discharge of condition 1e).

Submitted drawings confirm that a high-quality landscape environment will be delivered at the site and the whole masterplan is landscape-led with key views in and out of the site having been fully considered. The proposed planting mix for each strategic landscape area is acceptable. Three new play parks will be provided within the site.

The proposed Sustainable Urban Drainage techniques (SUDS) include a network of planted swales, rain gardens and detention basins, incorporating both blue and green infrastructure together to create sustainable and ecological features throughout the site. A SUDS basin in the north west corner has been designed to incorporate the shape of the historic quarry scoop to an adoptable standard. The shape of the scoop is highlighted through the use of grasses and shrubs which will tolerate occasional waterlogging. This feature will be an area of useable open space with suitable planting and areas of seating. The Council's Flood Protection Team has no objection to the proposals.

The Design Code confirms that hard landscape features will consist of tegula style block paving and high-quality concrete paving for key civic spaces and shared surfaces within public parks and nodes. The use of hard materials throughout the rest of the development will comply with the Council's Street Design Guidance and will be confirmed through subsequent AMC applications.

The Maintenance Plans and Schedule are included within the planting plans for each landscaped area. In addition to the strategic landscaping areas to be agreed within this permission, further landscape details will be submitted with future AMC applications for each development parcel, as well as information to satisfy the discharging of condition 2 of the PPP permission.

Overall, the proposed landscape strategy for the site creates a strong landscape structure, creates a local identity and provides multi-functional green spaces and complies with LDP Policy Des 8.

f) 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. The site is well situated for access to active travel and proposed bus routes along the re-aligned Builyeon Road. Detailed design of road crossings and pavements will be finalised as part of the road construction consent where equal access will be considered.

g) Material Considerations

Emerging Policy Context

NPF 4 - Draft National Planning Framework 4 is being consulted on at present. As such, it has not yet been adopted. Therefore, little weight can be attached to it as a material consideration in the determination of this application.

City Plan 2030 - While the proposed City Plan is the settled will of the Council, it has not yet been submitted to Scottish Ministers for examination. As such, little weight can be attached to it as a material consideration in the determination of this application.

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

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. The scale of development is appropriate, whilst the proposal has good levels of internal and external amenity for future residents. Landscape design and contribution to green infrastructure 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) Representations

Material comments - objections:

- Existing services should not be affected - drainage, water, gas, electricity and communications - these are unlikely to be significantly affected as a result of this development;
- Height and density proposed is not appropriate for peripheral area of a village - this is addressed in section b) but will be covered in greater detail in future AMC applications;
- Detrimental impact on Echline Farmhouse, the Steadings and the Cottages - the principle of development on this site has been established. Further detailed AMC applications will assess the impact on surrounding properties if required;
- Development has no aesthetic value - this is addressed in section 3.3 b);
- Clarification required as to what phase the diversion of Builyeon Road is in as this is imperative to the development and should be in Phase 1 - this detail is covered in the associated Section 75 Legal Agreement;
- Loss of prime agricultural land - the principle of development has already been established on this site;
- Overdevelopment in historic town as existing services and amenities are already insufficient - the number of units has already been agreed through the Planning Permission in Principle;
- Ample car parking spaces for residents and deliveries should be provided - addressed in section 3.3 d);
- Public transport links should be improved - addressed in section 3.3 d);
- Unsupportive of re-routing Builyeon Road - this is a requirement of the LDP Site Brief and the parameters of this have already been agreed through the PPP application and Section 75 Legal Agreement;
- There should be community electric charging points provided within development - this level of detail will come with future AMC applications;
- Concerns over drainage and flooding proposals - addressed in section 3.3 a);
- Against overshadowing and overlooking of existing properties to the north of Builyeon Road - this will be assessed when detailed plans are submitted with future AMC applications;
- The movement hierarchy is not adhered to within these proposals and there should be more focus on pedestrians, cyclists and active travel links - addressed in section 3.3 d);
- Off-site contributions should be sought to improve active travel links - all contributions will be secured through the Section 75 Legal Agreement;
- Understanding of timescales for the pedestrianisation of Builyeon Road - a Phasing Plan has been submitted in support of the application and this project will be covered within the parameters of the Section 75 Legal Agreement;
- Density and massing unacceptable - addressed in section 3.3 b);
- Concerns over high density housing overshadowing existing housing to the north of Builyeon Road - the details for the proposed housing in this location will come forward as a separate AMC application in due course.

Material comments - support:

- support for overall scheme.

Non-material comments:

- object to siting of retail area - this is not considered within this application;
- construction disruption.

Queensferry and District Community Council

- Community Council have been involved throughout the planning process for this site;
- concerns over the re-alignment of Builyeon Road and how busy this could be going past school but understand this has been agreed through PPP consent;
- suggest more collaborative working with Transport Scotland to open up southbound Echline slip and a new northbound slip to eliminate some traffic movements along Builyeon Road;
- seeking assurance there will be staff parking and a drop off/ pick up facility within the new school development;
- hope to see commercial units within the civic street provide additional facilities for growing community;
- concerns over Builyeon Road changes and impact on existing residents at Echline Steadings, Farmhouse and Farm Cottages.

