

Approval of Matters Specified in Conds 12/01109/AMC

at

**Land At
Greendykes Road
Edinburgh**

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

1 Purpose of report

To consider application 12/01109/AMC, submitted by Persimmon Homes Ltd & Taylor Wimpey East Scotland Ltd. The application is for: **Residential development including detailed site layout plan showing position of buildings, roads, footpaths, parking areas, cycle parking, walls, fences, landscaping, details of existing and finished levels, flood attenuation details (matters listed in conditions 3, 5(i), (iii), (v) of planning consent 07/01644/OUT).**

It is recommended that this application be **Approved** by Committee.

2 The Site and the Proposal

Site description

The site consists of former agricultural land which wraps around the existing urban edge of Craigmillar and Greendykes extending to approximately 22.5 ha. The site is largely undeveloped but there is historical evidence of mining works in southern parts of the site.

The site lies at the intersection between the former medieval estates of Niddrie Marischal to the north east, Edmonstone to the south and east and Craigmillar Castle to the northwest. An edge of the former Edmonstone estate

including hedging and low walls lies partially within the southern site boundary. A banked hedge row forming the boundary with Niddrie Marischal estate and the associated Magdelene Burn lie to the north east separating the site from Hunters Hall Park. A tributary of the Magdelene Burn is in culvert under the site. Craigmillar Castle, a Scheduled Ancient Monument (SAM) (Reference No 90129), scheduled on 21 October 1994, is located on Craigmillar Hill approximately 700 metres to the northwest.

The southern and northern edges of the site are between 60 and 65 metres Above Ordinance Datum (AOD). The southern part of the site slopes from northwest to south east with an overall level difference of approximately 12 metres. Beyond the southern boundary the land continues to slope upwards towards Edmonstone ridge which sits at around 105 metres AOD. The Wisp a road which defines the city boundary between Edinburgh and Midlothian lies to the south east.

The northern site slopes from northwest to south east with an overall level difference of approximately eight metres. Hawkhill Wood to the north west forms a backdrop to the northern part of the site and forms part of the Designed Landscape of Craigmillar Castle. An established tree belt is located along the eastern edge of the site with Greendykes Road. The Niddrie Burn flows centrally east - west through the northern part of the development. The burn is in the process of being restored from two separate channels to a single channel in order to acceptably mitigate flood risk and to provide associated environmental and access improvements.

A Public Transport Link (PTL) between Greendykes Road to the north and Little France Drive to the west is currently under construction and will feature a roundabout at the junction with Greendykes Road and a bridge over the Niddrie Burn. A wide reserve along the north side of the PTL has been retained for a future tram line. The PTL shall be a general traffic road until it crosses an area of future parkland to the west, where it becomes a bus only link with associated cycleway and footpath provision on either side of the road. The future parkland to the south and west separates the site from the Royal Infirmary of Edinburgh (RIE) and the Edinburgh BioQuarter. Two Public Rights of Way, namely LC90 and LC91, traverse through the site towards Little France Drive to the west.

Greendykes, a former 1960s housing estate lies to the north of the site edged by Greendykes Road. The former low rise housing has been cleared pending redevelopment in accordance with the approved Greendykes North masterplan and a further masterplan to be prepared for Greendykes South. Initial phases of housing have been completed at Greendykes North but large areas of vacant land still remain. Two existing 15 storey tower blocks located at the southern end of Greendykes Road are highly visible elements in the local landscape. Further established housing at Niddrie Marischal lies to the north east of the site separated by Hunters Hall Park and the Niddrie Burn.

Edinburgh City Local Plan (ECLP)

The site is located within the urban area as part of a wider housing site HSG5. A reservation for a new dual stream primary school is located within the site. The Niddrie burn corridor is an area of open space and a local nature site. The future parkland area to the south and west is forms part of the Green Belt and is identified for open space. A tram safeguard is located along northern side of the proposed PTL. A cycle/ footpath route and public transport route runs through southern part of site linking to the Wisp.

Craigmillar Urban Design Framework (CUDF)

The Craigmillar Urban Design Framework (CUDF) sets an overall vision for the regeneration of Craigmillar over the next 10-15 years, including the construction of around 3200 new homes and associated schools, open space and local facilities. The application site is identified in the CUDF as part of the green field expansion area known as New Greendykes which also includes further land to the north east and south east.

Site History

11 August 2011 - Planning Committee agreed to review the Craigmillar Urban Design Framework (CUDF)

23 August 2010 - Consent was granted for the restoration of the Niddrie Burn, involving excavation of the river corridor and associated engineering works on land within and adjoining the site (reference 08/02474/FUL). The works are currently under construction

22 July 2010 - Consent was granted in principle for up to 1000 residential units on the site (reference 07/01644/OUT)

23 March 2006 - Deemed permission was granted for the construction of a Public Transport Link (PTL) and associated roadway through the central part of the site (reference 04/02469/CEC). The road works are currently under construction.

29 September 2005 - Planning Committee approved the CUDF as Supplementary Planning Guidance (SPG).

Other relevant applications:

6 September 2012 - A detailed application for the formation of a vehicular access road to the Wisp, footpath, cycle path and associated landscaping to facilitate residential development associated with the present planning application reference 12/01109/AMC was submitted on land to the south east of the site (reference 12/03190/FUL). This application is still to be determined.

6 September 2012 - A detailed application for engineering works, re-grading of land and landscaping to facilitate new residential development associated

with the present planning application reference 12/01109/AMC was submitted on land to the south west (12/03189/FUL). This application is still to be determined.

2 May 2012 - Public consultation for a residential development (circa 146 units) and vehicular access to the Wisp was approved on a 4.4 hectare site to the south east (12/01330/PAN).

Pre-Application Process

As the application is for Approval of Matters Specified in Conditions no community consultation was required. The masterplan was presented to the Edinburgh Urban Design Panel in August 2011, and the Panel's report is included in the consultation section. Various discussions were held between CEC planning, the developer and consultees to progress the design in context with the ongoing review of the CUDF and with developments on adjoining sites.

Description Of The Proposal

The current submission is to approve a limited number of matters specified in conditions (AMC) attached to the original outline planning consent. The street hierarchy, parking provision, site levels, sustainable urban drainage (SUDS) and hard and soft landscaping details would be agreed as part of this application. The details are also intended to demonstrate the acceptability of the layout and associated levels in terms of flood risk and former coal mine workings and requirements for land re-grading in adjoining land to the south and west.

Further details are provided solely for context within an accompanying design statement/ masterplan. The details indicate the likely number, mix and type of the residential units, building heights, frontages and elevations and location of affordable housing. Following the agreement of the road layout and frontages, the exact numbers, mix, type of units and building heights would be approved via individual applications for particular housing areas.

This approach has been taken to allow developers to agree the detail of individual parts of the site separately under further submissions under AMC.

Key details for approval within site layout plan:

- * A grid pattern of primary, secondary and tertiary streets. The individual blocks would generally be around 120x120 metres and be bounded by primary or secondary streets designed for service vehicle access;
- * Tertiary streets, designed as lanes, would bisect the blocks providing access to limited housing, parking and amenity areas within the block;
- * A hierarchy of street tree and hard and soft landscaping would be used to define the residential character of the streets;

- * Rear parking courts generally providing 12-16 spaces with tree and hedge planting designed to soften their appearance from the adjacent streets along with limited on street and in curtilage parking;
- * Three large SUDS ponds to be formed within the site would be overlooked by surrounding housing and are intended to provide associated landscaped amenity space;
- * The layout is designed to be permeable with the street hierarchy and associated pedestrian routes providing opportunities for on and off road cycle routes with strategic and local connections to be provided through the site to the adjacent parkland and to the wider Craigmillar;
- * Land is reserved on north side of the PTL for a future tram route, with the exception of a single road crossing and street tree planting.

Street Hierarchy

The primary route through the site, linking towards the Wisp, would be a 7.3 metres width bus route, with an associated three metre off road cycleway and two metre footpath. The street would have a boulevard appearance with larger avenue street trees set within grass verges on either side of the road and accompanying shrub and hedge planting used to define edges. The street trees would integrate with on street parking and swales. A 50 metre section of road adjacent to a key junction with a separate housing site to the north east would be reduced in width to 6 metres with larger buildings used on either side to delineate this area.

