

**Full Planning Application 04/03642/FUL**  
at  
**Harvesters Way**  
**Edinburgh**  
**EH14 3JH**

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**Development Quality Sub-Committee  
of the Planning Committee**

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**1 Purpose of report**

To consider application 04/03642/FUL, submitted by Capital City Homes..  
The application is for: **Residential development of two to three bed  
apartments, 3 bed masionettes and 3 x 4 bed townhouses**

It is recommended that this application be **GRANTED** subject to the  
conditions in Appendix B.

**2 The Site and the Proposal**

**Site description**

The proposed development area is currently a vacant overgrown site. It was  
previously occupied by three blocks of flats but has been vacant for some  
time. It is bounded to the north and east by Harvesters Way, with the railway  
line beyond to the north, and a park beyond to the east. To the south there is  
flatted development and to the west the greenway.

**Site history**

The site was the part of a planning brief approved by the Council in January  
1998, for Wester Hailes Town Centre redevelopment. The application site  
was proposed for residential use. Proposals were to include adequate  
pedestrian links, car parking, open space and landscaping. Main  
recommendations were:

## *Urban Design Framework.*

*To the east of the Greenway the development should incorporate a centrally located informal circulation route of minimum width 20 metres, but expanding into linked open spaces as appropriate. This route should be overlooked by new buildings. The dwellings on the eastern boundary should address the main road and form a strong entrance to the site. The buildings on the western boundary should create a sense of enclosure to the Greenway and incorporate an area of open space.*

## *Detailed Design Considerations.*

*1. Building Line - Due to the proximity of the railway line, buildings on the northern boundary must be set back a minimum of 15m from the existing road line (Wester Hailes Park). This area must incorporate landscaping, including semi-mature trees to provide a measure of acoustic baffle.*

*2. Height - The maximum permitted height is 15m above ground level at ridge. The buildings on the east and west boundaries should be a minimum of 8m above ground level at eaves.*

*3. Mix - The site should contain a mix of dwelling types. A minimum of 40% of units should have three bedrooms or more. A minimum of 30% should be one or two bedrooms. A mix of tenure is encouraged.*

*4. Gardens - A minimum of 30% of units should have a private garden adjacent to the property. These gardens should be equivalent to no less than 100% of the gross floor area of the unit.*

*5. Landscape and Open Space - Informal landscape must be incorporated into the central circulation route. A public open space or recreational area should be located at the western end of the circulation route, adjacent to the Greenway.*

*6. Access and Parking - There must be no vehicular route through the site in any direction. An east-west pedestrian and cycle route should be provided in accordance with the attached drawing. Car parking should be provided on site in accordance with the Council's approved parking standards. A reduced standard of provision may be accepted if it can be demonstrated that car ownership among occupants is likely to be unusually low. Any space saved by such a reduction should be laid out for the benefit of the residents e.g. in the form of additional private open space.*

The Council Executive on 10 February 2004 and again on 14 December 2004 has approved the disposal of the site at Harvesters Way to Capital City Homes for housing development. Its acquisition is to be funded from the New Supply allocation from Scottish Executive in support of the proposed stock transfer.

The adjacent site to the west was the subject of a recent planning application as follows:

(Ref. No. 03/00341/FUL) The redevelopment of the site for leisure development comprising hotel, family leisure complex indoor/outdoor 5-a-side football pitches and car park. Granted 13/08/04.

(Ref. No. 03/02186/FUL) Partial change of use from leisure to community office. Granted 21/08/04.

## **Description of the Proposal**

### **Scheme 3**

It is proposed to erect a residential development of 168 units comprising of a mixture of one to four bedroom apartments, maisonettes and townhouses. The residential units are set out in two blocks (Blocks A & B) of development, each around a central courtyard with communal central drying areas and play areas. The scheme is predominantly three and four storey and has been based on a mix of traditional tenemental flatted properties and townhouses with pitched roofs. There are 54 ground floor units, over two thirds of which are main door entry and private gardens for all of the ground floor units. All of the main door access units are family units with the exception of a number of disabled one bedroom units.