Conclusion

The application addresses the reserved matters in condition 1 and provides information to discharge conditions 6, 7, 9 and 10 of the planning permission in principle. The proposal is in accordance with the Local Development Plan and the 13 policy principles of sustainable development set out in Scottish Planning Policy.

The masterplan, Urban Design Framework and Design Code clearly set out a well planned vision for the site as a whole. A strong landscape framework is incorporated, and a good network of roads and active travel routes will ensure the site is well connected. 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 final Surface Water Management Plan shall be submitted for the further approval of the Planning Authority. It shall thereafter be implemented prior to the occupation of the first house.
2. For the avoidance of doubt, parts (d) (j) (l) of Condition 1 of 16/01797/PPP are not yet approved. Details for approval of these outstanding matters should come forward with any future detailed AMC application for each development phase.

Reasons:-

1. To ensure surface water is managed effectively in line with the Council's Water Vision.
2. In order to ensure Condition 1 of 16/01797/PPP is fully approved through future AMC applications.

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 each phase of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given, in writing to the Council.
4. As part of this application Conditions 6, 9 and 10 can be discharged. Condition 7 is not fully discharged due to an isolated area of further archaeological investigation being required.
5. The general design principles are established within the Urban Design Framework and Design Code submitted with the application and shall be implemented.
6. In the interest of amenity, the principle of flatted blocks to the south of the site have been approved subject to no habitable rooms being located on the southern elevation. The precise location and layout of these buildings have not been approved and details should come forward with future AMC applications to ensure appropriate noise mitigation can be achieved.

Financial impact

4.1 The financial impact has been assessed as follows:

A legal agreement is concluded on the 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:

This application was assessed in terms of equalities and human rights. The impacts are identified in the Assessment section of the main report.

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

A total of 13 representations were received; 10 of these were objections.

Background reading/external references

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

**Statutory Development
Plan Provision**

The application site is an allocated site within the Edinburgh Local Development Plan, HSG32.

Date registered

6 August 2021

Drawing numbers/Scheme

01, 02, 03A, 04, 05, 06A, 07B, 08, 09, 10A, 11-31, 32A,33A, 34A, 35-39, 40A, 41A 42, 43, 44A, 45, 48-50,51,
,

David Givan

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Nicola Orr, Planning Officer

E-mail:nicola.orr@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 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 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.

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 21/04019/AMC

**At Land 288 Metres Southwest Of 10, Builyeon Road, South
Queensferry**

**Approval of matters specified in condition 1 including the
masterplan for 980 new homes, and discharge of conditions
6, 7, 9, 10 and the approval of associated infrastructure to
facilitate Masterplan Planning Consent (16/01797/PPP) (as
amended)**

Consultations

SEPA response

We have reviewed the Flood Risk Assessment and based on the information available to us, we have no objection to the planning application on flood risk grounds.

We are also satisfied in relation to the AQIA that the statutory Limit Values for NO₂ and the Scottish Government's Objectives for particles as PM₁₀ and PM_{2.5} are predicted to be met.

The dispersion modelling has followed best practice.

SEPA updated response

Advice for the planning authority

We have previously provided a response to planning application 21/04019/AMC (our reference 2387 dated 31 August 2021). At this time we responded with no objection to the proposals. We have since been reconsulted on this application, and two separate PPP applications (as referenced above) on the basis that the proposals are subject to Environmental Impact Assessment (EIA) and the EIA report had been provided in support of each application.

We have reviewed the applications, and based on the information available to us, we have no objection.

SEPA would emphasise however that these planning applications should be considered in the context of the objectives of the Edinburgh City Plan 2030 which is in the process of being developed, in parallel with the City Mobility Plan, Draft 2030 Climate Strategy the City Centre Transformation and the Low Emissions Zone. Climate change resilience must be a key consideration, with a key element of this requiring a strategic, city-wide approach to flood risk reduction and water management. We would highlight that the

Council's Vision for Water Management is also a material consideration in the determination of all planning applications. We consider that any planning application for development must demonstrate that it will help to deliver these objectives for emissions and water.

1. Flood risk

1.1 We have no objection to the proposed development on flood risk grounds. We are satisfied with the findings of the Flood Risk Assessment and that the proposals accord with the principles of Scottish Planning Policy in relation to flood risk.

2. Air Quality

2.1 We have no objection to the proposed development on air quality grounds. As previously stated we are satisfied in relation to the AQIA that the statutory Limit Values for NO₂ and the Scottish Government's Objectives for particles as PM₁₀ and PM_{2.5} are predicted to be met. The dispersion modelling has followed best practice.

2.2 We would also highlight the Scottish Government's recently published Cleaner Air for Scotland 2 (CAFS2) strategy. Placemaking is one of the 10 priority areas identified in the strategy to improve air quality. CAFS2 is particularly relevant to the City of Edinburgh Council due to the declaration of Air Quality Management Areas (AQMAs) at locations within the Council's boundary. CAFS2 states that developments should be designed to reduce the need to travel, for example through the development of 20 minute neighbourhoods, along with making it easier for people to utilise sustainable travel options. Overall, to improve and maintain air quality, development approaches to place should have an emphasis on mixed use neighbourhoods with:

- o the population density to sustain local services, planned and in locations that reduces the need to travel unsustainably*
- o makes best use of existing transport infrastructure; and*
- o builds in walking and wheeling as the most natural choice to get around*

2.3 The council should ensure this development is in line with the placemaking outcomes identified in CAFS2 to help minimise the impact on air quality.

