

Development Management Sub-Committee Report

Wednesday 18 December 2024

**Application for Planning Permission in Principle
land to south west of Meadowfield Farm, Turnhouse Road,
Edinburgh.**

Proposal: Mixed use development inc. commercial floorspace (class 1a Shops, financial, professional and other services, class 3 restaurants and cafes, sui generis inc. public houses, class 4 business, class 7 hotels; class 10 non-residential institutions (including primary school with early years provision), class 11 (assembly and leisure), residential (including class 9 houses and sui generis flats), associated infrastructure; car parking and landscaping (as amended).

**Item – Committee Decision
Application Number – 24/00523/PPP
Ward – B01 - Almond**

Reasons for Referral to Committee

The application has been referred to the Development Management Sub-Committee as the application is an EIA Development, is of significant public interest and a hearing is required, and the level of developer contributions exceeds the threshold for a delegated decision.

Recommendation

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

Summary

The proposal is acceptable with regard to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as subject to conditions and reserved matters it will not harm the setting of listed buildings in proximity to the site.

Particular regard has been given to the agent of change principle in assessing the proposals under Section 41A of the Town and Country Planning (Scotland) Act 1997. It is considered to have been demonstrated that sufficient measures to mitigate, minimise and manage the effect of noise to the proposed noise sensitive development from Edinburgh Airport and the Royal Highland Showground, have been either been included within the proposal, or will be included at Approval of Matters Specified in Conditions (AMC) stage. The proposal is acceptable with regard to Section 41A of the Town and Country Planning (Scotland) Act 1997 (as amended).

The proposed housing-led mixed-use development is supported by Local Development Plan - City Plan 2030 policy Hou 1, Housing Proposal H61, policy Place 16, and NPF 4 policy 16. It will contribute towards the creation of a new urban quarter, and it is compatible with the West Edinburgh Development Principles, as guided by the West Edinburgh Placemaking Framework and Strategic Master Plan. As the proposal is found to accord with these principles, subject to conditions, the reservation of the details of matters such as scale, form and design, phasing, amenity, transport and flooding, and the conclusion of a suitable legal agreement, the proposal is acceptable in principle.

Matters raised by other development plan policies in relation to design, layout, landscape, placemaking, open space, heritage, transport and infrastructure, amenity, and environmental considerations such as climate change, biodiversity, protected species and water management, have been addressed by the proposal in sufficient detail at this in principle stage. A sufficient level of detail has been articulated by the parameter plans, design and access statement and other supporting documentation to give confidence to the planning authority that the proposal, subject to securing detailed designs through multi-stage planning applications and the attached conditions, is compliant with the applicable requirements and policy aspirations of the development plan.

The EIA Report is comprehensive in its scope and content and demonstrates that no unacceptable adverse effects will result from the proposal as a result of the embedded mitigation and other mitigation measures at the construction stages.

Subject to conditions and the conclusion of a suitable legal agreement, the proposal complies with the applicable requirements and policy aspirations of the development plan. No other material considerations have been identified that outweigh this conclusion. It is therefore recommended that this application be granted.

SECTION A – Application Background

Site Description

The application site is a 29.2-hectare area of land located in West Edinburgh, bounded to the northeast by the Fife railway line, to the northwest by Edinburgh Airport, to the south by the Gogar Burn and to the south/southwest by Myreton Drive and the Gogar tram depot and Gogar roundabout. To the west is the nearby category A Listed Gogar Castle (listing reference: LB27092; date: 14/07/1966), whilst Edinburgh Gateway Station is located to the site's west.

Areas of hardstanding associated with a former runway are present on site. The site is

mostly grassland, featuring a southeast to northwest slope. The area between the site and the tram depot to the south is a steep embankment. The Gogar Burn and its associated corridor, located at the site's western extents, is a Local Nature Conservation Site and areas nearby to the Gogar Burn are an Area of Importance for Flood Management. A number of trees are present on site near to the Gogar Burn, Gogar Castle and the access road to the Castle Gogar Rigg development, some of which are subject to Tree Preservation Order 204.

Existing vehicular access to the site is taken from the A8 via the Gogar Roundabout and Myreton Drive. A footbridge (known as Renwick's Bridge) over the Fife railway line to the north of the site is also present. A high voltage cable runs from the northwest of the site, along the south of the site, and then northwards from the centre of the site towards the existing footbridge. A surface water drain runs along part of the south of the site.

Surrounding development near the site, but outside the red line boundary, includes residential properties at Castle Gogar Rigg to the site's west, residential properties to the north and northeast across the railway line at West Craigs, Edinburgh Gateway Station to the south of the site, the Royal Bank of Scotland campus to the south of the A8, and the Gyle shopping centre across the A8. The Gogar Special Landscape Area and Drum Brae Park Designed Landscape are located to the site's south, across the A8.

The site forms part of the wider West Edinburgh area, parts of which have been allocated for development under City Plan 2030. The application site itself is allocated as site H61, whilst sites H62 and H63 are to the north and west of the application site, other allocated sites are located across the railway line.

The site is subject to the West Edinburgh Placemaking Framework (WEPF) and is identified by the Local Development Plan (LDP) as part of the West Edinburgh Area of Economic Importance and the West Edinburgh Strategic Business Centre.

Description of the Proposal

Scheme Two

Planning Permission in Principle (PPP) is sought for a mixed-use development of the southeastern section of the former Edinburgh Airport Crosswinds runway and associated land. The application identifies the following mix of uses and development quantum, as identified in Chapter C of the associated EIA, Site and Scheme Description.

- Up to 3,005 residential (including Class 9 houses and sui generis flats);
- 50,000 sqm. of class 4 commercial (office) space (gross internal area);
- 5,300 sqm. retail, restaurant and cafe, non-residential institution and assembly and leisure floorspace (classes 1A, 3, 10, 11 and sui generis) including community wellbeing hub;
- 37,000 sqm. of class 7 hotel floor space - to comprise 2 to 3 hotels, providing around 1,020 bedrooms;
- Primary school of 5,640 sqm floorspace, including early years, with two-stream potential with capacity for future expansion (2,542sqm.);
- Open space and landscaping ;

- Approximately 1,000 car park spaces); and
- Associated infrastructure works incl. the formation of roads, internal access roads, substations, utilities, footpaths/cycleways and drainage systems.

Five parameter plans are proposed defining the following across the site:

- Access and movement plan
- Plot use plan
- Plot height plan
- Phasing plan
- Landscape framework plan

Five supplementary plans are included for information within the Design Statement (Appendix A):

- Illustrative Block Heights Plan
- Illustrative Constraints Plan
- Illustrative Wider Connections Plan
- Landscape Masterplan
- Illustrative Landscape Plan

The parameter plans establish a site structure based around 22 plots. These comprise 8 residential plots, 5 'colony style' residential plots, 8 mixed commercial-residential plots, and a plot for a primary school. Intended land uses, intended maximum building heights and plot ground levels are identified in the parameter plans. Commercial uses are centred on the 'Neighbourhood Park' to be located to the southwest of the site, described in the DAS as a "key urban space" that provides "a focal point for a range of functions and activities".

Maximum building heights for each of the development plots are proposed on drawing 05 Height Parameter plan, ranging from 52.35m Above Ordnance Datum (AOD) to 74m AOD. These heights are foreseen to include plant and construction tolerances. However, it is noted that it may be necessary for there to be 'assessment and development' of these heights as part of associated Approval of Matters Specified in Condition (AMC) applications. Building heights are envisaged to be at a lower level at the area near Castle Gogar at the site's southwest, and other development plots would be a mixture of up to 6 and 8 storeys.

The proposed development will be served by two vehicular accesses from Myreton Drive. A vehicular access is also proposed at the northeastern boundary of the site, to provide wider connectivity to the north of the railway line. The primary vehicular route through the site is proposed to run to the site's north, parallel to the railway, passing between plots 11, 12 and 13 from Myreton drive. A bus route/connection is proposed to pass through the centre of the site, from Myreton drive to the bus only access at the northwestern boundary of the site. Active travel routes permeate throughout the site, running north-south and east-west via various connected routes.

The movement network within the site includes a combination of internal streets of seven distinct types, corresponding to the modes and intensity of traffic they are

intended to carry. This includes dedicated routes for buses and a network of paths/segregated lanes and shared surfaces for pedestrians and cyclists. The proposal is based on 20-minute neighbourhood principles where private vehicle movements around the site are limited and the street network in-combination with the distribution of land uses promotes walking, wheeling and cycling.

It is envisaged that of the proposed approximate 1,000 car parking spaces, up to 368 will be on street or in parking court yards, up to 200 will be lower ground floor of office and hotel space and 434 in block podium car parks. Car parking details will be confirmed as each Plot comes forward for development.

Drawings 06A and 09-12 describe the proposed phasing and delivery of the development, outlining the order in which it is foreseen that plots will be built on. In general terms, phase 1 begins with plots closest to the southeast of the site, surrounding the central park area (excluding plots 9 and 10, but including the primary school), phase 2 includes plots to the centre and north of the site (including plots 9 and 10), whilst phase 3 envisages the development of the remaining plots. The planning statement describes phase 1 being built within years 1 to 6 of construction, phase 2 within years 7 to 16, and phase 3 within years 17 to 25, envisaged development quantum, associated infrastructure and car parking are specified for each phase.

The landscape framework divides the site into specific areas of differentiated landscape character and delineates key features for retention/safeguarding as part of future phases of development. Multi-functional green space is defined to the south and west of the site, in areas nearest to the Gogar Burn. Multi-functional hard/green space is defined in areas to the south and east of the site, in areas nearest to plots designated for 'mixed use' development, a central 'spine' with hard/green surfacing incorporating Sustainable Urban Drainage Systems (SUDS) running through the site surrounding the proposed bus only route is proposed. Together the landscaping framework describes a network of open spaces and green infrastructure, including large and small areas of parkland, landscape buffer zones (at the airport boundary) and community growing areas.

Proposed surface water management and drainage arrangements manage water from four distinct parts of the site, where the use of a combination of swales, bioretention rain gardens, below ground filter drains, an above ground SUDS pond, and storage in outfall pipes is proposed.

Scheme 1

The applicant made amendments to the parameter plans during the assessment. The summary of amendments includes:

- Adjustment to the proposed primary school site to avoid an existing 33kV cable.
- Omission of the civic space associated with the primary school.
- The public transport and active travel route which previously accessed the site from the south (off an extension of Myreton Drive running through West Craigs' land) was re-routed further east on Myreton Drive. The access now enters the site between proposed plots 9 and 10 which were moved approximately five metres westwards to provide the necessary space for the road.
- Minor changes to the design of the local centre to accommodate the new road alignment were introduced.

Supporting Information

The applicant has submitted a suite of supporting documents and technical assessments, some of which are part of a supporting Environmental Impact Assessment Report. The information is available on the Planning and Building Standards online portal:

- Daylight and Sunlight Report
- Design Statement
- District Heat Network Appraisal
- Energy Statement
- Office Impact Assessment Report
- Planning Statement
- Pre-application Consultation Report
- Retail and Leisure Statement
- Sustainability Form
- Tree Condition Report
- Visualisations

As the proposal is EIA development an EIA Report was submitted which includes the following assessment chapters:

- Socio Economics - Chapter D
- Transport and Access - Chapter E
- Air Quality - Chapter F
- Climate Change and Resilience - Chapter G
- Biodiversity - Chapter H
- Material Assets and Waste - Chapter I
- Noise and Vibration - Chapter J
- Landscape and Views - Chapter K
- Cultural Heritage - Chapter L
- Archaeology - Chapter M
- Water Environment - Chapter N
- Ground Conditions - Chapter O
- Cumulative Effects - Chapter P
- Mitigation and Monitoring - Chapter Q

Relevant Site History

19/05303/PAN
Land To South West Of Meadowfield Farm
Turnhouse Road
Edinburgh

Proposed mixed use development including commercial floorspace Class 1 shops. Class 2 financial and professional services. Class 3 restaurants and cafes sui generis including public houses. Class 4 business. Class 6 storage and Class 7 hotels. Class 10 non-residential institutions. Class 11 assembly and leisure residential floorspace including affordable and flats. Associated infrastructure. Car parking and landscaping. Pre-application Consultation approved.
20 November 2019

20/00673/SCO
Land To South West Of Meadowfield Farm
Turnhouse Road
Edinburgh

Request for EIA Scoping Option
EIA Required
21 February 2020

20/03219/PPP
Land To South West Of Meadowfield Farm
Turnhouse Road
Edinburgh

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.
Call - in REFUSED
10 July 2023

23/04202/PAN
Land To South West Of Meadowfield Farm
Turnhouse Road
Edinburgh

Mixed use development, including commercial floorspace (class 1a Shops, financial, professional and other services; class 3 restaurants and cafes; sui generis including public houses; class 4 business; class 6 storage and class 7 hotels; class 10 non-residential institutions; and class 11 assembly and leisure); residential floorspace (including class 9 houses and sui generis flats); associated infrastructure; car parking; and landscaping.
Pre-application Consultation approved.
14 September 2023

Other Relevant Site History

09 February 2023 – Following the planning authority's refusal of planning application

reference 20/03219/PPP the applicant appealed the decision. Scottish Ministers recalled the application for their direct determination rather than being determined by a Reporter on their behalf. The application was subsequently refused by Ministers for the following reasons:

- The proposal would prejudice the emerging LDP (i.e. City Plan 2030) and emerging master planning for West Edinburgh.
- The proposal was contrary to the development plan including policies Emp 1, Emp 4, Ret 1 and Ret 6.
- The proposed development was not compatible with the preferred indicative route for the diversion of Gogar Burn proposal in the LDP.
- The proposal was contrary to Scottish Planning Policy (SPP) as it did not contribute to sustainable development and the so-called ‘tilted balance’ was not triggered.
- It was concluded that the office, retail and leisure uses were not justified in terms of the sequential approach and the application failed to demonstrate that the proposal would not compromise the development of other land in West Edinburgh.

The below application relates in part to the application site:

20 August 2021 - An application 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, Edinburgh, EH12 9DN was refused (application reference: 21/00217/FUL). The application was refused for the following reasons:

- The proposal was contrary to National Planning Framework 3, the Strategic Development Plan and the 2016 Local Development Plan, specifically policy Emp4, as well as the West Edinburgh Strategic Design Framework (2010).
- The proposal was contrary to LDP policy Des 2 and would fail to deliver co-ordinated development in West Edinburgh, and was premature as it may have compromised the development plan strategy for West Edinburgh including integration with neighbouring land and green-blue networks.
- The proposal was prejudicial to the implementation of the 2016 LDP proposal T9 (Gogar Link Road) and the delivery of the road network in the context of the Refresh Study 2016, and it was contrary to 2016 LDP policies Tra 7, Tra 8, Tra 9, and Tra 10.
- The proposal was contrary to 2016 LDP policies Des 1, Des 8 part c) as the design concept was not adequately addressed including matters relating to sense of place and landscape.

Following the planning authority's refusal of planning application reference 21/00217/FUL the applicant appealed the decision. Scottish Ministers recalled the application for their direct determination rather than being determined by a Reporter on their behalf. The application was subsequently refused by Ministers for the following

reasons:

- The proposal was contrary to the 2016 LDP policy Des 2, and compliance with policies Des 1 and Des 8 was not demonstrated in the absence of a masterplan for West Edinburgh, while support was not drawn from policy Emp 4. The proposal did not gain support from NPF 4 policy 14.
- It was inappropriate to grant planning permission at this time, when the cumulative traffic and transport implications of the proposal and others nearby could not be fully assessed.
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- The proposal would prejudice the emerging LDP (i.e. City Plan 2030) and emerging masterplanning for West Edinburgh.
- In the absence of a masterplan for the West Edinburgh area it was not possible to establish if the proposal would contribute to sustainable development as defined in Scottish Planning Policy (SPP).
- The proposal did not satisfy NPF 4 policy 13 part (g) and did not gain support from NPF policy 18 part (a).

Pre-Application process

Pre-application discussions took place on this application.

Consultation Engagement

Cramond and Barnton Community Council

Ratho and District Community Council

Affordable Housing

Archaeology

Communities and Families

Environmental Protection

Edinburgh Airport

Historic Environment Scotland

Network Rail

Nature Scot

Scottish Water

Scottish Environmental Protection Agency

Edinburgh Trams

Transport Scotland

Scottish Government

Roads Authority

Refer to Appendix 1 for a summary of the consultation response.

Publicity and Public Engagement

Date of Neighbour Notification: 9 February 2024

Date of Renotification of Neighbour Notification: Not Applicable

Press Publication Date(s): 16 February 2024/16 February 2024

Site Notices Date(s): Not Applicable

Number of Contributors: 8

Section B - Assessment

Determining Issues

Due to the proposals relating to a listed building(s), this report will first consider the proposals in terms of Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997:

- Is there a strong presumption against granting planning permission due to the development harming the listed building or its setting?
- If the strong presumption against granting planning permission is engaged, are there any significant public interest advantages of the development which can only be delivered at the scheme's proposed location that are sufficient to outweigh it?

This report will then consider the proposed development under Section 41A of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act).

This report will then consider the proposed development under Sections 24, 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act):

Having regard to the legal requirement of Section 24(3), in the event of any policy incompatibility between National Planning Framework 4 (NPF4) & City Plan 2030 (LDP) the newer policy shall prevail.

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

- equalities and human rights;
- public representations; and
- any other identified material considerations.

Assessment

To address these determining issues, it needs to be considered whether:

a) The proposals harm the listed building(s) and its setting?

Historic Environment Scotland's document "Managing Change in the Historic Environment - Setting" states:

"Setting' is the way the surroundings of a historic asset or place contribute to how it is understood, appreciated, and experienced."

The document states that where development is proposed it is important to:

- Identify the historic assets that might be affected.
- Define the setting of each historic asset; and
- Assess the impact of any new development on this.

Listed buildings near the application site include:

- Category A-listed Castle Gogar (LB27092) to the west of the site across the Gogar Burn.
- Category B-listed Castle Gogar Bridge (LB27102) to the west of the site.
- The Category B-listed former Gogar Parish Church and Graveyard (ref: LB27268) to the south of the site across an area of farmland.

No works are proposed nor are any direct impacts to listed buildings identified in the supporting information or EIA Report and the below assessments consider setting.

Castle Gogar, cottages, and stables

Category A-listed Castle Gogar is approximately 70 metres away from the application site to the west. The immediate setting of the Castle and associated listed features is screened by mature trees within a well-established landscaped setting that contains much of the building(s). Views from the Castle to the east are limited, although the presence of deciduous trees at the mutual boundary may allow for glimpsed views of the site from the castle in winter months.

Modern development lies within the immediate context of Castle Gogar which forms a notable part of its immediate setting. Castle Gogar is no longer within its original context and views from the castle have been altered by modern development.

The proposal includes embedded mitigation measures with the intention to reduce any effects on the setting of Castle Gogar and its associated listed features. Mitigation identified in the EIA Report includes setting-back the proposal's-built footprint from the site's western boundary and nearest point to the castle, stepping down building designs nearest to the mutual boundary and breaking up their massing, providing a landscaped buffer ant the mutual boundary.

The EIA Report concludes that construction effects on the setting of the listed building will be negligible across all envisaged delivery phases due to the sensitive design of the proposal's footprint and the presence of existing screening. At the operational stage, the EIA report acknowledges there will be localised change to glimpsed views of the castle from the site and that the proposal will further erode the partially open landscape character around the castle. The assessment concludes that any effects will not be significant.

HES does not object to the proposal, noting that while there is potential for adverse effects on the setting of Castle Gogar, with mitigation these would not give rise to issues in the national interest. Notwithstanding these comments, HES welcomes the proposed landscape screening and reduction of building heights but recommends that further mitigation by design could further assist in reducing any adverse effects. The suggested further mitigation relates to detailed design information which is not available at the application for planning permission in principle stage. The attached conditions reserve detailed design of the development including for the new buildings and associated landscaping scheme which provide the opportunity to further reduce any adverse effect on the castle's setting.

In conclusion, views to and from the listed building are largely contained by mature trees and structural landscaping, and the proposed mitigation will mean that the proposal will not have an adverse effect on the setting of Castle Gogar.

Castle Gogar Bridge

Category B-listed Castle Gogar Bridge is approximately 100m away from the site to the southwest. The bridge is noted in its listing summary as providing the means to carry an avenue to Castle Gogar over the Gogar Burn. It is separately listed from the Castle and its associated features.

The EIA Report groups the bridge within the assessment for this listed building and concludes that construction effects will be negligible, and the operational and completed development would not result in any significant effects of the bridge's setting.

While there could be a partial change in the open setting of the bridge to the north past existing woodland screening, for example through glimpsed views, the bridge's primary function as described in its statement of special interest, to provide access to Castle Gogar, will remain in place, and its interest will remain understood.

The proposal will not lead to an adverse effect on the setting of the bridge.

Gogar Parish Church and Graveyard

The B-listed Gogar Parish Church and Graveyard is approximately 250m away from the

site to the south. The church and graveyard are well-screened from the site by trees, and mature planting. The EIA Report's zone of theoretical visibility drawing demonstrates that views of the proposal will be minimal. By virtue of distance and existing and proposed screening the effect of the proposal on the setting of the church is not significant.