The townhouses are predominantly located on the eastern side of block A and the western edge of block B creating an avenue into the development, which will be tree lined with a central landscaped open space and terminated by a public square/area of open space.

The proposal mixes accommodation with 60% for sale and 40% for affordable housing. The mix is proportionately distributed throughout the site.

There are 118 car parking spaces, all non-allocated with 5 disabled spaces. The central access area will be a home zone whilst the parking to the west and to the south will be shared surfaces and linked pedestrian/cycle access through the site.

In addition to the central drying greens/play areas within the blocks, there is a landscaped central area (320 square metres) in the avenue entrance from the north and public square/open space area (530 square metres) south of this to terminate the road and link to the pedestrian walkways. There will be pedestrian/cycle access from north to south and east to west through the site. The central square is proposed to include a piece of public art/sculpture (details to be submitted as conditioned). This results in open space excluding the private garden areas and parking of 15% of site and 22% including parking.

The materials proposed are reconstituted stone basecourse and gable and chimney elements. The walls are rendered with laminate panel detailing at upper levels and timber windows and metal balconies. The roofs proposed are reconstituted slate with chimney details and roof lantern details over the stairwells to give light, break up the roofs and add interest. The use of materials is constant throughout the development.

The road materials proposed are tegula block paving in a mixed random pattern, with contrasting colours to define the home zone and shared surfaces. It is proposed to use bollards to delineate where the car access terminates and feature as seating pedestals to the central area.

The proposed bins/recycling facilities will be external with the individual townhouses having their own facilities. Locations have been identified on the site plan. There are current discussions with waste management, who have advised that the following will be required:

Block A – 10 x 1280 litre containers for residual waste and 11 x 1280 litre containers for recycling waste.

Block B – 10 x 1280 litre containers for residual waste and 11 x 1280 litre containers for recycling waste.

A condition has been attached for full details to be submitted prior to commencement of works.

## **Scheme 2**

Scheme 3 is the same as scheme 2 with minor alterations made with regard to clarification of building details and materials, greater provision of main door ground access, unification of common stair elements and better co-ordination between elevations and plans. In addition a design statement was submitted for the final scheme.

## **Scheme 1**

The original application was a flatted residential development of 210 units comprising of a mixture of one to three bedroom apartments, maisonettes and townhouses. The development was 4, 5 and 6 storeys in height. The scheme incorporated public and private open space, a children's play area, new road access and car parking areas.

In relation to scheme 3, the development has the same footprint, but has been reduced in height and massing, the units have been reduced by 52 and the style has been radically altered from a very modern hard design incorporating external gangways to a more traditional streetscape of tenemental style and townhouses.

The car parking has been reduced accordingly in relation to the unit numbers and the car parking spaces along Harvesters Way have been greatly reduced as this street will become a bus route in the future.

## **Design Statement**

A statement was submitted with Scheme 3. The main points made are:

1. The context for the site is mainly 4 storey pitched roofed properties stretching up the hill to Wester Hailes Park. The design seeks to maintain this 4 storey datum, with occasion to drop to 3 storey where there are townhouses, or where the density is required to be lower.
2. The design promotes a defined route (pedestrian and cycle) through the site between Harvester's Way and the Greenway, the main artery from Wester Hailes Park to the local school, train station, retail and amenities. This allows a number of focal points to be developed instigating a central home zone environment between the two blocks, linking to a focal point (a meeting place and place for art) within the landscape and connecting to the route through.
3. Each block has a central landscaped area and play area. Its enclosed nature promotes safety for infants and secure neighbourhood through overlooking. There are a number of entrances to the rear garden which will be gated.
4. The juxtaposition of the neighbouring 4 storey buildings and the schemes 3-4 storey heights introduces a simplicity and uniformity to the design. The design incorporates 2 types of access other than the main door: the Corner Cores have a full height glazed entrance, making the threshold and creating a break in the elevation treatment; the Mid-Cores (those mid-terrace) have a two storey entrance feature, allowing the upper storey to glide over allowing the façade to flow. This introduces a uniformity where horizontal and vertical elements are not in conflict with each other, the language is simple and clear. This aims to provide a high quality environment with well defined access points, promoting both interest and clarity in the design.

