

Development Management Sub Committee

Wednesday 29 June 2022

Application for Planning Permission in Principle 21/02941/PPP

At Site 100 Metres East Of , 194 Glasgow Road, Edinburgh
Proposed Gogar Link Road and active travel route (as amended).

Item number

Report number

Wards

B01 - Almond

Summary

The proposal provides a new road which could form part of the Gogar Link Road (Local Development Plan Transport Proposal and Safeguard reference T9) which is required to support the long-term development of West Edinburgh. The indicative layout shows the proposal can provide for a mix of travel modes including motorised vehicles, active travel in the form of segregated cycle paths, segregated footpaths, and shared cycle/footpaths in selected areas. The proposal is for part of a road identified in the LDP only and subject to any future AMC application being compliant with recommended conditions and reserved matters, would comply with Local Development Plan policy Des 2 (Co-ordinated development). It is therefore recommended that a fully detailed design and information on how the proposal allows for connectivity into the western part of the IBG site be secured by condition and considered at the Approval of Matters Specified in Conditions planning stage.

There are currently planning appeals and applications on neighbouring land that have been pending determination by Scottish Ministers for some considerable time. Legal Services advises that:

a) the proposal would not compromise the determination or deliverability of any of these neighbouring pending appeals and applications, as none of them are mutually exclusive;

(b) the Council would be acting reasonably and lawfully in proceeding to now determine this application, in line with the recommendation, in advance of ministers reaching a decision on these neighbouring appeals and applications.

The application has demonstrated that, subject to further detailed assessments and compliance with conditions, the proposal will deliver a development that complies with the Edinburgh Local Development Plan and the Council's non-statutory guidance. The indicative layout also confirms that in principle the proposal complies with the thirteen policy principles of sustainable development set out in Scottish Planning Policy.

Subject to the attached conditions, the proposal is acceptable in principle and there are no other material considerations that outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES04, LDES07, LDES08, LDES10, LEN08, LEN09, LEN12, LEN15, LEN16, LEN21, LEN22, LEMP06, LTRA10, DEVWEF, NSG, NSGD02,
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Report

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Recommendations

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

Background

2.1 Site description

The application site ('the site') is located in west Edinburgh and measures approximately seven hectares. The site's topography is undulating in nature and spans an area that is generally oriented east-west and is linear in nature. The application site extends at its southeast point from the northern arm of the existing Gogar roundabout and includes part of Myreton Drive in the central part. The east side of the site encompasses an area of land that lies immediately north of the Edinburgh Gateway station car park and is bounded to the east by the east coast main railway line. The western part of the application site, which includes an area of vacant land and part of a tree-lined avenue serving Castle Gogar Rigg, extends from Myreton Drive across vacant land before reaching the edge of the Gogar Burn which bounds the site's western side. The tram line crosses the Gogar Burn in a location immediately south of the application site.

To the north of the site lies vacant decommissioned airport land and part of an access lane to housing at Castle Gogar Rigg. To the south lies the Edinburgh Tram depot, vacant agricultural land and the A8 road corridor. Other features in the area include a listed church and associated cemetery south of the site.

2.2 Site History

The below site history applies in full or in part to the application site:

- 14 October 2014 - Proposal of application notice was approved for 'Mixed use development incorporating Class 4 (excluding offices), Class 5, Class 6 and residential development, landscaping, associated access, and all ancillary development' at a Site 100 Metres East Of 194 Glasgow Road, Edinburgh (application reference: 14/04157/PAN).

- 15 March 2016 - Proposal of application notice was approved for 'mixed use development incorporating Class 4 (Business), Class 5 (General Industrial), Class 6 (Storage and Distribution), Class 7 (Hotel), Class 9 (Houses), Class 11 (Leisure),

Student Accommodation (Sui Generis), landscaping, associated access and all ancillary development' at a site 100 Metres East of 194 Glasgow Road, Edinburgh (application reference: 16/00927/PAN).

- 30 November 2018 - Planning permission in principle was granted for a 'proposed pedestrian and cycle bridge with associated landscaping' at land to south-west of Meadowfield Farm, Turnhouse Road, Edinburgh (application reference: 18/07600/PPP).

- 06 August 2020 - an application for planning permission in principle is pending consideration for 'Mixed use development including business and employment uses (use classes 4, 5 and 6); residential (class 9) and sui generis flatted development (including affordable and student accommodation); hotels (class 7); ancillary uses including retail (class 1), financial and professional services (class 2), food and drink (class 3 and sui generis), non-residential institutions (class 10), assembly and leisure (class 11); and associated works including car parking, servicing, access and public realm at Land to South West Of Meadowfield Farm, Turnhouse Road (application reference: 20/03219/PPP). The application is currently subject to an appeal that has been recalled by Scottish Ministers for their direct determination (DPEA reference: PPA-230-2333).

- 18 January 2021 - refusal of an application for full planning permission for the 'formation of new access road and active travel route from east of terminal building to Gogar Roundabout' at Main Terminal 1, Edinburgh Airport, Jubilee Road (application reference: 21/00217/FUL). The application is currently subject to an appeal that has been recalled by Scottish Ministers for their direct determination (DPEA reference - PPA-230-2361)..

- 18 March 2021 - an application for the approval of matters specified in conditions in respect of conditions 1, 4, 5 and 6 of planning permission in principle 18/07600/PPP was approved (application reference: 20/01148/AMC). The application relates to details for a pedestrian and active bridge crossing over the railway.

- 05 May 2021 - a proposal of application notice was approved for 'Mixed use development incorporating class 4 (business), class 5 (general industrial), class 6 (storage or distribution), class 9 (houses), flatted development (sui generis), active travel routes, landscaping, access, and associated ancillary development' at a Site 100 metres east of 194 Glasgow Road, Edinburgh (application reference: 21/01364/PAN).

- 24 November 2021 - A Environmental Impact Assessment Screening Opinion was issued for Proposed Gogar Link Road and active travel route at site 100 Metres East Of 194 Glasgow Road Edinburgh. It determined that EIA was not required (reference: 21/02941/SCR).

- 13 April 2022 - A Proposal of Application Notice was approved for 'proposed new neighbourhood comprising residential-led mixed use development including residential (Class 9) and sui generis flatted development (including student housing, build to rent and affordable housing), business and employment uses (Class 4), general industrial uses (Class 5), storage or distribution uses (Class 6), hotels (Class 7), residential institutions (Class 8), non-residential institution uses/education (Class 10), retail (class 1), financial, professional and other services uses (Class 2), food and drink uses (Class

3), assembly and leisure uses (Class 11), other sui generis uses (which could include public house, hot food take-away, launderette & taxi business) and other related infrastructure and associated works including car parking, servicing, access arrangements, formation of new roads and active travel networks, sustainable urban drainage and open space/public realm' at Land 500 metres north east of Ingliston Park and Ride 2, Eastfield Road, Edinburgh (application reference 22/01625/PAN).