The proposal will not lead to an adverse effect on the setting of this listed building.

Cumulative considerations

The EIA Report considered surrounding development proposals with a view to establishing any cumulative impact(s) on the above listed buildings.

The assessment concludes that due to a combination of position, location, distance, intervening development and nature of the proposals, the remaining cumulative schemes would not give rise to any additional residual affects over and above those already identified for the proposal. This conclusion is accepted.

Summary - listed buildings

Overall, the proposal will introduce a new urban area in the vicinity of the above noted listed buildings. The proposal does not result in harm to any of the listed buildings or their setting. The proposal is therefore acceptable with regard to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

b) Conditional grant of planning permission: noise-sensitive development ?

Section 41A of the Town and Country Planning (Scotland) Act 1997 (as amended) states:

(1) A development that is the subject of an application for planning permission is a "noise-sensitive development" if residents or occupiers of the development are likely to be affected by significant noise from existing activity in the vicinity of the development (a "noise source").

(2) Without prejudice to the generality of section 41(1), a planning authority—

(a) must, when considering under section 37 whether to grant planning permission for a noise-sensitive development subject to conditions, take particular account of whether the development includes sufficient measures to mitigate, minimise or manage the effect of noise between the development and any existing cultural venues or facilities (including in particular, but not limited to, live music venues), or dwellings or businesses in the vicinity of the development, and

(b) may not, as a condition of granting planning permission for a noise-sensitive development, impose on a noise source additional costs relating to acoustic design measures to mitigate, minimise or manage the effects of noise.

With reference to section 41A (1) of the 1997 Act the development proposal is a noise sensitive development, as Edinburgh Airport is in the surrounding area and could conceivably generation noise that could affect future occupants and residents at the proposal. The Royal Highland Centre is approximately 1.2 kilometres away from the proposal to the west. No objection(s) were received with reference to the agent of

change principle however the Council's Environmental Protection Service raises concern regarding the site's proximity to Edinburgh Airport and its associated future growth aspirations and the Royal Highland Centre. Other potential noise impacts from sources including road, tram, and rail infrastructure are addressed below within this report.

The applicant submitted a noise impact assessment in support of the application as part of the EIA Report which includes an assessment of the site's suitability for residential use. Five noise monitoring locations where baseline noise measurements were recorded inform the assessment. The noise assessment excludes hotel and employment buildings under the presumption that future uses/occupiers of these buildings are not considered to be particularly sensitive to noise and/or vibration. The assessment further notes that the site falls outside of the Airport's noise contour ranges for aircraft operations.

Noise mitigation in the EIA Report is identified for both construction and operation phases of the development, to address noise from sources in the surrounding area. The supporting site suitability assessment notes that with mitigation such as glazing specifications, building fabric details and corresponding sound insulation properties, ventilation strategies, and room positions and dimensions the site is capable of securing an acceptable noise environment for future occupants. No mitigation is proposed for external spaces as it is predicted that noise levels will be satisfactory.

The applicant has noted during the assessment in response to Environmental Protection comments that noise from the airport is not anticipated to cause unacceptable adverse effects on future residents since the site lies outwith the runway noise contours where noise impact is greatest. The applicant also advises that until Edinburgh Airport publishes a new masterplan it is not possible to predict what land uses are proposed next to the site's boundary, although it is expected it may be for ancillary use(s) and car parking. The applicant further contends that the most recently constructed aircraft stands effectively 'bookend' and constrain the airside operational area at Edinburgh Airport (i.e. where planes operate) and would make airfield expansion eastwards extremely costly and highly unlikely; these aircraft stands and the airfield operational boundary are 500m from the site boundary.

The EIA Report advises that further assessment will be required at the detailed design phase when the room dimensions, glazed areas and the external façade construction are confirmed, as well as further details on the proposed noise sources and traffic flows for the internal roads become available, a more detailed assessment should be undertaken to confirm the exact specification for the glazing units.

Edinburgh Tram highlights in comments that the applicant should be aware of potential noise impact from operations at the tram depot across Myreton Drive. The presence of the Edinburgh Tram depot to the south of the site across Myreton Drive is not anticipated to generate additional noise concerns when compared to other parts of the City where the Tram operates such as Haymarket.

Overall, the assessment to determine the suitability of the site for residential use shows that noise levels deemed acceptable for residential development can be achieved and this is accepted. While Environmental Protection have raised concerns on these matters particular regard has been paid to the Agent of Change Principle and it is considered that these matters can be appropriately mitigated at detailed stage and through condition.

The recommended condition does not impose on a noise source, in this case the Royal Highland Centre and Edinburgh Airport, additional costs relating to acoustic design measures to mitigate, minimise or manage the effects of noise. The proposal does not conflict with Section 41A(2)(b) of the 1997 Act.

a) The proposals comply with the development plan?

The Development Plan comprises of the Local Development Plan - City Plan 2030 (LDP) and National Planning Framework 4 (NPF4). The relevant development plan policies to be considered in this assessment are:

National Planning Framework 4

- Sustainable Places policies 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, and 13;
- Liveable Places policies 14, 15, 16, 18, 19, 20, 21, 22, and 23;
- Productive places policy 25, 26, 27, 28, and 31;

Local Development Plan - City Plan 2030

- Place policy Place 16;
- Environment and Design policies Env 1, Env 2, Env 3, Env 4, Env 5, Env 6, Env 7, Env 8, Env 11, Env 16, Env 17, Env 20, Env 21, Env 25, Env 26, Env 27, Env 29, Env 30, Env 31, Env 32, Env 33, Env 34, Env 35, Env 36, and Env 37;
- Housing policies Hou 1, Hou 2, Hou 3;
- Infrastructure and Transport policies Inf 1, Inf 3, Inf 4, Inf 5, Inf 6, Inf 7, Inf 8, Inf 10, Inf 11, Inf 13, Inf 16, and Inf 22;
- Economy policies Econ 3, Econ 6, Econ 7, Re 1, Re 5, Re 9, and Re 10.

The West Edinburgh Placemaking Framework (WEPF) (13 November 2024), finalised draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery (December 2024), and the draft Edinburgh Design Guidance (13 November 2024) are material considerations that are relevant when considering the development plan.

Listed Buildings

LDP policy Env 11 (Listed Buildings - Setting) states development affecting a listed building's townscape or landscape setting will be permitted only if not detrimental to the architectural character, appearance, or historic interest of the building, or to its setting. NPF 4 policy 7 provides additional policy guidance on heritage assets.

The effect of the proposal on the setting of surrounding listed buildings is addressed above in this report. As a result of the proposal there will be a change to the surrounding area, but not to a degree that is incompatible with the above noted development plan policies once mitigation measures are accounted for.

HES comments that the potential for further mitigation through detailed design and subject to the attached conditions this can be further considered as appropriate at the AMSC planning stages. No direct impacts or changes to listed buildings are identified.

In the context of the scale of development that is proposed at this allocated housing site, where the proposal forms part of a significant growth area of the City to form a new

urban quarters, the impact(s) on the settings of these listed buildings are acceptable and embedded mitigation including plot set-backs, screening, reduced height and massing at the site's western boundary with Castle Gogar Rigg, and a detailed landscaping scheme which will be the subject of conditions for development near the above mentioned listed buildings. Existing vegetative screening provides further mitigation for the setting of Castle Gogar and the associated bridge over the Gogar burn.

The applicant considered the effect of the proposal on a grouping of listed buildings at the Cammo Estate in the supporting EIA Report which are all over one kilometre away from the application site and the setting of these buildings will not be affected.

In summary, while there will be a high degree of change introduced to this part of the City due to the spatial strategy contained within the LDP, the proposal includes embedded measures that minimise the effect(s) of this change as far as possible. Subject to the attached reserved matters and consideration of detailed designs at the multi-stage planning application stages the proposal is acceptable in the context of the requirements for LDP policy Env 11 and NPF4 policy 7.

Principle

The application is for planning permission in principle for a mixed-use development of at maximum 3,005 flatted dwellings and 92,300 sqm. of class 1A, 3, 4, 7, 10, 11, and sui generis commercial development, along with a primary school, a new local centre, associated civic space, open spaces, and ancillary infrastructure including roads and active travel routes.

The Spatial Strategy in the LDP describes the Council's planned direction for growth over the plan period (2024-2032) and identifies West Edinburgh as a Major New Development Area. The plan specifies that:

'The vision is for West Edinburgh to become a vibrant, high density, mixed-use extension to the city with a focus on place making, sustainability, connectivity, biodiversity and a strong landscape framework'.

The application site is identified in Table 2 of the LDP as Housing Proposal H61 (Crosswinds) where up to 2,500 residential units are identified as part of the creation of a new urban quarter in this part of the City. The proposal is for up to 3,000 residential units which exceeds the 2,500 units identified in the LDP for this housing allocation. Housing numbers for each of the sites in the LDP are subject to further testing through feasibility and parameter level or detailed designs.

Subject to the applicant demonstrating that the additional 500 residential units can be accommodated at the site in the context of other LDP policies without detrimental effects arising or overdevelopment being a concern in terms of infrastructure provision, environmental impact, or placemaking and design principles the additional units are acceptable in principle. In principle the proposal accords with the spatial strategy of the plan for housing-led mixed-use development of the site.

Place policies 16-23 set out development principles for sites across the wider West Edinburgh area. Policy Place 16 applies to this site and states:

'Planning permission will be granted for development which will contribute towards the creation of new urban quarters in West Edinburgh (including H59, OPP60, H61, H62 and H63 on the Proposals Map), and is in accordance with the West Edinburgh Development Principles. An approved West Edinburgh Placemaking Framework will include a phasing plan to further detail these principles along with the mechanisms for delivery and an infrastructure first approach. The Council will coordinate a collaborative, multidisciplinary master planned approach to development across these sites.'

Development principles for the site are identified through LDP Policy Place 16. The non-statutory WEPF provides further guidance on these principles. The supporting text of the policy notes that individual masterplans submitted at application stage should generally align with the council's approved Framework.

The policy's supporting text further outlines the key infrastructure requirements for Place 16, including cumulative transport interventions, education infrastructure requirements, and healthcare infrastructure. The policy text advises that supporting guidance in the form of the WEPF and draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery provide further context to these infrastructure requirements.

With reference to the principle of housing at this site, the proposal complies with LDP policy Hou 1 (Housing Development) which supports development on allocated housing sites provided they accord with the development principles in corresponding Place policies and Appendix D of the LDP. The density of up to 3,000 residential units is also in accordance with LDP policy Env 26 (Housing Density). Considering the requirements of LDP policy Hou 3 (Mixed Communities) the mix of housing will be identified as part of multi-stage applications to address the attached conditions, and the proposal's supporting Design Statement and Design Guidance clearly demonstrates that a mix of housing types and sizes to meet a variety of needs can be delivered. The site is a former runway and airport land, and its redevelopment further gains support from NPF 4 policy 9 (Brownfield, vacant and derelict land and empty buildings).

The below assessment considers the proposal in the context of Place 16 policy development principles a) to bb), related LDP and NPF4 policies, the supporting WEPFSM, and supplementary guidance.

Principle a

Principle a) requires that collaborative masterplan-led approach, inclusive of statutory consultees as key stakeholders, will result in a high-density urban extension of the City and embody the principles that help the City progress towards net-zero.

The WEPF was approved by the Council's Planning Committee on 13 November 2024. The Council-led masterplan details how Place 16 should be delivered and the key components that are required for this new part of the City. The masterplan was the subject of a public consultation process and input from statutory consultees and other key stakeholders including landowners in West Edinburgh. The approval of the masterplan is a development plan requirement, and its recent approval enables applications for planning permission to be submitted for proposals in the context of

policy Place 16. Applications must generally align with the details of the masterplan and the below assessment will consider the proposal's compatibility with the vision to deliver housing-led mixed-use development based on 20-minute neighbourhood principles.

Principles b and o

Principle b) requires a mix of uses focused around the tram stops, with a particular focus within housing site H63 as a town centre development with civic space, community facilities and commercial and leisure uses as the focal point of a new 20-minute neighbourhood. With reference to this development principle the proposal is not within housing site H63 where a proposal for a town centre development with civic space was considered by the Development Management Sub-committee on 04 December 2024 (application reference: 24/00132/PPP).

Principle o) requires development proposals to reflect the area's identification as an Area of Economic Importance (Table 13) and as a Strategic Business Centre. Any masterplan and phasing work is required to establish how a mix of uses, including vertical mix, is distributed across the area. The mix must include but not be limited to retail, professional services, food and drink, office and light industrial, industrial in appropriate locations away from residential use, assembly and leisure and community facilities/ hubs as well as high and medium density residential with mixed tenure development as required by other plan policies.

The EIA Report and Planning Statement identify proposed development quantum and land uses that would support a mixed-use development and the area's role as a Strategic Business Centre and Area of Economic Importance.

The site does not have a tram stop within it, however, there will be primary routes, pedestrian and active travel connections from the development site to the tram stop at the Gateway station and the new proposed local centre will be approximately a 5-minute walk which complies with the terms of development principle b) regarding access to local centres being located near tram stops.

The proposed parameter plans identify a neighbourhood centre to the southeast of the site, which the development is to be focused upon in accordance with the provisions of Map 24 of LDP policy Place 16 and the WEPF. The local centre is to feature a mix of civic space and parkland, as well as the majority of the commercial floorspace proposed on the site, including retail, restaurant, leisure, office, non-residential institution and hotel floorspace. The supporting parameter plans and Design Statement detail in principle how the neighbourhood centre would be accessible via public transport and via a road and path network catering for sustainable travel modes, namely as it is in close proximity to proposed bus and active travel links as well as Edinburgh Gateway tram stop and train station.

The policy criterion for a new town centre applies only to LDP housing site H63 and is not applicable to the application site.

Drawing 04A, 'Plot Use Parameter Plan', establishes in principle how a mix of uses will be distributed across the site, in accordance with 20-minute neighbourhood and town centre first principles that are outlined in NPF4 policy 15 and 27, and LDP policy Re 1 (Town Centres First Policy). Details of the proposal in relation to the requirements for local centres and retail proposals as outlined in LDP policy Re 5 (Local Centres) are reserved and in principle the proposal complies with this policy. The quantum of

commercial floorspace to be provided accords with the area's role as an Area of Economic Importance and Strategic Business Centre providing significant opportunities for business. Employment opportunities in the area support 20-minute neighbourhood opportunities and ensure that West Edinburgh is an attractive place to live and work.

The applicant submitted a Retail and Leisure Statement in support of the application. The statement concludes that the proposed local centre and proposed retail/ leisure floorspace will not detract from or have a significant impact on the vitality and viability on existing centres or those identified by the LDP in the surrounding area, and that the proposal's retail and leisure spaces are principally designed to support 20-minute neighbourhood development principles and reduce the need to travel for future residents. The design, configuration, and distribution of the retail and leisure uses will require careful consideration as part of the development's phasing and AMC stage(s) as will the design and configuration of the 1,000sqm (gross) envisaged food/convenience store which would be intended to act as an anchor for the local centre.

The applicant's supporting Office Impact Assessment Report provides information in relation to the proposal's compliance with LDP policy Econ 3 (Office Development) which through criterion b. says that high quality office developments will be permitted in West Edinburgh preferable as part of business led mixed-use proposals. The supporting text of the policy goes on to note that within the LDP Strategic Business Centres proposals should include office development as a significant element of any mixed-use development. The applicant's supporting information concludes that the proposed office space would constitute approximately a 2% increase relative to the current stock of office floorspace in Edinburgh, and in the context of future need requirements it would provide approximately 5% of future need of the City. The proposed office space complies with this in principle and the objective of LDP policy Econ 3.

The proposal includes two to three hotel developments for up to 1,020 bedrooms. LDP policy Econ 6 (Hotel Development) supports new hotels in West Edinburgh and the proposal is therefore consistent in principle with this policy. Details of the hotel development would be confirmed at the AMC planning stage(s).

Overall the proposal includes a new neighbourhood centre as part of the development, and it is acceptable that the majority of retail space is proposed within, or in close proximity to, the new centre with a view to achieving 20-minute neighbourhood principles in accordance with NPF 4 policy 15 (Local living and 20-minute neighbourhoods) and LDP policy Inf 1 (Access to Community Facilities).

Subject to conditions the proposed parameter plans are consistent with policy Place 16. The inclusion of up to 50,000 sqm. of office space, 5,300 sqm. of retail, restaurant, leisure, office, non-residential institution and leisure space, and 37,000 sqm. of hotel space on the site gains support in terms of their principle from LDP policies Econ 3, Econ 4, Econ 5, Econ 6, Re 9, and Re 10 respectively.

Principles c and d

Principle c) requires new development in Place 16 to take account of the West Edinburgh Landscape Framework and consider how proposals will contribute to the

area's wider green network. The intended outcome is to create a landscape structure and setting for development that incorporates view corridors, linked blue/green spaces and water management and ecosystem services.

The West Edinburgh Landscape Framework has been superseded by the WEPF and no longer applies. The WEPF re-enforces the requirements of Principle c), requiring a robust blue-green network and landscape structure to be introduced in West Edinburgh including open spaces, green corridors and routes, boundary treatments, and green streets. The WEPF guides new areas of parkland to space(s) around the Gogar Burn to the east of the Castle Gogar estate.

The supporting landscape framework parameter plan (plan reference 07A) includes two main areas of multi-functional green spaces that would be intended to provide the strategic parks for the development; these reflect the position of 'Large Parks' that are identified for this part of Place 16 in the WEPF and their dimensions are capable of accommodating the multi-use games area (MUGA), skate park, and a good standard play space in line with LDP Table 1 Environment Proposal BGN 55 (Play facilities and open space) and the Council's Open Space Strategy. Other features include path networks, a landscaped neighbourhood centre space with multi-functional uses, SUDS landscaping streets and blue-green streets, open space as part of a safeguarded primary school site, and landscape buffers to the adjoining airport boundary which will provide a robust landscape framework that will positively contribute to the creation of the blue/green network in Place 16.

The Design Statement includes the intended strategy for multi-stage applications and the site's capability to deliver a suitable landscape environment is demonstrated at this permission in principle stage. The scale of green/blue infrastructure is proportionate to the development's scale and nature and in principle compliance with LDP policy Env 6 (Green Blue Infrastructure) and NPF 4 policy 20 (Blue and green infrastructure) is demonstrated. The landscape proposal further complies with LDP Table 1 Environment Proposal BGN 48 which requires new development to extend and embed the green network into new developments in West Edinburgh.

Tree Preservation Order (reference: TPO - 204) is located on part of the site. With the exception of two trees which are identified to be in poor condition (1 x Norway Maple and 1 x common Lime), these will be retained with supplementary landscape buffer planting located at the southwest corner of the site. The proposal accords in principle with LDP policy 20 (Protection of Trees and Woodlands) and subject to the conditions will secure further details of all tree removal, works to trees, tree protection measures, and mitigation planting.

The landscape proposal provides a safeguard for the diversion of the Gogar Burn (LDP Table 1 Environment Proposal BGN 49) and also would allow for improvements to the burn in its existing alignment. The WEPF sets out two options for improvements to the burn and its restoration, and the safeguarded route as presented in parameter plans is in accordance with the Council's policy and guidance framework as it would not preclude the delivery of BGN 49. The applicant highlights that conflict with the diversion of the Gogar Burn was previously a reason for refusal of a similar development at this site; due to the change in the proposal's layout, a change to development plan and the publication of the WEPF, the policy environment has changed since previous proposals were considered and the applicant has demonstrated that Gogar Burn improvements are appropriately safeguarded in accordance with LDP policy Env 2 (Co-ordinated development). Subject to the conditions which require a scheme of restoration for the

area of the burn within the application boundary the proposal is acceptable in principle.

Parameter plan 07A (Landscape Framework) and supporting information in the Design Statement demonstrates that, subject to detailed design, the proposed landscape structure would comply with this policy criterion.

Development principle d) supports design which takes account of detailed contextual appraisal and analysis, agreed with the Council, that considers potential impact of development on key views, surrounding landscape, listed buildings and other designated heritage assets and the landscape setting of the city, including topographical features and typical woodland cover.

The application site's most recent use was as a runway for Edinburgh Airport and contains relatively few landscape features as a result meaning it has low sensitivity in landscape terms apart from trees and planting in the vicinity of the Gogar Burn and Castle Gogar Estate.

The supporting EIA Report and Landscape and Visual Impact Assessment (LVIA) provide a comprehensive assessment of the effect of the proposal on the City's landscape setting and potential effects on visual receptors and this has informed the proposal's layout. Whilst there will be substantial change to the area by introducing development of the scale envisaged by the development plan at this location, its findings and the degree of change proposed are acceptable in principle. It should be noted that the LVIA at this stage assesses the maximum plot volume and height parameters, and updated LVIA details should be secured in future applications that reflect detailed design, including height, mass, scale, roof form, and materiality. The EIA Report confirms that this approach over emphasises the visual effects and the assessment therefore captures more than the worst-case scenario at this stage. Embedded landscape mitigation includes measures such as setting buildings back from Gogar Burn to create a linear park, tree retention and protection, providing "green edges" to the development and reducing the scale of buildings next those edges, along with tree planting to break down views. Construction mitigation is also proposed in the form of hoardings around development parcels.