3. Drainage

3.1 All development should connect to the public sewer for foul drainage and contact should be made with Scottish Water with regards this issue.

3.2 Rain and surface water should be managed by sustainable urban drainage systems (SUDS) that are designed to be multifunctional and therefore provide multiple benefits for the community. They should be designed to provide benefits for people and place by integrating with and enhancing the landscape quality and be considered part of the wider green / open space infrastructure network. Consideration should be given to the alignment of SUDS along active travel routes and core paths. SUDS should be designed to manage water quantity and flood risk, making the community more resilient to flooding, manage water quality, and provide benefits for biodiversity.

3.3 The proposed SUDS should accord with the S UDS Manual (C753) and the importance of preventing runoff from the site for the majority of small rainfall events (interception) is promoted. The applicant should use the Simple Index Approach (SIA) Tool to ensure the types of SUDS proposed are adequate and ensure that all the key points behind any design are considered: Water Quality, Water Quantity, Amenity and Biodiversity, as explained in the SUDS Manual. SUDS ponds can be incorporated into blue/green networks as focal points along active transport routes.

3.4 For the avoidance of doubt, although it can be part of a SUD system, SEPA does not consider underground cellular storage as a level of treatment.

3.5 Construction phase SUDS should be used on site to help minimise the risk of pollution to the water environment. Further detail with regards construction phase SUDS is contained in Chapter 31 of S UDS Manual (C753).

3.6 Comments should be requested from Scottish Water where the SUDS proposals would be adopted by them and, where appropriate, the views of your authority's roads department and flood prevention unit should be sought on the SUDS strategy in terms of water quantity and flooding issues.

4. District Heating

4.1 SEPA recommend that substantial developments ensure their heat demand is met from district heating, subject to the outcome of a feasibility statement. This can be achieved through onsite heat generation, co-location with an existing or proposed heat source (including Energy from Waste facility or other facility which produces heat/power including excess or waste heat), or an existing or proposed heat network off site.

4.2 The development must enable connection to a heat network or heat producer, unless it can be demonstrated to your authority that this would not be feasible. An Energy Statement informed by a Feasibility Study should be provided for assessment by your authority demonstrating how the proposal will meet the requirements for providing district heating onsite. This should be prepared in line with the Scottish Government's online planning advice Planning and Heat and assess the technical feasibility and financial viability of heat network/district heating for this site, identifying any available existing or proposed sources of heat (within or outwith the site) and other factors such as where land will be safeguarded for future district heating infrastructure.

4.3 Please note that we will not audit Energy Statements or Feasibility Studies as the responsibility for this lies with your authority. However we expect them to be undertaken to demonstrate full consideration of how the proposed development can contribute towards Scotland's climate change targets in line with our Public Body Duties under the Climate Change (Scotland) Act 2009 to act "in the way best calculated to help deliver the emissions reduction targets and the statutory Adaptation Programme" and "in a way we consider is most sustainable."

5. Regulatory Advice for the Applicant

5.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of

inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

5.2 The discharge of water run-off from a construction site can cause pollution of the water environment. As such, any discharge of water run-off from a construction site to the water environment must be authorised by SEPA.

5.3 Construction sites that discharge water run-off to the water environment and:

a) cover an area greater than 4 hectares; or

b) contain a road (or track) greater than 5 kilometres in length; or

c) include any land with an area greater than 1 hectare that has a slope more than 25 degrees; or

d) include any road (or track) with a length greater than 500 metres that has a slope more than 25 degrees will be authorised under a licence. You must apply for, and be granted a licence, before the activity can take place.

5.4 Please refer to our guidance on water run-off from construction sites for more information.

5.5 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office at ELB@sepa.org.uk.

Flood Prevention response

Could you please ask the applicant to address these.

1. Please provide a signed copy of the declaration certificate A1 covering the Flood Risk Assessment. As this is a major development, an independent consultant is required to check the Flood Risk Assessment. The independent consultant should provide a signed copy of certificate B1.

2. Additional details are required for the Surface Water Management Plan (SWMP). Have the surface water management proposals developed since preparation of the 'Builyeon Road - Proposed Drainage Strategy' (July 2021)? The SWMP should be prepared in line with the self-certification scheme. This should include completion of the declaration certificates A1 and B1 and completion of the SWMP checklist. Once received, we will be able to provide a more comprehensive consultation response.

Flood Prevention updated response

We have no comments on the Environmental Statement Addendum. We have the following comments for the applicant to address as the surface water management proposals develop. However, these comments echo points you have already raised.

1. The portal includes a 'Raingarden planting plan'. However, the Drainage Layout does not represent these features. Could the applicant please clarify how the raingardens manage surface water and how they interact with the surface water drainage network and proposed basin.