- 13 April 2022 - A Proposal of Application Notice was approved for development that 'relates to Phase 1 of new neighbourhood comprising residential-led mixed use development including residential (Class 9) and sui generis flatted development (including student housing, build to rent and affordable housing), business and employment uses (Class 4), general industrial uses (Class 5), storage or distribution uses (Class 6), hotels (Class 7), residential institutions (Class 8), non-residential institution uses/education (Class 10), retail (class 1), financial, professional and other services uses (Class 2), food and drink uses (Class 3), assembly and leisure uses (Class 11), other sui generis uses and other related infrastructure and associated works including car parking, servicing, access arrangements, formation of new roads and active travel networks, sustainable urban drainage and open space/public realm' at Land 500 metres north east of Ingliston Park and Ride 2, Eastfield Road, Edinburgh (application reference 22/01626/PAN).

Main report

3.1 Description Of The Proposal

Scheme 2

The applicant proposes a new section of road which is capable of providing part of the Gogar Link Road as indicated in the adopted 2016 Edinburgh Local Development Plan (LDP) with accompanying active travel provision. The proposal would facilitate access from the Gogar Roundabout, via Myreton Drive and a new section of road, to part of the International Business Gateway (IBG) development area which lies west of the Edinburgh Tram depot.

The proposal, shown indicatively in supporting plans, would include a new carriageway measuring 6.5 metres wide throughout with a segregated four-metre-wide active travel path and a segregated three-metre-wide pedestrian path west of Myreton Drive. A four-metre-wide combined pedestrian and cycle path would be formed in the eastern part of the site which would provide a connection to an approved active travel and pedestrian bridge over the east coast main railway line. A new junction providing access to the tram depot from Myreton Drive would be formed and a signalised junction would feature where the road meets the access to Castle Gogar. Access to the Edinburgh Gateway station would be maintained.

Access to areas of land area south of the road alignment that is identified as part of the International Business Gateway in the Local Development Plan is shown at four different locations at the southern side of the road and these would cross the active travel and pedestrian paths via continuous footway junctions. An access junction at the north side of the road from Myreton Drive is displayed to provide access to airport security gates at this location. The application boundary for proposed road and paths stops at the eastern bank of the Gogar Burn.

The indicative layout includes areas of SUDS, swales and filter drains that would form part of a new drainage network for this proposal. The indicative proposal in its current form does not display an outline or detailed method of westward connection over the Gogar Burn to other parts of the IBG.

Scheme 1

The applicant submitted an updated indicative arrangement drawing to which resulted in a minor amendment to the road and path layout. Revised supporting information relating to transport assessment, flood risk, and drainage was submitted in support of the revised scheme. No change was made to the application site boundary.

Supporting Information

The applicant submitted the below information in support of the application, and this is available to view on the Planning & Building Standards Online Services.

- Site location plan
- Supporting planning statement
- Indicative layout plans
- Drainage strategy plan and flood risk assessment
- Transport statement

Other matters

West Edinburgh Direction

The Town and Country Planning (Notification of Major Applications) (Housing Proposals within West Edinburgh) Direction 2016 covers the site. It requires notification to Scottish Ministers where the City of Edinburgh Council is minded to grant planning permission for development situated within the area delineated on the map attached to this Direction which is both- (a) development within the category of major developments; and (b) relates, wholly or in part, to the construction of buildings, structures or other developments for use as residential accommodation.

As this development is for a road, it does not relate to the construction of buildings, structures or other developments for use as residential accommodation. Therefore, there is no requirement to notify Scottish Ministers in this instance. If an application is made for housing on the adjacent and overlapping wider site of the 21/01364/PAN proposal of application notice, this will be notified to Scottish Ministers, if the Direction remains in force.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle of the proposal is acceptable in this location;
- b) the proposed design and layout would raise any issues;
- c) the proposal achieves co-ordinated development;
- d) the proposal raises any transport issues;
- e) there are any other material considerations;
- f) There are any impacts on equalities and human rights; and
- g) any issues raised in representations have been addressed.

a) Principle of the development

The applicant seeks planning permission in principle for a road which is capable of providing part of the Gogar Link Road as identified in the adopted LDP.

The application site is located in an area identified as the 'International Business Gateway' (IBG) and must be considered in the context of policy Emp 6 (International Business Gateway) which states that all development must comply with the IBG Development Principles in the LDP. Bullet point five of the IBG Development Principles states that any necessary road infrastructure improvements should take into account the general development principles for West Edinburgh and relevant transport proposals in Table 9 of the LDP.

The LDP proposals map displays an indicative alignment for the Gogar Link Road in this part of West Edinburgh, and the road is referenced as T9 Gogar Link Road in Table 9 (Transport Proposals and Safeguards) of the plan. The applicant has submitted a red line site boundary and indicative road layout that reflects the general route corridor identified in the proposals map.

The proposal must be considered in the context of LDP policy Tra 10 (New and Existing Roads). The supporting text of this policy makes clear that new roads that would increase capacity on the road network are generally not supported however, where required to mitigate the impact of new development it is acknowledged that new roads can be necessary. In this case the road would serve part of an area of growth in the city that is allocated for development in the LDP through policy Emp 6 (International Business Gateway). As part of strategic infrastructure to support delivery of the International Business Gateway, a new road at this location is identified in Table 9 of the LDP which requires that it should be largely single carriageway with some widening to allow for public transport priority. The size and extent of the application site would allow for such a carriageway to be implemented. The indicative alignment of the road is also identified in the LDP proposals map and shows that it would pass through this application site.

The LDP Action Programme (LDPAP) dated December 2021 identifies road improvements to this area and the proposal would form an eastern part of 'Action Ref. no. TR-CZWETA-18 in the LDPAP' which is described as 'Link Road Part 2 Single Carriageway'. The proposal is consistent with the infrastructure actions identified in the LDPAP.

With reference to Council guidance, the West Edinburgh Strategic Design Framework (WESDF) sets out a framework for development in west Edinburgh. The WESDF shows an indicative alignment for the Gogar Link Road and the applicant's site boundary is consistent with the location for a new road to enable development this part of the city.

The principle of a new road with active travel provision at this location is supported by the adopted Edinburgh LDP (2016) and Council guidance.

b) Design and layout

The applicant submitted indicative site layout plans in support of the application. The LDP development principles for the IBG specifies that road infrastructure improvements should comply with the requirements identified in Table T9 of the plan; these refer to a new mostly single carriageway with some widening for public transport priority and the possibility of a bus or cycle/pedestrian link only.