As there is no confirmed agreement for buses to use the route, bus stop locations are not currently specified. A bus turning circle is shown indicatively on the adjacent PAN site to the south east. [The detail of the access road to the Wisp is considered in a separate application 12/03190/FUL.](#)

The secondary streets would be 5.5 metres in width with localised narrowings. Street trees and associated landscaping would be integrated with the road narrowings and parking lay-bys, with hedging providing an edge to the houses. Small amenity squares would be located at key points of intersection for example with the parkland to the south and elsewhere within the site. The position of the buildings is intended to provide orientation and overlooking for the street and for the squares. The units would be terraced, semi-detached and detached houses with limited flatted housing. Limited on street parking would be provided with the majority of parking located either in curtilage or in separate rear parking courts.

The smaller streets within the housing blocks would be designed as shared surface streets. These would be 4.5 metres in width with localised narrowings created by amenity spaces, landscaping and parking. Smaller street trees in pits would double as bio retention SUDS features. More substantial trees at the junctions with the secondary streets would provide a focal point and a

method of screening parking. Short front gardens would be provided with clear edge treatments in the form of low walls and smaller soft landscaping.

Parking

Parking for the development would generally be 100%, including in curtilage and on street provision and provision within limited scale rear parking courts of between 12 and 16 spaces. For the affordable units the provision including on street provision would be around 45%.

Site levels

The levels adjacent to the Niddrie Burn are being adjusted as part of the separate Niddrie Burn works (08/02474/FUL) in order to create platforms for the future housing outwith the 1:200 year flood risk levels. This is intended to be increased further by the housing development to create a 600mm freeboard above predicted flood inundation levels. The area of fill would be extended to provide a suitably graded primary access road. The upper parts of the site and land within a 50m zone of the adjoining parkland would be in cut with levels to be revised down by approximately 1.5 metres. The proposed off site re-grading works form part of a separate application 12/03189/FUL that was submitted in September and is under consideration.

Soft and hard landscaping

Within the larger squares, there would be scope for informal play spaces and seating. For the perimeter squares, the tree planting would be intended to relate with boundary planting along the parkland edge.

The southern and western boundaries with the parkland would generally be formed by a hedge and an avenue of single species trees but where stone walls and existing hedging associated with the former Edmonstone Estate would require to be removed, it is intended that the walls be reinstated on a new alignment. This is covered in the separate re-grading application (12/03189/FUL). Stone gate piers would define the main parkland entrances.

The south eastern boundary would be formed by a structural landscape strip consisting of trees and shrubs. The northern and eastern boundaries with Greendykes Road and Hunters Hall Park would be formed through the retention of the existing tree belts. The northern boundary with the parkland would be formed by new woodland planting designed to reinforce that edge to the development. The development adjoining Niddrie Burn would be designed to integrate with new tree planting and with future pedestrian/ cycle routes along that route.

The single species sessile oak planting along the site edges and in the main streets is currently indicative and may change in the final design and considering the most appropriate species in context with adjacent buildings. Low boundary hedge planting which includes a wildlife mix of hazel, hawthorn, holly, bird cherry, blackthorn is designed to create an attractive and natural

edge to the site. The trees would be designed with a high canopy to create inter visibility between the road and the adjoining footpath.

Sustainable Urban Drainage/ diversion of minor watercourse

A detailed SUDS strategy has been developed for the site. Three large SUDS detention basins are proposed in central locations to be overlooked by the surrounding housing. These are to be sized to accommodate surface water flow in a 1:200 year rainfall event but under normal conditions will generally be dry or damp. Each SUDS area has been designed with a different character, with mounding seating, timber decking, equipped play and kick about areas, trees and paths to be provided in a variety of formal and less formal landscape designs around the ponds. Access for maintenance would be provided via the path structure. The basins would ultimately outfall via a pipe to the Niddrie Burn.

Associated SUDS measures would include roadside swales, trees in bio retention pits and permeable paving. A minor water course which forms a tributary to the Magdalene Burn is currently culverted through the site and would be re-aligned as part of the development. Beyond the site boundary it is intended that the watercourse would be an open channel and details have been provided as part of this application and in terms of the separate application 12/03189/FUL.

Contextual information in design statement/ masterplan (not for approval under current AMC)

Key concepts include:

- * Houses and flats of two to four storeys, to be provided in a series of informal blocks;
- * A significant proportion of the housing to be family housing, the exact provision to be confirmed as part of future application under AMC;
- * Larger three and four storey flats would be used to define key routes and spaces including sections of the primary route linking from the PTL to towards the Wisp and areas fronting the PTL and Niddrie Burn;
- * Lower density two and 2.5 storey housing would front onto the adjacent parkland to the south and west with the edge of the site to be defined by avenue tree planting and hedging;
- * The houses would generally be 18m back to back with rear gardens of a minimum depth of 9 metres, with the flats having semi-private amenity areas to the side and rear;
- * Integrated cycle and refuse stores for the flats would form part of the detailed design of those units;

Contextual information for housing mix, type and numbers (not for approval under current AMC)

The masterplan sets out how approximately 874 units can be accommodated within 11 separate development areas. Around 657 units would be private (317 terraced and semi-detached houses, 157 detached houses and 183 flats), and 217 would be affordable (170 flats and 47 terraced and semi-detached). The exact size and internal layout of the residential units, window positions, roof and building form is not shown and this would be detailed as part of a further application under AMC. A further 145 units are shown on an adjoining site to the south east (12/01330/PAN).

The affordable provision is concentrated into three areas, two areas (AH2 and AH3) of which would be located centrally either side of the public transport link (PTL). Affordable area AH1 would be located at the north end of the site. The affordable housing provision is intended to cover the requirements for the current master plan site and the separate PAN site.

Private housing:

A = 54 houses (mainly detached with some terraced and semi-detached), 36 flats;

B = 58 houses (mainly detached with some terraced and semi-detached), 15 flats;

E = 45 houses (mainly detached with limited terraced and semi detached), 30 flats;

F = 62 houses (mix of detached and terraced with limited semi-detached), 0 flats;

G = 65 houses (mainly detached with limited semi-detached and terraced), 30 flats;

H = 85 houses (mix of semi-detached and terraced with some detached), 18 flats;

I + J = 105 houses (mainly terraced with some semi-detached and detached), 54 flats.

Affordable housing:

AH1 = 25 houses (mainly semi-detached and some terraced), 0 flats

AH2 = 0 houses, 122 flats

AH3 = 22 houses (mainly terraced with some semi-detached), 48 flats

Submission documents

The various plans and submission documents include:

Masterplan

Mining risk assessment

Design statement and associated test area analysis

Landscape Strategy

SUDS strategy and Flood Risk Assessment (FRA)

SUDS area landscaping design

Boundary landscape design

Details of existing and finished levels and accompanying sections

Ecology report

These documents are available to view on Planning and Building Standards Online Services.

3. Officer's Assessment and Recommendation

Determining Issues

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

- (a) there are any issues of principle relating to the development;
- (b) the design would be acceptable in terms of road layout, pedestrian and cycle connections, parking provision and tram safeguarding;
- (c) there would be any other significant design issues including landscaping, design or amenity issues; and
- (d) there are other issues SUDS and flood risk, education, ecology, impacts on adjoining parkland areas, archaeology, mining risk, and issues raised by the Community Council.

(a) Issues of Principle

Review of CUDF

The ongoing review of the CUDF initiated in August 2011, has been prompted by a marked slowdown of the regeneration process within Craigmillar and

changes to policy. In particular, falling house sales have resulted in a slowdown in the pace of the regeneration including supporting infrastructure provision and also resulted in fewer than expected private houses being built.

Initial community consultation undertaken in December 2011 has generally reaffirmed the vision in the CUDF. A further level of consultation is currently ongoing looking at the process of achieving the wider aims, including looking at site specific strategic issues. Although there is nothing specific in the ongoing review for New Greendykes, the site was one of the main development areas listed in the Planning Committee report which approved the review in August 2011. It is expected that the wider process of review will report back later in 2012 or by early next year.

The developer has sought to engage in the CUDF review process in order to challenge some of the design assumptions contained in the document which it sees may constrain their ability to successfully progress the development. Their response sought a lesser emphasis on perimeter and linked blocks which require significant initial capital to construct, the inclusion of limited scale rear parking courts to prevent indiscriminate parking in relation to the nearby Royal Infirmary of Edinburgh and the provision of a higher number of family houses via the introduction of a wider range of house types including detached and semi-detached houses alongside linked and flatted units.