2. Additional details are required for the Surface Water Management Plan (SWMP) to clarify the proposals in the 'Builyeon Road - Proposed Drainage Strategy' (July 2021). The SWMP should be prepared in line with the self-certification scheme - details of which can be found at the link in my signature below. This should include completion of the declaration certificates A1 and B1 and completion of the SWMP checklist, linked below. Once received, we will be able to provide a more comprehensive consultation response.

o [surface-water-management-checklist \(edinburgh.gov.uk\)](https://www.edinburgh.gov.uk/downloads/file/22711/surface-water-management-checklist)

3. Please provide a signed copy of the declaration certificate A1 covering the Flood Risk Assessment. As this is a major development, an independent consultant is required to check the Flood Risk Assessment. The independent consultant should provide a signed copy of certificate B1. These can be found on page 13 and 16 of the link below:

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

Flood Prevention updated response

I have reviewed the documents and have the following outstanding comment to be addressed by the applicant:

o *Please update the drainage layout to better reflect the benefits of the raingardens in terms of managing surface runoff and how they link with the overall surface water drainage network, including the proposed basin.*

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.

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, are these all individual collections, is there any presentation points/communal collections.

2. A swept path analysis for a 12m vehicle in line with our guidance. Please note there can be no overhang from the road surface, over grass or shared surfaces/pathways. I see the S,P,A. in the file os for a 13m vehicle that doesn't enter the developments..!?

3. Confirmation on the phases/contractors (all at once/staggered) / Predicted start dates.
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 (Please also ask them to CC waste@edinburgh.gov.uk Into all correspondences for this development) at the earliest point to agree their options so that all aspects of the waste & recycling service are considered.

Archaeology response

As stated in my response to the 2016 application 16/01797/PPP the site is of archaeological significance both in terms of surviving features such as the historic pond located on the Builyeon Road boundary, and 19th century stone field boundary walls but also for buried remains. In terms of the latter this was subsequently proved during excavation works carried out by AOC with the discovery of two long cist graves (Late Iron Age/Early Medieval c. 1st millennium AD) and the remains of part of medieval settlement of Echline.

This application must be considered principally under conditions attached to CEC planning decision 16/01797/PPP (15th June 2021) and under terms of Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), PAN 02/2011, HES's Historic Environment Policy for Scotland (HEPS) 2019 and CEC's Edinburgh Local Development Plan (2016) Policies DES 3, ENV8 & ENV9.

The importance of both the historic pond, field boundaries and archaeology were recognised and supported by the Planning Authority with the attachment of conditions 6 and 1(a)(v) and 7 respectively. I would like to make the following comments as follows:

Historic Stone Boundary Walls

Condition 1(a) (v): Plan for retention, preservation and enhancement of stone boundary walling to the north west corner and centre of the site;

The submitted documents in particular the proposed Urban Design Framework by CALA indicate that they propose to remove these stone boundary walls and potentially rebuild them on similar axis within the site. This would appear to be contra to the above stated aims of this condition which seeks to retain, preserve and enhance these walls. Although this may be permitted there is a lack of detail in terms of actual scale of proposed removal of such walls and proposed new locations. As such until this is addressed in detail it has been concluded that this condition has not been met.

Historic Pond/Quarry

Condition 6. No development shall take place on that phase of the development including the historic pond until the applicant has submitted a conservation plan for the approval by the Planning Authority for the preservation and enhancement of the historic pond identified on the 1st Edition OS map, located on the North West boundary of the site.

The proposed masterplan does not meet the objectives of and is contra to this planning condition, in that it will see the loss of this historic archaeological feature and its replacement with a new much larger dry SUDS Pond and landscaping. Accordingly, unless this is addressed it is recommended that this application is refused.

Archaeology

Condition 7. No development shall take place on each phase of the development until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeological Officer.

As mentioned above an agreed phased programme of archaeological work has been agreed with and undertaken by AOC. However not all the site has been signed off, with further archaeological mitigation in principally required to be undertaken in relation to the historic pond/quarry and also if the historic walls are to be taken down and removed, then the following area between AOC's Areas A + B which was left unexcavated due to preservation requirements overlying the medieval/pots-medieval village will have to be investigated.

Accordingly, until final plans have been agreed in relation to this important historic site this condition has not been discharged in full. In conclusion based upon the above issues it is not possible to recommend approval of this AMC application.

Archaeology response updated

(from advice to agent) Just managed to look over your proposals and fully appreciate the several competing issues surrounding the preservation of this historic pond/quarry. Having assessed what you propose, although not perfect is a good compromise way forward with significant safe guards to influence the final design. I'm happy therefore to recommend acceptance of these proposals to my Planning colleagues.

Archaeology response updated

Further to my initial consultation response of the 14th September 2021 To Francis Newton we have had discussions and meetings with the developer and Planning colleagues to address my concerns expressed in this memo centred around the discharge of conditions 1(a) v, 6 and 7 to facilitate Masterplan Planning Consent (16/01797/PPP). I would like to make the following comments as follows:

Historic Stone Boundary Walls

Condition 1(a) (v): Plan for retention, preservation and enhancement of stone boundary walling to the north west corner and centre of the site;

Further to our comments raised in my September response regarding the general lack of detail in terms of scale of proposed removal of such walls and proposed retention/reuse, we have met with them to try and address these. As a result of these discussions I refer

you to submitted drawings 50590_102 - P03 , 19192(PL)007 and 50590_101g - SuDS Landscape Proposals which address these comments. Although the level of retention is less than may be wished, due in part over concerns over amounts of reusable stone, the plans are nevertheless broadly acceptable and CALA have committed to reuse as much as possible of the existing stone form these stone walls as can be successfully salvaged along Builyeon Road and public realm.