The indicative proposal includes a 6.5-metre-wide single carriageway with new junctions and pedestrian crossings. Active travel and pedestrian path provision would include a combination of an associated segregated four-metre-wide active travel path, a separate three-metre-wide pedestrian path and an area of shared cycleway and footway could be developed within this application site. These paths could be developed as continuous foot and cycleways at junctions. The proposal would be capable of providing an active travel connection eastward to the West Craigs development area via an approved but yet to be constructed pedestrian and active travel bridge over the east coast main railway line. Other features of the indicative design include access to the tram depot at Myreton Drive, a signalised junction at the tree-lined access to Castle Gogar, SUDS features and a retaining wall. The indicative design does not demonstrate how the proposal would integrate with or serve other parts of West Edinburgh, including the area of IBG that lies west of the Gogar Burn and airport, that the LDP envisages the Gogar Link Road will serve; this matter is addressed further in Section 3.3 c) below.

Despite the submission of indicative layouts, it is recommended that if planning permission in principle is granted, the final proposals for the siting, layout, design, landscape environment and drainage details of the new road and active travel paths should all be reserved matters for further approval. A full list of recommended reserved matters and conditions are attached should committee decide to grant permission in principle. These matters would be assessed against design and other relevant policies of either the LDP or its replacement plan depending on the timing of the application(s) to address the reserved matters.

With reference to approved Council guidance, the WESDF outlines detailed design parameters for new roads in the area such as desired speed limits and carriageway designs; the applicant would be required to consider how the proposal addresses this

guidance as part of any further application(s) and/or the road construction consent process.

The application red line extends to the water's edge of the Gogar Burn at the west of the site. In consultation comments, SEPA had in place a holding objection until the Council could confirm that the integrity of the river corridor and any future works to the Gogar Burn and its potential realignment would not be compromised. The SEPA holding objection was removed following discussions that agreed a suitably worded condition be used to safeguard an appropriate buffer area for the Gogar Burn in line with SEPA planning guidance. Therefore, a condition is recommended to ensure that the proposal would provide a sufficient buffer area at the Gogar Burn's eastern side in order to safeguard the burn's riparian corridor in the context of strategic works in the area. An informative, the text of which was agreed with SEPA, is also attached to direct the applicant to the City's Water Vision guidance which should inform the detailed design of the road and paths.

The detailed design and layout of the proposal are reserved until the AMC planning stage where compliance with the terms of any planning permission in principle, the development plan and associated guidance such as the WESDF and the Edinburgh Design Guidance would need to be demonstrated.

c) Co-ordinated development

Criterion a) of LDP policy Des 2 (Co-ordinated development) supports new development that does not compromise the effective development of adjacent land or development of a wider area for which the Council has approved a masterplan, strategy, or development brief.

The proposal is capable of forming one segment of the Gogar Link Road, the full indicative alignment of which is displayed in the proposals map of the Edinburgh LDP. The nature and purpose of this new road is described in Table 9 of the LDP, with supplementary details relating to the intended design available in the West Edinburgh Transport Appraisal (WETA) refresh (2016). An active travel route is featured in the indicative layout, which would provide connectivity to a planned and approved active travel bridge crossing over the east coast mainline to LDP housing proposal HSG 19 and beyond to new housing at Cammo.

The applicant has not demonstrated how the remainder of the Gogar Link Road can be delivered or how the new section of road can connect to it in this PPP application, however in principle and subject to both the detailed design and compliance with recommended conditions, it would be possible for other sections of the Gogar Link Road to connect to the red line area that has been identified in this application. An area between the tram line and Castle Gogar at the western part of the application site could allow for a suitable bridge crossing of the Gogar Burn. It is therefore recommended that information as to how the proposal can demonstrate an acceptable level of co-ordination and connection with other sections of the Gogar Link Road be provided at the AMC planning stage. A condition is recommended to ensure this information is provided.

Objections raise concern that the proposal does not deliver the entire Gogar Link Road as it serves no development and does not provide a connection from Gogar

Roundabout to Eastfield Road. There is no LDP policy requirement that the Gogar Link Road must be promoted in its entirety and the current LDP Action Programme does not specify any phasing requirements. In this context it is acceptable in principle to propose a new section of road that would in future form part of the Gogar Link Road, provided it can be demonstrated that the adjoining part of the route within and to the west of the application site can be delivered. A similar approach has been approved by the Council for the IBG phase 1 (application reference: 15/05580/PPP) which included another section of the Gogar Link Road with no details of the remainder of the route travelling eastward. It is to be noted that the IBG phase 1 application is currently under consideration by Scottish Ministers.

Objections also assert that the proposal must consider how decommissioned airport land can be serviced and the wider economic development potential of the IBG. With reference to consideration of economic development potential for the IBG, the purpose of the Gogar Link Road as described in the table T9 of the LDP is to support the long-term development of West Edinburgh. To this effect, the proposal is capable of forming part of the Gogar Link Road as envisaged in the LDP, and its delivery will enable development of part(s) of the allocated IBG development allocation in the area surrounding the application site. Consideration of access to decommissioned airport land is not a policy requirement for the Gogar Link Road in the LDP, however the applicant's indicative layout shows that access to security gates for decommissioned airport land would be possible. Other comments suggest the Council should use compulsory purchase powers to deliver the Gogar Link Road; this is not an option that the Council is currently considering and as such delivery of the road is reliant on the cooperation of relevant landowners and developers. In the event that this position changes and compulsory purchase of land is considered necessary to deliver other parts of the Gogar Link Road, this would require approval by the appropriate Council committee.

Comments also suggest that planning applications for the Airport Access Road (application reference: 21/00217/FUL) and mixed-use development at the decommissioned airport land in the surrounding area known as Crosswind (application reference: 20/03219/PPP) have not been adequately considered by the applicant's proposal. Both these applications are currently with Scottish Ministers for determination; however, the Council has expressed a view that both these applications do not comply with the LDP. The development plan context for this application is different from that of the proposed airport link road. The airport road alignment is not shown in the current LDP. Similarly, the proposal for mixed-use development is not a development site within the current LDP.

Should the Council grant planning permission in principle for this proposal, and Scottish Ministers at a later date grant permission for the two appeals at neighbouring land for proposals known as Crosswind (application reference: 20/03219/PPP) and the Airport Access Road (application reference: 21/00217/FUL), it would be feasible for all three applications to proceed either independently or in a co-ordinated fashion. As the proposal seeks a red line approval only, the recommended conditions and reserved matters safeguard the proposal's capability of being compatible with surrounding development proposals.

In summary, subject to compliance with the recommended conditions and reserved matters that must be addressed in any future AMC application, the proposal would

comply with LDP policy Des 2 and allows for co-ordinated development in this part of the City.

d) Transport

The LDP and Council guidance requires new development to cater for a variety of transport modes and demonstrate sustainable travel capability.