The matters raised are not being considered directly by the ongoing review and can be considered on a site specific basis based on details supplied with the current submission. The implications of the changes for site density are considered below and in term of wider design issues in section (b).

Overall the review of the CUDF does not constrain the ability for this AMC application to be progressed.

Implications of road layout for site density

Demonstrating that density of the site was appropriate and not too low was an issue raised by the Edinburgh Urban Design Panel. Although the final number of units would be determined by a separate application for AMC, the current road layout alters the perimeter block approach used elsewhere in Craigmillar, allowing for lower density housing within and on the edges of the perimeter block. Prior to approving the road layout it must be considered whether this concept is appropriate.

The application site is known as New Greendykes, a planned greenbelt housing release forming part of a wider housing allocation HSG5 in the ECLP, including further land to the north east and south east. The site has an indicative allocation figure in the ECLP of 810 units. The CUDF identifies the site for a higher density of development of between 1200-1600 units.

The outline permission (07/0644/OUT) allowed for up to 1000 units on the site subject to conditions and the preparation of a detailed masterplan. The 1000 unit provision was based on an indicative perimeter block layout including a

higher proportion of flatted housing units and if delivered in full would have provided around 43 units per hectare. Masterplans prepared for more central sites at Wauchope Square and Greendykes North indicate that those sites are likely to achieve higher densities of between 65-80 units per hectare.

The grid layout shown site layout plan provides a clear hierarchy of routes in line with the principles of Designing Streets. The primary and secondary routes would be designed for service vehicles, with tertiary streets providing traffic calmed shared surfaces integrated with smaller amenity spaces. Squares with associated landscaping would punctuate the layout providing valuable amenity space. Based on the details provided in the accompanying masterplan, around 874 units can be accommodated including houses and flats. Excluding the area given over to Niddrie Burn, site density is approximately 38 units per hectare.

The Proposal of Application Notice (PAN) for the site to the south east (12/01330/PAN) proposes around 145 units at a similar density and layout to the current AMC proposals. In total this would give a capacity of 1028 units on over both sites. When a further housing site to the north east is also considered, giving an overall total of around 1100 units can be expected to be achieved.

Overall the road layout shown in the site layout plan shall deliver an appropriate density of development in context with the peripheral nature of the site compared to the other masterplan housing areas elsewhere in Craigmillar.

Third access to the Wisp and connection to housing site to North East

The Transport Assessment (TA) prepared for the outline planning application (07/01644/OUT) required a total of three accesses to the wider road network, including two from Greendykes Road and a third to the Wisp. The signed section 75 legal agreement and an associated condition require the third access to be completed prior to the occupation of the 501st dwelling unit.

The location and detailed design of the access is currently being considered under a separate detailed application (12/03190/FUL) which would also address any potential issues of rat running. Midlothian Council currently has concerns regarding the impact of the access on the Wisp which is in their control, and dialogue is ongoing to find a solution that satisfies all parties. Given the condition and legal agreement safeguard, it is acceptable to progress the current site layout plan and to seek to resolve the remaining access issues in terms of the separate application.

The development now shows a continuous connection up to the boundary of the separate housing site to the north east allowing for a future road and associated footpath connection to be delivered without the creation of “a ransom strip”. A second pedestrian connection is also shown to the east in association with a proposed SUDS area. As this would require a pedestrian bridge to be formed over the Magdalene Burn which is outwith the site, the pedestrian connection would not be developed at this stage. There is scope

for this to be further considered at a later date as part of the development of the separate housing site.

Overall the Wisp connection is not an issue of principle as there are sufficient safeguards in place via the existing consent and opportunities for further discussion in terms of the separate application process. The appropriate access connections to the adjoining site to the north east will be safeguarded as part of the development so as not to create a ransom strip.

Neighbour notification

An issue with neighbour notification relating to one of the cottages on the Wisp who owns a strip of land to the rear has been resolved as part of the processing of the application. This is not an issue affecting the determination of the masterplan.

Conclusion issue (a)

Overall the issues of principle relating to density, the review of the CUDF, and the master plan design in relation to the third access to the Wisp are acceptable subject to the satisfactory resolution of the design in discussion with Midlothian Council.

(b) Road layout and associated pedestrian and cycle connections

The site is designed to be permeable and provides for a series of key pedestrian and cycle connections to the adjoining parkland and the Niddrie Burn to and from the site and the wider Craigmillar. Where the connections meet the parkland, the detail of these connections would be agreed by condition and delivered as part of the development. The width and design of the connection should be appropriate in terms of providing a transition between the road and cycle routes within the parkland.

Along the busier principal routes, a dedicated off road pedestrian/ cycle path would be provided, designed to provide safe and easy movement separate from bus and service vehicle traffic. The pedestrian/ cycle route would be associated with lines of larger street trees designed to form a boulevard. The use of limited road narrowing of the bus route in the centre of the site is acceptable in order to slow traffic speeds and enhance pedestrian movement potential and amenity in that area. Although no bus turning circle is provided within the site there may be scope to accommodate this within the boundary of the separate housing site to the north. This is being considered under the separate application 12/03190/FUL.

A road bridge would be required over the Niddrie Burn and the details of this including footpath provision would be a condition of consent. The detailed design of this feature in context with the wider road design should be such that any associated guard rail would not prevent pedestrian and cycle access links being formed with the adjoining parkland and the Niddrie Burn corridor.

Two public rights of way connect through the site from Greendykes in positions north and south of the Niddrie Burn. The developer would be required to take forward the necessary diversion of the connections and facilitate access during the construction phases, this is highlighted in an applicant informative.

Overall the road layout and associated connections are acceptable subject to the stated conditions and informative. The design of the hard and soft landscaping is considered further in section (c).

Parking provision

Initial concerns raised by the Edinburgh Urban Design Panel (EUDF) at the pre-application stage regarding the provision of rear parking courts in respect of safety and security have been further examined through the detailed design process in association with the Police Architectural Liaison Officer.

The rear parking courts are a key design requirement of the developer in order to reducing actual/ potential problems of indiscriminate parking for users of the nearby hospital. The extent of rear parking courts and the number of pedestrian connections into and out of the space have since been reduced and are now more moderate in scale and with appropriate overlooking and landscape containment.

Parking numbers are approximately one space per unit with a reduced figure for the affordable units. Whilst parking numbers are generally acceptable, any significant changes in the final unit numbers and or the tenure of the affordable units would require this to be further considered. This issue is highlighted in an applicant informative. A condition relating to the provision of visitor cycle parking is recommended with secure provision for residents being subject to separate approval under AMC.

Overall parking provision including car parking in limited sized rear parking courts and visitor cycle provision would be acceptable subject to the stated condition and applicant informative.

Tram reservation

The tram safeguard is situated between the affordable housing area AH2 and the public transport link (PTL). Accordingly no buildings are shown within this zone. A minor access road linking from area AH2 and the PTL is shown across the tram reserve. The affordable housing developer requires this access in order to construct the new housing and is seeking this to be kept thereafter as a permanent access to facilitate a better connected housing layout. This is acceptable and the detailed design of the route would be agreed as part of the Road Construction Consent process. To mitigate the large gap created by the reservation a line of street trees adjacent to the PTL have been shown.

Overall there is no issue with the proposed design in terms of the tram reservation.

Conclusion issue (b)

Overall the road and parking layout and associated pedestrian and cycle connections are acceptable subject to the recommended conditions and informative.

(c) Design Issues

Building frontages, landscaping and boundary treatment

The site layout plan shall deliver road frontages with overlooking buildings adjacent to the future parkland to the south and west. Along the northern boundary of the development, a woodland belt designed to contain the rear elevations of buildings and to provide a backdrop to the site is within the ownership of the applicant and would be delivered via conditions. Where buildings back onto the Niddrie Burn, for instance the affordable housing site AH2, it would be expected that the flats provide a suitably attractive rear elevation and boundary treatment that present a positive edge to the proposed footpaths along the burn. The edge treatment can be achieved by condition with the elevations being considered further and approved under AMC.

An overall landscape strategy has been provided, with specific additional details provided for key edges, streets, squares and SUDS areas.