The impact and degree of change on heritage assets is set out above within this assessment and is acceptable subject to securing detailed designs in further applications. The supporting Design Statement and EIA Report include a comprehensive baseline review of the site and its context, and this has informed the proposed development layout in parameter plans. The EIA Report's identified Zone of Theoretical Visibility (ZTV) plan demonstrates that the proposal will be visible from many parts of the surrounding area and to consider visual impact further the applicant analysed views of the proposal from nineteen viewpoints. The supporting EIA Report and LVIA visualisations show that the proposal will rise above some of the surrounding tree lines and will be visible from many of the viewpoints that were considered including local views and for example those farther afield at Corstorphine Hill and from Gogarmuir Road, however with careful mitigation by design, including materials,

roofscape design, varied building heights, and landscape design the proposal will not unacceptably erode the City's landscape setting and from some locations such as Glasgow Road, Gogar roundabout, and Edinburgh Gateway station there would be beneficial visual effects by introducing a coherent and legible urban landscape at this location.

The EIA Report concludes that effects on landscape character effects during demolition and construction are not considered to be significant and at the operational stage of completed development effects will not be significant and limited to minor adverse effects in worst cases.

In terms of effects on visual receptors, the construction stage would result in significant effects on visual receptors to the east from the existing railway bridge crossing ('Renwick's bridge'); this is due to a combination of proximity to the proposal and the elevated position of this viewpoint. Moderate adverse effects are also predicted for users of Meadowfield Park at Turnhouse Road, however it is accepted that in time ongoing development at West Craigs will assist in screening views of the proposal. At the operational stage the visual assessment finds that there would be moderate to major adverse effects on local views from the northeast and the Renwick's bridge railway crossing. Further moderate adverse effects are predicted to views from Lennie Hill golf course, views from Glasgow Road, and views from Meadowfield Park at Turnhouse Road. With ongoing development in the area, it is predicted that the proposal would be partially screened once new housing developments at West Craigs and associated landscaping is established.

Views from farther afield are considered from surrounding elevated locations at Craigie Hill, Corstorphine Hill, Blackford Hill, Gogarmuir Road and from the edge of the Pentland Hills at Currie, while the development would be seen, it would appear as a new urban extension on low lying land in the context of the edge of the existing urban area and airport where there are a range of scales of buildings. The EIA Report concludes the proposal would be screened to varying degrees and would have no discernible effects on the skyline. The impact on surrounding landscape designations including Gardens and Designed Landscapes is also considered to be negligible and not significant.

The EIA Report's chapter P considers cumulative effects with surrounding proposals and the only consideration of note is that from some views there will be a slight increase to the urban character in the background. This is to be expected due to the nature and scale of planned development in Place 16.

Overall, the proposal complies with this policy criteria and the objectives LDP policy Env 4 (Development Design - Impact on Setting), LDP policy Env 15 (Historic Gardens and Designed Landscapes), LDP policy Env 20 (Protection of Trees and Woodlands), NPF 4 policy 9 (Forestry, woodland and trees) and a clear design concept has been demonstrated in compliance with LDP policy Env 1 (Design Quality and Context) and NPF 4 policy 14 (Design, quality and place) objectives. The proposal is acceptable in principle, with the final proposals for the siting, layout, and design of the landscape and built environments to be reserved matters for further approval.

Principle e

Principle e) requires design which aligns streets and spaces to capture and accentuate potential key views to important landmarks such as the Pentland Hills, Arthur's Seat,

the Forth Bridges and Edinburgh Airport air traffic control tower, as well as to new landmarks of the development will be supported by this Development Principle.

At this stage, all long views have not yet been identified as these would be informed by details of final building positions, heights, and associated landscape treatments. With the introduction of buildings of the height and scale proposed, views from within some parts of the site will be restricted and this to be expected with the density of development that is proposed and required by the development plan for this site. There are clear corridors that could provide views both east and west within the layout that would afford the opportunity for views from the site to important landmarks in the local area and the wider city, and the supporting Design Statement includes reference to the potential for key views south toward the Pentlands and the above noted features. Those view corridors could be introduced in the site, notably along the principal transport routes and from public or green spaces to provide long range views across to key landmarks in the West Edinburgh context, such as the Forth Bridges, Edinburgh Airport control tower, the Pentland Hills and the city skyline. In principle, these features demonstrate that the layout of the development can capture potential key views where feasible and this complies with the requirements of the policy and the WEPF, as well as the intent of NPF 4 policy 14 (Design, quality, and place) to promote successful designed places.

Principle f

Principle f) requires development proposals to include designs which develop options to address how development in the south of the area should take account of transport and traffic improvements on the A8 to define how development should address that route.

This development principle does not apply to the proposal as the site does not have a direct frontage with the A8. The site has an interface with the A8 through transport connections with the Gogar roundabout. This matter is covered elsewhere within the report.

Principle g

Principle g) requires that proposals provide a legible hierarchy of streets, routes and spaces designed for convenient, safe movement of pedestrians, cyclists, and public transport that connects all parts of the brief area. This development principle reflects the objectives of LDP policy Env 25 (Layout Design) which supports development that delivers a comprehensive network of new streets and active travel routes that will encourage sustainable travel.

Drawing 03A, Access and Movement, demonstrates a suitable street hierarchy, prioritising the safe and convenient movement of people walking, wheeling, or cycling, both within, to and from the application site. The supporting Design Statement provides illustrative details of these routes which include bus only streets, primary streets for general traffic, secondary streets, shared surface streets in targeted areas, green

streets which would include swales and defensible front gardens or planting, and a series of active travel routes around the site with a comprehensive internal path network including walking and running routes (measuring 800m, 1600m and 2.5km) around the proposed park and wider development. Streets in many cases are envisaged to be multi-functional with reference to contributing to the green blue network, open space and landscape provision, and drainage.

Strategic roads, streets and connections identified in the LDP and WEPF are safeguarded within the site and allow for ongoing connections to neighbouring lands where required to do so.

The proposal successfully responds to the needs of active and public transport users, connecting suitably to all parts of housing site H61, as well as to other parts of the West Edinburgh area as defined in policy Place 16, and to the wider city. The proposed street hierarchy gains support from NPF 4 policy 13 (Sustainable transport).

Transport interventions required to support the development are to be secured via condition and/or appropriate legal agreement, as detailed elsewhere in the report.

Principle h

Principle h) requires that proposals be led by contemporary design to reinforce the image of Edinburgh as a modern, prosperous city and integrate positive characteristics of the city's historic townscape, roofscape and spatial character to create a sense of place.

The proposal provides information of a detail that is appropriate for an application for planning permission in principle, specifying development quantum and uses, plot location and size, building heights, and key infrastructure. The parameter plans, Design Statement, and supporting information all address the intended design of the site, requiring that the design approach at plot level is both contemporary and informed by the City's historic townscape, roofscape and spatial character. The Design Statement includes indicative sections and height comparisons with existing development in the City and the design intention will be to adhere to Edinburgh's architectural legacy in terms of height, scale and spatial character.

Building heights are intended to vary between two and seven storeys and the built form for residential buildings will mostly include perimeter blocks with courtyard spaces and lower scale colony style buildings near Castle Gogar, while the local centre will have a mixture of building sizes and scales. Building frontages for residential and non-residential uses are envisaged to address public spaces in the local centre and will face the main thoroughfares and routes around the site.

It is recommended that all details of the site's design at a plot level is secured by the proposed conditions such that they are required to broadly conform with the information provided. In so far as the design approach can be assessed from the information available, the proposal gains support from LDP policies Env 1 (Design Quality and Context), Env 3 (Development Design - Incorporating and Enhancing Existing and Potential Features), Env 4 (Development Design - Impact on Setting), and NPF4 policy 14 (Design, quality and place).

The WEPF states that each new town and local centre in West Edinburgh should be of high-quality public realm and incorporate distinctive/placemaking public art. This information shall be secured through the multi-stage planning application process which will ensure compliance with NPF 4 policy 31 (Culture and creativity) which requires that where development involves the creation of new and public open spaces, provision for public art must be made.

LDP policy Env 30 (Building Heights) requires new development that rises above the prevailing building height in the surrounding area to enhance the skyline and surrounding townscape, deliver buildings appropriate in context, and ensure no adverse impact on key views in the City of on the City's setting. The proposed building heights will assist in delivering and new high-density urban area to the City and the scale identified in parameter plans, which represent maximum heights including roofs at this stage, is appropriate for development in Place 16. Exact building heights and designs of roofs will be secured by the attached conditions at the AMC planning stage(s).

Principle i

Principle i) supports proposals that have considered and demonstrated an iterative process with the use of Townscape and Visual Impact Assessment (TVIA), sunlight and daylight analysis to ensure building height and mass responds well to site context, topography and micro-climate and provides future residents with high levels of residential amenity. The applicant submitted a Landscape and Visual Impact Assessment (LVIA) at this stage to consider the effects of the development in landscape terms including the surrounding area. The development principle identifies that a TVIA is required, and in the context of the EIA Report the landscape assessment has comprehensively addressed this requirement.

The LVIA considers the likely effects of a proposed development on the surrounding townscape and visual amenity. At this stage, the supporting LVIA captures the visual effect of the proposal from surrounding viewpoints, and the Design Statement details how matters including future amenity within the development which will rely on design details including ground levels, height, mass, open space, and materiality all of which are details that are to be secured by conditions.

The applicant submitted a Daylight and Sunlight Amenity Analysis to consider the proposal's compatibility with the Council's policies and guidance in relation to amenity for future residents. This preliminary analysis used a sample set of rooms from selected plots around the proposal to establish at the permission in principle stage any deficiencies in the proposal's ability to ensure satisfactory environment for future residents. The proposal considered plots 1-5 and 14-17 for sunlight availability to rooms and sunlight exposure to potential external amenity spaces in a worst-case scenario which includes rooms positioned near corners at internal courtyards at development plots, rooms overlooking streets, north and east facing rooms, and rooms positioned at lower floors. The conditions will secure further detail regarding compliance with residential amenity policy and at this stage the applicant has demonstrated that a development at this site can in principle comply with requirements.

Future applications would be further considered in the context of this Place 16 Development Principle and other relevant development plan policies including LDP policy Env 33 (Amenity) and NPF 4 policies 14 (Design, quality, and place) and 16

(Quality Homes).

Principle j

Principle j) states that the WEPF will consider the feasibility and detail of a green network spur from the Gogar Burn east of Castle Gogar including the alignment, extent, nature, and width of this corridor. Further assessment will also address the potential for a re-routed Gogar Burn channel (as set out in LDP Part 4 Table 1 through Proposal BGN 49). An alternative option may include improvement along the existing route of the burn. This should be retained in any event for water management purposes.

The recently approved WEPF includes two options for LDP Environment Proposal BGN49 'Gogar Burn'. The Gogar Burn is within the western extents of the application site, including an open section and a culverted section. The WEPF identifies that developers or landowners will be required to deliver the Gogar Burn restoration identified in the LDP.

Option 1 for the restoration of the burn is described in the WEPF as improvement works to be undertaken on the existing Gogar Burn including removal of weirs in line with statutory SEPA processes. Option 2 includes the creation of new Gogar Burn channel connecting the Gogar Burn at Castle Gogar to join the River Almond where this would be routed via the application site and land at the eastern side of the Airport.

The WEPF notes that Edinburgh Airport is commissioning a study to understand the benefits of improvements to the existing burn alignment. This work will inform whether any further updates to the WEPF are required with respect to the Gogar Burn project.

A detailed scheme for diverting the burn is not included in the assessment nor is it required by this proposal until the above noted Edinburgh Airport study is completed. The attached conditions require that details for a scheme of restoration for the Gogar Burn should be supplied as part of landscape details and phasing.

The proposal includes an identified area within the site for accommodating a diversion of the Gogar Burn if it is required and the proposed layout would allow for improvements within the burn's existing channel including de-culverting at the area where the burn is underground within the site if required. The proposal does not preclude these restoration works from happening and compliance with LDP policy Env 2 and consistency with Environment Proposal BGN 49 is demonstrated in principle.

SEPA comments that the inclusion of a safeguarded route for the burn diversion is welcomed, however it is highlighted that there is no reference in the application of contributing to construction of the new channel through the Crosswinds site as part of a wider delivery mechanism. The WEPF indicates that landowners and developers will be required to deliver improvements to the Gogar Burn and the attached conditions will secure details of any restoration works to the burn within the application site boundary.

The proposal is acceptable with regard to this development principle, LDP policy Env 2 and LDP Environment Proposal BGN 49.

Principle k

Principle k) refers to integrating the Edinburgh Tram line into new development.

This development principle does not apply to the proposal as the tram line does not run through the application site.

Principle l

Principle l) requires that new development should address and connect across land ownerships and to the wider city - physically, visually, and socially, including with urban frontages to site edges where appropriate and with active travel and public transport infrastructure which enables movement around the area and to the city. Active travel and public transport connectivity between the sites and to the north shall be established through the master plan and phasing work and public transport options for orbital bus routes to north and south will be delivered either through improvements to public transport priority at the Gogar and Maybury roundabouts or through public transport access to the north.

The parameter plans and Design Statement include details of the strategic movement network and access points to the application site. Links to and from neighbouring land ownerships are safeguarded and demonstrate appropriate connections can be delivered. Details of infrastructure delivery to the surrounding area are not proposed by the applicant at the planning permission in principle stage and a combination of attached conditions and legal agreement negotiations relating to infrastructure contributions (addressed below within this report) will establish when connections to surrounding development sites are required to be delivered.

In addition to safeguarding connections to neighbouring Place 16 sites the proposal includes two connections to Myreton Drive where it is envisaged that amendments to the road layout will include new access arrangements to the site via a new three-way signalised junction. Neighbouring landowner West Craigs Limited (WCL) raises concerns regarding the layout and design of any alterations to Myreton Drive, while Edinburgh Tram comments that details of queuing capacity and access arrangements at Myreton Drive will be of importance to ensure appropriate access to the tram depot. These details are recommended to be secured by the conditions and the conclusion of a suitable legal agreement to deliver the required transport infrastructure package to support Place 16.

WCL further raises concerns regarding the proposal's compatibility with the extant planning permission in principle reference 21/02941/PPP which includes land along Myreton Drive. While there would be interrelationships between the proposal's access arrangements and any subsequent detailed designs submitted as part of any AMC applications to address the conditions of extant permission in principle reference 21/02941/PPP it would be feasible for both applications to proceed either independently or in a co-ordinated fashion. The conditions safeguard the proposal's capability of being compatible with surrounding development proposals.

Active Travel and public transport connections are integral to the proposals and will be delivered through a series of segregated active routes and public transport corridors. This includes a range of measures that will connect with the adjacent sites. The parameter layout plans include options for connections and delivery of the Actions set out within LDP Part 4- Table 8 West Edinburgh Transport Improvements. Subject to

delivering the required West Edinburgh Transport Improvements that are identified in City Plan Table 8 and the WEPF Table 9 at the correct time in line with infrastructure first principles, the proposal's layout is acceptable in principle.

The proposal that is presented in the parameter plans will be well-connected to act as a 20-minute neighbourhood for future residents and will be well-connected to neighbouring land and other parts of the City with good access via existing and proposed public transport and active travel infrastructures. The new local centre will include a mix of land uses that will foster a sense of place with diverse characteristics to serve Place 16 as a destination in the City's network of Local Centres. The proposal will be required through the attached conditions to integrate with the surrounding area and the proposed parameters at the site edges are appropriate at this planning permission in principle stage.

The proposals comply with this policy criterion in principle.

Principles m and aa

Principle m) states that the relevant Table 8 and Table 9 transport proposals are shown indicatively on the Proposals Map and in diagrammatic form in LDP Map 24. Proposals for road access, layout and linkages which follow the principles of WETA will be confirmed through the West Edinburgh Placemaking Framework. These include:

- east-west Gogar linkages and Main Street;
- north-south access through Crosswinds potentially following the railway line and associated options for a secondary access to the airport;
- options for a public transport only easterly link using either the existing bridge or a new bridge across the railway;
- potential for local access from the south of the area to the A8 in conjunction with transport and traffic improvements on the A8; and
- further consideration of the hierarchy of routes for vehicle access, public transport, and active travel.

In addition to LDP Tables 8 and 9 the WEPF provides clarity regarding the required road and movement network, layout(s), and linkages that are required for West Edinburgh including all sites in Place 16 of which this application site forms a significant part.

Parameter plan 03A sets out the proposal's access and movement network. To support the proposal the applicant submitted a Transport Assessment, and the EIA Report and addendum considers the effect(s) of the proposal in transport terms.

The Roads Authority does not object to the proposal subject to the terms of the comments which relate to provision of infrastructure and advisory notes, while representations including those from the community councils highlight that appropriate infrastructure should be in place in advance of either commencement or occupation of the development to support the proposal.

In response to the requirements of development principle m., the applicant's proposed parameter plan layout is acceptable as it provides the required roads and linkages within the application boundary area and safeguards space(s) for the above-noted road

accesses, layouts, and linkages to surrounding areas in line with WETA principles and the WEPF. In principle, and subject to securing details of infrastructure delivery through a combination of phasing details, conditions, and legal obligations, which are addressed below within this report, the proposal's layout reflects the network that is envisaged in the WEPF. The proposals do not preclude co-ordinated delivery of the strategic transport network in this part of the City and the layout in transport terms is acceptable.

The applicant's supporting information included information of the proposal's predicted effects on the local transport network and a summary of these assessments is included below within the consideration of this development principle.

EIA Report:

The EIA Report considers transport matters in relation to both construction traffic and operational traffic impacts. In addition, the EIA Report is supported by a Transport Assessment which is further considered below.

The baseline assessment in the EIA Report acknowledges a broad transport policy environment and it is highlighted that WETA, the LDP and WETIP provide much of the framework for the transport strategy in West Edinburgh. The methodology for the assessment advises that Institute of Environmental Management and Assessment (IEMA) guidelines assume that projected changes in traffic of less than 10% create no discernible environmental impact and this threshold has been followed in relation to considering the effects of the proposal. The assessment considers the effect(s) of the proposal on traffic including delays to drivers and non-motorised users, severance of communities, non-motorised user amenity, experience and pedestrian safety, and hazardous or large loads. The chapter confirms that the assumed baseline of the assessment assumes that WETA interventions outlined in development principle m. are in place and transport effects of the proposal are assessed against this scenario.

Regarding construction impact the EIA Report predicts that up to 340 daily vehicle trips including staff (300 return trips (i.e. 150 x 2)) and construction vehicles (40 return trips (i.e. 20 x 2)) will arise at the peak of construction. The EIA report predicts that in nearly all cases the daily vehicle trips on the local network would lead to an increase less than the 10% tolerance noted above in IEMA guidelines, and that the effect on the surrounding roads would be negligible. The greatest change is predicted to be in early phasing of development, where there would be a 54% increase in vehicle movements on Myreton Drive but the effect of this is negligible due to the temporary nature of construction and it is acceptable due primarily to the very low number of existing vehicles that currently use Myreton Drive. The EIA Report goes on to conclude that despite this change there will be a negligible effect on severance, pedestrian delay, accidents and safety, and pedestrian and cycle amenity, and fear and intimidation on Myreton Drive. Mitigation for construction impact is proposed in the form of a Construction Transport Management Plan and Construction Management Environment Management Plan for the proposal, and this is accepted as an appropriate form of mitigation.

With reference to the residual effect of the proposal following the application of embedded mitigation and the assumed baseline which includes all WETA interventions,

the EIA Report has identified the proposal is predicted to have a slight (minor) adverse to moderate adverse effect on driver delay at the Gogar and Maybury junctions. The proposal includes a variety of embedded mitigation measures including a mix of uses within the site in a local centre to help minimise trips outside the site, the inclusion of public transport and active travel routes within the site and connections to the wider existing area and emerging Place 16 areas, and low parking numbers at the development. It is proposed that Travel Plans will be prepared for each part of the development with a view to encouraging sustainable travel early as the proposal is phased, and a condition is attached to secure Travel Plans in accordance with a request from Transport Scotland for this mitigation.

Transport Assessment (TA):

In addition to the EIA Report the supporting TA considers the effect(s) of the proposal on the transport network and outlines mitigation measures that are required to support the proposal. The assessment confirms that the proposed mitigation package includes the WETA interventions that are listed in development principle m. and other existing or proposed developments including those in the LDP's Place 16 area are captured in the report. In addition to the LDP's transport proposals and WETA the TA also considers planned transport measures proposed in the Council's West Edinburgh Transport Improvement Programme (WETIP), including an active travel crossing on the Myreton Drive arm of the Gogar Roundabout.

The TA's movement hierarchy envisaged for the site includes a mixture of segregated active travel routes alongside primary general traffic and public transport routes, safely designed streets for cycling, and footpaths all of varying widths to be in accordance with the Council's Street Design Guidance. Public transport options are planned-for in the proposal's layout, and upon completion most of the site will be within the walking distance standard of 400m to a bus stop and 800m to Edinburgh Gateway station. It is proposed that new primary and secondary streets including the 'all traffic' route along the 'Airport Access Route' (WE27, WE28 and WE29 Gogar Link Road) as envisaged in the WEPF will provide a robust public transport network for the site and wider Place 16 area, and this is in accordance with the Council's transport objectives.