A Transport Statement (TS) was submitted in support of the application. The supporting information asserts that the principle of the proposal is supported in planning and transport policy terms in the context of the transport strategy for the city. The TS and accompanying indicative layout plans demonstrate that the proposal would be capable of facilitating active travel modes and motorised vehicles to a capacity that is envisaged in the 2016 WETA refresh. The proposal would also add to the evolving path network in this part of the city and would be capable of providing a connection to the Edinburgh Gateway station where public transport is available.

The Roads Authority confirms no objection to the proposal subject to recommended conditions and informatives as appropriate. Consultation comments received require that all detailed design features for the new road and active travel paths, and submission of a Quality Audit be reserved, and these are attached as recommended conditions and/or reserved matters.

Traffic impact and infrastructure delivery

Representations object to the fact that the proposal is not apparently linked to any specific development and subsequently question its purpose. Part 2 of LDP policy Del 1 (Developer Contributions and Infrastructure Delivery) states that development should only progress where sufficient infrastructure is available or can be delivered at the appropriate time. It is noted above within this assessment that the Gogar Link Road is identified in the LDP and the LDP Action Programme as a key piece of infrastructure to facilitate planned growth in this part of the City. The proposal would comply with the intentions of policy Del 1 by ensuring enabling infrastructure in the form of a road that can form part of the Gogar Link Road to support growth in West Edinburgh is in place early.

As no transport generating land uses are included in this application, it is not necessary to consider LDP policy Tra 8 (Provision of Transport Infrastructure) which considers cumulative traffic impact on the City's road network and mitigation in the form of associated infrastructure requirements identified in Table 9 of the LDP. The proposal itself will form part of mitigation for future development in this area and represents early infrastructure delivery for long-term growth in West Edinburgh. A proposal of application (PAN) notice was approved in 2021 (reference: 21/01364/PAN) for part of the IBG which lies between the Gogar Burn and the tram depot, and whilst it is envisaged that the proposal would facilitate development described in that PAN, traffic impact would be assessed of any future application the Council receives, rather than now.

In summary, the indicative plans demonstrate that a new road and active travel path network at this location can be suitably designed for pedestrians, active travel, and vehicles. The detailed design of the proposal will be required to comply with LDP policies Tra 1 (Location of Major Travel Generating Development), Tra 8 (Provision of

Transport Infrastructure), Tra 10 (New and Existing Roads) and the Edinburgh Design Guidance in any subsequent AMC application(s).

e) Other matters

Applications at neighbouring land

Legal representations assert that the Council would be acting unlawfully should it determine this application prior to the determination of planning appeals for the Airport Access Road (application reference: 21/00217/FUL and DPEA Appeal reference PPA-230-2361) and mixed use development Crosswind (application reference: 20/03219/PPP and DPEA Appeal reference PPA-230-2333).

Both of the appeals have been recalled by Scottish Ministers for their direct determination, rather than being determined by a Reporter on their behalf. The Reporters submitted their respective appeal Reports, with their recommended appeal decisions, to Scottish Ministers for Crosswind on 25 April 2022 and the Airport Access Road on 09 June 2022. However, the Reporter Reports for each appeal will not be made public until Scottish Ministers issue their determination. There is no set timescale for Scottish Ministers to determine an appeal after they receive the Reporter's Report, and they have not indicated an expected determination date for either of these appeals.

It is the view of officers, having taken advice from Legal Services, that:

- a) the proposal would not compromise the determination or deliverability of either of these neighbouring pending appeals, as they are not mutually exclusive;
- (b) the Council would be acting reasonably and lawfully in proceeding to now determine this application, in line with the recommendation, in advance of ministers reaching a decision on these neighbouring appeals and applications.

The Council has a general legal duty to determine applications within set timeframes and without unreasonable delay, given none of the neighbouring appeal proposals are mutually exclusive and it unclear when these appeals will be determined, it would not be reasonable to delay the determination of this application where there is no reason to do so.

Trees

LDP policy Env 12 (Trees) sets out tree protection requirements for new development. The application site includes part of a mature tree-lined avenue that provides access to Castle Gogar.

The LDP displays an indicative road alignment within the application site boundary. The LDP therefore implies that an element of tree removal from the tree lined avenue that provides access to Castle Gogar is acceptable in principle. No details have been submitted to identify the condition of the trees or their value as part of this PPP application. Any tree loss that would be required to facilitate a new road with associated paths at this location will need to be supported by a detailed tree survey to inform the detailed alignment. Where possible, the applicant will be required to retain high value trees as far as practicable in order to comply with the terms of LDP policy Env 12.

As part of the AMC planning stage, it is recommended that the application be required to submit a detailed arboricultural survey and accompanying report to inform an assessment of the impact on trees from the proposal. A condition is attached to ensure this matter is appropriately considered.

Protected species & habitat

The LDP, through policy Env 16 (Species Protection), seeks to ensure that new development avoids adverse impact(s) on protected species and habitat in the city. A small part of the application site is located within a Local Nature Conservation Site to which LDP policy Env 15 (Sites of Local Importance) applies.

Part of the site is rural or semi-rural in character, including mature trees and a small area that forms part of the Gogar Burn riparian corridor.

The applicant has not submitted any supporting information in relation to ecology or habitat therefore it is recommended that these details, in the form of an Extended Phase 1 Habitat Survey and any subsequent surveys, are considered at the AMC planning stage. Due to the proximity of the Gogar Burn and mature trees within the site boundary it is further recommended that a Landscape and Habitat Management Plan be submitted at the AMC planning stage to ensure the proposal is consistent with nature conservation requirements identified in LDP policies Env 15 and Env 16.

Flooding and drainage

LDP Policy Env 21 (Flood Protection) states that planning will not be granted for development that would increase flood risk or be at risk of flooding.

The applicant has addressed flooding and drainage in the submission and the Council's Flood Planning service is satisfied that the proposal and associated drainage arrangements would be acceptable. Whilst an indicative layout has been proposed, it is recommended that drainage details for a detailed proposal be secured by condition.

SEPA confirms no objection to the proposal on flood risk grounds.

The proposal will be required to comply with policy Env 21 and further demonstrate this for a detailed road and path layout in any subsequent AMC application.

Aerodrome safeguarding

Edinburgh Airport's safeguarding team confirms no objection in consultation comments subject to further details relating to SUDS and drainage being submitted for consideration and subsequent agreement at the approval of matters specified in conditions planning stage.

Railway operation

Network rail raises no objection to the proposal subject to recommended informatives relating to access and construction methods.

Air quality

Policy Env 22 (Pollution and Air, Water and Soil Quality) supports development where there will be no significant effects on air quality, health, the environment and amenity. In this case the proposal does not include any traffic generating uses or offer a through-route to any destination that would generate new traffic impacts. Therefore, any impact on local air quality would be considered through future proposals for development in this area through the planning application process where necessary.