The boundary with the future parkland has been amended with a line of trees and associated hedgerows now proposed with shall provide an attractive boundary edge. Where stone walls would be removed these would be reinstated and entrances to the parkland would be highlighted via rubble stone gate piers. Similarly where rear elevations are presented along the Niddrie Burn walls/ railings or soft landscaping would be used rather than timber fencing to provide a more appropriate boundary treatment to this important edge. The detail of these areas would be agreed by condition.

For the three SUDS ponds, the details presented provide an individual design for each area designed to make the area attractive and able to be used for amenity space. Play areas, seating and small kickabout areas would be sited around the edges of the pond. Although the landscaped design has progressed, a further level of discussion involving relevant parties is needed in order to get an overall solution for each SUDS pond that delivers distinctive useable amenity features whilst meeting relevant requirements for SUDS. The details of the SUDS areas will be controlled through conditions.

Elsewhere the approach in providing a hierarchy of street trees and associated landscaping is appropriate and the exact detail of tree planting will be agreed by condition. Hard landscaping in the squares and for the shared surface streets would also be controlled through conditions. The protection of

existing trees along the boundary of the site during construction would be agreed as a condition of consent.

Overall the approach to landscaping is generally accepted subject to the recommended conditions.

Further indicative design details contained in masterplan regarding housing mix and type, building heights and detailing

As indicated in section (a), the provision of a higher proportion of family units, in the form of detached, linked and semi-detached houses is acceptable in this location as a minor deviation to the CUDF. This is subject to agreeing the exact detail of those units including the size of dwellings as part of a further application for AMC.

The final percentage of family housing consisting of units of three bedrooms or more is likely to be in excess of the 33% figure in the CUDF and significantly above the 20% minimum figure in the ECLP. The site is also likely to meet the 20% numbers of larger units with floor areas of 91 square metres or above in line with the Edinburgh Standards for Housing and the draft Edinburgh Design Guidance. Meeting or exceeding these requirements is seen to be of benefit for the regeneration in Craigmillar subject to the further consideration of supporting education infrastructure in section (d).

The affordable units are mainly flats with a limited number of linked and semi-detached units in three separate areas within the site. This meets relevant requirements under Council policy and the exact nature of and type of the affordable units will be considered further under a subsequent AMC application. The principle of incorporating the affordable housing requirements for the separate PAN site (12/01330/PAN) within the current master plan site is also acceptable as it provides a more centrally located provision that is more accessible to the wider Craigmillar. The delivery of the additional units will be secured in a legal agreement to be attached to any consent granted for the separate PAN site.

The building heights shown in the masterplan are indicative and will be considered further and approved separately under AMC. However the approach taken with higher three and four storey buildings fronting primary routes and along the Niddrie Burn, and lower two and 2.5 storey units towards the site edges is generally acceptable and in line with the CUDF.

The test area analysis shown in the master plan demonstrates how corner detailing can be used to enliven key elevations, for instance adjacent to the PTL and the Niddrie Burn and this, along with appropriate building height key at gateways and junctions, will be looked at further when those details are submitted for approval under AMC. It will be expected that in the final design the elevations of buildings are tailored to enhance the areas of the site that they overlook and that appropriate material treatment is also used.

Other factors such as window to window distances have been factored into the design and would comply with relevant standards. Similarly the site is remote from existing neighbouring properties and there would be no significant amenity issues.

Overall whilst the submitted details remain indicative they provide an appropriate platform to inform future submissions under AMC.

Conclusion issue (c)

Overall the proposed landscape framework and building frontages is also acceptable subject to the detail of the landscape treatment and existing tree protection being agreed by condition. The housing mix, type, building heights and detailing would be considered further and agreed under a subsequent AMC submission but the submitted details provide useful context to guide those further submissions.

(d) Other issues

Flood risk issues and SUDS

Condition 3 attached to the outline consent required details of flood attenuation measures to be submitted to and approved by the Planning Authority. This condition was designed to relate to the Niddrie Burn river restoration works, the flood risk of which has been considered and approved previously. The submitted details now demonstrate that finished levels are sufficient to be outwith the 1:200 year flood risk zone. This condition can now be discharged. A separate condition added to the AMC would deal with the diversion of an off-site minor water course and associated issues of future maintenance.

Condition 4 attached to the outline consent required an integrated SUDS strategy to be agreed to support the masterplan. The submitted strategy which includes a hierarchy of treatment in the form of swales, permeable paving, bio-retention tree pits, and three large SUDS detention basins is generally acceptable subject to surface water flow paths, the finished levels of houses and further volume calculations for the SUDS basins being submitted for further approval. This can be achieved via a condition. The details of final discharge to Niddrie Burn would also be detailed as part of that process.

Whilst SEPA have no objection to the development these matters remain to be fully resolved and approved by the Flood Prevention Officer. Discussion regarding these remaining matters is ongoing and conditions relating to these aspects are therefore recommended.

Overall SUDS and flood risk are acceptable subject to the stated conditions.

Education

The scale of new housing within the development and planned replacement housing elsewhere in Craigmillar may eventually generate a requirement to expand primary school provision to serve the new housing. Despite safeguard SCH5 in the ECLP for a new double stream primary school within the housing allocation, it was agreed in discussions regarding the legal agreement that no primary school contribution or land safeguarding would be required from this development.

The Council has secured via the legal agreement a £1.07 million contribution towards improving secondary school provision in South East Edinburgh. The contribution is index linked and is to be paid in four phases over the course of the development.

Overall due to the previous legal agreement there are no education issues which to be addressed by this AMC application.

Ecology

The submitted ecology report highlights that there is no evidence of protected species in the development site. No further mitigation would be required.

Impacts on adjoining future parkland and Hunters Hall Park

The development is separate from Hunters Hall Park and there would be no further loss of sports pitches resulting from this application. Replacement sports pitch provision in the form of money for a new 3G sport pitch, is covered in the existing section 75 agreement.

The finished levels proposed in this application would have an impact on the proposed parkland to the south and west as they would require the adjoining land to be re-graded resulting via removal of material. The detail of these works is being considered in the separate application 12/03189/FUL.

An outline design has been prepared demonstrating boundary walls and landscaping features can be accommodated as part of an amended design for that area. The design would be intended to minimise the loss of existing landscape features in that area which include hedgerow trees and ha ha walls. Whilst this is accepted in principle, formal agreement of the works beyond the site boundary would form part of a separate planning permission. Relevant connections to the parkland and to Hunters Hall Park are secured via the master plan.

Overall subject to agreeing the detail of the re-grading works as part of the separate planning application, the development is acceptable in terms of the adjoining parkland.

Archaeology

The new infrastructure proposed in the application and the associated re-grading works on the adjoining parkland area to the south encroach on the remnants of haha walls and or hedges associated with the boundary of the former Edmonstone estate. Within the current site boundary there would be an immediate loss of approximately 70 metres of hedge/ wall, with a minimum of 30 metres additional removal required within the adjoining re-grading site to accommodate the full extent of access road.

The prior recording and analysis of the walls, hedges and other archaeological features of note is covered by the existing archaeology condition attached to the outline planning consent which remains to be discharged in discussion with the City Archaeologist. The removal of the existing features is necessary in order to facilitate the development and it would be practicable to reinstate the walls on an amended alignment along the boundary of the site. The replacement design of the walls would be agreed as part of the separate re-grading application 12/03190/AMC.

Overall subject to the stated conditions, the impacts on archaeology would be acceptable.

Former mine workings

Former coal mine workings have been identified in part of the southern part of the site. A Site Investigation report containing details of proposed mitigation has been prepared and the proposed mitigation has been agreed with the Coal Authority. The mitigation can be controlled via the standard site investigation condition on the outline planning consent which remains to be discharged.

Craigmillar Community Council

The Community Council have determined not to comment specifically on the master plan but will seek to engage with future AMC submissions to agree the detail of the affordable housing and the design of individual buildings. They have also stated that they wish to consider issues relating to traffic impact and the signed section 75 and its use.

The issues raised are addressed in the assessment sections above and where appropriate by conditions related to the master plan. A full copy of their response is provided in the consultation section in Appendix A.

Conclusion issue (d)

Overall subject to the stated conditions the development is acceptable in terms of SUDS and flood risk, education, ecology, impacts on adjoining parkland areas, archaeology, mining risk, and issues raised by the Community Council.