Accordingly, this condition has been addressed.

Historic Pond/Quarry

Condition 6. No development shall take place on that phase of the development including the historic pond until the applicant has submitted a conservation plan for the approval by the Planning Authority for the preservation and enhancement of the historic pond identified on the 1st Edition OS map, located on the North West boundary of the site.

The initial proposed masterplan would have seen the the loss of this historic archaeological feature with its replacement with a new much larger dry SuDS Pond and landscaping. Further to our discussions with the developers it was evident that to ensure the delivery of a SuDS scheme that could be adopted by Scottish Water and importantly function as a sustainable drainage feature the SuDS pond had to be located in the location occupied by this historic feature as has been identified as the lowest part of the site and at a point where drainage connection needs to be made to the wider area.

Although the historic feature will be lost, detailed discussions have meant that proposed SuDS area has been significantly altered to reflect the location and form of this earlier historic asset by reflecting across the western and northern sides its former plan. As such we feel that the current proposals as put forward in revised masterplan and drawing 50590_101g - SuDS Landscape Proposals, although not perfect, represent a good compromise with significant safeguards to influence the final design and allowing for the interpretation of this important feature.

Accordingly, I'm happy to recommend acceptance of these proposals and advise that this condition can be discharged.

Archaeology

Condition 7. No development shall take place on each phase of the development until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeological Officer.

As mentioned in my earlier response an agreed phased programme of archaeological work has been agreed with and undertaken by AOC. However, based upon our discussions not all off the site has been signed off, with further archaeological mitigation required to be undertaken in relation to;

A/ the historic pond/quarry.

B/ the area overly medieval/post-medieval settlement identified below on fig 1 between AOC's Areas A & B underlying an historic wall

Accordingly, this condition should not be discharged in relation to phases of development relating to the specific areas mentioned above. Out with these areas no further archaeological work is required and therefore development can proceed.

NatureScot response

It's noted that the ES addendum and other documents apply to the whole site and therefore our comments relate to the site as a whole, rather than individual applications.

We are content that our comments at EIA scoping stage have largely been addressed and therefore we have relatively few comments to make at this stage.

Appraisal

Landscape and blue-green infrastructure

The proposal contains a detailed landscape framework of connecting open spaces, woodland and blue-green infrastructure, with further detail of the different open space areas, SUDs and planting plans. This has been informed by the airport requirements, with the additional bird hazard management plan, so presents realistic, well considered landscape mitigation and biodiversity 2 enhancements.

We advise that the council secures this detail for the landscape framework, including the intention for these spaces to be multifunctional useable spaces.

We note the woodland edge will be less dense and more open, in line with airport requirements, and together with the proposed parkland and paths in this southern area, the council should be confident that the issue of noise has been addressed satisfactorily for people's enjoyment of this outdoor space.

The detailed planting plans for each area include maintenance schedules for the first year but it is unclear what maintenance and management thereafter will be. We recommend that details of this are forthcoming, if they aren't already agreed, as this will be crucial to the success of the landscape mitigation and quality of place achieved. We advise that the council is satisfied that this aspect is being addressed going forward.

We note the proposed active travel connections within and outwith site, connecting to South Queensferry, local school and to the wider national cycle routes, as well as the more informal path networks within the site. These routes and networks will help integrate the proposal into the wider area and help support sustainable lifestyles, and we recommend that the council secures the detail of these various paths and connections.

Protected species

Our protected species advice is on our website as standing advice notes and these should be referred to for further advice in relation to survey requirements, mitigation and licensing:

<https://www.nature.scot/professional-advice/planning-and-development/advice-planners-and-developers/planning-and-development-protected-animals>.

Affordable Housing response

1. Introduction

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

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

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

2. Affordable Housing Provision

This application relates to the proposed development of up to 980 homes which was granted planning permission in principle under 16/01797/PPP. A legal agreement attached to this PPP secures the delivery of 25% homes of approved affordable tenures.

The applicant has submitted an Affordable Housing Statement (AHS) which commits to provide 25% on site affordable housing. The Statement also contains some information about the potential mix and tenure of the affordable homes. However the Planning service has advised that the AHS has not been submitted for approval and details of the housing mix and tenure are not covered by this application.

It should be noted that Housing Management and Development have concerns about what is in the AHS submitted with this application. The potential housing mix set out in the AHS is not representative of the market homes. It suggests that more than 90% of the affordable homes would be flats, in comparison to around 50% for the market homes.

With regards to tenure, the AHS has insufficient detail. At least 70% of the homes should be delivered for social rent. A clear rationale for providing any lower priority tenure should be demonstrated. If the applicant proposes to deliver a limited number of homes as Golden Share (a form of low-cost home ownership), estimated sales values will be required for review. If any are likely to have a sales price that is above the maximum Golden Share value set out in planning guidance the applicant should work with an RSL to deliver them as social or mid-market rent instead.