## **3 Officer's Assessment and Recommendations**

### **DETERMINING ISSUES**

The determining issues are:

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

## ASSESSMENT

To addressing these determining issues, the following needs to be considered:

- a) whether the proposed use is acceptable in this location;
- b) whether the design, massing and scale are in keeping with the character and appearance of the area;
- c) whether there is a detrimental impact on residential amenity;
- d) whether there are any transport/road safety implications; and
- e) whether there are any implications for education and schools capacity.

a) The site is a designated housing site in the development plan, and a planning brief identifying the site for residential use was approved by the Council in 1998. The proposal does not strictly adhere to the planning brief in respect of recommendations for the northern building line, the mix of house types and an area of open space to the east of the Greenway.

The planning brief recommends that the northern properties are set back 15m from the road line with landscaping and trees to act as a acoustic barrier to the railway. The current scheme is set back approximately 8-9 metres from the road boundary (Harvesters Way). Harvesters Way is 20 metres wide and there are existing high trees and hedgerow along the northern edge of the road, and up the raised gradient towards the railway line. This is considered sufficient distance with adequate tree coverage to maintain residential amenity, both in respect of noise and visually.

The proposed mix in the planning brief recommended a minimum of 40% 3 and 4 bedroom properties. The proposal contains 35%. This breach is considered acceptable by the Housing Department. All other recommendations in the brief have been met.

The planning brief recommended a 20 m circulation route east of the greenway north to south opening up into open space linked to a square in the site to the west. The route has been achieved, although it is a shared surface with car parking rather than a purely pedestrian walkway like the existing greenway. This was largely due to the fact that a minimum of car parking was allowed to the north and east due to the bus route, and that the central areas within the courtyards are preferred to be car free people friendly zones. The proposed car parking has been broken up into groups and will be landscaped within the site and along the western boundary in order that it does not appear one large car park, and add to the visual amenity of the Greenway and the development site.

This route runs parallel to the greenway linking up at the south east corner allowing for pedestrian and cycle access from the park to the west through the site to the eastern boundary and linking with Harvesters Way. An application has now been approved on the western site (ref no. 03/00341/FUL), and instead of a square with boulevard through route to the west, there will be outdoor football pitches with a pedestrian access out into the Greenway. The open space in the current proposal has been provided alternately in the centre of the southern boundary linking the east to west access without drawing pedestrians through the development when leaving the football pitches. This works to terminate the car access from the west, east and north and link all the pedestrian/cycle pathways in an interesting and innovative scheme. This will be provided in detail, including materials to the satisfaction of the Head of Planning as a condition.

The planning brief was developed 7 years ago, and the development and local needs have also been assessed in light of current guidance and policies. The deviations from the planning brief are justified and the proposal largely meets the requirements as set down in 1998.

In the development plans, Wester Hailes has been identified as a priority area for regeneration where investment and commitment are required to address the environmental, social exclusion and economic problems. Along with neighbouring proposals coming forward this scheme will assist in addressing local needs. The Council Executive on 10 February 2004 and again on 14 December 2004 has approved the disposal of the site at Harvesters Way to Capital City Homes for housing development. Its acquisition is to be funded from the New Supply allocation from Scottish Executive in support of the proposed stock transfer.

The proposed use is acceptable in this location and will assist in meeting Edinburgh City Council's requirements for affordable housing in the city.

b) Scheme 3 radically reduced the height and massing and number of units as originally proposed in Scheme 1 to bring forward a development that works well within the site and complements the existing neighbourhood. The traditional design incorporates elements seen throughout the city. The area is predominantly 4 storey and the 3/4 storey proposal complements the area.

With regard to open space, 32% of the properties have private gardens. Outwith the garden areas, there is a further 14% open space excluding parking and 22% including parking. This is below the 20% policy requirement, but given the park areas to west and east, proposed football pitches to the west and the amount of private garden space, this infringement of policy is considered justified.

The proposal is in keeping with the character and appearance of the area.

c) The development complies with non statutory guidance in respect of Daylight, Sunlight and Privacy and has no impact on neighbouring residential properties. There is no undue impact on residential amenity. The amenity of the proposed units is considered good.

d) The proposal is located adjacent a proposed bus route and a train station. The public transport needs are adequately met.