In conclusion, the proposals comply with the development plan and with relevant policy and guidance including the CUDF and the Scottish Government policy document Designing Streets. There are no material considerations which outweigh this conclusion.

It is recommended that the Committee approves the site layout plan subject to conditions relating to landscaping design and implementation, the design of SUDS basins, flow paths and exact building levels, details of the proposed diverted watercourse, the design of pedestrian/ cycle connections, visitor cycle parking, tree protection, and the design of the road bridge over Niddrie Burn. Applicant informatives would highlight remaining issues relating to parking provision to be addressed under a subsequent AMC submission and the treatment of existing rights of way. The further details relating to building heights, housing mix and type of units are provided for context but do not form part of the current AMC submission and would be approved separately.

REASON FOR DECISION

The road layout and building frontages and levels outlined in the site layout plan represents an appropriate design and layout, housing mix and density and allows for a detailed design for the individual development areas to be prepared based on those details. Issues relating to the third access to the Wisp can be dealt with separately in terms of that application. In line with the Craigmillar Urban Design Framework (CUDF), integration and appropriate boundary definition has been demonstrated with the strategic parkland area to the south and west and with the Niddrie Burn corridor. Minor deviations from the CUDF including the creation of moderate scaled rear parking courts and the use of a wider range of more standard housing units is acceptable in this urban edge location subject to a successful design being presented under Approval of Matters (AMC).

John Bury
Head of Planning & Building Standards

Contact/tel	Hamish Bell on 0131 529 3143
Ward affected	A17 - Portobello/Craigmillar
Local Plan	Edinburgh City Local Plan
Statutory Development Plan Provision	Housing Site HSG4 and Primary School Reservation SCH5. Part Open Space and Local Nature Site. Tram safeguard and Cycle Footpath and Public Transport Link To The Wisp.
Date registered	26 March 2012
Drawing numbers/ Scheme	01A, 02B, 04A - 07A, 8 Scheme 2

Advice to Committee Members and Ward Councillors

The full details of the application are available for viewing on the Planning and Building Standards Portal: www.edinburgh.gov.uk/planning.

If you require further information about this application you should contact the following Principal Planner, Linda Hamilton, 0131 529 3146, linda.h.hamilton@edinburgh.gov.uk

If this application is not identified on the agenda for presentation and you wish to request one at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting. Contact details can be found in the Committee agenda papers.

Application Type Approval of Matters Specified in Conds
Application Address: Land At
Greendykes Road
Edinburgh

Proposal: Residential development including detailed site layout plan showing position of buildings, roads, footpaths, parking areas, cycle parking, walls, fences, landscaping, details of existing and finished levels, flood attenuation details (matters listed in conditions 3, 5(i), (iii), (v) of planning consent 07/01644/OUT).
Reference No: 12/01109/AMC

Consultations, Representations and Planning Policy

Consultations

Affordable Housing comment 19/04/2012

Services for Communities has worked with Planning to develop a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

- *The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.*

- *This is consistent with Policy Hou 7 Affordable Housing in the Finalised Edinburgh City Local Plan.*

As this application is an AMC application for a maximum of 888 residential units, the AHP will apply. The site lies within the Craigmillar Urban Design Framework, which set an AHP requirement of 20%, even though the citywide level of affordable housing sought is usually 25% of the units to be of approved affordable housing tenures, as those are found in PAN2/2010 and within the Council's Affordable Housing Policy. In fact, the applicant is to be commended for including 24.5% affordable housing within this application (217 homes in total). This is above the levels required for this application and is warmly welcomed by the Department.

Given the considerable size of the proposed development, the Department requested that the AHP allocation be spread across more than one plot, in order to avoid a concentration of any one tenure, and to assist with the creation of a mixed, sustainable community on this site. The applicant is to be

commended for nominating two distinct sites, providing for 3 clearly defined areas for affordable housing, which will increase the likelihood of there being a positive integration with the market housing within this development.

Further, the applicant has indicated that there will be a range of property types within the affordable housing proposed within this development, including apartments, linked and semi-detached housing.

There is therefore much to commend and support within this application from an affordable housing perspective.

However, given that this is an AMC application, there are two pieces of information that the Department would request from the applicant in order to form a fully considered view on the proposals. We would be grateful if the applicant could provide information on (i) the house sizes envisaged for the affordable housing (for the apartments, linked and semi-detached housing) and (ii) the proposed tenure mix, if known.

The reason these two pieces of information are important at this stage of an AMC application are to ensure that the development footprint is sufficient for the number of affordable housing units envisaged on these sites. This is because different parking requirements apply to different affordable housing tenures, which can be a crucial, determining factor affecting the sizes, tenures, design and layout of developments.

We would be grateful if you could seek clarification on those two points from the developer.

Archaeology comment 02/05/2012

The site occupies an important position on the border of two important medieval Estates, Niddrie Marischal to the North and Edmonstone to the South. Significant elements of these estates survive across the modern landscape including the probable medieval Hedge row forming the northern boundary of this application site which marked the edge of the historic designed landscape associated with Niddrie Marischal House. Of similar historic importance are the stone boundary walls that encroach the sites southern boundary. These 18th century estate walls form part of the formal estates of Edmonstone are extremely unusual in that they incorporate in part elements of what appear to be a ha-ha ditch.

In addition to the archaeology associated with these two estates the area is also known to contain evidence for latter 19th century mining activities. Earlier mining on this site cannot be discounted given the occurrence of c. 16/17th century mining activity across Edmonstone Ridge which also contains evidence for significant prehistoric activity in the form of a scheduled ditched enclosure and also an Iron Age Fort.

The site has been identified as occurring within an area of archaeological significance and accordingly this application must be considered under terms

of the Scottish Governments Scottish Planning Policy (SPP), PAN2/2011 and Scottish Historic Environment Policy (SHEP) and also CEC's Edinburgh City Local Plan (adopted 2010) policies ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Buried Archaeology

It is clear that this site is an area of archaeological importance in terms of our understanding of the development of the medieval estates of Edmonstone and Niddrie Marischal. Evaluation works undertaken as part of the Niddrie Burn improvement scheme has indicated that archaeological remains do survive although not uniformly. Accordingly ground breaking activities undertaken as part of this development (e.g. construction, landscaping and service works) are considered to have an archaeological impact, however one which is considered to be on the whole moderate.

It is essential therefore that a programme of archaeological works are undertaken both prior to development in order that any archaeological remains encountered are fully excavated and recorded where preservation in situ is not possible. In essence this will see a phased archaeological programme of works, the initial phase being an archaeological evaluation up to a maximum of 10% of the site linked to a programme of metal detecting. The results of which would allow for the production of appropriate more detailed mitigation strategies to be drawn up to ensure the appropriate protection and/or excavation, recording and analysis of any surviving archaeological remains during subsequent phases of development. Furthermore if important discoveries are made during these works (as was demonstrated by the Niddrie Burn works) a programme of public/community engagement (e.g. site open days, viewing points, temporary interpretation boards) will be required to be undertaken, the final scope to be agreed with CECAS.

It is recommended that the above programmes of archaeological work are secured using the following condition;

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

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

Historic Edmonstone Estate Walls

The proposed Masterplan if constructed will see the demolition of a significant section of historic stone walling associated with Edmonstone Estate. The Craigmillar Urban Design Statement recognises the importance of these remains not only in terms of their archaeological merit but also in terms of landscape character (see Section 2.18, Fig 2.6) and importance within any new development (see Design Principles 7.28, 7.36 & 7.44). As such the proposed loss of a significant corner of these estate walls is of concern.

To mitigate against this loss, it is recommended that firstly the scale of loss is reduced to a bare minimum and that a new stone boundary wall is built joining the surviving sections. The design of this new boundary wall must reflect the former and surviving historic Edmonstone boundary walls and reuse the stones demolished section of walling. Accordingly it is recommended that a condition is attached to address this issue.

Bridges and Structures comment 01/06/2012

We refer to the above application, and confirm that the submitted flood risk assessment and drainage statements show an acceptable strategy for the development with respect to flood risk management.