Contributions

As the proposal does not include any trip-generating land uses no contributions are required in this case.

Scottish Planning Policy

Scottish Planning Policy (SPP) presumption in favour of sustainable development is a significant material consideration due to the Edinburgh LDP being over 5 years old. The SPP introduces a presumption in favour of development that contributes to sustainable development and sets out 13 principles to guide policy and decisions.

The proposal is for part of a new road that will serve a growing part of Edinburgh. At the AMC planning stage, it will be possible for the applicant to provide appropriate design details relating to the creation of a pedestrian and active travel route to accompany the road with a view to introducing sustainable travel methods as part of the proposal. With reference to climate change adaptation and sustainability, it has been a long-standing strategic objective to introduce a multi-modal route in this area of the city. Whilst private cars would be able to use the Gogar Link Road it is envisaged that sustainable travel in the form of public transport (bus) and active travel modes would use the new road and paths which is consistent with SPP support for infrastructure delivery. Other matters including sustainable drainage design, impact on the water environment and any impact the natural environment would be addressed at the AMC planning stage where SPP sustainable development criteria would need to be considered as well.

The proposal is acceptable in principle in the context of SPP.

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.

Whilst it carries little material weight, some representations refer to the emerging development strategy in West Edinburgh and query whether the proposal complies with the vision for this part of the City. The proposed City Plan 2030 proposals map and supporting map 24 for City Plan Place Policy 16 (West Edinburgh) clearly identify a new road, a public transport route, and an active travel route in the red line area for this proposal, which would form an integral part of wider development in the area. The

proposal is consistent with the emerging strategy for transport, movement, and general development aspirations in this part of the City. Therefore, subject to compliance with the recommended conditions, the proposal will achieve co-ordinated development with the surrounding area. The proposal does not compromise the emerging development strategy for West Edinburgh as set out in City Plan 2030.

f) Equalities and human rights

The application has been considered with reference to equalities and human rights and there is no impact(s).

g) Representations

Four public comments were received consisting of three objections and one neutral comment.

Neutral comment:

- Noted improvements to active travel links to surrounding housing sites HSG 19 and HSG 20 - addressed in Section 3.3 c).
- Would like developer to consider junction and crossing improvements for active travel south and east of Edinburgh Gateway station - this matter is outwith the scope of this application site boundary.
- Concern that motorised users will travel via this route to avoid busy road approaches on to Gogar roundabout - addressed in Section 3.3 d).
- Suggest detailed design should provide a direct route to the rail crossing to nearby housing sites and at Myreton Drive - this would be considered at the detailed AMC planning stage.
- Support for proposal to include segregation for cyclists and pedestrians - addressed in Section 3.3 b).

Objection comments:

- Principle of proposal not acceptable in format proposed and is prejudicial to development in West Edinburgh - addressed in Section 3.3 c).
- Proposal is not co-ordinated development and applicant has not demonstrated ability to deliver a dual carriage to deliver access to the IBG area - addressed in Section 3.3 b), c) and d).
- Connections beyond the applications site's boundaries have not been demonstrated - addressed in Section 3.3 c).
- Unclear if the design can deliver a road as envisaged in the West Edinburgh Transport Appraisal refresh - addressed in Section 3.3 b) and c).
- The proposal could be contrary to public transport and active travel connections in West Edinburgh - addressed in Section 3.3 d).
- Unclear if the applicant is requesting approval of design details or a red line plan - addressed in Section 3.3 b).
- The Gogar Link Road must consider the economic development potential of the IBG and serve the airport and its surplus decommissioned land - addressed in Section 3.3 c).

- It is premature for the Council to determine this application without an agreed alignment for the Gogar Link Road between all stakeholders - addressed in Section 3.3 c).
- Suggestion of the Council using compulsory purchase powers to meet transport objectives in this area - addressed in Section 3.3 c).
- By terminating in a field and serving no development the proposal cannot be described as any part of the Gogar Link Road - addressed in Section 3.3 a).
- No evidence submitted to show the road will prioritise public transport - addressed in Section 3.3 d).
- Assertion that Transport Statement does not adequately consider traffic flows for wider West Edinburgh - addressed in Section 3.3 d).
- Proposal does not consider planning applications in the surrounding area - addressed in Sections c) and e).
- Aspects of the detailed design are not clear - the applicant advised during the application that a red line approval was sought with design details to be reserved matters.
- No Environmental Impact Assessment (EIA) screening has taken place - EIA screening has been completed (reference: 21/02941/SCR).

Overall assessment conclusion

The proposal provides a new road which could form part of the Gogar Link Road (Local Development Plan Transport Proposal and Safeguard reference T9) which is required to support the long-term development of West Edinburgh. The indicative layout shows the proposal can provide for a mix of travel modes including motorised vehicles, active travel in the form of segregated cycle paths, segregated footpaths, and shared cycle/footpaths in selected areas. The proposal is for part of a road identified in the LDP only and subject to any future AMC application being compliant with recommended conditions and reserved matters, would comply with Local Development Plan policy Des 2 (Co-ordinated development). It is therefore recommended that a fully detailed design and information on how the proposal allows for connectivity into the western part of the IBG site be secured by condition and considered at the Approval of Matters Specified in Conditions planning stage.

There are currently planning appeals and applications on neighbouring land that have been pending determination by Scottish Ministers for some considerable time. Legal Services advises that: a) the proposal would not compromise the determination or deliverability of any of these neighbouring pending appeals and applications, as none of them are mutually exclusive; (b) the Council would be acting reasonably and lawfully in proceeding to now determine this application, in line with the recommendation, in advance of ministers reaching a decision on these neighbouring appeals and applications.

The application has demonstrated that, subject to further detailed assessments and compliance with conditions, the proposal will deliver a development that complies with the Edinburgh Local Development Plan and the Council's non-statutory guidance. The indicative layout also confirms that in principle the proposal complies with the thirteen policy principles of sustainable development set out in Scottish Planning Policy.

Subject to the attached conditions, the proposal is acceptable in principle and there are no other material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Notwithstanding the submitted drawings and for the avoidance of doubt, the indicative proposal plans submitted as part of the PPP application, and represented on planning drawing references 02A, 03A, 04, and 05A, do not represent an approved scheme and all site layout and design matters are reserved.