The applicant should engage with the Council and RSLs as they develop the proposals for the site further to ensure that a more representative mix and appropriate mix of tenures can be achieved, in line with the expectations of the planning guidance on 'Affordable Housing':

- o Future applications relating to the delivery of affordable housing should include a revised Affordable Housing Statement submitted for consideration;*
- o The proportion of housing suitable for families with children included within the affordable element should match the proportion of such housing on the wider site and a representative mix of house types and sizes should be provided;*
- o Several affordable housing locations should be identified so that large groupings of the same tenure type are avoided;*
- o At least 70% of the affordable housing requirement should be delivered for social rent, the highest priority tenure. A clear rationale for providing any lower priority tenure should be demonstrated;*
- o The applicant should have identified and engaged with Registered Social Landlords to deliver the affordable housing and make sure that the proposal reflects their design standards as well as guidance such as Housing for Varying Needs;*
- o Affordable housing should be situated close to local amenities, services and public transport. It should be "tenure blind" and well-integrated with housing for sale;*
- o An equitable and fair share of vehicle and cycle parking for affordable housing, consistent with the relevant parking guidance, should be provided.*

3. Summary

This application relates to the proposed development of up to 980 homes which was granted planning permission in principle under 16/01797/PPP. A legal agreement attached to this PPP secures the delivery of 25% homes of approved affordable tenures.

The applicant has submitted an Affordable Housing Statement which commits to provide 25% on site affordable housing. The Statement also contains limited information about the potential mix and tenure of the affordable homes. However, the Planning service has advised that it has not been submitted for approval and details of the housing mix and tenure are not covered by this application.

Housing Management and Development would have concerns if future applications reflected what is in the AHS submitted with this application. The applicant should engage with the Council and RSLs as they develop the proposals for the site further to ensure that a more representative mix and appropriate mix of tenures can be achieved.

Environmental Protection response

The applicant wants to get a number of conditions discharged in reference to planning consent 16/01797/PPP. The following conditions are relevant to Environmental Protection.

The relevant parts of Condition 1;

- 1. A single Masterplan, and Urban Design Framework including Design Code for the whole site incorporating sufficient information to allow the detailed consideration of all matters listed below shall be submitted for consideration by the Planning Authority, in*

accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the Planning Authority has been given, and the development shall be carried out in accordance with that approval.

Approval of Matters:

(a) site development layout masterplan and Urban Design Framework document; The Masterplan, landscape strategy, Urban Design Framework including a Design Code will be accompanied by the following supporting information:

- (i) Air Quality Assessment;
- (ii) Land Contamination Assessment;
- (iii) Noise Impact Assessment;

(b) phasing plan showing a phased implementation programme for built development, road and footpath provision including cycle routes and multi-use paths , landscape strategy, flood risk mitigation, noise mitigation, tree protection and woodland management, air quality mitigation;

(c) location and quantum of land uses, location of housing types, height of development (heights to be shown in relation to A.O.D.);

(d) An updated Transport Assessment to reflect the detailed design of Builyeon Road and adjacent junction layouts including the Echline junction to assess the revised traffic patterns and flows associated with the new Queensferry Crossing. This must also address car and cycle parking, vehicular access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets (shown in plans and sections), and servicing areas;

(f) details of a play area/open green space accessible to the public at all times (in close proximity to the school site) shall be identified;

(h) walls, fences, gates and any other boundary treatments;

(j) waste management and recycling facilities strategy;

The original consultation response we submitted has been included at the end of this report. Environmental Protection did not object to the original 2016 PPP application subject to several conditions. Environmental Protection recommended several conditions on noise, local air quality, contaminated land, floodlights and cooking odours. The suggested wording of these conditions has not been incorporated into the final consent. The conditions used are more general. Environmental Protection accepted that the Local Development Plan supported this type of residential lead mixed use development with a school and other commercial and leisure uses incorporated. It should be noted that these uses located on this site which is exposed to high levels of traffic noise need to be carefully designed to ensure that they do not adversely impact the amenity of existing residents or impact future resident/students of this development. Furthermore, if justifiable complaints are made in the future then enforcement action may need to be taken against the source of a nuisance. Through Planning this is something we need to ensure does not happen.

The applicant has submitted various general supporting documents including an air quality and noise impact assessment. Contaminated Land reports have also been submitted and will be commented on later in this report. None of these reports would be enough to discharge the conditions we had originally recommended as there are no specific detailed information contained in any of the submitted supporting reports. For example, the noise impact assessment has only covered transport noise and has established that all windows within 'Zone 1' (as referred to in the applicant noise impact assessment) shall be fitted with double glazing with a minimum sound reduction index of 38 dB Rw, and trickle vents with a minimum sound reduction index of 42 dB Dne.

All windows within 'Zone 2' (as referred to in the applicant noise impact assessment) shall be fitted with double glazing with a minimum sound reduction index of 30 dB Rw, and trickle vents with a minimum sound reduction index of 33 dB Dne. These acoustic ratings are based on the standard values provided within BS 8233:2014. No mitigation is required in 'Zone 3' (as referred to in the applicant noise impact assessment). The Zones showing the requirements for glazing are shown in Figure 5 of the noise impact assessment.