Alterations to the northern arm of the Gogar Roundabout, the entrance to Edinburgh Gateway Station from Myreton Drive, and two new junctions to the site from the northern carriage of Myreton Drive are envisaged and indicatively shown in the TA; details of these matters are to be secured by recommended conditions. The TA suggests that the Main Street past the Edinburgh Tram depot entrance will become a public transport only route leading west towards West Town, however this would preclude any vehicles accessing LDP Housing Proposal H62 which lies to the west of the tram depot where general traffic access would be required. While the Main Street will be capable of accommodating public transport the details of the road arrangements or vehicle restrictions at this location in relation to traffic management will be a matter for the Roads Authority. All details of the proposed road layout at this location are recommended to be reserved.

The TA confirms that a low parking approach is proposed, with a maximum number of parking spaces for all proposed uses at the site being 1,002; Transport Scotland recommends that a condition be attached to limit parking this number, with the number of residential spaces being limited to 751, and a condition to this effect is attached. A combination of podium, surface (courtyards) and on street parking is proposed and subject to details coming forward in AMSC applications this approach is acceptable in principle.

In relation to the effect of the proposal on the surrounding road network the TA advises that approaches to the site's access junction from the Gogar Roundabout would operate at capacity levels in the weekday morning and evening peak period, even with WETA interventions. The proposal's embedded mitigation of low parking, 20-minute neighbourhood principles and mix of uses, sustainable and active travel provision, preparation of Travel Plans, and commitment to making developer contributions toward the identified transport interventions in West Edinburgh are appropriate to mitigate the proposal's effect on the area and in accordance with the WEPF.

Public comments:

WCL who have an interest in Housing Proposal H62 objects to the proposal based on concern regarding delivery of transport infrastructure and site accessibility. Other representations, including from the community councils, further highlight the importance of infrastructure provision to support the proposal and mitigate any effects on the surrounding area as far as practicable.

The delivery and timing of infrastructure, including transport to enable development in West Edinburgh, is set out in the WEPF. A condition is proposed relating to the submission of a phasing framework and details of all access points to the site and updated transport information which would consider the detailed design and phasing of new access arrangements at the site. Further applications will also be required to submit transport information to capture transport considerations at the time of submission.

Due to the long-term development of this site and complexities in transport infrastructure delivery it is recommended that details of the identified infrastructure required be secured by a combination of the attached conditions and an appropriate legal agreement. This approach provides a degree of flexibility for the delivery of infrastructure at the right time in line with the development plan principles of infrastructure first.

Some transport infrastructure interventions are identified in the WEPF as being delivered directly by developers; where this is not possible, other options such as securing delivery through developer contributions and legal or other agreements and mechanisms will need to be put in place. Some interventions such as new east-west roads across the Place 16 area will be important to secure as the development is phased in order to deliver the sustainable travel infrastructure for public transport and active travel that the allocation of this site in the development plan for significant housing-led development is predicated on.

Development principle aa) requires provisions for a potential public transport connection to the east, over the railway. The introduction of a link across the railway, West Edinburgh Transport Improvement WE 12, is not within the red line area of this site and forms part of the wider package of transport measures that are required for West Edinburgh. The WEPF confirms that WE 12 shall be required to provide a link between the north of the strategic masterplan area and Turnhouse Road/Craigs Road. The route would require a new road over airport land and then utilise the existing bridge on Turnhouse Road to the north, rather than introducing a new bridge over the railway.

The WEPF advises this route is to be directly delivered as part of development by the airport. The proposal does not prejudice the delivery of this public transport connection, and the proposed layout allows for co-ordinated development with WE 12 which is

consistent with the transport strategy in this part of the City. Subject to the attached conditions and a suitable legal agreement to secure infrastructure required for Place 16 the proposal is acceptable in principle regarding development principles m. and aa as well as LDP policies Inf 3 (Infrastructure Delivery and Developer Contributions), Inf 4 (Provision of Transport Infrastructure), and Inf 5 (Location of Major Travel Generating Development).

Principle n

Principle n) requires that proposals facilitate internal connectivity for active travel and public transport modes, including relationship with the Ingliston Park & Ride site and how that site might be relocated or redesigned for the better overall place making of the area. Masterplan and phasing work should develop a design, parking strategy and parking standards approach to minimise need for private car use and private vehicle ownership. This and other demand management measures are an important element of relevant local, regional and national policies and will be critical in promoting sustainable travel behaviour in West Edinburgh area.

The proposal is designed in accordance with 20-minute neighbourhood principles, siting a mix of uses within a short distance of each other to enable people to live, work and undertake their daily activities within one locality. The site is to be internally connected by bus and active travel modes, and via these modes connected to Edinburgh Gateway Station, the Edinburgh tram, local amenities and facilities, the surrounding area of West Edinburgh, and the wider city. Parking is to be limited to a maximum of 1002 parking spaces and will be controlled by condition. In accordance with the requirements of the WEPF, a maximum of 751 of the vehicle parking spaces are to be associated with residential development, with the rest of the spaces serving other uses.

Although the EIA Report makes assumptions on the layout of car parking, the design of all car parking will be secured by the attached conditions to ensure compliance with LDP policy Inf 8 (Design of Car Parking) at the AMC application stage(s). Regarding details of cycle parking for future residents and visitors who can avail of the site's active travel network, these details will be secured by the attached conditions to ensure compliance with LDP policy Inf 6 (Cycle Parking).

The combination of low vehicle parking availability, demand management measures as described in the Transport Assessment, readily available attractive and cohesive public and active transport facilities and the mix of land uses in the area are considered to minimise demand for private vehicle ownership and use, promoting sustainable travel on the site and across the West Edinburgh area.

LDP policy Inf 7 (Private Car Parking) establishes the criterion for determining the appropriate level of parking for new development, and in criterion f) states that for major new developments mobility hubs should be provided where identified in a Place Policy.

The intention in principle in the supporting Design Statement and EIA Report to include one or more mobility hubs achieve the objective of this policy, while the attached condition to cap parking numbers for the proposal will ensure the proposal will be a low-car development which is in accordance with the Council's sustainable transport

objectives and the vision for the site in the WEPF. Ingliston Park and Ride is located outside of the site boundary and as such the application does not address its relocation or redesign.

It is proposed that details of the car parking provision on the site, mobility hubs and other demand management measures are secured by the proposed conditions. Subject to conditions and suitable financial contributions being made to mitigate transport impacts, the proposal gains support from elements of NPF4 policies 13 (Sustainable transport), 14 (Design, quality and place), 15 (Local Living and 20 minute neighbourhoods) as well as LDP policies Inf 1 (Access to Community Facilities) and Inf 5 (Location of Major Travel Generating Development).

Principle p

Principle p) requires the use of a public realm strategy to achieve an integrated design approach to the delivery of high-quality streets and public spaces to provide identity, and a public art strategy to complement this.

The supporting Landscape Framework parameter plan provides a suitable strategy for proposed areas of strategic public realm and spaces at the site. The supporting Design Statement describes an indicative strategy for: how the public realm can be approached across the site, defining a range of street types; how massing and height of buildings and their surrounding street designs can deliver high quality place-based design solutions; how key locations and open spaces on the site including at the local centre, neighbourhood park, and Gogar Burn Park should deliver the strategic public spaces; and details of how a site wide landscaping strategy can provide opportunities for the creation of a bespoke identity for the site that will integrate within Place 16.

All details of the public realm will come forward with detailed applications. It will be possible to incorporate examples of public art through the AMC process, aiding placemaking and a distinct identity for public spaces. The proposal demonstrates the requisite parameters and principles are provided to ensure compliance with the objectives of LDP policy Env 27 (Public Realm, New Planting and Landscape Design) and NPF 4 policy 14 (Design, quality, and place).

Principle q

Principle q) requires development proposals to provide a sustainable place increased biodiversity and a net-zero carbon target that is adapted to climate change.

At a site wide level, the Energy Statement outlines an ambition to deliver a scheme to Passivhaus Standards where possible. Technology will be used to generate the energy demands of the proposals through means such as PV panels and District Heating.

Detailed designs will be required to meet and/or contribute to as appropriate, these requirements. At a plot level the proposals will need to comply with LDP policies Env 7 (Sustainable Developments) and Env 8 (New Sustainable Buildings) and NPF 4 policies 1 (Tackling the climate and nature crises), 2 (Climate mitigation and adaptation) and 11 (Energy), requiring them to demonstrate that all reasonably practicable measures to address the climate emergency and contribute to sustainable living and

achieve a net zero level of operational greenhouse gas emissions have been undertaken.

In terms of biodiversity, it is important to note that much of the site's last use was as an airport runway and the associated management measures that were in place to discourage birds due to the potential hazard they pose to aircraft and has reduced the existing bio-diversity value of much of the site. The decommissioning and restoration of the site proposed therefore presents an opportunity for biodiversity enhancement. The landscape design of the proposal has therefore sought to incorporate measures to enhance the natural value of the site, making use of nature networks, new open spaces, diverse native planting and soft landscaping across the site, tree planting green-blue network enhancements and the dual purposing of SUDS to improve biodiversity on site where possible; however the site's proximity to the airport remains a significant constraint, particularly in terms of birds as a hazard to aircraft. A bird hazard management plan is to be required by condition to be submitted in support of applications at AMC stage.

Chapters H and P of the EIA identifies several mitigation measures that will be undertaken. This includes:

- Off setting development from the Gogar Burn and associated riparian woodland by a minimum of 10m;
- Incorporating of SUDS features which will create wetland habitat as a secondary purpose of their design;
- Removing and controlling invasive and non-native plant species from the Gogar Burn area;
- A lighting strategy (with respect to bats);
- The preparation of a Construction Environmental Management Plan.

A series of additional mitigation and enhancement measures are necessary to ensure the development has a positive impact to biodiversity. These include requiring the applicant by condition to provide at AMC stage for each phase of development (as applicable):

- A Biodiversity Enhancement Strategy
- An Invasive Species Management Plan
- Species Protection Plans for Badger, Bats, Fish and Otter
- A Recreation Management Plan
- A Lighting Strategy

The proposal is in principle considered to be sustainable, in terms of biodiversity, carbon emissions and climate adaptation, subject to the proposed conditions.

Principle r

Principle r) requires proposals to provide or contribute towards education infrastructure, healthcare infrastructure, and community facilities.

In accordance with the WEPF, the council is to design and build the necessary education infrastructure required to support the development of West Edinburgh, making use of funding (and land) secured from developers. Education infrastructure can also be used to provide community, health, and social care facilities. As detailed

below in this report, the proposed phasing of development reflects an infrastructure first approach. The WEPF also sets out that developer contributions to deliver healthcare provision should be applied through a cumulative contributions zone on the conclusions of the Council's Health Care Appraisal.

A plot for a primary school is safeguarded in the proposed parameter plans and the application includes Class 10 use to capture a school development if required. During the assessment, following confirmation from Communities and Families that the site must be free from all constraints to be agreeable for the Council to accept the site, the applicant altered the proposed school site in order to avoid an underground high voltage cable that ran through the safeguarded area for Scheme 1. The safeguarded site identified in plot 7 now avoids the high voltage cable and other utilities.

Education advises that the safeguarding of a primary school site is welcome and the area of the site is acceptable, however the layout and dimensions of the site is not accepted as it does not secure a site that can deliver an optimum school design solution. In considering the requirements of the Education Authority in relation to the size and positioning of the school site it is considered that there is flexibility within the area of Plot 7 to allow the delivery of a Primary School site. Further details of the site layout would be developed through detailed proposals for the site. It is recommended that any grant of planning permission in principle provide flexibility regarding the school site as outlined on proposed plot 7 in supporting parameter plan 04A (Plot Use Parameter Plan) and that details of a refined site be secured through detailed phasing application stages.

The LDP identifies that secondary school provision for new developments in Place 16 will be required and this is to be situated in neighbouring land at LDP Housing Proposal H63. The secondary school identified on land at H63 would serve this proposal, and a proportionate contribution should be sought from the applicant towards the cost and delivery of this education infrastructure as described below within this report.

It is proposed to require the transfer of suitable land safeguarded for the primary school to the Council, as well as appropriate financial contributions towards education, healthcare, and community infrastructure provision. Details of the required provision are discussed elsewhere in the report, however subject to securing a suitable legal agreement the proposals gain support from NPF4 policy 18 and LDP policy Inf 3 with respect to the provision of education, healthcare, and community infrastructure.

Principle s

Principle s) states that a flood risk assessment is required and should inform the development and design/layout of the site, as shall a strategic assessment of surface water management with a view to setting out a coordinated, strategic approach to surface water management for the whole site.

In support of the application a Surface Water Management Plan (SWMP), Flood Risk Assessment, and EIA Report chapter on the Water Environment was submitted.

Relevant policies in relation to drainage and flood risk include NPF 4 policy 22 (Flood

Risk and Water Management) and LDP policies Env 35 (Reducing Flood Risk), Env 36 (Designing for Surface Water). Policies in relation to climate change and the nature crises and the blue/green network are also relevant.

The applicant's supporting information identifies that surface water management at the site will be managed in four catchment areas around the site. Attenuation measures include the use of swales, bioretention raingardens and below ground filter drains around the site. An above ground SUDS basin is proposed in one part of the site and additional water storage in oversize pipes beneath filter drains are proposed near some outfalls as well. The applicant confirms no attenuation measures have been proposed in the land safeguarded for the potential Gogar Burn diversion. Surface water modelling has been carried out and climate change scenarios are appropriately considered for up to 1 in a 1000-year event for the school site.

Bioretention basins feature strongly in the proposed local centre and other parts of the site and these form part of the multifunctional landscape spaces; these are designed to accommodate flooding water in the 1:200 year and 1: 1000-year flood events (inclusive of climate change uplifts) and appropriately manage flood water in extreme events with predicted maximum water depths of approximately 200mm-300mm in these spaces. The proposed surface water approach keeps water away from buildings and roads in extreme events and is appropriate in the context of the Council's water management objectives. The supporting surface water drainage plans reference that the detailed design of these spaces including gradients and boundary treatments will come forward with detailed applications.

The SWMP envisages that management of the bioretention, swales and detention basin SUDS features within Proposed Development plots will remain private and their maintenance will become the responsibility of the Site owner or appointed factor, while road drainage and surface water pipes are likely to be adopted by the Roads Authority and Scottish Water subject to technical approvals and agreements outwith the planning system. The SWMP demonstrates that all surface water is to be directed away from Myreton Drive and accommodated through the proposed water drainage network within the site.

The drainage proposals are acceptable in principle subject to the attached reserved matters and conditions.

The supporting Flood Risk Assessment (FRA) confirms that in its existing condition the site is at low risk of flooding from fluvial, pluvial, groundwater or other sources. SEPA does not object to the proposal in principle and notes that based on the topography of the site, much of the development site within the red line boundary is upgradient of the Gogar Burn and well elevated above the banks.

Regarding the LDP Environment Proposals BGN 49 (Gogar Burn restoration) SEPA acknowledges that until a preferred option is chosen at this stage it is only possible to assess the baseline risk of flooding from the Gogar Burn in its current location; the applicant's EIA Chapter N (Water Environment) also acknowledges that the nature of the Gogar Burn may change and alter the site's baseline condition. SEPA recommends that an updated flood risk assessment should be completed as part of a detailed scheme to capture any change to the Gogar Burn and the attached reserved matters

capture this matter.

Regarding effects on the water environment, the EIA Report identifies that the proposal has embedded mitigation measures during the construction and operational stages to reduce effects. These measures include the provision of the above noted SUDS to treat and manage surface water, sensitive positioning of development back from the Gogar Burn, conducting construction outside any identified flood risk areas, and the implementation of a Construction Environment Management Plan (CEMP).

Following the application of mitigation the residual effects at the construction stage is predicted to be minor adverse and temporary in nature therefore not significant. During the completed development the assessment concludes that outfalls to the Gogar Burn have a potential minor adverse and therefore not significant effect on the channel morphology, erosion and flow as the impact on the channel is likely very localised and low discharge velocities are expected. These effects can be mitigated through best practice design and construction practices the details of which are to be confirmed during the detailed design process.

Flood Planning comments that the proposal can proceed to determination without any further comment or input at this stage. In principle the proposed flood risk and drainage proposals are acceptable, and do not result in unacceptable effects at the site or in the surrounding area. It is recommended that details of all drainage and flood management measures at the site be subject to conditions as part of the phased development.

Scottish Water raises no objections on grounds of water capacity or wastewater capacity. A representation asserts that there is insufficient sewerage infrastructure in place for the development and that the proposal cannot therefore comply with NPF 4 infrastructure first principles. Scottish Water advises in correspondence on this point of objection that it does not consider lack of infrastructure to be an impediment to this proposal, and all water and wastewater infrastructure will be delivered ahead of need for this proposal. On the basis of no objection from Scottish Water the proposal complies in principle with LDP policy Inf 22 (Water Supply and Four Waste Water).

Principle t

Principle t) states the development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served play facilities in line with the Play Access Standard set out in the Council's Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. The site shall also ensure all homes are adequately served by play facilities in line with the standards for different sizes of open space set out in the OSS. The second part of the principle concerns the contribution towards, or provision of active travel routes identified in Table 8 of City Plan. This matter is considered elsewhere within the report. The LDP identifies that Environment Proposal BGN 55 (Play facilities and open space) is within this site and should be integrated into proposals.

The WEPF provides further details in relation to the above regarding the required open spaces in the development and outlines that the open space and play facilities shall be

delivered directly by the developer, with open space and play facilities to subsequently be adopted by the Council. All open spaces in the WEPF area should be interconnected with the other parks and form part of the green/blue network in this part of the City, while clear visual and actual connections by walking, wheeling, and cycling should also be provided. Within this application site the identified open and play spaces in parameter plan 07A are sufficiently large enough to accommodate a skate park, MUGA, and a 'Good' standard play space as indicated in supporting illustrative landscape plans in the supporting Design Statement. The proposed Gogar Burn Park, which measures approximately 4.5 hectares, reflects the position and scale identified in the sections of the WEPF that address the Green Blue Network (WEPF Figure 5) and Parks and Play Facilities (WEPF Figure 9). The supporting information shows that the proposed spaces are intended to be accessible for all residents within the site to meet local needs and from within the wider Place 16 area by active travel and public transport. Biodiversity opportunities are possible in all of the proposed green spaces which are planned to be designed as multi-functional spaces, notably in relation to managing water; the attached reserved matters and conditions will secure a scheme of biodiversity enhancement for the site.

Overall, a robust green/blue network will be delivered within the site to make a positive contribution to Place 16 in accordance with LDP aspirations for green/blue networks as set out in policies Env 6 (Green Blue Infrastructure) and Env 25 (Layout Design). Detailed designs for these spaces and facilities will be required to accompany AMC applications in accordance with the recommended condition relation to phasing.

It is recommended that subject to securing management and maintenance details through the attached conditions and an appropriate financial contribution through a suitable legal agreement that the Council should seek to adopt strategic parks and open spaces including the proposed Gogar Burn Park.

In terms of NPF4 policy 21 (play, recreation, and sport) the proposal will provide spaces and opportunities for play, recreation, and sport. Subject to detailed design and recommended conditions, the proposal gains support from points d) and f).

In addition to play spaces required in this development principle the LDP requires new development to include appropriate levels of useable private and public open space. LDP policy 31 requires the provision of 20% of the site area for good quality, attractive, useable, and publicly accessible open spaces, that wherever possible takes the form of extensions and/or improvements to the green and blue network. LDP policy 32 requires housing development to provide good quality, useable open space and/or private gardens covering a minimum of 20% of the site area, and where developments are to provide flatted dwellings a minimum of 10sqm/ flat as useable open space and/or private gardens. In addition to these policies, the Edinburgh Design Guidance requires all homes to be located within 400 metres of a 'good' quality, accessible greenspace of at least 500 square metres, and to be within 800m of a good quality accessible greenspace of at least two hectares, as well as giving detailed guidance on how the quality greenspaces should be assessed. The proposal demonstrates that subject to securing phasing and detailed designs it will comply with these standards.

The supporting Design Statement provides generalised guidance as to the design of the proposed open spaces and parks that will inform detailed designs at the AMC stage(s), and the guidance also indicates how the open spaces are to contribute to the

development of blue-green network. In principle, the proposal complies with the LDP's open space policies, and the spaces indicated on parameter plans will provide a good open space resource for future occupants.

Subject to securing detailed designs through multi-stage planning applications, the attached conditions, and a suitable legal agreement the proposal complies with the applicable requirements and policy aspirations of the development plan.

Principles u and v

Principle u) requires that: within the sites, there is to be the delivery of high-quality, direct walking and cycling routes, segregated from traffic and without at-grade crossings of major roads where possible between the developments, and as a minimum to the airport (as a major employment site), the Gyle, Edinburgh Park, Corstorphine, and onward links to Edinburgh City Centre. Additionally, well connected routes to the tram stops and Edinburgh Gateway Station, including one or more active travel links that cross the rail line are to be provided.

Principle v) requires proposals to support the delivery and integration of active travel infrastructure support to delivery and integration of active travel infrastructure support delivery and integration of active travel infrastructure merging from the West Edinburgh Transport Improvement Programme (WETIP) study, including as part of junction improvements works at Gogar and Maybury, long-distance segregated off-road routes, as part of the bus priority measures, and the Newbridge to Dalmeny route upgrade.