2. No development shall take place on the site until details of all the under-noted matters have been submitted to and approved by the planning authority. Approval of Matters, the details of which must be addressed in a single approval of matters specified in conditions application to the planning authority, are as follows:

- (a) Design details of all roads, junctions, pedestrian crossings, active travel paths and pedestrian paths, including dimensions, widths, layouts, cross sections and gradients;
- (b) The design details specified in matter (a) above, shall demonstrate that it will be feasible for the proposal to connect to other parts of the Gogar Link Road west of the site's boundary across the Gogar Burn via a bridge or other suitable means;
- (c) The design details and layout specified in matters (a) and (b) above shall include a landscape buffer at the eastern side of the Gogar Burn which demonstrates:
 - (i) It accords with the principles set out in the Scottish Environmental Protection Agency's (SEPA) principles for buffer strips in guidance document Planning Background Paper: Water Environment (issue date 23 January 2017); and
 - (ii) That any future bridge crossing of the Gogar Burn referenced in matter (b) can span the agreed landscape buffer area.
- (d) Design and configuration of public and open spaces, including all external materials and finishes;
- (e) Submission of a Stage 2 Quality Audit;
- (f) Surface water and drainage arrangements;
- (g) Hard and soft landscaping details, including:
 - (i) Location and detailed specification of all mounding, walls, fences, gates and any other hard landscape treatments;
 - (ii) Tree survey and any subsequent tree removal and tree protection measures;
 - (iii) The location of new trees, shrubs and hedges;
 - (iv) A schedule of plants to comprise species, plant size and proposed number/density;
 - (v) Programme of completion and subsequent maintenance;
 - (vi) Existing and proposed services such as cables, pipelines, substations;
 - (vii) Other artefacts and structures such as street furniture, including lighting columns and fittings;
 - (viii) Details of phasing of these works;

- (ix) Existing and finished ground levels in relation to Ordnance Datum.
 - (h) An Extended Phase 1 Habitat Survey and any subsequent protected species surveys, the findings of which shall be incorporated into a Landscape and Habitat Management Plan (LHMP) which shall be submitted to and approved by the planning authority for approval prior to the commencement of any works;
 - (i) Details of proposed street lighting;
 - (j) Submission of a swept path analysis for the road and all access points and junctions;
 - (k) A programme for completion of the development.
3. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, metal detecting survey, analysis, reporting, publication, interpretation and public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

Reasons:-

1. For the avoidance of doubt.
2. In order to secure a design and layout that is designed, developed and delivered cohesively and to enable the planning authority to consider these matters in detail prior to any development taking place.
3. In order to safeguard the interests of archaeological heritage.

Informatives

It should be noted that:

1. a) Application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle, unless an earlier application for such approval has been refused or an appeal against such refusal has been dismissed, in which case application for the approval of all outstanding matters specified in conditions must be made within 6 months of the date of such refusal or dismissal.
- b) The approved development shall be commenced not later than the expiration of 3 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions, whichever is later.
2. The detailed design of the proposal and the site layout that must be submitted under the terms of condition 2 at the approval of matters specified in conditions planning stage shall refer to the Council's Vision for Water Management (November 2020) and comply with its principles for water management in the City.
3. The applicant should note the below Roads Authority matters:

- The proposed layout to be a reserved matter. This will require to be developed in the context of the West Edinburgh Transport Appraisal Refresh 2016 and the Council's wider aspirations for active travel and public transport. The existing access to the tram depot on Myreton Drive will require particular consideration in relation to any requirements for abnormal vehicles. For the avoidance of doubt, the proposed layout is not approved at this stage;

- Various orders, including waiting and loading restrictions, redetermination and stopping up orders may be required. These are subject to statutory process and cannot be guaranteed;

- All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, cycle tracks, verges and service strips to be agreed;

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

4. The applicant should note the following matters in relation to the operational railway:

Access:

Any current access points of Network Rail must be maintained.

Construction Methodology:

The Developer is to consult with Network Rail's Asset Protection Engineers regarding the proposal and submit a working methodology, RAMS, plant positions and movements prior to construction.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 18 June 2021 and neighbours were notified on 08 and 09 July 2021. Four public comments were received consisting of three objections and one neutral comment.

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 located within an area identified in the development plan as the 'urban area' and lies within a Special Economic Area (International Business Gateway - policy Emp 6). The LDP proposals map shows Road Safeguard Improvement: Gogar Link Road partially lies within the application site.

Date registered

28 May 2021

Drawing numbers/Scheme

01,

David Givan

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

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

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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

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

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 10 (Waterside Development) sets criteria for assessing development on sites on the coastal edge or adjoining a watercourse, including the Union Canal.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

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

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

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

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

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

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

LDP Policy Emp 6 (International Business Gateway) sets out uses that will be supported in principle for the development of an International Business Gateway within the boundary defined on the Proposals Map.

LDP Policy Tra 10 (New and Existing Roads) safeguards identified routes for new roads and road network improvements listed.

The West Edinburgh Planning Framework seeks to protect and enhance the national interests in West Edinburgh by setting out a strategic context for investing in transport and development, to facilitate improvement of the environment, living conditions,

accessibility and overall quality in the area, and to safeguard and nurture the long term potential for West Edinburgh to become an internationally competitive business location

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 Planning Permission in Principle 21/02941/PPP

**At Site 100 Metres East Of , 194 Glasgow Road, Edinburgh
Proposed Gogar Link Road and active travel route (as
amended).**

Consultations

Archaeology response

The site currently runs east-west from the southern boundaries of Edinburgh Airport's (RAF Turnhouse) former crosswinds / Auxiliary airstrip, cutting across the historic treelined access road to Gogar Castle towards and ending at the Gogar Burn. RAF Turnhouse constructed during World War I and continued in active service through the Cold War though in a much-reduced capacity from the 1960/70's.

Prior to this the area formed part of the medieval Parish of Gogar situated on the southern side of the present-day Glasgow Road on the eastern bank of the Gogar Burn centred on the current Church. Excavations carried out at the site of the village by both Headland (PSAS Vol 139 p229-55) and GUARD (Published on SAIR 72 & 79) produced nationally important archaeological evidence charting the development of the village from the Anglo-Saxon Period through to the post-medieval. The proposed route will also cut across the tree-lined historic access road leading to the 17th century Gogar Castle to the North built on the site of an earlier house dating back to c.1300 belonging to the Forrester's of Corstorphine.

The recently completed excavations by CFA at Meadowfield Farm to the north of the railway line at Turnhouse, have confirmed evidence for its occupation going back to the around the 14th century. However, as well as medieval evidence the excavations at Meadowfield Farm have significantly produced two cannonballs probably relating to the 1650 battle between Cromwell and Leslie known as the Field of Flashes. This little understood battle occurred at Gogar to the north of the Glasgow Road an area thought to include this application site

Recent excavations as part of the Edinburgh Tram project at Gogar village to the South, along with those just completed in 2020/21 by both AOC at West Craigs Farm and CFA at Meadowfield Farm to the North, have confirmed that this area contains significant evidence for early medieval and prehistoric occupation. In addition, archaeological evaluation undertaken by CECAS in 1999 (Reed, D. (1999d) 'East Mains of Ingliston to Gogar and Carrick Knowe Golf Course (City parish of Edinburgh), field evaluation', DES 1999. Page(s): 37) identified a potential large double ditched enclosure (NT175SE 197) to the immediate south of this proposal.