Environmental Protection will require more specific detailed information on the proposed mitigation measures for traffic noise. This would need to be in the form of specifications of the actual glazing units being proposed including the thickness of the glazing/air spaces in the units in order to achieve the established noise reduction levels quoted in the noise impact assessment. We would need this information to be presented on an official referenced drawing showing the specification of glazing and where it is required. This would enable us to be satisfied that indoor levels of noise from transport sources will meet the required criteria.

The noise impact assessment has investigated the outdoor amenity areas with regards transport sources of noise only. The noise impact assessment states that the final layout for the proposed development shall be amended to ensure that noise from road traffic does not exceed 55 dB LAeq 07:00 - 23:00 in all private gardens. This shall include measures to optimise the orientation of buildings and potentially some local screening by acoustic barriers. We accept that this may be possible but in order to discharge the condition we would recommend that further exact information is provided that demonstrates how the noise levels will be achieved. The noise impact assessment does accept this and highlights that the applicant shall submit details of a scheme of acoustic insulation to ensure that noise from road traffic does not exceed the required noise criteria.

Another example, the noise impact assessment states that a 2m to 3m acoustic barrier along the A90 or the building layouts may be required to mitigate traffic noise impacts on the outdoor amenity areas. Again, as stated above in reference to the glazing we need to know the exact details of any acoustic barrier such as its location (needs to be on a referenced drawing), its height, material, mass, density and barrier design. This may also be an important consideration for Planning who need to consider any barriers visual impact.

The applicant has not addressed any of the other noise concerns raised by Environmental Protection. The potential noise impacts from all the proposed non-residential uses needs to be fully considered. This can only be achieved when we have detailed information on what is being proposed. The overall masterplan layout is a good

stage to ensure that separation between certain uses is maintained. For example, we don't want to see residential properties located next to floodlit school pitches or service areas for the commercial uses. It should be noted that it is often the case its easier to mitigate noise at the source. Therefore, this should be fully considered when the details of the non-residential uses are being designed in detail. A noise impact assessment would be required at the detailed stages and will need to provide exact specific details on the required noise mitigation measures.

More specific information can be found in our previous consultation response. However, we would strongly recommend that the noise condition is not discharged as there is insufficient information available. It is noted that further PPP applications have been submitted for a care home and other commercial uses to the west of this site. The level of detail contained in those applications was also limited.

The air quality impact assessment has been submitted and does provided a good, detailed assessment into the impacts of this proposal on a whole. This is what we required and as the site was identified in the Local Plan as land suitable for this type of use at this density, we did not object on air quality grounds. If the development is progressed in accordance with the Local Development Plan, we would have no concerns, there are other conditions that may address this already. However, Environmental Protection will need the applicant to provide detailed evidence of local air quality mitigation measures. This will need to be in the form of specific details on electric vehicle charging points, ground/air source heat pumps and PV/solar panels linked to energy storage. This level of information will need to be included in any detailed plans. More detailed information was included in the original consultation. However, it's worth noting that since that application was consented a climate emergency has been declared and Edinburgh has introduced ambitious zero carbon targets. In order to meet these the applicant should consider how heat and energy demand is achieved. There have been significant advances in renewable technology that's cost effective for both commercial and residential developments. We would also point out that as the proposal includes a petrol filling station the applicant will need to include hyper (150KW) electric vehicle chargers as is now being retrofitted at other petrol filling stations across the city. There are also good examples of modern fuelling stations across Europe that have adapted along with the changes in vehicle technology from combustion engine to electric vehicle.

Environmental Protection will require details on the required mitigation measures at the detailed planning stage before we would be completely satisfied and able to support the discharging of this 'air quality' condition.

As mentioned above it is accepted that there are other conditions that do reference 'Noise Mitigation' (Condition b) and others that indirectly could address noise for example (condition c,f,h and j). Condition 'd' may also be capable of requiring further information on parking and/or required EV provisions. Environmental Protection would recommend that these conditions are not discharged until further details are submitted.

Contaminated Land Condition

5. Prior to the commencement of construction works on each phase of the development site:

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

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

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

Environmental Protection's Contaminated Land Officer is currently reviewing the submitted site investigation reports and will comment separately. At this stage we cannot support the discharging this condition.

Environmental Protection response updated

The applicant has submitted further information to clarify the supporting noise impact assessment. We have had a meeting with the applicant and Planning to further discuss the requirements of an acoustic barrier between the main road and the proposed residential development. It is now accepted that a large 2-3m acoustic bund/barrier is not necessary to protect the amenity of the proposed development.

Planning have confirmed that there will be no private outdoor amenity space on the façade most exposed to the road noise. The proposed flats will technically provide acoustic protection to most of the remaining development site. We accept a closed window standard to mitigate transport noise sources. The applicant will be able to mitigate the internal noise impacts on this block of flats by ensure habitable rooms are located away from the façade where possible. Acoustic glazing will also be required. The exact specification of the glazing has not been provided at this stage but planning and the applicant has confirmed this information will be made available later. Planning confirmed that other conditions will ensure that this acoustic information must be provided later. This is very important especially for the block most exposed to high levels of traffic noise.