Parameter plan 03A 'Access and Movement' identifies a mixture of different street types, public transport routes, pedestrian and cycle paths, and other paths and shared surface streets that will feature in the proposal. The supporting information shows that in principle, and subject to delivery as part of phasing details, the proposed layout will offer good connections to Myreton Drive where Edinburgh Gateway train and tram facilities are available, the Gyle Centre via the underpass at Edinburgh Gateway, and that good connections to neighbouring sites will be provided through a mixture of in-development delivery and through co-ordinated development subject to the conclusion of a suitable legal agreement for transport improvements in West Edinburgh.

The WEPF indicates that there will be alterations to the Gogar roundabout through possible crossing points and alterations to the arrangement of the roundabout's entrance arm to Myreton Drive. The applicant's supporting Transport Assessment acknowledges there is an interrelationship between the LDP and WETIP, and these are considered in supporting information as far as possible at this stage, for example by including an active travel crossing on the Myreton Drive arm of the Gogar roundabout in traffic modelling. Transport improvements to support the development include LDP Part 4 Table 8 references WE 3 (A8 Gogar Roundabout - 4 Lane Northern Circulatory Improvement), WE 5 (Gogar to Maybury additional eastbound traffic lane), and WE 15 (Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips). The proposal will require to be co-ordinated with these interventions that are local to the site, and effective co-ordination will be required for other transport interventions and programmes in the surrounding area such as the ongoing WETIP project and Maybury junction upgrade project.

Subject to the attached conditions and the conclusion of a suitable legal agreement relating to infrastructure obligations the proposal accord with development principle u).

The proposal, by providing a comprehensive network of streets and paths, will provide appropriate active travel infrastructure within its site that accords with LDP transport objectives for sustainable travel within new development that are established in policies Inf 1 (Access to Community Facilities), Inf 5 (Location of Major Travel Generating Development), and Inf 10 (Cycle and Footpath Network) and NPF 4 policy 13 (Sustainable Transport).

Consideration of infrastructure requirements including public transport and off-road routes is addressed below within this assessment. Subject to securing detailed phasing, site layouts and designs by conditions the proposal accords with development principle v.

Principle w

Principle w) requires proposals to segregate active travel routes developed alongside Gogar Link Road and Eastfield Road. The Gogar Link Road is articulated in LDP Part 4 Table 9 (Road Improvements and Safeguards) as R4 and Table 8 (West Edinburgh Transport Improvements) as intervention references, WE 27-WE 29.

The WEPF identifies that WE 27 - WE 29 are to be delivered by developers directly. The red line boundary for this proposal includes areas along Myreton Drive and at the site's eastern extents adjacent to the railway line, that are safeguarded in the LDP for delivery of the Gogar Link Road.

Parameter plan reference 03A 'Access and Movement' shows that the parts of WE27 - WE 29 that traverse this application site can be delivered as part of development phasing, while the supporting Design Statement indicatively demonstrates that segregated routes alongside the Gogar Link Road will be achievable in the space provided in the development layout. A condition recommending the submission of a phasing plan detailing all active travel routes is attached. Network Rail comments that details of the proposed road design including landscaping and access arrangements should be clarified and conditions are attached to secure this information.

Regarding other active travel and infrastructure safeguards in the LDP, in accordance with policy Inf 11 (Public Transport Proposals and Safeguards) the proposal does not conflict with any of those listed in the policy. Similarly, there is no conflict with LDP policy Inf 13 (Road Network Infrastructure) and the proposal will contribute to delivering some of the new road network identified in plan, subject to conditions to secure phasing details and the conclusion of a satisfactory legal agreement.

Principle x

Principle x requires the provision of a number of mobility hubs close to tram/bus stops and high footfall, master planning and phasing work will identify optimum locations, and enhanced bus provision.

The Design Statement advises that mobility hubs may be considered as part of detailed designs at three locations throughout the development while the EIA Report in Chapter C advises that the potential location may be in the vicinity of plots 8 to 15 in the new local centre, however at this parameter plan stage of design no firm details are supplied at this stage. The WEPF indicates that there is potential to incorporate a mobility hub in the Crosswind local centre and the supporting information does not preclude this approach to parking from being implemented.

Subject to details of parking for the development being supplied in AMC applications, the proposal is acceptable and complies with this development principle.

Principles y and z

Principles y and z require proposals facilitate enhanced bus provision. Specifically, a North Orbital route to connect new residential and high employment areas of West Edinburgh with key areas of development along the waterfront from Granton, Newhaven through to Seafield is required. Additionally, a South Orbital route to connect West Edinburgh with new areas of development to the southeast of Edinburgh at the BioQuarter via a number of key residential localities is required. To support delivery of the bus priority and interchange recommendations that emerge from the on-going WETIP study (improve bus priority between the area served by the current A8 between Maybury and Broxburn).

The parameter plans and Transport Assessment that accompany this application confirm that the proposed road network could accommodate the required routes for dedicated bus links in line with the development plan's transport objectives. These two development principles require facilitation of the North Orbital Route in West Edinburgh, which is identified in the LDP as West Edinburgh Transport Improvement WE 12.

As discussed above in this report, the proposal's layout provides an appropriate framework for onward connection to and from the north of the site along the Gogar Link Road (LDP West Edinburgh Transport Improvement references WE 27 - WE 29) which is intended to provide access from the Myreton Drive arm of the Gogar roundabout to the airport and beyond at the east of the site. Additionally, the site's southern extents include land along Myreton Drive that will be required to implement east-west connectivity via the LDP's West Edinburgh Transport Improvement reference WE 26 (Main Street - Development Link Road) to nearby land to the west and would form part of the emerging orbital road network.

The proposal does not conflict with the on-going WETIP project and subject to a satisfactory phasing strategy being submitted in future no unacceptable implications will arise. The delivery of these connections will be secured through an appropriate legal agreement.

Principle bb

Principle bb) requires provisions for an improved Public Transport Interchange: Train/tram/bus/active travel opportunity on the A8, The Gyle and Edinburgh Gateway Station, to integrate radial and orbital bus routes with longer distance coaches, train, and tram services.

The proposal is located near Edinburgh Gateway Station, with the Gyle Centre located further south past Glasgow Road. LDP West Edinburgh Transport Improvement WE 15 identifies that the requirements for interchange facilities at this location are to include an enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops are also to be created on Gogar Roundabout slips. The WEPF advises that this improvement should be delivered as part of funding secured through cumulative contribution zone and it is recommended below within this report that a contribution be secured from the applicant

in respect of this transport infrastructure through a suitable legal agreement.

Subject to the attached conditions and the conclusion of a legal agreement the proposal complies with Place 16 policy development principle bb).

Summary - Place 16 and WEPF

Policy Place 16 in many places articulates the intent of other applicable development plan policies in both the LDP and NPF4 including in relation to design, layout, landscape, placemaking, open space, transport and infrastructure, amenity, and environmental considerations such as climate change, biodiversity, water management, and sustainability. The WEPF provides further guidance regarding how the policy should be applied.

Many of the development plans objectives are demonstrated by the proposal which includes embedded design features that include high-density and efficient use of brownfield land, low-parking numbers for all land uses which are below the Council's parking standards, a mix of land uses that will foster 20-minute neighbourhood principles throughout, provision of useable open space for future residents, and consideration of how the proposal can successfully be introduced to the area without unacceptable impacts and effects on existing land uses and neighbouring development.

Subject to the attached conditions and the conclusion of a legal agreement the proposal is compliant with both LDP policy Place 16 and the WEPF.

Other Development Plan considerations?

Amenity, noise and air quality

Policy 23 of NPF4 (Health and Safety) supports development that will have a positive effect on human health and protects people and places from environmental harm.

LDP Policy Env 33 (Amenity) sets out that development will be supported by this policy where it is demonstrated that the amenity of future occupiers of the development and occupiers of neighbouring developments are not adversely affected by ensuring acceptable levels of amenity, particularly in relation to odour, space standards, noise, daylight, sunlight, privacy or immediate outlook.

LDP Env 34 (Pollution and Air, Water and Soil Quality) sets out development will not be supported that would be subject to and/or have a significant adverse effect on health, amenity, and the environment (including air quality) unless detrimental impacts are adequately addressed.

The applicant submitted a suite of information that addresses amenity including the EIA Report, Design Statement, a daylight and sunlight analysis, and a planning statement.

The Council's Environmental Protection service identifies several areas of concern which relate to noise impact including the agent of change principle which is addressed above in this report, air quality impact, car parking levels, noise impact from a variety of sources around the site, contaminated land, fumes and light pollution, odour and smoke, potential for adverse interactions between the proposed land uses in an urban setting, and the quantum of car parking. Conditions are recommended by

Environmental Protection, and these have been attached where appropriate.

Neighbouring amenity

The nearest neighbouring properties to the proposal are at Castle Gogar, Castle Gogar Rigg, and across the railway line at the emerging West Craigs development.

Detailed designs are not proposed at this stage; however, the parameter plans demonstrate that a suitable landscape buffer and set-back of development at the interface with Castle Gogar and surrounding properties is sufficient in principle to retain an acceptable degree of privacy and immediate outlook. One representation raises concern with regard to the impact of the proposal on daylight, overshadowing and loss of views to the Pentlands for properties and open spaces at West Craigs to the east, where the nearest properties are more than 50 metres away from the proposal across the adjacent railway line. Details of these matters are to be considered further at the AMC application stage(s) through the attached reserved matters and in principle the effect on neighbouring amenity is acceptable.

Although the position of proposed development is identified in the parameter plans, detailed design features of development at the interface with Castle Gogar Rigg are unknown at this stage. In principle the location of development proposed in the parameter plans is acceptable in the context of neighbouring amenity, and subject to the recommended conditions the nature and extent of any other amenity effects such as privacy will be considered further.

Details of noise and vibration impact on surrounding neighbours is considered below within this section of the report.

Future residents

The parameter plans identify the areas of proposed development and associated transport routes and open spaces, as well as the intended location of uses and key frontages at plots. The supporting information includes initial daylight and shadow assessment for parts of the development and as noted above in LDP Place 16 policy development principle i. It will be possible to deliver an appropriate living environment for future occupants subject to detailed designs being secured through the attached reserved matters and conditions.

The supporting Design Statement and Daylight and Sunlight analysis outline a variety of strategies to ensure that detailed designs can deliver an acceptable environment for future residents which in principle accords with the objectives of NPF 4 policy 14 (Design, quality and place), LDP policies Env 33 (Amenity), Env 31 (Useable Open Space in New Development), and Env 32 (Useable Communal Open Space and Private Gardens in Housing Development).

Through the attached conditions and subject to detailed designs of the development plots and areas of public realm, an acceptable level of privacy, overlooking, daylight, sunlight, outlook, and open space can be secured through AMC applications. Any further application will be required to demonstrate compliance with LDP and NPF4 policies in relation to site layout, housing mix and design.

Noise and vibration

The EIA Report considers noise impact on sensitive receptors around the site and for future occupants at the site.

Noise impact in the context of the agent of change is considered above within this report and the proposal complies with NPF 4 policy 23 (Health and Safety) criterion e) subject to further information being supplied at the AMC stage(s) for detailed development(s).

The EIA Report considers noise from surrounding sources including the airport, road, tram, and rail infrastructure and the assessment on noise impact is informed by baseline monitoring from five locations around the site. The effects of construction noise are also considered.

The impact(s) of construction noise is considered in both worst-case and average-case scenarios with sensitive residential receptors identified at Castle Gogar and Castle Gogar Rigg, residents at West Craigs that are adjacent to the railway line on Loverose Way and Glassbrook Place, Turnhouse Road, and occupied phases of the development itself. The assessment considers that in the worst-case scenario there will be short term significant construction noise effects on some but not all these receptors, and that in the average-case scenario no significant effects are likely. The assessment goes on to note that with mitigation including management of phasing, use of a CEMP and best working practices the worst effects of construction noise can be minimised, and this approach is acceptable. Construction noise will be regulated under the Control of Pollution Act 1974. Upon completion of the development, it is predicted that the residual effects of noise and vibration will be negligible.

At the operational stage on completion of the development, noise impact on surrounding receptors is predicted to be negligible on the assumption that fixed plant noise can achieve required standards; further consideration will be required when detailed designs are available, and the attached reserved matters requires that all applicable further applications to be accompanied by a noise and vibration impact assessment.

As noted above in the consideration of the agent of change principle, mitigation measures to secure suitable living environments at the site are identified, and at the AMC stage(s) appropriate mitigation measures would feature in detailed designs of development where required including those plots adjacent to the railway line. Attached conditions recommend that detailed AMC applications should be accompanied by noise impact assessment(s) where applicable to ensure a suitable level of amenity for future residents and safeguard neighbouring amenity to an acceptable standard.

With reference to vibration the EIA Report advises that there in a worst case scenario that significant and short term effects are predicted for surrounding receptors, but the assessment goes on to note in the report's site suitability assessment that negligible and therefore not significant effects will arise as a result of construction vibration at all nearby sensitive receptors with appropriate mitigation and controls in place. Through

the management of construction effects in a CEMP it is accepted that the proposed mitigation is appropriate.

Other Environmental Protection comments relating to noise from sports pitches at safeguarded school sites, plant and commercial noise, and other sources would be addressed through the attached conditions.

Air Quality

The supporting EIA Report included an air quality impact assessment (AQIA) where the effect of the proposal as considered including for nearby sensitive receptors and properties which are in the main south and east of the site.

SEPA comments that the proposal is in an area where nearby air quality in Air Quality Management Areas (AQMAs) at St John's Road and Glasgow Road have exceeded national air quality objectives for nitrogen dioxide, and highlights that reduced exposure for future occupants should be achieved through planning policies that discourage use of private vehicles and encourage active travel with greater interconnectivity with public transport.

Environmental Protection raises concerns in relation to air quality and recommends that the development should be car free with very limited or no parking.

The EIA Report notes that proposed mitigation measures at the site will be promoted through a Framework Travel Plan and rely mainly on sustainable travel measures including delivery of public transport links, minimising parking, promoting use of the City Car Club, including electric vehicle charging points, use of rapid chargers for taxis, and provision of a comprehensive active travel network and infrastructure. Construction mitigation includes managing dust and other temporary emissions effects through a CEMP and best practice measures.

At the completion of the development the EIA Report concludes that no annual mean concentrations in excess of each respective NO₂, PM₁₀ or PM_{2.5} air quality objective are predicted at any of the existing or proposed residential receptor locations, meaning no significant effects as a result of the proposal are predicted. Consideration of cumulative effects in EIA Report Chapter P identifies that negligible and not significant effects are predicted on air quality from operational traffic.

LDP Policy Env 34 only supports development where significant adverse effects on health and air quality are addressed through design and layout. The applicant has demonstrated that the site has been designed around 20-minute neighbourhood principles, reduced vehicle dependence and low parking, and sustainable travel options are embedded into the proposed layout, while buffers between new receptors and pollutant sources are introduced. Details of these mitigation measures are recommended to be secured by condition and/or legal agreement as appropriate.

The mitigation measures that are noted in the preparation and background documents for the Local Development Plan that underpin the site's allocation for housing-led development of the scale required by the LDP are included in the proposal to an acceptable standard.

Fumes and odour

Environmental Protection raises concern about the potential for fumes from airport activities including fire training and odour from the nearby Braehead composting facility at Craigs Road.

Regarding odour from the nearby composting site, the EIA Report concludes that impact at the proposal will be no worse than at existing and surrounding residential sites and that there are likely to be negligible odour impacts at the Proposed Development. This view is accepted and there is no unacceptable tension with development plan policy Env 34 or NPF 4 policy 23.

The nearest parts of the site to Edinburgh Airport (plots 1 and 18) are to be set-back from the mutual boundary by approximately 25 metres, the area of which is proposed to be designed as a landscape buffer is identified in supporting parameter plans and information. The EIA Report takes the view that the baseline measurements for NO₂, PM₁₀, and PM_{2.5} indicate that air quality issues from the airport are 'very unlikely to be a problem' at this site.

Most of the application site is of comparable distance from the airport as other residential properties in West Edinburgh such as those at Eastfield Road, Castle Gogar Rigg, and Turnhouse Road where the standard of residential amenity is comparable. Should any odour from fumes lead to complaints, these complaints would be addressed out with the planning regime and addressed to SEPA, Environmental Protection and Edinburgh Airport. Regarding fire training activities the EIA Report concludes that there are likely to be negligible or at worst minor adverse temporary adverse effects from these activities. There is therefore no likelihood of any significant air quality effect for occupants of the proposed development and no subsequent tension with the objectives of LDP policy Env 34 or NPF 4 policy 23.

Other comments relate to odour from the mix of uses proposed, such as commercial kitchens. At the planning permission in principle stage, it is not feasible to consider this matter which can be addressed as part of AMC application(s).

Lighting

Environmental Protection advises that floodlighting from Edinburgh Airport could impact on amenity in parts of the proposal, with further assessment required. Lighting from the airport will largely be screened by the proposed landscaped buffer zones at the site's north of which details will be secured by condition, and by existing development and vegetation along the Gogar Burn at the northwest of the site. Details to be submitted as part of AMC applications will be required to demonstrate appropriate amenity for future occupants. Other Environmental Protection comments in relation to sports pitch lighting at a safeguarded school site will be addressed at the point of submission of a detailed application for the school.

Amenity summary

Through a combination of embedded mitigation and additional mitigation measures at both the construction and operational stages the proposal will not result in unacceptable effects on the living environment of this new high density urban area. The Council's Environmental Protection service recommends conditions be attached for matters relating to air quality, noise, vibration, floodlighting, cooking ventilation, and ground investigations and where appropriate these recommendations are included in

the attached conditions and informatives. Subject to the attached conditions the proposal is acceptable in principle, noting the tension between the plan's spatial strategy and air quality effects.

Cultural heritage and archaeology

National Planning Framework 4 Policy 7 intends to protect the historic environment. The LDP outlines that the objective of policies Env 16 (Protection of Important Archaeological remains and the historic environment) and Env 17 (Development of Sites of Archaeological Significance) is to protect and enhance Edinburgh's historic environment and archaeological remains, where possible by preservation in situ and in an appropriate setting.

Heritage

The supporting EIA Report considers heritage receptors including listed buildings in two groupings:

- Group 1 includes Castle Gogar including the attached cottage to west with gate piers, former gate house near former stables with gate piers, decorative metal gates to south entrance, and gate piers and quadrant walls and Castle Gogar Bridge.
- Group 2 considers Cammo Estate (Garden and Designed Landscape) which includes several listed buildings comprising: the ruins of Cammo House (Category B) a single-span Bridge (Category B); the Stables (Category B); the Gate Lodge (Category B); the gateway has four ashlar Gate Piers with pyramidal caps (Category B); Walled Garden (Category C); castellated Water Tower (Category B); ornamental Canal (Scheduled Monument). Cammo Estate sits circa 780 m to the north-east of the application site. All of the listed buildings within the estate located over 1 km away from the application site.

The effect of the proposal on Group 1 listed buildings has been addressed above within this report.

Regarding the effect(s) of the proposal on Group 2 heritage receptors, many of these are located in the wider landscape setting of the proposal. There will be no effect on the setting of the identified Group 2 listed buildings, while effects on the Cammo Estate during both construction and operation stages are predicted in the EIA Report to be negligible and not significant in both cases. While the proposal will alter the wider setting and landscape context of the Group 2 heritage receptors, due to distance(s) involved and the fact that key views from these locations are not focussed on the application site, mean that the predicted effects of the EIA Report are accepted and the proposal will comply with LDP policy Env 15 and NPF 4 policy 7.

Archaeology

The City of Edinburgh's Archaeology Service (CECAS) advises in comments that the EIA Report in Chapters L (Cultural Heritage) and M (Archaeology) confirm the site has

an extensive historical context. Excavations associated with the Edinburgh Tram depot and housing-led development at West Craigs as well as the wider area lead to the conclusion that the site is in an area of archaeological and historic significance. CECAS agrees with the conclusion of EIA Report Chapter M that the scheme is likely overall, to have a low, but significant impacts and that the best course of mitigation is for an archaeological programme of work to be undertaken prior to development, to fully excavate, record and analyse any surviving archaeological remains; a scheme of public engagement should also be included in this mitigation. A condition is attached to secure the recommended programme of works.

Subject to the attached condition details of the design and mitigation measures regarding the safeguarding of the historic environment accords with development plan policies including NPF 4 policy 7 and LDP policies 16 and 17.

Ground conditions and soils

The submitted topographical and building height plans demonstrate that there will be a requirement to move soils at the site. The site is currently comprised of grassland and legacy runway infrastructure and the previous uses of areas of the site may have caused pockets of contamination. Site investigation information has been provided by the applicant; however further works are required.

NPF 4 policy 5 (Soils) seeks to reduce disturbance to soils. Given the scale of the proposal and the nature of the site, the proposal will require earthworks and grading of the site in many parts, but not all, for example near to the Gogar Burn. In order to deliver the growth strategy of the development plan high levels of disturbance to soils is an acceptable aspect of this proposal. To achieve compliance with the policy's objectives as far as practicable a CEMP to be secured by condition should detail how working practices will protect soils from compaction and erosion.