As such the site has been identified as occurring within and area being of archaeological and historic significance relating to the development of the medieval and

later parish of Gogar, potentially earlier prehistoric occupation and the site of the 17th century Field of Flashes battlefield. Accordingly, this application must be considered under terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), PAN 02/2011, HES's Historic Environment Policy for Scotland (HEPS) 2019 and CEC's Edinburgh Local Development Plan (2016) Policies ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Historic Landscapes

the application will cut across the historic tree-lined access road to the 17th century Gogar Castle, a route depicted on General Roy's 1750's Military Survey and one which is likely to be contemporary with the 17th century house if not older (see above). The construction will require a localised significant impact therefore necessitating the removal of a section of these historic trees. Such impacts must be kept to a minimum and assessed as by our landscape colleagues.

Buried Archaeology

The proposals would require significant ground-breaking works regarding construction, landscaping services etc. Such works will have significant impacts upon any surviving archaeological remains, expected to range from remains associated with the 1650's Battle of the Field of Flashes too medieval and potentially prehistoric remains. It is essential therefore, that if permission is granted that an archaeological programme of work is undertaken prior to development, to fully excavate, record and analyse any surviving archaeological remains.

This strategy will require the undertaking of phased programme of archaeological investigation, the first phase being the undertaking of an archaeological evaluation (max 10%). The results of this evaluation work will inform the scope of secondary phases of investigation and analysis. Based upon the results from the adjacent sites at Gogar and Meadowfield/West Craigs, this is likely to include both set piece excavations and a wider programme of strip, map record and excavate during topsoil removal/landscaping works and possible public open days.

Given the recent discovery of 17th century cannonballs and the its close proximity to a former military airfield, metal detecting surveys will also be required to be undertaken during the evaluation to both recover artefacts and assess scope for potential more detailed battlefield survey's depending on results.

Public Engagement

As stated, it is likely that archaeological investigations will reveal to important remains associated with RAF Turnhouse and possibly dating back to early prehistory. It is therefore considered essential that a programme of public/community engagement is undertaken during all subsequent phases of development. The full scope of which will be agreed with CECAS but could include press calls, social media, site open days, viewing points, interpretation and exhibitions.

It is recommended therefore, that a condition be applied to any permission granted to secure this programme of archaeological works based upon the following CEC condition;

'No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, metal detecting survey, analysis, reporting, publication, interpretation and public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

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

Network Rail response

iAt present, Network Rail has no issues with the principle of the proposed development. As the active travel route is located within close proximity to operational railway land, we would ask that the following be included as advisory notes should the council be minded to grant this application:

Access

Any current access points of Network Rail must be maintained.

Construction Methodology

The Developer is to consult with Network Rail's Asset Protection Engineers regarding the proposal and submit a working methodology, RAMS, plant positions and movements prior to construction.

Edinburgh Airport response

I've had a look at this and can confirm I've nothing to add and therefore happy to fully assess any SUDS and drainage details at the AMC planning stage.

Flood Planning response

This application can proceed to determination, with no further comments from CEC Flood Prevention.

Roads Authority response

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

1. The proposed layout to be a reserved matter. This will require to be developed in the context of the West Edinburgh Transport Appraisal Refresh 2016 and the Council's

wider aspirations for active travel and public transport. The existing access to the tram depot on Myreton Drive will require particular consideration in relation to any requirements for abnormal vehicles. For the avoidance of doubt, the proposed layout is not approved at this stage;

2. Various orders, including waiting and loading restrictions, redetermination and stopping up orders may be required. These are subject to statutory process and cannot be guaranteed;

3. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, cycle tracks, verges and service strips to be agreed;

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

SEPA comments

Thank you for consulting SEPA on planning application 21/02941/PPP, proposed Gogar Link Road & Active Travel Route, 100 Metres East of 194 Glasgow Road, Edinburgh.

We have no objection to this planning application on the grounds of flood risk. Please see our advice in Section 2 - Flood Risk.

We do wish to submit a holding objection until the City of Edinburgh provides clarification that this development, if permitted at this time, will not compromise the objectives identified in the city's adopted Water Vision and in the development of the City Plan 2030. Please see our comments in Section 1 - Context.

Context

The context of this application is its proposed development in an area of flood risk and where the quality of water in the watercourses is poor and needs to be improved. In order to deliver the scale of development proposed and likely for this area, a strategic approach to the management of surface water and the avoidance of flood risk is essential. The development of this strategic approach is being taken forward by partners (including the City of Edinburgh Council, Scottish Water and the Scottish Environment Protection Agency) through co-ordinated action such as the development of the City Development Plan 2030, the City of Edinburgh Council's Water Vision, a Strategic Flood Risk Assessment for the city, etc. SEPA's advice is that all proposed developments in this area should ideally help to deliver this strategic approach, including strategic infrastructure including, but not limited to, the potential for realigning the Gogar Burn to ensure water quality can be improved and greater capacity for increased rainfall and surface water discharge can be ensured. At the least, no development should compromise options for achieving these aims. Attached are our responses to planning application 21/00217/FUL (the airport Road) and 20/03219/PPP (Crosswinds) as examples of this advice and the context for it, e.g. national and city

commitments to addressing the causes of climate change and preparing for its inevitable consequences.

We submit a holding objection until there is confirmation from the city, i.e. you and your colleagues leading on the Water Vision, the City Plan 2030 and other major applications such as Crosswinds (currently at appeal), that the link road and active travel route proposed in this application will not compromise the options being explored in this area for flood risk avoidance and water management or can be accommodated in them. One means of providing this confirmation could be a meeting (MS Teams) between partners (CEC, SW and SEPA) to overlay plans and options to identify any potential compromises or benefits, e.g. the currently proposed routes having an active role in providing part of the necessary infrastructure to manage water in this area.