Transport have no objections to the revised scheme subject to financial contributions towards a new bus stop and pedestrian crossing. The contribution required is £50,000. The applicants advised that they could do the works required themselves as part of the development, and so this has been attached as a condition. Transport have agreed.

The proposed development meets the council parking standards.

e) The schools within the catchment area have sufficient capacity to support the proposal. Education has no objections.

In conclusion, the proposal is acceptable in this location, is in keeping with the character and appearance of the area, has no due impact on residential amenity, meets the requirements in respect of parking, road safety and traffic implications and there is sufficient capacity within the neighbouring schools.

Under the Town and Country Planning (Notification of Applications) (Scotland) Direction 1997 a planning authority is required to notify the Secretary of State where land is in its ownership and it proposes to grant planning permission, where the proposed development does not accord with the development plan or there has been a substantial body of objections.

The proposals accord with the development plan and no representation has been received. Notification is therefore not required.

It is recommended that Committee approves this application subject to conditions relating to landscaping, details of play areas, materials, site survey, SUDs drainage and provision of a bus stop and pedestrian crossing.

Alan Henderson

**Alan Henderson**  
Head of Planning and Strategy

<b>Contact/tel</b>	Gayle Adams on 0131 529 3908
<b>Ward affected</b>	25 - Parkhead
<b>Local Plan</b>	South West Edinburgh
<b>Statutory Development Plan Provision</b>	Wester Hailes Partnership Area
<b>Date registered</b>	15 October 2004
<b>Drawing numbers/ Scheme</b>	32, 43-58 Scheme 3

**Advice to Committee Members and Ward Councillors**

The full details of the application are available for viewing on the Planning and Building Control Portal : [www.edinburgh.gov.uk/planning](http://www.edinburgh.gov.uk/planning).

If you require further information about this application you should contact the following Principal Planner, Linda Nicol on (0131) 529 3146. Email: [linda.nicol@edinburgh.gov.uk](mailto:linda.nicol@edinburgh.gov.uk).

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 4229/4239. Alternatively, you may e-mail [blair.ritchie@edinburgh.gov.uk](mailto:blair.ritchie@edinburgh.gov.uk) or [sarah.bogunovic@edinburgh.gov.uk](mailto:sarah.bogunovic@edinburgh.gov.uk)

**Application Type** Full Planning Application

**Application Address:** Harvesters Way  
Edinburgh  
EH14 3JH

**Proposal:** Residential development of two to three bed apartments, 3 bed masionettes and 3 x 4 bed townhouses

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## Consultations, Representations and Planning Policy

### Consultations

#### Housing

##### *Scheme 1*

*I refer to your consultation request dated 1st November 2004.*

*The Council's Affordable Housing Policy makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at Ward level other than for sites of over 500 units. In Parkhead Ward, in which the site lies, the provision for affordable housing within sites of more than 40 units is 0%. Affordable housing is therefore not required as part of this proposal under the terms of the affordable housing policy.*

*This department is pleased to support Capital City Homes in its application, as the provision of 84 units in this application will increase the supply of affordable housing in Edinburgh. This application also forms part of the new Supply of Affordable Housing which forms part of the funding provided for pre-Stock transfer redevelopment, and early decision for this application would be appreciated.*

*This applicants commended for the positive approach to the implementation of the Affordable Housing Policy and I would please to assist in any discussions regarding how the affordable housing will be provided.*

##### *Scheme 2*

*Housing comments were as for Scheme 1.*

*No further consultation was required for scheme 3 as the alterations were minor design details.*

## **Transport**

### *Scheme 1*

*Transport objected to this proposal due to not meeting parking standards, too much parking along Harvesters Way which is due to become a bus route, and a badly designed road layout without the scheme.*

### *Scheme 2*

*Transport advised that they have no objections to the proposals, subject to financial contributions towards a new pedestrian crossing and a bus stop. The financial contribution required is £50,000. The applicants requested that they would prefer to provide the pedestrian crossing and bus stop themselves as part of the development subject to agreement on location and details. This was agreed by transport and has been attached as a condition.*