SEPA advises that the site's history includes use as a World War II (WWII) airfield. While comments note there is no record of any measured radioactive contaminants on the proposal site or any documentary evidence to suggest that radioactive contaminants may be present. In light of the proposal site's location partly on land occupied by a former military airfield, sources of radium-226 may be present due to its use in aircraft dials during WWII.

It is noted in SEPA comments that the supporting ground investigation report did not list the possibility of radium-226 as a contaminant, which should have been included, and it is recommended that a radiological walkover survey of the areas occupied by the former airfield activities should be completed and based on SEPA guidance. A condition is attached to secure this information which will inform whether any mitigation is required.

The site must be made safe for the proposed end use, and therefore a condition has been applied requiring that as detailed designs are received through multi-stage planning applications, that the works necessary to ensure this is the case are submitted and approved by the planning authority, and that these are then implemented by the developer. Subject to conditions the application complies with LDP policy Env 34 with respect to ground contamination and soils.

Climate Change, Sustainability, Biodiversity and Natural Places

NPF4 policies 1, 2, 3 and 4 require that development contributes to creating zero carbon, nature positive places, where development emissions are minimised, climate resilience is improved, natural places and assets are protected, managed and restored, and biodiversity is enhanced and better connected, using nature networks and nature-based solutions.

LDP policies Env 7 and Env 8 require new development to demonstrate that all reasonably practicable measures to address the climate emergency and contribute to sustainable living and achieve a net zero level of operational greenhouse gas emissions have been undertaken. Policy Env 37 requires development to have a proportionately positive effect upon biodiversity.

The applicant has provided an Energy Statement, and a Sustainability Assessment whilst the EIA contains assessment of climate change sustainability, biodiversity and natural places. These documents describe the methods by which the proposal will address these topics. Additionally, the applicant has supplied ecological surveys describing the biodiversity impact the proposed development is likely to have, and the necessary measures that need to be undertaken to ensure the application results in overall enhancements for biodiversity. The EIA Report and addendum includes an assessment of the effects of the proposal on ecology and nature conservation matters.

In terms of protected species, likely impacts have been identified, however this has been accounted for as part of the proposal's design, ensuring habitat loss is minimised, that habitat is maintained at site boundaries and that new habitat is created. It is proposed that species protection plans are required as part of future AMSC applications in order to mitigate impact as necessary. NatureScot recognises that the proposal will include appropriate opportunities for biodiversity benefits through the proposed open spaces and green networks and acknowledges that while protected species will be impacted by the proposals, mitigation in the form of species protection plans as part of the development's phasing will reduce adverse effects.

Habitat assets have been integrated into the masterplan proposals per the DAS and Landscape Parameter Plan. Whilst it has been demonstrated that the majority of the site consists of species poor grassland, features of value are to be retained, particularly areas of semi-natural woodland along the Gogar Burn (a potential Local Biodiversity site 'pLBS'). open space and landscaping across the site is to be used to promote biodiverse habitat, incorporating SUDS planting, nature networks along streets using trees and planting to enable ecological connectivity, and the use of native species. When considering the proposed mitigation measures, a positive impact on biodiversity is likely to occur, balancing the current relatively poor natural condition of much to the site, that areas near to the Gogar burn are to be retained, biodiversity enhancement measures to be undertaken, and the plans/strategies to be required by condition as mentioned above. The proposal complies in principle with the objectives of LDP policy Env 21 (Protection of Biodiversity).

Further detail of measures taken to address the climate crisis is provided within the Energy Statement and Transport Assessments. Buildings are to be constructed to Passivhaus standards and will be required to comply with the relevant building regulations in terms of energy efficiency. Mitigation measures described in Chapter I of the EIA are to be required by condition, whilst refuse management and commitments to

zero waste will be secured through detailed designs through AMSC applications and compliance with the Waste (Scotland) Regulations to ensure compliance with NPF 4 policy 12. As discussed above, the application is to adopt 20 minute neighbourhood principles and enable the use of active and public transport modes by future residents, reducing the reliance of residents on private motor vehicles for their transport needs by ensuring that it is possible to walk, wheel or cycle for most of their daily needs (i.e. travelling to work, school or other necessary activities).

At the AMSC stage(s) developments will need to comply with LDP policies Env 7 and 8, requiring them to demonstrate that all reasonably practicable measures to address the climate emergency and contribute to sustainable living and achieve a net zero level of operational greenhouse gas emissions have been undertaken.

Biodiversity is to be addressed at AMC stage by requirements for species protection plans and biodiversity enhancement strategies, whilst individual AMSC applications will be required to demonstrate compliance with LDP policy 37, requiring details to be provided of measures to be taken to ensure an overall positive effect upon biodiversity.

Subject to conditions and reserved matters, the application complies with NPF4 Policies 1, 2, 3, and 4, and LDP Policies 7, 8 and 37.

Infrastructure and developer contributions

NPF4 Policy 18 Infrastructure First requires:

- Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported; and
- The impacts of development proposals on infrastructure should be mitigated.

Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Developer Contributions

The Council's Draft Developer Contributions and Infrastructure Delivery Supplementary Guidance (SG) was published for consultation on the 26 June 2024 and the consultation closed on 17 September 2024. The responses and final draft SG is scheduled to be considered by the Planning Committee after the publication of this report but in advance of the Development Management Sub-committee meeting for this application on the 11th of December 2024 and, if approved, will subsequently be submitted to the Scottish Ministers. Legislative allowance to the Scottish Government ceases at the end of March 2025, so the Scottish Ministers must make a decision to allow the Council to adopt the SG by then. If adopted, it will be statutory supplementary planning guidance. The guidance is a material consideration in the assessment of this proposal.

LDP Policy Inf 3 Infrastructure Delivery and Developer Contributions requires that development will be supported where there is sufficient infrastructure capacity already

being available or can be delivered at the appropriate time or where the development can deliver the infrastructure necessary to mitigate any negative impacts.

LDP Policy Inf 4 states that development proposals relating to housing or other development sites which would generate a significant amount of trips, shall demonstrate through an appropriate transport assessment or statement and through mitigation (including development layout, form, design, and other measures) that:

Local, city-wide and cross-boundary individual and cumulative transport impacts identified in the City Plan Transport Appraisal modelling and analysis can be timeously addressed where this is relevant and necessary for the proposal; and

The required transport infrastructure, as set out in Part 4 Tables 3-10, place policies/ development principles or forthcoming guidance in place briefs/master plans has been addressed where relevant to the proposal.

Where infrastructure cannot be delivered by the developer directly, developer contributions will be sought where considered necessary to mitigate any negative impacts (either on an individual or cumulative basis). Infrastructure requirements identified include:

- Transport proposals and safeguards (Part 4, Tables 3-10) and/ or interventions identified in transport assessments and/or transport consultations;
- Education provision including new schools, early years nursery proposals, school extensions etc. (Part 4, Table 11);
- Primary healthcare infrastructure capacity (Part 4, Table 12);
- Greenblue network actions (Part 4, Table 1); and
- Infrastructure of a regional scale where identified as part of a national or regional spatial strategy or as a Regional Spatial Priority as set out in NPF4.

The West Edinburgh Placemaking Framework which was approved by Planning Committee on 13 November 2024 identifies infrastructure requirements and potential delivery mechanisms and timing taking cognisance of infrastructure first principles set out in NPF4.

Planning conditions have been applied taking cognisance of the six tests set out in Circular 1998: The Use of Planning Conditions in Planning Permissions where they need to be: necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, and reasonable in all other respects.

Similar considerations apply to the use of planning obligations where Circular 3/2012: planning obligations and good neighbour agreements where five tests where they need to be: necessary to make the proposed development acceptable in planning terms (paragraph 15); serve a planning purpose (paragraph 16) and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans; relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area

(paragraphs 17-19); fairly and reasonably relate in scale and kind to the proposed development (paragraphs 20-23); and be reasonable in all other respects (paragraphs 24-25).

Education

The LDP identifies educational infrastructure requirements including:

- Additional primary school capacity -9 x streams of Primary School provision and associated nurseries across the Place Policy 16 area (EWE 4/5). This shall include Primary Schools on both the application site Crosswinds (H61) and nearby land at Housing Proposal H63; and
- Additional secondary school capacity - A new secondary school and associated community facilities (including healthcare, public library, sports pitches and leisure and recreational facilities) is required to ensure education infrastructure is in place to serve this proposal and wider development in Place Policy 16. This school shall have an initial capacity of 1200 pupils but shall be designed and built from the outset so it can be subsequently expanded to accommodate 1800 pupils (EWE 10).

Where a development site includes the land safeguarded for a new school, the site will be secured as part of a legal agreement. The value of the land, as well as the cost of servicing and remediating the site (if appropriate), will be credited against that site's overall contribution requirement once the Council has confirmed that the new school will be delivered.

The total cost of primary school infrastructure is £106,896,672 and the total cost of secondary school infrastructure is £81,898,740. It is estimated in the LDP that this application will deliver 2,500 housing units, of which 1,200 are greater than one-bedroom units generating a requirement for educational infrastructure. This equates to 21.3% share of primary school infrastructure and 21.2% of secondary school infrastructure across west Edinburgh. The proportion of developer contributions equates to £22,812,968 for primary school infrastructure and £17,392,255 for secondary school infrastructure respectively. The total amount of developer contributions for educational infrastructure is £40,205,223 This will be secured through a planning obligation.

Transport

LDP Place Policy, Place 16 West Edinburgh advocates the need for a cumulative Transport Contribution Zone to address area wide transport interventions identified through the City Plan Transport Appraisal and the West Edinburgh Transport Appraisal (WETA) / West Edinburgh Transport Improvement Programme (WETIP) package of measures identified to bring cross boundary and strategic improvements to public transport and active travel as well as WETA actions previously identified to enable development at West Edinburgh. This approach has been accepted by Scottish Government Reporter's at Examination and by Scottish Ministers in issuing their direction to adopt the plan. Measures are individually identified in Part 4, Table 8 West Edinburgh Improvements. The Transport Assessment for the Local Development Plan - City Plan 2030 and transport chapter in the EIA assume that the baseline position is that WETA/WETIP infrastructure measures have been implemented. Whilst some of the measures have been implemented there are interventions that will require to be

delivered as part of any infrastructure mitigation package.

Actions expected to be funded via developer contributions with apportionment of estimated costs include:

- WE5 - Gogar to Maybury additional eastbound traffic lane (R5) (£7,000,000, £628.03 per housing unit, $3,005 \times £628.03 = £1,887,230$);
- WE6 - Maybury Road Approach to Maybury Junction - bus priority measure (costs to be confirmed if required);
- WE10 - Active travel route west of Maybury to city and West Edinburgh Links (£2,277,136.80, £204.30 per housing unit, $3,005 \times £204.30 = £613,922$);
- WE14 - Upgraded Bus interchange facility at Ingliston P+R (£5,000,000, £44.86 per housing unit, $3,005 \times £44.86 = £134,804$);
- WE15 - Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips (£3,000,000, = £269 per housing unit, $3,005 \times £269 = £808,345$);
- WE16 - Improved northern and southern orbital bus routes from Maybury (via Maybury Road and Edinburgh Park respectively) (£6,500,000, £583 per housing unit, $3,005 \times £583 = £1,751,915$);
- WE17 - Bus Priority South West Edinburgh (£490,000, £44 per housing unit, $3,005 \times £44 = £132,220$);
- WE19 - Segregated public transport route - West alignment - using safe guarded tram line (£18,000,000, £1,615 per housing unit, $3,005 \times £1,615 = £4,853,075$);
- WE20 - Segregated public transport route South - Harvest Road (£1,000,000, £90 per housing unit, $3,005 \times £90 = £270,450$);
- WE21 - Segregated public transport route South - Newbridge (£8,500,000, £763 per housing unit, $3,005 \times £763 = £2,292,815$);
- WE 26 - connectivity linking across West Edinburgh Framework Area - proportionate cost to be attributed to the site - further feasibility and costings to be developed; and;
- Northern - East/ West access - connectivity to the north of the site linking across the West Edinburgh Framework - further feasibility and costings to be developed.
- Gogar Roundabout Northern Arm interface and connection to Myreton Drive - further feasibility and costings to be developed for the alterations to this access including phasing and delivery options

Several identified improvement proposals will be delivered as part of the development layout, and these are considered further in the section on Planning conditions below. There are a number of transport interventions that are required to provide connections between the development areas within Place 16. The Council may consider the use of Compulsory Purchase for these actions, and this would be further reported to Council as required.

Tram

Further detail in respect of the tram contributions sought is contained in the Council's Finalised City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery December 2024, Part Three Transport - Addendum 5 Shared Mobility "Tram - Operation Tramlines".

Tram contributions have been calculated using Table C3.2 'Land Use and Floorspace - as applied to this EIA' of the Lichfields Land to the south-west of Meadowfield Farm, Turnhouse Road, Edinburgh Volume 1: EIA Report (January 2024) and the applicant will be required to contribute the sum of approximately £11,521,335 to the Edinburgh Tram.

Controlled Parking

The applicant/future applicants will be responsible for re-imbursing all reasonable costs incurred by the Council, as roads authority, in promoting and implementing necessary traffic orders to control parking in the development.

Healthcare

The LDP identifies the need for developer contributions to deliver healthcare provision to support the level of development outlined within West Edinburgh. Contributions will be applied through a cumulative contributions zone drawing on the conclusions of the Council's Healthcare Appraisal.

The actions set out in Table 12 are to be addressed through Policy Inf 3 include:

- A new medical practice; and
- Potential extension options for existing practices at Parkgrove, East Craigs, Ladywell East and Ladywell West.

Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £18,214,636.74.

The cost attributable to H61 is $3,005 \times £1,682.49 = £5,054,410$.

Affordable Housing

In line with LDP policy Hou 2 affordable housing of at least 35% of the total units will need to be secured through a legal agreement. The Council's Affordable Housing Service advises that the proposal is acceptable subject to conclusion of a legal agreement.

Open Space

LDP Environment Proposal BGN55 (Crosswinds Play facilities and open space) states that the development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served by play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.

The WEPF text for BNG55 Open space and play facilities refers to the requirement for a Multi-Use Games Area (MUGA) and skatepark at Crosswind (H61) as part of the strategic open space provision. Suitable conditions and measures for the adoption of

any strategic/ significant open space within the development will be required. There is a requirement for a suitable legal agreement to address matters relating to the future adoption of these spaces.

Supplementary Guidance status

Given that this report is being published in advance of the 2024 Supplementary Guidance on Developer Contributions and Infrastructure Delivery being reported to Planning Committee on 11 December 2024 some flexibility is required on the application of contributions.

Committee are therefore requested to accept the general principles of the Infrastructure Delivery with some built-in flexibility to allow the Chief Planning Officer to adjust the payment amounts and delivery options to secure the necessary infrastructure in the formation of the appropriate Legal Agreements.

Conclusion in relation to the Development Plan

The proposed housing led mixed-use development is substantively located within Housing Proposal H61 of the LDP, on which development is supported by City Plan policy Place 16, if it will contribute towards the creation of a new urban quarter, and is compatible with the West Edinburgh Development Principles, as guided by the West Edinburgh Placemaking Framework and Strategic Master Plan. As the proposal is found to accord with these principles, subject to conditions, the reservation of the details of matters such as the detailed scale, form and design, phasing, amenity, transport and flooding for considered at the AMC application stage, and the conclusion of a suitable legal agreement, the proposal is considered to be acceptable in principle.

Matters raised by other development plan policies in relation to design, layout, landscape, placemaking, open space, heritage, transport and infrastructure, amenity, and environmental considerations such as climate change, biodiversity, protected species and water management, have been addressed by the proposal. A sufficient level of detail has been articulated by the parameter plans, design and access statement, and other supporting documentation to demonstrate that the proposal is compliant with the applicable requirements and policy aspirations of the development plan, subject to securing detailed designs through multi-stage planning applications and the attached conditions

Overall, subject to conditions, reserved matters as specified, and the conclusion of a suitable legal agreement, the proposal complies with the applicable requirements and policy aspirations of the development plan

b) There are any other material considerations which must be addressed?

The following material planning considerations have been identified:

Equalities and human rights

Due regard has been given to section 149 of the Equalities Act 2010. No impacts have been identified.

Consideration has been given to human rights. No impacts have been identified through the assessment and no comments have been received in relation to human

rights.

Public representations

Eight public representations were received in relation to the application. Five were in objection, two in support, and one was neutral, however the content of the neutral comment was in objection to the application. This includes objections from Cramond and Barnton Community Council, Ratho and District Community Council and a neighbouring landowner.

A summary of the issues raised is provided below:

Material considerations in objection

- contrary to the requirements of the development plan and planning guidance.
- compromise the future development of adjacent land and wider area.
- increased traffic congestion.
- WETIP junction and road improvement projects, and other necessary supporting transport and education infrastructure must be completed prior to the commencement of development.
- Single point of vehicular access may restrict emergency service vehicle access to the site.
- Development is incompliant with infrastructure first principles.
- Bus services are not proposed to be altered or added to until phase three of the development, resulting in the mode share targets of the Transport Assessment being implausible.
- The Transport Assessment is insufficient and non-compliant with national standards.
- Negative impact to the green belt and loss of greenspace.
- Negative impact to the character of the neighbourhood.
- Negative impact to sewer infrastructure.
- Negative impact to wildlife and natural areas.
- Negative impact to the amenity of current and future local residents
- Low onsite parking provision will result in offsite overspill parking.
- Proposal removes active travel infrastructure on Myreton Drive and precludes the construction of the Gogar Link Road, an active travel railway bridge and accesses to neighbouring land.

- Insufficient current sewerage capacity to service the development.
- LVIA is insufficient in its assessment.
- Proposal will have an unacceptable landscape impact and impact on views to the Pentland hills from neighbouring land.

Material considerations in support

- Supportive of new housing and infrastructure in the area.

Non-material considerations

- Motivations of the applicant.
- The development relies on access and infrastructure being constructed on

- neighbouring land outwith the applicant's control.
- Lack of discussions with neighbour landowners about access.
- CEC budgetary issues prevent the delivery of school infrastructure.

Habitat Regulation Assessment

NatureScot comments advise that a small part of the Gogar burn runs through the site. This flows into the River Almond which flows out at Drum Sands, an important habitat of the Firth of Forth Special Protection Area. Comments recommend that a brief and concise Habitat Regulation Appraisal (HRA) in accordance with the Conservation (Natural Habits, &c.) Regulations 1994 ('the Habitats Regulations') be completed to consider potential construction impacts. The Habitats Regulations cover requirements for protecting sites that are internationally important for threatened habitats and species and provide a framework for species protection.

The Council is the competent authority for completing the HRA. The HRA has been completed and there is no impediment to the determination of this application.

Environmental Impact Assessment

This proposal is EIA development under the terms of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (the 2017 EIA regulations).

The 2017 EIA regulations require the decision maker to examine all the submitted environmental information and reach a reasoned conclusion on the significant environmental effects of the proposed development. The EIA Report contains all the required information as set out in regulation 5 of the 2017 EIA regulations.

The Environmental Information that has been taken into account as part of this assessment includes the following:

- EIA Report submitted on 02 February 2024.
- All information submitted with the planning application.
- Consultation responses from: SEPA, NatureScot, Transport Scotland, Scottish Water, Historic Environment Scotland, Ratho and District Community Council, Network Rail, Edinburgh Airport Safeguarding, Edinburgh Tram, City of Edinburgh Council Environmental Protection service, City of Edinburgh Council Flood Planning service, the Roads Authority, Cramond and Barnton Community Council, City of Edinburgh Council Archaeology Service.
- Representations from members of the public.

The applicant's EIA Report includes assessment of the following effects:

- Socio Economics - Chapter D
- Transport and Access - Chapter E
- Air Quality - Chapter F
- Climate Change and Resilience - Chapter G
- Biodiversity - Chapter H
- Material Assets and Waste - Chapter I
- Noise and Vibration - Chapter J
- Landscape and Views - Chapter K
 - Cultural Heritage - Chapter L
- Archaeology - Chapter M
- Water Environment - Chapter N
- Ground Conditions - Chapter O
- Cumulative Effects - Chapter P
- Mitigation and Monitoring - Chapter Q

Mitigation measures identified in the EIA Report include a variety of embedded and additional mitigations for the development proposal including but not limited to:

- A proposed mix of uses designed to allow the opportunity for people to live and work in the development as well as delivery of active travel and public transport infrastructure in line with 20-minute neighbourhood principles.
- Set-back and scaling-down of the proposal at the interface with Castle Gogar and neighbouring heritage receptors.
- Landscape mitigation planting at interfaces with the mutual boundaries of Castle Gogar and Edinburgh Airport.
- Provision of open space, retention of existing trees and habitats of value with opportunity to enhance these environments through the development.
- Sustainable drainage and surface water management methods.
- Re-use of brownfield land.
- Safeguarding of land for diversion of the Gogar Burn if required.
- Implementation of noise mitigation measures by selecting and designing buildings and materials to safeguard human health.
- Site investigations to establish any site contamination associated with the site's former use.
- Management of material assets and waste in accordance with the waste hierarchy and preparation of a Site Waste Management Plan.
- Agreement in principle to negotiate developer contributions to deliver supporting infrastructure at the right time in accordance with infrastructure first principles.