There are also small areas of outdoor amenity space that will need to be protected with an acoustic barrier. Again, Planning and the applicant have confirmed that this information will be provided and is controlled by another condition.

Non-transport noise sources will also need to be further investigated when the detailed plans for these uses are submitted. We would stress that noise from schools can adversely impact amenity of neighbouring residents. This is mainly from the use of any outdoor Multi Use Games Areas (MUGAs) when used by after school clubs or the general public. Layout and design of these uses can seriously reduce the potential impacts. Ensuring that residential uses are located away from MUGAs is important as well as not installing floodlights on any MUGA's.

We therefore now conclude that it may be possible to discharge the noise condition as long as Planning are confident that we still have conditions that will require the applicant to provide further noise mitigation information as detailed above to the Planning Departments satisfaction.

Edinburgh Airport response

The information submitted relevant to Conditions stipulated by Edinburgh Airport at this stage are satisfactory from an Aerodrome Safeguarding perspective. We are therefore happy to discharge the associated conditions.

Contaminated Land response

I refer to the following submitted in support of the Masterplan and Design Framework subject of Condition 1- approval of matters, (a) -(ii), land contamination assessment:

Report on Site Investigations: Mason Evans, March 2021. Reference G2014/253

Environmental Protection can accept that the report information will satisfy the land quality assessment segment of Condition 1 and should therefore allow for the approval/discharge of this matter, term (a)-(ii).

In terms of outstanding Condition 5 of 16/01797/PPP, it should be recognised that individual phased development specific risk assessments of the potential for significant harm and/or pollution arising from presence of land contaminants remain to be agreed and accepted by the Planning Authority. Accordingly, the developer is expected to undertake supplementary appraisal of the ground investigation risk assessments which should aim to identify and address any remaining information gaps/ uncertainties in support of individual phases of development, including as a result of the site accessibility issues previously encountered, consideration of affects to the conceptual model of anticipated earthworks design and site levels reconfiguration, and finally any additional targeted sampling coverage necessary for the site specific investigation to achieve reasonable consistency in comparison to the sampling density advised for the type of development by the British Standard BS19175:2017 guidance, which should be explained and demonstrated by the supplementary report submission for each individual phase of development..

The assessment of potential harmful ground gas generation within the northern and eastern peripheral areas of the masterplan site linked to made ground, as illustrated by the current appraisal, is viewed to have potential for some refinement based upon the nature of the source of gas identified (reworked natural glacial soils identified as localised made ground deposits). Supplementary monitoring and detailed risk appraisal of the gas generation potential of identified sources of ground gas may lead to a reduction/negation of requirements for gas protection measures design, which is recommended by the current status conceptual model .

Finally, desk study research of the contemporary trade directory identified an existing BP petrol filling station 37 metres to the north east of the site boundary according to the Landmark database. The potential for upgradient/ offsite groundwater/vapour

contamination source migration from the PFS toward the site boundary is not detailed within the preliminary conceptual model and should be subject to review in terms of a potential offsite source of contamination.

I trust this note should allow for the approval of matter (a) (ii) of Condition 1 and provide our initial feedback comments for the purpose of requirements of Condition 5 I).

Queensferry and District Community Council response

Cala has kept Queensferry and District Community Council (QDCC) involved throughout the planning stage of this development and this has allowed us to discuss, to make suggestions and to monitor the consultation sessions outcomes.

There are many predictions for traffic flow in the Transport Assessment but it is difficult to say what the traffic flow could be when the new road through the development is complete. QDCC does understand that the realignment of Builyeon Road was agreed in the Planning in Principal stage but many in the community do have concerns how busy this road could be especially because of the development's close proximity to the M90 and the Queensferry Crossing slip roads and where much traffic will inevitably pass along the civic street (and by the school) especially HGV's travelling to service areas, local shops, supermarkets and Royal Elizabeth Yard. The present Builyeon Road as part of the local road network is a very busy road for HGV's and work vehicles and of course cars during daytime hours. We understand that the new development has to integrate with rest of the community and the proposal attempts to do this but maybe more work needs to be done with others such as Transport Scotland by working together to open up the southbound Echline slip and creating a new northbound slip which may help eliminate some of the traffic travelling along this stretch of road in the future.

CEC will take control of the development of the school and there will be some staff parking available QDCC seeks that there will be adequate parking for staff. QDCC were disappointed to see that there will be no drop off/pick up facility which we feel the absence of any parking facilities around the primary school would cause conflicts due to driver behaviour that we witness elsewhere in Queensferry and we'd like to see essential car use accommodated with ease throughout the development.

Regarding the retail units on the civic street and in the development as a whole we hope that these units will provide the additional facilities needed for a growing community.

For the residents living on the existing Builyeon Road at Echline Steadings, Echline Farmhouse and Echline Farm cottages concerns were voiced of how the road changes will effect them regarding access, safety, light pollution and disturbance.

We are led to believe that Cala have tried to address these concerns in the Transport Assessment or by direct contact to answer questions.

Location Plan

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