*No further consultation was required for scheme 3 as the alterations were minor design details.*

## **Environmental and Consumer Services**

*The environmental impact of this application would normally warrant consideration by Environmental and Consumer Services. Unfortunately at this time, due to significant increase in this workload, we are unable to provide you with a response.*

*General conditions have been added to the application in respect of site investigations prior to commencement of works.*

## **Education**

### *School Capacities*

*This site is located within the catchment areas of Hailesland Primary School, Wester Hailes Community Education Centre, St. Joseph's Roman Catholic Primary School and St Augustine's Roman Catholic High School.*

*Hailesland Primary School, Wester Hailes Community Education Centre, St. Joseph's Roman Catholic Primary School and St Augustine's Roman Catholic High School are forecast to have adequate spare capacity to accommodate this development.*

*The forecasts are based on 2002 Start of Session School Rolls and housing completions identified in the Housing Land Audit 2001. Revised child to house ratios have been applied.*

### *Summary*

*There is spare capacity at the catchment schools to accommodate this development.*

## **East Of Scotland Water**

*No objections.*

## **SEPA**

*SEPA have no objection to the proposal in principle subject to the following considerations and conditions:*

### *Foul Drainage*

*1. There was no indication given in the application regarding the treatment of foul drainage from the proposed development. However, foul drainage from the proposed development should be connected to the public foul sewer. Connection to the sewer is subject to the approval of Scottish Water (SW) and permission to connect may depend on the availability of spare capacity. SEPA would request that the development does not proceed until a sewer connection has been agreed with SW.*

### *Surface Water*

*2. SEPA would request that any planning permission granted includes a condition requiring the applicant treat water surface water from the site in accordance with the principles of Planning Advice Note 61 and "Sustainable Urban Drainage Systems Manual for Scotland and Northern Ireland" CIRIA C521. Such measure include the use of porous surfacing for parking areas, filter drains, soakaways and roadside swales.*

*3. The surface water drainage arrangements will need to meet the requirements of SW, the Council and SEPA area staff. A suitable SUD based system should also be able to provide flow attenuation to satisfy your Council's requirements.*

*4. Temporary measures such as the provision of silt traps must be provided to deal with surface water runoff during construction and prior to the operation of the final SUDS. It is recommended that this aspect be covered by a planning condition.*

### *Landscaping and Construction.*

*5. Construction works associated with the development of the site must be carried out with due regard to the SEPA's pollution guidelines: prevention of water pollution and working at construction and demolition sites (PPG1 and PPG6). These publications are available free of charge on the SEPA website [www.sepa.org.uk/guidance/ppg/ppghome.htm](http://www.sepa.org.uk/guidance/ppg/ppghome.htm) or from any SEPA office. It is recommended that these guidelines be referred to in a planning condition.*

*6. There may be waste management licensing implications arising from the importation of waste materials such as soil for landscaping or for any other purpose. Generally, waste material can only be imported to a site if a waste management license is in effect or if an activity exempt from licensing has been registered with SEPA in accordance with the WASTE Management Licensing Amendment*

*(Scotland) Regulations. Similarly, any waste removed from a site must be deposited either at a suitably licensed site or at a site for which a relevant exempt activity has been registered. SEPA regards all soils, including topsoil, removed from sites as waste.*

7. *Where waste is either imported to or exported from a site, applicants and their contractors should be fully aware of the relevant requirements relating to:*

- (i) the transport of controlled waste by registered carriers*
- (ii) the furnishing and keeping of duty of care waste transfer notes*

## **Representations**

No representations have been received.

## **Planning Policy**

The property lies within the Wester Hailes Partnership Area within the adopted South West Edinburgh Local Plan and as a designated housing site (HSG12) in the Draft West Edinburgh Local Plan.