In addition to each of the assessment topic chapters in the EIA Report, Chapter Q includes a list of mitigation and monitoring commitments. A condition is attached broadly limiting the development to the scope of the description in the EIA Report and accompanying parameter plans. And a further condition is attached to secure the recommended mitigation measures in the EIA Report for all future phases of the development.

Construction impacts

Construction impacts are predicted to arise in most EIA Report chapter assessments and will result temporary and reversible effects to varying degrees. Mitigation measures

for these are recommended to be captured through a construction environment management plan throughout, and a condition is attached to secure the submission of a CEMP to manage the effects of construction impacts in line with the EIA Report recommendations.

Consultations Summary

The EIA Report and consultation feedback has been addressed above within this assessment and has informed the recommendation. A summary of all consultations is appended to the report of handling for the application. None of the EIA consultation bodies object to the proposal, and recommended conditions are attached where appropriate.

HES considers that further mitigation could offset the identified effects of the proposal on the setting of Castle Gogar; the detailed design of relevant plots is the subject of conditions and reserved matters where opportunity remains to include the recommended mitigation measures.

NatureScot highlights that neither option for restoration of the Gogar Burn is included in the proposal at this stage, however it is welcomed that the proposal would not prevent restoration works in future if required. Comments further note that detailed designs will provide opportunity for open space, landscape and biodiversity enhancements and these details are capable of being delivered without agitating airport safeguarding requirements. The site's low risk in relation to adverse effects is highlighted and recommended mitigation should be taken forward as the scheme progresses. NatureScot further recommended that a HRA is required for the proposal, and this has been completed by the Council as competent authority.

SEPA comments that the proposal has a low risk of flooding but requests that further assessment be completed for flood modelling based on gauge data that was only available after the application was submitted. Comments express satisfaction that the potential for restoration of the Gogar Burn remains possible and that a delivery mechanism should be established for these works. SEPA recommends that mitigation measures in relation to air quality be implemented and also requests that a radiological walkover survey be completed at the site.

Transport Scotland request that conditions be attached to ensure the safe and optimum operation of the surrounding trunk road network, these recommendations have been considered and captured in the attached conditions and reserved matters.

Scottish Water does not object to the proposal but advises on water and drainage infrastructures capacity which the applicant should note.

Other consultation bodies (i.e. those not listed in EIA Regulations) recommend that a variety of matters relating to the proposal's detailed design should be addressed by condition; these recommendations are captured within the attached conditions and reserved matters where appropriate.

Opportunity for public to participate in the decision-making procedures

The below list identifies the opportunities for public participation in the decision-making process.

A proposal of application notice (PAN) was submitted to the Council on 05 September 2023 and the PAN was reported to the Council's Development Management Sub-committee on 18 October 2023. A copy of the PAN to the local Community Councils and issued to the local ward Councillors.

Public and online events which were advertised in the Edinburgh Evening News, a website with details of the development and ability to submit feedback was produced, and meetings with community councils were held as set out in the applicant's supporting Pre-application Consultation (PAC) report and a supporting Planning Statement. PAN advertisements were placed in the Edinburgh Evening News on 26 September 2023 and 17 October 2023, with letters posted to residential neighbours at Castle Gogar Rigg to advertise the consultation website and public exhibitions.

The first public exhibition was held at the Gyle Shopping Centre on Wednesday 4 October 2023 (official hours between 3 and 7pm); and the second public exhibition was held at the Gyle Shopping Centre on Wednesday 25 October 2023 (official hours between 3 and 7pm).

The EIA application was advertised in the Edinburgh Gazette and Edinburgh Evening News in accordance with the 2017 EIA Regulations. The advertisements were published on 16 February 2024.

Neighbours were notified on 09 February 2024 of the planning application with information on how and where to view the environmental information and supporting information for the application.

Conclusion in relation to identified material considerations

The other material considerations do not raise any additional matters not already address and there are no material considerations that would alter the recommendation to grant planning permission.

Duration of planning permission in principle

Section 59 of the Town and Country Planning (Scotland) Act 1997 allows provision for the Planning Authority to vary the time period for the commencement of development. Due to the scale and nature of the development it is considered appropriate to allow the commencement of development to be set at a time of 5 years from the grant of planning permission. It is also appropriate to allow the submission of the subsequent approval of matters specified in condition within an extended period of 10 years. This is to take account of the scale and nature of the proposals.

Overall conclusion

The proposal is acceptable with regard to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as subject to conditions and reserved matters it will not harm the setting of listed buildings in proximity to the site.

Particular regard has been given to the agent of change principle in assessing the proposals under Section 41A of the Town and Country Planning (Scotland) Act 1997. It is considered to have been demonstrated that sufficient measures to mitigate, minimise and manage the effect of noise to the proposed noise sensitive development from Edinburgh Airport and the Royal Highland Showground, have been either included within the proposal, or will be included at Approval of Matters Specified in Conditions (AMC) stage. The proposal is acceptable with regard to Section 41A of the Town and Country Planning (Scotland) Act 1997 (as amended).

The proposed housing-led mixed-use development is supported by Local Development Plan - City Plan 2030 policy Hou 1, Housing Proposal H61, policy Place 16, and NPF 4 policy 16. It will contribute towards the creation of a new urban quarter, and it is compatible with the West Edinburgh Development Principles, as guided by the West Edinburgh Placemaking Framework and Strategic Master Plan. As the proposal is found to accord with these principles, subject to conditions, the reservation of the details of matters such as scale, form and design, phasing, amenity, transport and flooding, and the conclusion of a suitable legal agreement, the proposal is acceptable in principle.

Matters raised by other development plan policies in relation to design, layout, landscape, placemaking, open space, heritage, transport and infrastructure, amenity, and environmental considerations such as climate change, biodiversity, protected species and water management, have been addressed by the proposal in sufficient detail at this in principle stage. A sufficient level of detail has been articulated by the parameter plans, design and access statement and other supporting documentation to give confidence to the planning authority that the proposal, subject to securing detailed designs through multi-stage planning applications and the attached conditions, is compliant with the applicable requirements and policy aspirations of the development plan.

The EIA Report is comprehensive in its scope and content and demonstrates that no unacceptable adverse effects will result from the proposal as a result of the embedded mitigation and other mitigation measures at the construction stages.

Subject to conditions and the conclusion of a suitable legal agreement, the proposal complies with the applicable requirements and policy aspirations of the development plan. No other material considerations have been identified that outweigh this conclusion. It is therefore recommended that this application be granted.

Section C - Conditions/Reasons/Informatives

The recommendation is subject to the following;

Conditions

1. The development to which this planning permission in principle relates must be begun not later than the expiration of five years beginning with the date on which this planning permission in principle is granted. If development has not begun at the expiration of this period, then the planning permission in principle lapses.
2. Application for the approval of matters specified in condition must be made before whichever is latest of the following:

- (i) the expiration of ten years from the date of the grant of the permission,
- (ii) the expiration of 6 months from the date on which an earlier application for the requisite approval was refused, and
- (iii) the expiration of 6 months from the date on which an appeal against such refusal was dismissed or, where the earlier application is the subject of a review by the Council's Local Review Body, the expiration of 6 months from the date of the notice of the decision to uphold the determination, and may be made for
 - (a) different matters, and
 - (b) different parts of the development, at different times.

3. The planning permission in principle hereby permitted shall be carried out broadly in accordance with the following approved parameter plans:

03A - Access and Movement Parameter Plan

04A - Plot Use Parameter Plan - further refinement of Plot 7 to be brought forward at detailed application stage.

05A - Height Parameter Plan.

07A - Landscape Framework Plan

4. Prior to the commencement of the Enabling Works the following details shall be submitted and approved by the Planning Authority:

- (a) A plan and list of the proposed Enabling Works including phasing of such works.
- (b) Ecological mitigation.
- (c) Tree protection measures and details of tree removal.
- (d) Site investigation and remediation.
- (e) Access routes for the carrying out of enabling works.
- (f) Details of groundworks and soil movement.
- (g) Enabling Works Traffic Management plan.
- (h) Airport safeguarding matters.
- (i) Archaeological evaluation.

Thereafter the Enabling Works shall be carried out in accordance with the approved details unless otherwise agreed in writing with the planning authority.

In this condition, Enabling Works means preparation works to make the Site ready for construction. Unless otherwise agreed with the planning authority, Enabling Works include (but are not exclusively limited to); site or ground clearance and preparation, surveying, environmental and hazardous substance testing and sampling, soil tests, remediation works, pegging out, tree protection, ecological survey and mitigation works, archaeological investigation, site clearance, ground improvement works, construction of boundary fencing or hoardings including for site security, demolition and removal of buildings and other structures, creation of temporary haul roads and enabling works accesses or other works or operations to enable any of these works to take place including site levelling and ground works.

5. The approved maximum development quantum(s) is listed below:
- Use Classes 1A, 4, 5, and 6 Commercial/Office: Maximum of 50,000sqm floorspace
 - Use Class 9 and Sui Generis: Up to 3,005 residential units
 - Use Class 7 Hotel: 1,020 beds delivered across two plots
 - Use Classes 1A, 3, 10, 11 and sui generis: Retail, a maximum of 5,300 sqm

floorspace

- Use Class 10 Education

6. Prior to the commencement of development, apart from the Enabling Works as defined in condition 4, a phasing framework plan for the entire application site shall be submitted and agreed by the Planning Authority. Thereafter development shall be commenced in compliance with the approved phasing framework, unless otherwise agreed in writing with the Planning Authority. The phasing framework shall include a plan identifying all phases of development and sub-phases, and the timing and sequencing of each phase and its component parts including:
- Location of individual sub-sites and minimum and maximum number of residential units and other land use floor space(s).
 - All accesses and vehicular, pedestrian and active travel links, including those identified in parameter plan 03A.
 - A Landscape, Biodiversity Enhancement, and Habitat Strategy and Management Plan for strategic open spaces, including all those identified on parameter plan 07A.
 - Details of a scheme of restoration for the Gogar Burn as defined by the West Edinburgh Placemaking Framework.
 - Details of a safeguarded primary school site measuring not less than 2.1 hectares.

The delivery of individual plots and sub-sites will then be carried out in accordance with the approved phasing framework.

Subsequent applications for each phase of the development shall be accompanied by the following supporting information:

- an updated phasing plan of the development site, including previous consents for the development;
 - updated Transport information, the scope of which will be agreed with the planning authority in consultation with the Roads Authority;
 - a Design and Access statement, detailing the layout, streets and spaces, accessibility, safety and security, sustainability and energy efficiency;
 - A landscape and visual appraisal reflective of the relevant phase and referencing previous consents for the development;
 - Details of management and maintenance of the landscaping, SUDS and open spaces; and
 - surface water management strategy;
 - A biodiversity enhancement plan;
 - Updated tree survey and details of tree protection and proposed removal.
7. Prior to the commencement of works on site for each phase of the development, details of the under-noted reserved matters shall be submitted to and approved in writing by the Planning Authority, in the form of a detailed layout of that phase of the site and include detailed plans, section and elevations of the buildings and all other

structures.

Each application for Approval of Matters Specified in Condition must be supported by the following information unless agreed otherwise in writing with the Planning Authority;

- A sustainability statement which fully details the sustainability measures incorporated within the scheme.
- A noise and vibration impact assessment should be provided with each detailed application which outlines the noise impacts associated with the proposal, ensures that noise impacts are considered within each application and mitigation recommended where necessary (including from proposed commercial operations/sports pitches).
- A flood risk assessment should be provided in the phase that includes restoration of the Gogar Burn as defined by the West Edinburgh Placemaking Framework.

Approval of Matters, the details of which must be addressed in approval of matters specified in conditions application(s) to the planning authority, are as follows:

a) Details of the layout, siting, design, form, density, height, tenure, and the number and mix of units, including the design of all external features and materials and appearance of all buildings and glazing specifications (including acoustic capabilities) and ground floor levels and finished floor levels in relation to Ordnance Datum; (consultation with Edinburgh Airport on building heights will be undertaken).

b) Details of all roads, footways, cycleways, servicing and layout of car parking, cycle parking, provision and other parking to include:

- (i) Transport Information based on the transport infrastructure proposed including the general traffic route through the site and parking levels proposed with mitigation measures for both the construction and operation of the proposed development.
- (ii) Design of all access points into the site.
- (iii) Details of the provision of footpaths and cycle routes within and connecting to the surrounds of the site, including connections to be provided to neighbouring land in Place 16 and the timescales for their implementation.
- (iv) Location of roads and servicing.
- (v) Cycle parking and car parking details including, city car club parking spaces, disabled spaces, electric charging points. This should include a breakdown attributed to each use class within the application. For the avoidance of doubt the maximum number of car parking spaces across the entire site shall not exceed 1,002 of which residential shall not exceed 751.
- (vi) any road adjacent to the railway boundary, detailed plans and sections (in consultation with Network Rail).

c) Landscaping and Open Space information, including:

- (i) Existing and finished ground levels in relation to Ordnance Datum;
- (ii) Existing and proposed services such as cables, pipelines, substations;
- (iii) Updated tree survey and any subsequent tree removal and tree protection measures;
- (iv) Location and detailed specification of all mounding, walls, fences, gates, boundary treatments, any other hard landscape treatments and materials to be used;
- (v) Provision of a range of play equipment to serve a diverse number of users
- (vi) The location of new trees, shrubs, hedges, grass seeding, bulbs, and other planting;
- (vii) A schedule of plants to comprise species, plant size and proposed number and

density;

(viii) Programme of phasing including a landscape management plan including schedule for implementation and maintenance of planting scheme - this should include any proposals for the future adoption of the landscaping/ parks by the City of Edinburgh Council;

(ix) All other structures such as street furniture, including lighting columns and fittings.

f) surface water management plan and Sustainable Drainage Scheme (SuDS);

g) a refuse and recycling strategy for the each of the buildings, including the identification of internal storage areas and collection points;

h) Existing and finished site and ground levels in relation to Ordnance Datum and inclusive of site sections to be informed by a topographical survey.

i) Daylight, privacy and overshadowing information to assess the impacts on existing and proposed residential dwellings.

j) An Affordable Housing Statement setting out how affordable housing will be provided on site including delivery, tenure, and location of units.

k) i) Site investigation/decontamination arrangements:

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, 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 required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

ii) 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 for the approval of the Planning Authority.

m) Details of ventilation for commercial cooking operations (Use Class 3, public house, hotel, hot food take-away) in each of the buildings, which should be accommodated within an internal service core, and a ventilation strategy for each of the buildings that does not rely on the creation of vents or flues on external elevations of the buildings; All mitigation measures should be agreed in writing with the Planning Authority and be installed and operational prior to start of operations on site.

n) Full details of any solar PV scheme including a Glint & Glare Assessment;

o) For sports areas details of floodlighting including any glare and light spillage mitigation.

p) a scheme for public art in the town centre and public realm.

8. Prior to commencement of development, including the Enabling Works identified in CONDITION 4, a Radiological Walkover Survey report shall be submitted for the consideration of the planning authority and shall be carried out to a methodology submitted and approved in consultation with SEPA. The survey shall be completed in accordance with The Radioactive Contaminated Land (Scotland) Regulations 2007 (as amended). Any radioactive material or radioactive waste arising shall be regulated in accordance with the Environmental Authorisations (Scotland) Regulations 2018.

Where recommended by the Radiological Walkover Survey report, a detailed remediation strategy shall be submitted for the written approval of the planning authority. The development shall not commence until the planning authority has approved the Radiological Walkover Survey and any associated remediation works in writing. Prior to the occupation of the development a validation report confirming that all necessary remediation works have been undertaken shall be submitted for the written approval of the planning authority.

9. The development hereby permitted shall be carried out broadly in accordance with the principles and requirements of the mitigation measures set out in the EIA Report accompanying the planning application unless provided for in any other condition attached to the permission. If development is to be phased, then a revised schedule of mitigation must be submitted for approval prior to commencement of development of each phase after the first.
10. 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.
11. No part of the development shall be occupied until such time as a Travel Plan relating to that part of the development has been submitted to and agreed with the Planning Authority. The Travel Plan shall identify proposed mode share targets, the measures to be implemented to achieve these and the mechanism for implementing and monitoring the Travel Plan.
12. Submission of a Construction Management Strategy Development shall not begin until a construction management strategy has been submitted to and approved in writing by the Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:
 - details of the area(s) subject to construction activity and the storage of materials and equipment
 - details of cranes and other tall construction equipment (including the details of obstacle lighting)

- Such schemes shall comply with Advice Note 4 'Cranes' (available at <http://www.aoa.org.uk/policycampaigns/operations-safety/>).
- details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
- control and disposal of putrescible waste to prevent attraction of birds- site restoration.

The approved strategy (or any variation approved in writing by the Planning Authority) shall be implemented for the duration of the construction period

To ensure that construction work and construction equipment on the site and any adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Edinburgh Airport and endanger aircraft movements and the safe operation of the aerodrome.

13. Development on each phase shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority for each phase of development. The submitted plan shall include details of:
 - management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards.'
 - monitoring of any standing water within the site temporary or permanent - physical arrangements for the collecting (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.
 - Signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted

14. Before development commences on each phase of development details of the permanent lighting scheme(s) for the development shall be submitted to the Planning Authority for their written approval. Lighting schemes should be of a flat glass, full cut off design, mounted horizontally, and shall ensure there is no light spill above the horizontal. The approved lighting scheme is to be implemented upon completion of the development, no subsequent alterations shall take place unless first submitted to and approved in writing by the Planning Authority.
15. Prior to the commencement of development, the applicant must provide a phasing plan and details of suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. Details of the proposed fencing shall be submitted to the planning authority in consultation with Network Rail the development shall be carried out only in full accordance with such approved

details.

16. No development shall take place on site until such time as a construction method statement, including plant movement and machinery positioning, has been agreed by Network Rail and approved by the planning authority. Details of all changes in ground levels, laying of foundations, operation of mechanical plant and compounds in proximity to the rail line must be included.
17. Prior to the commencement of development of each phase, including Enabling Works, a Construction Environment Management Plan shall be submitted for the approval of The Planning Authority. The site wide plan should include but not be limited to:
 - a) risk assessment of potentially damaging construction activities;
 - b) identification of "biodiversity protection zone";
 - c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction including transport and traffic on the surrounding road network, air quality, noise and vibration (may be provided as a set of method statements);
 - d) the location and timing of sensitive works to avoid harm to biodiversity features;
 - e) the times during construction when specialist ecologists need to be present on site to oversee works;
 - f) responsible persons and lines of communication;
 - g) the role and responsibilities on site of an Ecological Clerk of Works or similarly competent person;
 - h) use of protective fences, exclusion barriers and warning signs;
 - i) risk assessment and consideration of any sensitive noise and vibration receptors;
 - j) demonstration of compliance with the approved site wide construction and environment construction Plan;

Thereafter, the approved CEMP shall be adhered to in full.

18. Unless otherwise agreed in writing with the planning authority the development shall be carried out in accordance with the landscaping scheme as approved through phasing plan(s) and reserved matter applications and shall be fully implemented within the first planting season of the completion of the relevant block of development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.

Reasons

1. To accord with Section 59 of the Town and Country Planning (Scotland) Act 1997.
2. In order to ensure applications for approval of matters specified in condition are made timeously and in accordance with section 41 (1) (c) of the Town and Country Planning (Scotland) Act 1997.

3. In the interest of securing an appropriate development on the site.
4. To facilitate preparation of the site for construction and early delivery of the development.
5. To ensure the development accords with the parameters of the EIA assessment.
6. To ensure the site is designed, developed, and delivered cohesively with the parameters of the approved development.
7. To ensure the management and implementation of environmental mitigation measures as set out in the EIA Report.
8. Due to the nature of previous operations on the site.
9. To ensure the management and implementation of environmental mitigation measures as set out in the EIA Report.
10. In order to safeguard the interests of archaeological heritage.
11. To reflect the requirements of national planning policy.
12. To ensure that construction work and construction equipment on the site and any adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Edinburgh Airport and endanger aircraft movements and the safe operation of the aerodrome.
13. It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.
14. It is necessary to control the permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.
15. In the interests of public safety and the protection of Network Rail infrastructure.
16. To protect the stability of the adjacent railway embankment, the adjacent railway lines and the safety of the rail network.
17. In order to ensure that the construction and development phases of the site works are undertaken so as to mitigate its impact(s) on sensitive receptors, transport infrastructure, and to protect the existing biodiversity and landscape of the site and its immediate surroundings.
18. In order to ensure that the approved landscaping works are properly established on site.

Informatives

It should be noted that:

1. Where infrastructure cannot be delivered by the developer directly, developer contributions will be sought where considered necessary to mitigate any negative impacts (either on an individual or cumulative basis). Infrastructure requirements identified include:
 - Transport proposals and safeguards (Part 4, Tables 3-10) and/ or interventions identified in transport assessments and/or transport consultations;
 - Education provision including new schools, early years nursery proposals, school extensions etc. (Part 4, Table 11);
 - Primary healthcare infrastructure capacity (Part 4, Table 12);
 - Greenblue network actions (Part 4, Table 1); and
 - Infrastructure of a regional scale were identified as part of a national or regional spatial strategy or as a Regional Spatial Priority as set out in NPF4.