Flood Risk

- 1. We have no objection to this application on the grounds of flood risk.*
- 2. The site is partly within the surface water flood extent shown in the SEPA Flood Maps. The surface water flood maps are a composite of pluvial and sewer model outputs. We therefore recommend that you contact Edinburgh City Council Roads Authority regarding surface water flood risk and you may also need to contact Scottish Water. You can view the SEPA Flood Maps and find out more about them at www.sepa.org.uk/environment/water/flooding/flood-maps/*
- 3. We hold a record of observed flooding at the Tram Depot due to surface water flooding following heavy rainfall 5th December 2020. We advise that contact is made with Edinburgh City Council, who as Flood Risk Management Authority (FRMA) may hold local information on observed flooding and flood alleviation in this area.*
- 4. We have reviewed the Flood Risk Assessment (ref: P14822, Goodson Associates, May 2021), Proposed Arrangement Plan and Location Plan drawings and can make the following comments.*
- 5. The FRA has considered flood risk from multiple sources and does not identify a fluvial flood risk to the proposed development. We note that any earthworks associated with the formation of the active travel routes are set sufficiently back from the Gogar Burn watercourse to avoid impacting on floodplain processes. Therefore, we are satisfied that the proposal will have a neutral impact on fluvial flood risk.*
- 6. For information, safe access/egress by emergency vehicles and surface water management are matters under the remit of the local Flood Risk Management Authority at Edinburgh City Council. It is therefore for the FRMA to comment on the acceptability of the proposed flood mitigation measures.*
- 7. We recommend that the applicant refers to our Standing Advice Guidance, particularly Section 5 (essential infrastructure or water compatible uses) and Section 11 (footpaths, access tracks, private roads, car parks and other landscaping proposals) for best practice.*
- 8. As a member of the Edinburgh Partnership (CEC, Scottish Water, SEPA) we are aware of a proposed Gogar Burn watercourse enhancement and diversion (Local*

Development Plan Greenspace Proposal, reference: GS7). We therefore recommend that Edinburgh City Council considers this proposal in the wider context of West Edinburgh development strategies. (Please see Section 1 'Context' above.)

9. We are satisfied that the proposal complies with the principle of floodplain avoidance outlined in Scottish Planning Policy and therefore have no objection on flood risk grounds.

Please contact me if you would like to discuss this response or if you would like any further information.

SEPA further comments

I am writing in relation to SEPA's holding objection to planning application 21/02941/PPP of 10 September 2021 (our reference PERMS 2434). I have attached this for ease of reference.

Since then we have discussed the options for conditions and informative to address SEPA's concerns, and you have proposed a set of conditions, copied below.

On the basis of these, SEPA can withdraw its holding objection. Should the applicant not wish to accept these conditions, at all or in an amended form, or if the proposal changes in a way you consider to be material, SEPA should be re-consulted to ensure our position can remain as no-objection.

Please contact me if you would like any further information or if you have any questions.

Proposed Conditions:

1. Condition - Notwithstanding the submitted drawings and the avoidance of doubt, the indicative proposal plans submitted as part of the PPP application, and represented on planning drawing references 02A, 03A, 04, and 05A, do not represent an approved scheme and all site layout and design matters are reserved.

Reason - For the avoidance of doubt.

2. Condition - Prior to the commencement of any works on the site, details of the under-noted matters shall be submitted to and approved by the planning authority, in the form of a detailed of the site and inclusive of detailed plans, sections and all other structures.

Approval of Matters are as follows:

(a) Design details of all road, junction, active travel paths and pedestrian paths, including dimensions, widths, layouts, cross sections and gradients;

(b) Design and configuration of public and open spaces, including all external materials and finishes;

(c) Submission of a Road Safety Audit;

(d) Surface water and drainage arrangements;

(e) Hard and soft landscaping details, including:

(i) Location and detailed specification of all mounding, walls, fences, gates and any other hard landscape treatments;

(ii) Tree survey and any subsequent tree removal and tree protection measures;

(iii) The location of new trees, shrubs and hedges;

- (iv) A schedule of plants to comprise species, plant size and proposed number/density;*
- (v) Programme of completion and subsequent maintenance;*
- (vi) Existing and proposed services such as cables, pipelines, substations;*
- (vii) Other artefacts and structures such as street furniture, including lighting columns and fittings;*
- (viii) Details of phasing of these works;*
- (ix) Existing and finished ground levels in relation to Ordnance Datum.*
- (f) Details of proposed street lighting;*
- (g) Submission of a swept path analysis for the road and all access points and junctions;*
- (h) A programme for completion of the development.*

Reason - In order to enable the Planning Authority to consider these matters in detail.

3. Condition - The site layout to be submitted as part of the AMC application required under condition 2 above shall demonstrate that it will be feasible for the proposal to connect to other subsequent parts of the Gogar Link Road west of the site's boundary across the Gogar Burn via a bridge or other suitable means.

Reason - In order to ensure co-ordinated development in West Edinburgh.

4. Condition - The site layout to be submitted as part of the AMC application required under condition 2 shall be capable of including a landscape buffer at the eastern side of the Gogar Burn in accordance with the principles set out in the Scottish Environmental Protection Agency's (SEPA) principles for buffer strips in guidance document 'Planning Background Paper: Water Environment' (issue date 23 January 2017) and to the satisfaction of the planning authority. It shall be demonstrated that any future bridge crossing referenced in condition 3 can span the agreed buffer area.

Reason - In order to ensure co-ordinated development in West Edinburgh and ensure the environmental integrity of the Gogar Burn and its surrounding riparian corridor.

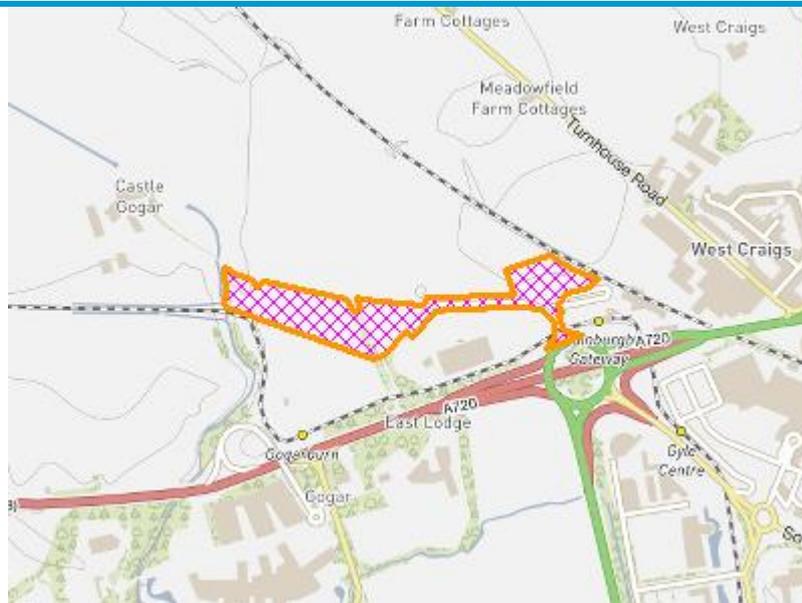
5. Condition - No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, metal detecting survey, analysis, reporting, publication, interpretation and public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason - In order to safeguard the interests of archaeological heritage.

Proposed informative:

1. The detailed design of the proposal and the site layout that must be submitted under the terms of condition 2 at the approval of matters specified in conditions planning stage shall refer to the Council's Vision for Water Management (November 2020) and comply with its principles for water management in the City'.

Location Plan



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