### **Draft West Edinburgh Local Plan**

Policies:

Policy H1 relates to housing development in the urban area;

Policy H3 relates to housing sites;

Policy H6 relates to affordable housing requirements;

Policy H7 relates to housing development quality;

Policy H8 relates to the requirements for open space in new housing developments;

Policy H9 relates to housing diversity;

Policy H12 relates to residential amenity;

Policy H16 relates to community facilities;

Policy DQ2 relates to environmental impact;

Policy DQ3 relates to sustainable development;

Policy DQ6 relates to design of new development;

Policy DQ7 relates to landscaping;

Policy IMP1 relates to phased development;

Policy T1 relates to accessibility of new development;

Policy T4 relates to the road network;

Policy T5 relates to public transport;

Policy T7 relates to pedestrians and cyclists.

Policy T8 relates to private car parking provision.

### **South West Edinburgh Local Plan**

#### Relevant Policies:

Policy WH1 supports the Wester Hailes Partnership and development proposals will be assessed in this context to aid regeneration of the estate.

Policy H1 supports the development of identified housing sites (HSG 1 - HSG 12) and encourages the development of other suitable housing sites, provided that proposals are in accordance with other local plan considerations including the need to safeguard land of recreational or landscape value.

Policy H3 expects new housing development to harmonise with, and reflect the particular character of, the surrounding area, if appropriate, and subject to a number of criteria.

Policy T5 requires development proposals to make specific provision for the needs of cyclists by ensuring easy access to the existing or proposed cycleway network and the provision of well designed cycle racks, where justified.

Policy T7 requires adequate provision of car parking in all new development by developers, in conformity with the Council's adopted standards.

Policy E5 requires all new buildings to make a positive contribution to the overall quality of the environment throughout South West Edinburgh in terms of materials, landscaping, setting and other matters.

Policy E21 requires open space to be provided in all new housing developments, principally as a single space in one accessible area in accordance with certain stated standards.

Non-statutory guidelines 'DAYLIGHTING, PRIVACY AND SUNLIGHT' set criteria for assessing proposals in relation to these issues.

Non-statutory guidelines 'ACCESS TO THE BUILT ENVIRONMENT' seek to ensure that development proposals and streetscape works take account of the needs of disabled people.

Non-statutory guidelines on 'COMMUNITY SAFETY' provides guidance on the community safety aspects of new development proposals in support of statutory development plan policies.

Non-statutory guidelines on 'OPEN SPACE REQUIREMENTS IN NEW DEVELOPMENT' set the required standards for open space provision.

Non-statutory guidelines on 'QUALITY OF LANDSCAPES IN DEVELOPMENT' sets detailed design principles for hard and soft landscaping, including the retention of existing features, and relates these principles to different types of development.

Non-statutory guidelines on 'AFFORDABLE HOUSING' sets out the requirements for the provision of affordable housing within housing developments.

Non-statutory guidelines on 'MOVEMENT AND DEVELOPMENT' establish design criteria for road and parking layouts.

Non-statutory guidelines on 'PARKING STANDARDS' set the requirements for parking provision in developments.

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## Conditions/Reasons associated with the Recommendation

### Recommendation

To recommend that this application be **Granted**

### Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site.
3. The approved landscaping scheme shall be fully implemented within six months of the completion of the development, and thereafter shall be maintained by the applicants and/or their successors to the entire satisfaction of the planning authority; maintenance shall include the replacement of plant stock which fails to survive, for whatever reason, as often as is required to ensure the establishment of the approved landscaping scheme.
4. A detailed specification, including trade names where appropriate, of all the proposed external materials including fencing ,shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site; Note: samples of the materials may be required.
5. Prior to the commencement of development, full working details of the method of treatment of surface water and attenuation of flow from the site shall be submitted to and approved in writing by the Head of Planning and Strategy.

This shall be in accordance with best practice Sustainable Urban Drainage (SuDS)/Sustainable Drainage principles. The development shall not be occupied/brought into use before the approved drainage system has been provided in its entirety.