The West Edinburgh Placemaking Framework which was approved by Planning Committee on 13 November 2024 identifies infrastructure requirements and potential delivery mechanisms and timing taking cognisance of infrastructure first principles set out in NPF4.

Planning conditions have been applied taking cognisance of the six tests set out in Circular 1998: The Use of Planning Conditions in Planning Permissions where they need to be: necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, and reasonable in all other respects.

Similar considerations apply to the use of planning obligations where Circular 3/2012: planning obligations and good neighbour agreements where five tests where they need to be: necessary to make the proposed development acceptable in planning terms (paragraph 15); serve a planning purpose (paragraph 16) and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans; relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area (paragraphs 17-19); fairly and reasonably relate in scale and kind to the proposed development (paragraphs 20-23); and be reasonable in all other respects (paragraphs 24-25).

Education

The LDP identifies educational infrastructure requirements including:

- Additional primary school capacity -9 x streams of Primary School provision and associated nurseries across the Place Policy 16 area (EWE 4/5). This shall include Primary Schools on both the application site Crosswinds (H61) and nearby land at Housing Proposal H63; and

- Additional secondary school capacity - A new secondary school and associated community facilities (including healthcare, public library, sports pitches and leisure and recreational facilities) is required to ensure education infrastructure is in place to serve this proposal and wider development in Place Policy 16. This school shall have an initial capacity of 1200 pupils but shall be designed and built from the outset so it can be subsequently expanded to accommodate 1800 pupils (EWE 10).

Where a development site includes the land safeguarded for a new school, the site will be secured as part of a legal agreement. The value of the land, as well as the cost of servicing and remediating the site (if appropriate), will be credited against that site's overall contribution requirement once the Council has confirmed that the new school will be delivered.

The total cost of primary school infrastructure is £106,896,672 and the total cost of secondary school infrastructure is £81,898,740. It is estimated in the LDP that this application will deliver 2,500 housing units, of which 1,200 are greater than one-bedroom units generating a requirement for educational infrastructure. This equates to 21.3% share of primary school infrastructure and 21.2% of secondary school infrastructure across west Edinburgh. The proportion of developer contributions equates to £22,812,968 for primary school infrastructure and £17,392,255 for secondary school infrastructure respectively. The total amount of developer contributions for educational infrastructure is £40,205,223 This will be secured through a planning obligation.

Transport

LDP Place Policy, Place 16 West Edinburgh advocates the need for a cumulative Transport Contribution Zone to address area wide transport interventions identified through the City Plan Transport Appraisal and the West Edinburgh Transport Appraisal (WETA) / West Edinburgh Transport Improvement Programme (WETIP) package of measures identified to bring cross boundary and strategic improvements to public transport and active travel as well as WETA actions previously identified to enable development at West Edinburgh. This approach has been accepted by Scottish Government Reporter's at Examination and by Scottish Ministers in issuing their direction to adopt the plan. Measures are individually identified in Part 4, Table 8 West Edinburgh Improvements. The Transport Assessment for the Local Development Plan - City Plan 2030 and transport chapter in the EIA assume that the baseline position is that WETA/WETIP infrastructure measures have been implemented. Whilst some of the measures have been implemented there are interventions that will require to be delivered as part of any infrastructure mitigation package.

Actions expected to be funded via developer contributions with apportionment of estimated costs include:

- WE5 - Gogar to Maybury additional eastbound traffic lane (R5) (£7,000,000, £628.03 per housing unit, 3,005 x £628.03 = £1,887,230);
- WE6 - Maybury Road Approach to Maybury Junction - bus priority measure (costs to be confirmed if required);
- WE10 - Active travel route west of Maybury to city and West Edinburgh Links (£2,277,136.80, £204.30 per housing unit, 3,005 x £204.30 =£613,922);

- WE14 - Upgraded Bus interchange facility at Ingliston P+R (£5,000,000, £44.86 per housing unit, 3,005 x £44.86 = £134,804);
- WE15 - Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips (£3,000,000, = £269 per housing unit, 3,005 x £269 = £808,345);
- WE16 - Improved northern and southern orbital bus routes from Maybury (via Maybury Road and Edinburgh Park respectively) (£6,500,000, £583 per housing unit, 3,005 x £583 = £1,751,915);
- WE17 - Bus Priority South West Edinburgh (£490,000, £44 per housing unit, 3,005 x £44 = £132,220);
- WE19 - Segregated public transport route - West alignment - using safe guarded tram line (£18,000,000, £1,615 per housing unit, 3,005 x £1,615 = £4,853,075);
- WE20-Segregated public transport route South - Harvest Road (£1,000,000, £90 per housing unit, 3,005 x £90 = £270,450);
- WE21- Segregated public transport route South - Newbridge (£8,500,000, £763 per housing unit, 3,005 x £763 = £2,292,815);
- WE 26 - connectivity linking across West Edinburgh Framework Area - proportionate cost to be attributed to the site - further feasibility and costings to be developed; and;
- Northern - East/ West access - connectivity to the north of the site linking across the West Edinburgh Framework - further feasibility and costings to be developed.
- Gogar Roundabout Northern Arm interface and connection to Myreton Drive - further feasibility and costings to be developed for the alterations to this access including phasing and delivery options

Several identified improvement proposals will be delivered as part of the development layout, and these are considered further in the section on Planning conditions below. There are a number of transport interventions that are required to provide connections between the development areas within Place 16. The Council may consider the use of Compulsory Purchase for these actions, and this would be further reported to Council as required.

Tram

Further detail in respect of the tram contributions sought is contained in the Council's Finalised City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery December 2024, Part Three Transport - Addendum 5 Shared Mobility "Tram - Operation Tramlines".

Tram contributions have been calculated using Table C3.2 'Land Use and Floorspace - as applied to this EIA' of the Lichfields Land to the south-west of Meadowfield Farm, Turnhouse Road, Edinburgh Volume 1: EIA Report (January 2024) and the applicant will be required to contribute the sum of approximately £11,521,335 to the Edinburgh Tram.

Controlled Parking

The applicant/future applicants will be responsible for re-imbursing all reasonable costs incurred by the Council, as roads authority, in promoting and implementing necessary

traffic orders to control parking in the development.

Healthcare

The LDP identifies the need for developer contributions to deliver healthcare provision to support the level of development outlined within West Edinburgh. Contributions will be applied through a cumulative contributions zone drawing on the conclusions of the Council's Healthcare Appraisal.

The actions set out in Table 12 are to be addressed through Policy Inf 3 include:

- A new medical practice; and
- Potential extension options for existing practices at Parkgrove, East Craigs, Ladywell East and Ladywell West.

Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £18,214,636.74.

The cost attributable to H61 is $3,005 \times £1,682.49 = £5,054,410$.

Affordable Housing

In line with LDP policy Hou 2 affordable housing of at least 35% of the total units will need to be secured through a legal agreement. The Council's Affordable Housing Service advises that the proposal is acceptable subject to conclusion of a legal agreement.

Open Space

LDP Environment Proposal BGN55 (Crosswinds Play facilities and open space) states that the development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served by play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.

The WEPF text for BNG55 Open space and play facilities refers to the requirement for a Multi-Use Games Area (MUGA) and skatepark at Crosswind (H61) as part of the strategic open space provision. Suitable conditions and measures for the adoption of any strategic/ significant open space within the development will be required. There is a requirement for a suitable legal agreement to address matters relating to the future adoption of these spaces.

Supplementary Guidance status

Given that this report is being published in advance of the 2024 Supplementary Guidance on Developer Contributions and Infrastructure Delivery being reported to Planning Committee on 11 December 2024 some flexibility is required on the application of contributions. Committee are therefore requested to accept the general principles of the Infrastructure Delivery with some built-in flexibility to allow the Chief Planning Officer to adjust the payment amounts and delivery options to secure the necessary infrastructure in the formation of the appropriate Legal Agreements.

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. For the duration of development, between the commencement of development on the site until its completion, a notice shall be: displayed in a prominent place at or in the vicinity of the site of the development; readily visible to the public; and printed on durable material.
5. The applicant should note the following matters identified by the Roads Authority:
 1. 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. In that regard the applicant should note:
 - a. A Quality Audit to be submitted prior to the grant of Road Construction Consent. It is recommended that Quality Audits are carried out prior to submission of detailed applications or shortly thereafter to ensure that proposals are acceptable in relation to Road Construction Consent and to avoid abortive work;
 - b. details of lighting, drainage, Sustainable Urban Drainage, materials, structures and layout will be required;
 - c. particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
 - d. adoptable areas are expected to include all areas from back edge of footway to back edge of footway and will include any parking spaces adjacent to the carriageway. The applicant must note that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;
 - e. commencement of building works or construction of roads without Road Construction Consent may constitute an offence;
 - f. the Council will not accept maintenance responsibility for underground water

storage/attenuation.

g. For the avoidance of doubt, the submitted Street Typology is not approved at this stage and will require detailed design in relation to applications for road construction consent and other permits and approvals

2. The proposed site is on or adjacent to the operational Edinburgh Tram. To ensure that work on or near the tramway is carried out safely, it is necessary to obtain authorisation to agree a safe system of work. It is a legal obligation to comply with the Authority to Work (AtW) process whilst working on or near the tramway. See <https://edinburghtrams.com/atw> The applicant should note that restrictions on working hours may require overnight working thereby increasing costs;
3. The applicant should note that various traffic and other orders will be required, including waiting and loading restrictions, controlled parking zone, parking controls, 20mph speed limits, redetermination, and stopping up. Separate application for these orders will be required;
4. The applicant should note that new road names will be required for the development, and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity. Road names are particularly relevant to the progression of traffic and other orders;
5. The applicant should note that the proposed development lies on or adjacent to a 'traffic sensitive street' and that this may affect the method and timing of construction, including public utilities - see <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/2>;
6. The applicant should consider registration of the site under the Considerate Constructors Scheme;
7. The applicant should be required to submit a management plan for construction transport in support of each phase of development.
6. The applicant should note the following further matters raised by SEPA:
 1. The applicant should consider further work on ambient air quality monitoring to validate the modelling contained with the EIA Report. There is also the potential of impact upon local air quality from particulate emissions associated with construction activities and exhaust emissions from HGV movements and mobile plant as well as the likelihood for a short-term impact on traffic density/ flow during the construction phase. Although this is not likely to have a long-term significant impact on local air quality, any conditions, which we consider should be applied, relating to a dust management plan (DMP) during construction should be enforced.
 2. The flow estimate used in the report is derived using catchment descriptors rather than using the observed flow data from the Gogar Turnhouse gauge. SEPA understands this gauge has only recently become suitable for use in Qmed analysis, however where observed data is available this should be used within the flow estimation.
The flows in any subsequent flood risk analysis should be updated to make best use of the available data when informing the final site layout.

7. The applicant should note the below advisory information regarding airport safeguarding:
- The proposed development has already had an IFP Safeguarding Assessment carried out, therefore should any final building design differ from the drawings submitted for this assessment, this will require re-assessment.
 - The Bird Hazard Management Plan would be required to include details of the management of all roofs within the site which may be attractive to nesting, roosting and "loafing" birds. This is a requirement in order to avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of birds and an increase in the bird hazard risk of the area. I attach some guidance in relation to Wildlife Hazard Management, which has been written by our Wildlife Management Consultants, and draw your attention to the advice on Green and Brown Roof Spaces.
 - Cranes or tall construction equipment required during the build would need an operating permit from the airport and will be subject to a separate IFP Assessment. This can be arranged by contacting Edinburgh Airport Safeguarding safeguarding@edinburghairport.com.

Any Sustainable Urban Drainage proposals must comply with Advice Note 3 'Wildlife Hazards'. The submitted Plan shall include details of:

- Attenuation times
- Profiles & dimensions of water bodies
- Details of marginal planting

8. The applicant should take the following Network rail matters into account:

A. No means of access to the railway or Network Rail assets shall be obstructed at any time during and after the construction of the development.

B. Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

- Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's asset protection engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's asset protection engineer and are subject to a minimum prior notice period for booking of 20 weeks. It is advised that applicants get in contact with Network Rail as early as possible to avoid delays to their anticipated timescales.

Further information regarding working on or near the railway can be found on the Network Rail website.

The developer must contact our asset protection engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer

151 St. Vincent Street, GLASGOW, G2 5NW
E-mail: AssetProtectionScotland@networkrail.co.uk.

C. In relation to the road adjacent to the railway boundary, an assessment for vehicle incursion should be carried out. Where a potential risk of vehicle incursion is identified, appropriate vehicle mitigation design and installation must be undertaken to ensure that there is no potential for vehicles to encroach on to the railway should they collide with the boundary fencing.

9. The applicant should note the following matters relating to the Edinburgh Tram:
 1. Careful consideration will also be required in relation to the construction methodology in relation to the maximum height and weight of construction plant and the need for that to cross the tram lines. The maximum axle loading is 11.5t per axle, and the maximum height is 4.9m on the existing crossing points. Any plant movements outwith these parameters will require special authorisation (in advance) and will likely be restricted to overnight when the overhead power lines can be isolated and protective measures taken.
 2. Authority to Work permit(s) will be required to undertake the construction work in close proximity to the tram infrastructure. These can be applied for via our website
at: <https://edinburghtrams.com/atw>.
 3. The depot access road design arrangements need to cater for extra-long vehicles delivering trams to the depot.

Background Reading/External References

To view details of the application go to the [Planning Portal](#)

Further Information - Local Development Plan

Date Registered: 2 February 2024

Drawing Numbers/Scheme

01,02A,03A,04A,05A,07A,08.

David Givan
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer
E-mail: sean.fallon@edinburgh.gov.uk

Appendix 1

Summary of Consultation Responses

NAME: Cramond and Barnton Community Council

COMMENT: Objections on the grounds that:

- The proposal will increase traffic congestion;
- The proposal should be conditional on completion and full operation of all WETIP junction and road improvement projects;
- The proposal must comply with infrastructure first principles.

DATE: 13 February 2024

NAME: Ratho and District Community Council

COMMENT: Objects. Is concerned about:

- Impact on traffic congestion;
- Emergency service vehicle access to the site;
- Low parking provision will result in overspill parking to other areas;

If minded to approve the application, infrastructure as specified must be provided.

DATE: 17 March 2024

NAME: Affordable Housing

COMMENT:

The applicant proposed 35% affordable housing which will be secured by a Section 75 Legal Agreement.

- o The tenure type and location of the affordable homes, are subject to the agreement of the Council.
- o The applicant has an aspiration to provide 70% of the affordable homes as Social Rent, but this is dependent on the available grant or other available finance to facilitate this.
- o The Council will seek to have the applicant to work with the providing partner RSL's to ensure that the affordable homes meet the design standards and requirements.
- o The applicant will be required to enter into a Section 75 legal agreement to secure 35% of the affordable housing on site.
- 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.

DATE: 30 April 2024

NAME: Archaeology

COMMENT: No objections, subject to the application of conditions as specified.

DATE: 9 April 2024

NAME: Communities and Families

COMMENT: No objection noting the below matters:

- A contribution of £22,812,968 (Q4 2022) is required towards new primary school(s) including early learning and childcare places.
- A contribution of £17,392,255 (Q4 2022) is required towards new a secondary school.

- A fully serviced and remediated 2.1 ha site for a primary school at nil cost to the Council is required. The school site should be free from any constraints.
- Land value and servicing and remediation costs can be credited against the site's overall contribution.
- The proposed school site, plot 7, is not acceptable because of its irregular shape and the surface water drain, and its corresponding exclusion zone, will severely restrict the developable area for the new school.
- The proposed primary school is intended to serve other housing developments in Place 16, most likely H59, H60 and H62 but this will not be determined until a statutory consultation to establish the new school and its catchment area is carried out.
- A new secondary school to accommodate pupils from Place 16, West Edinburgh sites is proposed in H63. Therefore, a road linking these sites to cross the Gogar Burn will have to be in place for pupils from H61, and H62, H60 and H59, to access secondary school.
- Limits on completions or occupations will be required until the link across the Gogar Burn is delivered to ensure pupils from the approved housing site and safely access the secondary school.

DATE: 27 November 2024

NAME: Environmental Protection

COMMENT: Concerns regarding:

- Noise levels at the site will harm the amenity of people living in the proposed residences, and may result in restrictions to the operations of Edinburgh Airport;
- The amount of car parking proposed will result in congestion and air quality impacts, with resultant impacts to two nearby air quality management areas;
- Siting residences nearby to a composting facility may impact on the composting facility's operations due to odour impacts
- The issue of airport fumes to the residents of proposed dwellings has not been suitably considered and remains an amenity concern.

Should the application be granted, this should be done with subject to conditions as specified.

DATE: 6 June 2024

NAME: Edinburgh Airport

COMMENT: No objections subject to the application of conditions as specified.

DATE: 27 February 2024

NAME: Historic Environment Scotland

COMMENT: We do not object to the proposed development. Although we consider that the proposals are likely to result in a significant impact on the setting of Castle Gogar. However due to the mitigation measures outlined in the application we do not consider that these impacts raise issues for the national interest to such an extent that we would object to the planning application.

We are content that the proposals will not result in significant impacts on other heritage assets within our remit within the vicinity of the development.

DATE: 5 April 2024

NAME: Network Rail

COMMENT: No objections subject to the application of conditions and informatives as specified.

DATE: 15 March 2024

NAME: Nature Scot

COMMENT: The proposed development does offer good potential for green space, connectivity and biodiversity enhancement, however there remains some uncertainty over the proposals for the new Gogarburn parkland and the Gogarburn.

The development is of relatively low risk to protected species, however badgers may be foraging in the area and so badger survey work is required. It might also be useful to liaise with neighbouring ecologists over their otter species protection plan. The site includes a section of the Gogarburn and associated parkland, potential construction impacts are small other than the planned outfalls. A HRA is to be carried out regarding the neighbouring 'West Town' development and this could incorporate this section of land.

DATE: 12 March 2024

NAME: Scottish Water

COMMENT: Currently sufficient capacity in the Marchbank Water Treatment Works to service the development. Currently sufficient capacity for a foul only connection in the Newbridge Waste Water Treatment works. Scottish Water will not accept any surface water connections into our combined sewer system.

DATE: 12 November 2024

NAME: Scottish Environmental Protection Agency

COMMENT: No objection subject to the application of conditions as specified.

DATE: 11 March 2024

NAME: Edinburgh Trams

COMMENT: Overall supportive, however concerned about :

- additional traffic impact to Gogar Roundabout
- drainage and flooding impacts near to Myreton Drive
- the road safety impacts of increased traffic volumes on Castle Gogar Access Road
- vehicle queuing at Myreton Drive
- the need for extra long vehicles to access to tram depot
- noise impacts to residents at plots 9, 10, and 11 from the tram depot
- height and weight maximums for pant crossing tram lines
- Authority to Work permits

DATE: 13 February 2024

NAME: Transport Scotland

COMMENT: No objections, subject to the application of conditions as specified.

DATE:

NAME: Scottish Government

COMMENT: No comments.

DATE:

NAME: Roads Authority

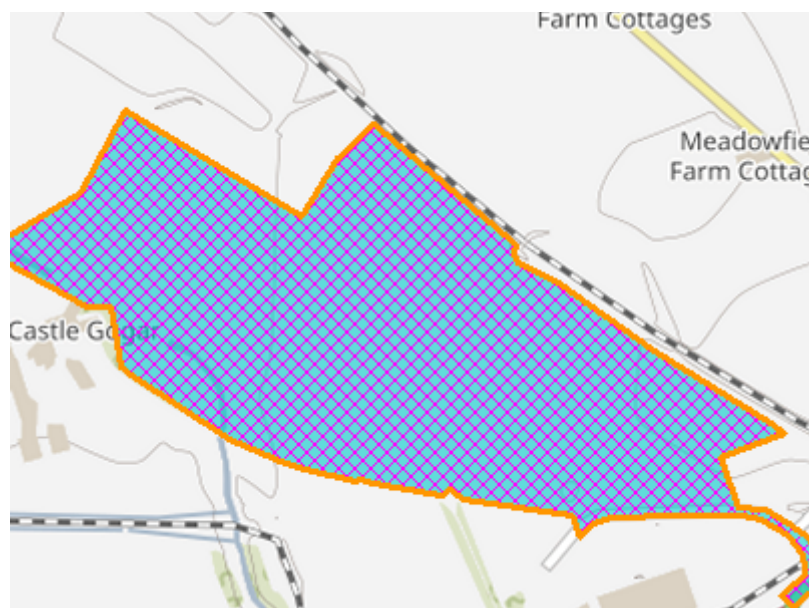
COMMENT: No objection to the proposal subject to the delivery of required transport mitigation that is identified in the LDP and required to support development at this site. Recommend the applicant should be required to make financial contributions towards

transport mitigation and the Edinburgh Tram. The applicant should note a number of advisory comments including reference to: further information requirements for detailed applications; Travel Plan requirements; advice relating to Road Construction Consent; Car Club provision; parking details; work at the interface with the Edinburgh Tram; electric vehicle charging advice; street naming and numbering procedures; maintenance arrangements of drainage and SUDS; and construction advice in relation traffic and other management matters.

DATE: 9 December 2024

The full consultation response can be viewed on the [Planning & Building Standards Portal](#).

Location Plan



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