Since these are strategic documents there are statements confirming that full details will be submitted later. We would draw your attention to the following issues:

- 1. The drainage calculations submitted are insufficient for me to comment on the adequacy of the drainage design. In particular the size and levels of the attenuation basins, which have implications for the housing layout, are not confirmed at this stage.*
- 2. The overland flow paths, and aspects of the management of flows in excess of the capacity of the drainage system, require assessment in greater detail along with details of the proposed ground and floor levels.*
- 3. It is stated that in places the proposed ground levels have only 0.3m freeboard above the flood level in the Niddrie Burn. Further details will be required in these areas with reference to the proposed ground and floor levels.*
- 4. The proposals appear to include the retention of the Magdalene Burn as a watercourse and this is welcomed. However this must not be built over and options for opening it up should be investigated.*
- 5. The maintenance of ditches and small watercourses will be important, especially where there are inlets and debris screens. Full details must be submitted along with proposals for the ownership and maintenance arrangements.*

6. *Further details are required of the proposals for the northern section of the Niddrie Burn which is retained.*
7. *The principles of the proposed surface water drainage must be agreed in detail with the Council's Road Construction Consent unit and with Scottish Water.*

Coal Authority further comment 01/04/12

The Coal Authority Response: Material Consideration

The Report on Site Investigations (which is dated August 2012) correctly identifies that there are two recorded mine entries within the application site, and that there is potential for unrecorded coal mining to have taken place at shallow depth within parts of the site.

The report notes that initial intrusive site investigation works have taken place, but concludes that further programme of probing works is required to confirm the absence of shallow mine workings and also notes the stabilisation of the two mine entries will also be required.

The Coal Authority Recommendation to the LPA

The Coal Authority concurs with the recommendations of the Report on Site Investigations; that coal mining legacy potentially poses a risk to the proposed development and that further intrusive site investigation works, along with the stabilisation of the mine entries, should be undertaken prior to development.

The Coal Authority therefore recommends that the LPA impose a Planning Condition, should planning permission be granted for the proposed development, to require these further investigation and stabilisation works to be undertaken prior to commencement of development.

The condition should also ensure that, in the event that the further site investigations confirm the need for remedial works to treat any areas of shallow mine workings to ensure the safety and stability of the proposed development, these works should also be undertaken prior to commencement of development.

The Coal Authority considers that the content and conclusions of the Report on Site Investigations are sufficient for the purposes of the planning system in demonstrating that the application site is, or can be made, safe and stable for the proposed development.

The Coal Authority is therefore able to withdraw its objection to the proposed development subject to the imposition of the above condition.

Coal Authority comment 01/04/12

Fundamental Concern

We have reviewed the proposals and confirm that the application site falls within the defined Coal Mining Development Referral Area. The Coal Authority records indicate that within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application; specifically likely historic unrecorded underground coal mining at shallow depth z and the presence of recorded mine entries.

The Coal Authority objects to this planning application, as a Coal Mining Risk Assessment Report has not been submitted as part of the application.

The Coal Authority Recommendation to the LPA

In accordance with the agreed risk-based approach to development management in Coal Mining Development Referral Areas, the applicant should be informed that they need to submit a Coal Mining Risk Assessment Report as part of this application.

Without such an assessment of any risks to the development proposal posed by past coal mining activity, based on up-to-date coal mining information, The Coal Authority does not consider that the LPA has sufficient information to determine this planning application and therefore objects to this proposal.

The Coal Authority would be very pleased to receive for further consultation and comment any subsequent Coal Mining Risk Assessment Report which is submitted in support of this planning application.

Culture + Sport comment 17/04/2012

We are writing in response to your memo about the above planning application. Culture & Sport would like an assurance that the works associated with this development will not result in any loss of grass sports pitches within Hunters Hall Park (Jack Kane Sports Centre). We would also recommend that Parks & Green spaces are consulted on this application.

Environmental Assessment comment 23/04/2012

No objection.

Edinburgh Urban Design Panel 31 August 2011

- 1 *Introduction*
- 1.1 *This report relates to the review of the outline design proposals for housing at Greendykes.*
- 1.2 *The brief for the project envisages a mix of housing and flats on 56 ha site.*

- 1.3 *This is the first time that the proposals have been reviewed.*
- 1.4 *No declarations of interest were made by any panel members in relation to this scheme.*
- 1.5 *This report should be read in conjunction with the pre meeting papers which provide an overview, context, concept, plans and sections of the scheme.*
- 1.6 *This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the panel forming a differing view about the proposals at a later stage.*
- 2 *The Panel's views on the principle of development*
 - 2.1 *The proposal appears to be founded on a reasonably sensible site analysis as set out in the drawings provided.*
 - 2.2 *While greater proportion of family housing is welcomed, if the density of the proposal is to be lower than previously envisaged, it is essential that this does not result in additional greenfield or undeveloped land to be taken for housing elsewhere in the Craigmillar Framework area or the city in order to meet housing targets.*
 - 2.3 *Accurate densities should be provided for each part of the site. To enable this to be assessed fully it would be helpful if this could be done with reference to the densities for the previously consented scheme and the South East Wedge density study.*
 - 2.4 *The agricultural land quality of the site should be clarified.*
- 3 *Tenure*
 - 3.1 *The design should be clear about the intended tenure pattern within the site.*
 - 3.2 *In order to create mixed communities, it is essential that affordable housing within the site is designed to be tenure blind.*
 - 3.3 *The tenure of the land should clearly be set out in the design so that it is clear who is responsible for it. Care should be taken to ensure that shared or public land can be managed successfully. This will depend on both its design and its extent.*
- 4 *Layout*
 - 4.1 *The broad structure of streets suggested by the drawings is supported.*
 - 4.2 *It is understood that the notion of courtyard parking is being driven by a desire to ensure that the site is not used as a 'park and ride' facility for the Infirmary. This may be a perceived rather than likely problem and if this is the case, it is unlikely to provide a compelling justification for the courtyard approach. There are a number of factors which are of concern in relation to this.*
 - 4.3 *The proposal contradicts the benefits of the perimeter block in creating a clear distinction between the public and private since it will be possible for anyone to walk into the interior of the block.*
 - 4.4 *The relatively low numbers of people passing through the space will mean that the courtyards do not benefit from the passive supervision that would occur on a street.*
 - 4.5 *Even with the inclusion of windows in gables, it will be difficult to provide an acceptable level of passive supervision in the pends since any windows would only provide a limited view into these spaces. As a*

consequence, the spaces could become attractive for antisocial behaviour.

- 4.6 While it is recognised that the design team is endeavouring to mitigate any negative effects through the detail of the design with features such as low boundary fences / walls there will be a desire from individual occupants to create privacy by erecting higher boundary fences / walls.*
- 4.7 The scale of the spaces will be a factor in determining how effectively they are used and the quality of them. Likewise, the quality of landscape design within them is important.*
- 4.8 On the basis of this assessment and observation it is recommended that the design explores alternative means of dissuading people from using the area as a park and ride. The home-zone type approach as realised at Greendykes North may be appropriate and there may be other approaches that create sufficient ambiguity about whether parking spaces are public or private to deter those unfamiliar with the area to park in them.*

5 Landscape

- 5.1 The success of the development will depend on quality of landscape within and outwith the site.*
- 5.2 Within the site, the landscape design of streets should be fully considered alongside that in the nodal spaces.*
- 5.3 If the proposal is to successfully integrate with the landscape outwith the site, it is important that these strategic green spaces are not only designed and implemented but managed.*

6 Movement

- 6.1 The potential for bus through routes should be fully explored with the bus operators prior to further design development. One scenario might be that bus services currently terminating at the Infirmary are brought into the site. In this case the design should take account of the need for buses to turn around within the site.*
- 6.2 For the cycle route through the site to be successfully used it may need to be segregated.*
- 6.3 If it is the case that the Council will not permit allocated courtyard parking, the Panel suggests that it should review its position on this for the reasons set out above.*

7 Sustainability

- 7.1 There is an opportunity with a development of this scale to think strategically about sustainability. There may be site wide approaches which could provide significant sustainability benefits for the scheme.*

8 Summary

- 8.1 The Panel welcomes the site analysis upon which the design is being developed.*
- 8.2 The Panel will support a reduced density if it can be adequately demonstrated that generates more family housing and does not result in a need for more undeveloped land to be built on.*
- 8.3 With regard to layout, while the broad structure of the street pattern is supported, this appears contradicted by the notion of courtyard parking. The Panel therefore encourages the design to explore alternative means of dissuading people from using the site as parking for the hospital.*

- 8.4 *The landscape design, sustainability and movement for buses and cycles should all be carefully considered in the development of the design.*
- 8.5 *The Panel would welcome the opportunity to carry out a further review of the proposals once the design has been developed to address the matters raised above.*

Lothian + Borders Police comment 01/05/2012

Careful consideration needs to be given to the management of the spaces between any blocks of flats to ensure that they are not going to be misused. The houses on the extreme Western corner of the site back onto waste ground which is a security risk. The houses and approach road should be re orientated to mirror the housing plan on the Eastern section of the masterplan.