6. A landscape management plan, including tree replanting, shall be submitted to and approved in writing by the Head of Planning before work is commenced on site; the approved plan shall be implemented to the Head of Planning & Strategy's satisfaction.
7. All operations during remediation and preparation of the site will be conducted in accordance with SEPA's pollution prevention guidelines PPG6 'Working at Construction and Demolition Sites'.
8. The applicant will provide a bus stop and pedestrian crossing prior to occupation of the development subject to agreement of location and details with the Head of Transport and Head of Planning.
9. Prior to the commencement of works on site, details of access to and space for waste management facilities, including recycling, shall be submitted to and approved in writing by the Head of Planning and Strategy. Thereafter, the requirements agreed shall be implemented to the satisfaction of the Head of Planning and Strategy, prior to the occupation of the development hereby approved.
10. A detailed specification of materials and design details of the bins and the play area, including trade names where appropriate shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site; Note: samples of the materials may be required.

### **Reasons**

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to safeguard protected trees.
3. In order to safeguard protected trees.
4. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.
5. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.
6. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
7. For health and safety reasons.
8. In order to ensure that the development does not result in infrastructure capacities being exceeded.

9. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.
10. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.

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**End**

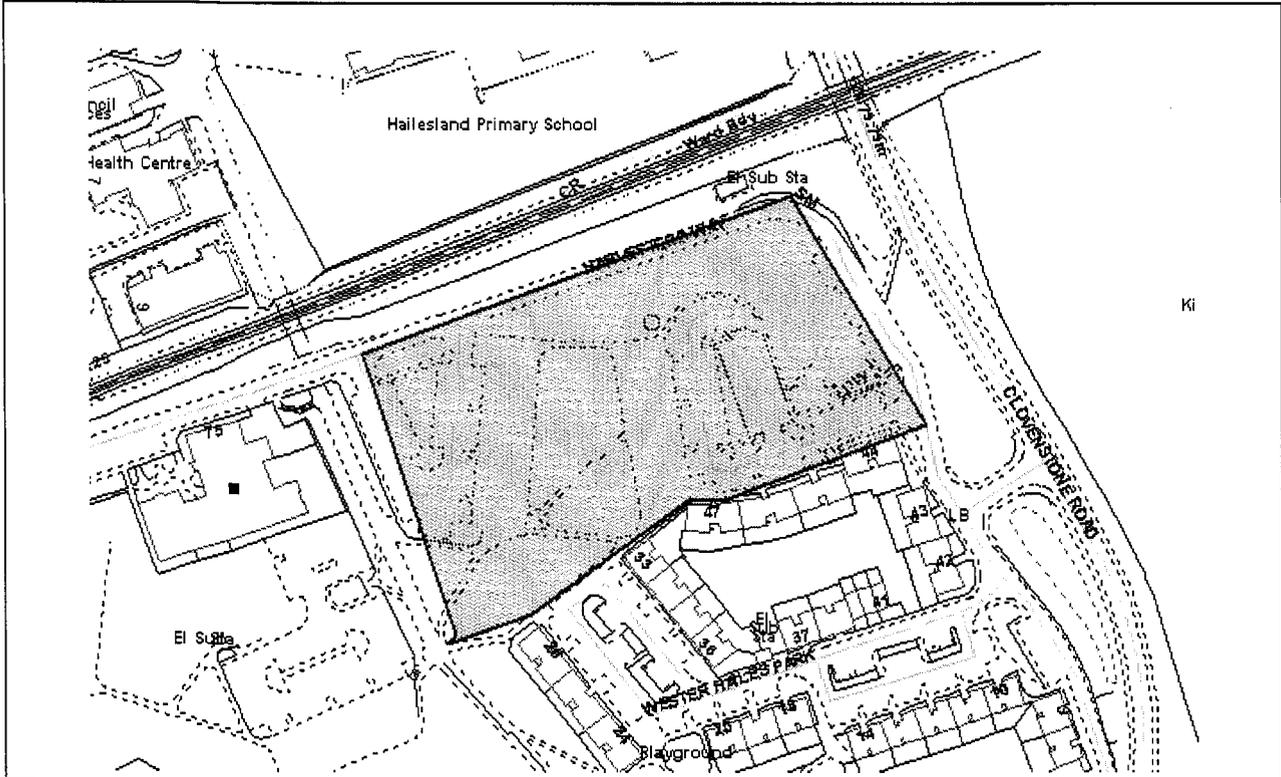
## Appendix C

**Application Type** Full Planning Application

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**Reference No:** 04/03642/FUL

### Location Plan



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