There is a block of flats indicated next to the SUDS on the Western edge of the site which appears to have been placed onto the plan to fill a gap without any consideration having been given to access or building orientation.

SEPA comment 08/10/2012

Thank you for your consultation letter of 20 September 2012. We have no objection to this planning application.

We would recommend that this response is read in conjunction with SEPA's comments on the related planning application for facilitation works at this site (12/03189/FUL). Please note the advice provided below.

Advice for the planning authority

1. *Flood risk*
 - 1.1 *The Niddrie Burn currently flows through part of the Greendykes housing site. Work is currently being carried out to realign the watercourse in this area as part of the Niddrie Burn Restoration Scheme. It is understood that this work should be completed by the end of 2012. After completion the watercourse will still flow through the housing site.*
 - 1.2 *Detailed flood risk comments are included under Appendix 1. In summary however, SEPA has no objection to this application on flood risk grounds. Despite this, we would strongly advise that finished ground levels should slope away from the adjacent housing development in order to protect proposed buildings from surface water flow.*
 - 1.3 *Notwithstanding this we would expect Edinburgh Council to undertake their responsibilities as the Flood Prevention Authority.*
2. *Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR)*
 - 2.1 *In correspondence dated 8 May 2012, SEPA highlighted a number of regulatory issues relating to surface water discharges and watercourse engineering works. We would strongly recommend that the applicant*

contact a member of our local regulatory team to discuss these matters in more detail.

Detailed advice for the applicant

3. Content of flood risk information

3.1 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: 'Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities' outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from http://www.sepa.org.uk/planning/flood_risk.aspx. Our briefing note entitled: ¿Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities¿ outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from www.sepa.org.uk/planning/flood_risk.aspx.

Regulatory advice for the applicant

4. Regulatory requirements

4.1 Details of regulatory requirements and good practice advice for the applicant can be found on our website at www.sepa.org.uk/planning.aspx. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at: Edinburgh Office, Clearwater House, Avenue North, Heriot Watt Research Park, Edinburgh, EH14 4AP. Tel - 0131 449 7296.

Appendix 1 Detailed flood risk comment

In previous correspondence relating to planning application 12/01109/AMC (14 May 2012), SEPA highlighted five issues where which required clarification:

- To understand what is referred to as the 200 year flood levels, particularly downstream of the FMA, it would be useful to have the flows confirmed.*
- The site description includes existing ground levels below those previously agreed as suitable development platforms. We would welcome confirmation of proposed finished ground levels in order that these may be related to estimated design flood levels.*
- We would welcome details on the proposals affecting the northern leg of the existing Niddrie Burn channel: its route, where it discharges back into the new realigned channel or existing channel and does it pick up the historical surface water connections to the watercourse.*

- *The site areas quoted within the FRA and the Drainage Statement differ. There is a need to clarify which figures are correct and review calculations for SUDS design.*
- *It is proposed to intercept surface water runoff from slopes to the north-west and south of the development site. We would welcome calculations to support the design of the ditches required to intercept this runoff and confirm where this water will be conveyed and discharged to.*

A letter from Kaya Consulting (20 March 2012) confirms that the revised flows produced by Jacobs were used in the final design of the Niddrie Burn Restoration Project. SEPA is satisfied with these flows.

T.Lawrie & Partners correspondence dated 20 September 2012, confirms that the minimum ground level within the development, adjacent to the realigned Niddrie Burn will be 49.25 mAOD. This is above the previously proposed finished ground level of 48.5 mAOD. The estimated 0.5%AEP (1:200) flood levels, including an allowance for the impact of climate change, presented in the Kaya Consulting flood risk assessment (12 March 2012) range between 44.69 mAOD and 47.71 mAOD. Based on this information, SEPA is satisfied that the minimum development platform will ensure that the proposed development will be above a significant risk of flooding from the Niddrie Burn.

Kaya Consulting has provided additional information about the northern leg of the Niddrie Burn which is to be retained. It is confirmed that this channel will continue to receive surface water runoff from the hospital site and a small catchment to the north of the watercourse. On completion of the Niddrie Burn realignment, the northern leg channel will be significantly oversized for the flows it will then be expected to convey. In the unlikely event of a blockage it is confirmed that floodwaters would preferentially spill onto low lying ground to the north which is at a level of around 48 mAOD. This is at least one metre below the proposed minimum development level and as such, we are satisfied that there should be no significant risk to the application site from this channel.

Kaya Consulting has confirmed that the areas of the northern, middle and southern sites identified for the SUDS design are those presented in the flood risk assessment report and not those in the drainage statement which it is assumed will require to be revised.

Kaya Consulting has described in their correspondence how it has determined a design for the ditch to collect surface water runoff from the north-west and south of the proposed development. The ditch to the south forms part of the planning application 12/03189/FUL. SEPA has responded to a consultation on this planning application and has recommended a slight modification of this proposal.

Drawing number 0742/2/B shows an example of a road frontage with green belt sections and planting information. SEPA acknowledges that this is just an indicative drawing however we have concerns that it shows general ground levels sloping down towards the house. The house level is shown to be below the road level. This is a scenario that frequently places houses at risk from

pluvial flooding. Road drainage is designed to deal only with low return period rainfall events and as a result surface water can flow overland from the road surface towards houses via driveways, paths etc. SEPA strongly recommends that houses are located on slightly raised ground so that floodwater is directed away from and past buildings and not allowed to pond against external walls. Similarly, where there is no alternative to driveways sloping towards properties, consideration should be given to incorporating humps, similar to sleeping policeman, that are tied into higher ground to try and contain floodwaters within the road carriageway.

SEPA comment 14/05/2012

are now able to advise you of our position in respect of Condition 3 on flood risk.

In summary - we would welcome clarification on a number of points prior to this condition being discharged:

To understand what is referred to as the 200 year flood levels, particularly downstream of the FMA, it would be useful to have the flows confirmed.

The site description includes existing ground levels below those previously agreed as suitable development platforms. We would welcome confirmation of proposed finished ground levels in order that these may be related to estimated design flood levels.

We would welcome details on the proposals affecting the northern leg of the existing Niddrie Burn channel: its route, where it discharges back into the new realigned channel or existing channel and does it pick up the historical surface water connections to the watercourse?.

The site areas quoted within the FRA and the Drainage Statement differ. There is a need to clarify which figures are correct and review calculations for SUDS design.

It is proposed to intercept surface water runoff from slopes to the north-west and south of the development site. We would welcome calculations to support the design of the ditches required to intercept this runoff and confirm where this water will be conveyed and discharged to.

Technical Report

1. There is a current outline planning application to erect approximately 1,000 residential units on a greenfield site at Greendykes, Edinburgh, NGR NT 30088 71051. The site covers an area of approximately 23.5 ha. The Niddrie Burn currently flows through part of the site. Work is currently being carried out to realign the Niddrie Burn in this area. This channel realignment forms part of the Niddrie Burn Restoration Scheme. It is understood that this work should be completed by the end of 2012. After completion the watercourse will still flow through the development site.

2. The proposed development is split into three areas. The northern part of the site is approximately 3.7 ha and located on the north side of the realigned Niddrie Burn has the original channel crossing it. The southern part of the site is approximately 18.5 ha and located on the south side of the new Greendykes Road extension and the realigned Niddrie Burn and the smaller Magdalene Burn flows eastwards along the north boundary of the site. The middle part of the site is approximately 1.3 ha and located between the Greendykes Road extension and the realigned Niddrie Burn.
3. Kaya Consulting has undertaken a flood risk assessment (FRA) to determine the risks to the site and the proposed development. The FRA report (March 2012) considers the risk of flooding from the Niddrie Burn (existing and realigned channels), the Magdalene Burn, the site drainage system and surface water runoff, including an existing drainage channel at the southern edge of the southern site.
4. The FRA report contains a table of bank elevations and estimated 0.5% AEP (1:200) flood levels for the realigned Niddrie Burn. It states that these figures were obtained from Jacobs. Halcrow and WSP carried out many of the studies used to inform the design of the Niddrie Burn Restoration Scheme but Jacobs carried out the final review and revision of the hydrological studies and final design for the scheme which includes the new realigned channel and flood management area (FMA). The FRA report states that there is a minimum of 1.0 metre freeboard allowance between the 0.5% AEP (1:200) flood levels, with and without climate change allowance, and the top of the banks. It also states there will be approximately 0.8 metre of freeboard allowance above water level at the FMA. The WSP reports dated March 2008 and January 2009 had referred to bund crest levels of 48.6 mAOD and 48.8 mAOD around the FMA and new channel design would provide only 300 mm freeboard allowance above the design flood level. SEPA does not have access to the final design and would welcome clarification of these figures. The Niddrie Burn Restoration Scheme was developed with the intention that flows within the channel would be attenuated to a 20% AEP (1:5) flood flow immediately downstream of the FMA. The FMA would provide the necessary storage capacity to attenuate flows in the Niddrie Burn to this reduced flow. It is therefore unclear if the minimum freeboard of 1.0 metre represents an estimated 0.5% AEP (1:200) flow or the attenuated flow of 20% AEP (1:5). SEPA would welcome clarification of what flow the design flood represents in terms of flow in order that it can provide better informed advice.
5. It was understood by SEPA that the proposed development platforms were to be raised. In a SEPA hydrologists report, dated 20 May 2008 for a planning response SEPA has indicated that it is satisfied that a drawing (Drawing D-24) shows the area of land to the east as a platform at a level of 48.8 mAOD to reflect the requirement for future development on this area to be constructed above the estimated 0.5%

(1:200) flood level. The FRA indicates that the southern part of the north site varies from 58 mAOD in the north down to 48 mAOD in the south; the middle site varies between 47.3 mAOD and 47.7 mAOD and the southern site ranges from 67 mAOD down to approximately 47 mAOD close to the new channel. The current site levels are therefore lower in the area around the realigned channel than what was previously proposed. SEPA would therefore welcome clarification regarding the proposed minimum finished ground levels for the development.

6. The FRA report states that the northern leg of the existing Niddrie Burn channel is to be retained while the southern leg will be blocked and the main flow directed along the realigned channel. The northern leg will convey some flows including runoff from the hospital car parks. The report notes that the channel currently enters a culvert on the western side of the Greendykes Road within the northern site. It is apparently proposed that the short section of open channel within the site boundaries will be culverted to reduce the risk of flooding to existing buildings and the proposed development should the culvert block. Any floodwaters from this channel may spill into the FMA but no information is provided and we would welcome confirmation of this. The original watercourse is culverted to the east of the site and the FRA report states that there is no risk of flooding expected from this section of the watercourse. There may be a number of existing connections to this culvert which will add to the flows. SEPA would welcome further details on the proposals affecting this northern leg of the existing Niddrie Burn channel.
7. The Magdalene Burn flows eastwards along the north boundary of the southern site. It is understood that it is culverted under part of the site and its actual alignment is unknown. The FRA report states that the Niddrie Burn Restoration Scheme will reduce the risk of flooding from this burn. SEPA would confirm that this should be the case. The Magdalene Burn lies within the natural floodplain of the Niddrie Burn and in significant floods floodwaters from the Niddrie Burn can enter the Magdalene Burn. This flow path should cease upon completion of the Scheme. New built development should not be located over the watercourse therefore it is essential to determine its alignment before considering a site layout. Consideration might also be given to opening up the watercourse to add a green space/landscape feature or green/blue corridor to the overall development. This would also significantly reduce the risk of blockage and aid the essential inspection and maintenance of the watercourse.
8. The FRA report highlights that the development site is greenfield and therefore measures should be put in place to ensure that post development runoff rates are no greater than existing greenfield rates. Runoff calculations have been carried out and are contained within the Drainage Statement (March 2012). SEPA notes that the catchment areas used to determine greenfield runoff rates and determine the

storage volume requirements to attenuate runoff rates are different from those used in the FRA report; 4.5ha, 8.45ha and 11.73 ha compared to 1.3ha, 3.7 ha and 18.5 ha. There is a need to clarify the correct site areas to ensure that the runoff rates are adequately attenuated and storage volume needs are met. SEPA would also highlight that the rainfall total used in the calculations for the 90 minute duration 20 year return period rainfall is incorrect.

9. The FRA report highlights that there is high ground to the north-west and south of the site and it is therefore likely that surface water runoff from these slopes could reach the site. The report advises that measures should be put in place to intercept this water and prevent it reaching the site. SUDS design would not take account of any additional flows from outwith the development site. There is an existing drainage channel flowing in a north-westerly direction at the southern edge of the site. The report states that it is intended to relocate this channel along the boundary of the site. It indicates that this channel should continue to intercept surface runoff however there is a need to ensure that drainage channels can be put in place to intercept the surface water runoff along the remaining southern boundary and the northern boundary of the development. It is not clear where this surface water runoff will be discharged. Should it be directed to the Niddrie Burn and/or the Magdalene Burn there may be some risk of backing up which will need to be considered within the overall design.
10. It is proposed to construct three SUDS ponds to treat and attenuate surface water runoff from the three development areas. There is some discrepancy about the size of these areas. These should be reviewed to ensure that adequate space is allowed for the ponds.
11. In earlier discussions it was recommended by consultants that landscape and garden ground should be raised to include a 300 mm freeboard and it was agreed that minimum finished floor levels should include a 600 mm freeboard above design flood levels. The FRA report recommends that properties adjacent to the watercourses should be set at a minimum of 600 mm above the channel bank levels. At detailed stage we would seek clarification of proposed finished ground and floor levels.
12. The FRA report recommends that finished floor levels should be set an appropriate height above surrounding ground levels and finished ground levels should be designed to slope away from the outer walls of buildings too ensure that water does not pond around houses. SEPA supports this recommendation.
13. SEPA would welcome clarification on a number of points.

To understand what is referred to as the 200 year flood levels, particularly downstream of the FMA, it would be useful to have the flows confirmed.

The site description includes existing ground levels below those previously agreed as suitable development platforms. We would welcome confirmation of proposed finished ground levels in order that these may be related to estimated design flood levels.

We would welcome details on the proposals affecting the northern leg of the existing Niddrie Burn channel: its route, where it discharges back into the new realigned channel or existing channel and does it pick up the historical surface water connections to the watercourse?.

The site areas quoted within the FRA and the Drainage Statement differ. There is a need to clarify which figures are correct and review calculations for SUDS design.

It is proposed to intercept surface water runoff from slopes to the north-west and south of the development site. We would welcome calculations to support the design of the ditches required to intercept this runoff and confirm where this water will be conveyed and discharged to.

Caveats & Additional Information for Applicant

14. Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

15. The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: *¿Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities¿* outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from www.sepa.org.uk/flooding/flood_risk/planning___flooding.aspx.

SEPA comment 08/05/2012

We are concerned that the applicant has not provided enough information to allow Condition 4 to be satisfied. The drainage statement which has been submitted appears to be acceptable (page 5 of the document from T Lawrie & Partners), but the plans which have been provided only show snapshots of surface water drainage arrangements without providing evidence of a fully integrated SUDS strategy (e.g. drawings Sk-20, Sk-21 and Sk-22 show some SUDS details for internal roadways without showing how these join up with the regional detention basins).

The SUDS which they have shown doesn't include treatment proposals for roof run off for domestic or commercial premises either. We would stress that this aspect should be agreed prior to work commencing.

Furthermore, there are likely to be aspects of the development proposal that are subject to licensing requirements under the Controlled Activities Regulations (CAR). The extension to the existing Niddrie Burn culvert will require authorisation. Additionally, there may be a licensing requirement for surface water discharges arising from the development (>1,000 houses) although this is less likely if the discharges to the water environment are made from more than one outfall (three outfalls seem to be shown on their plans).

Finally, we have some concerns regarding the new surface water outfalls which are proposed as these are over-engineered (drawing Sk-26 mentions new headwalls and bed protection at the East end of the development). We would remind the developers that any new outfall should be constructed in line with our guidance document WAT-SG-28: Good Practice Guide to Intakes and Outfalls.

Transport 08/10/2012

Further to my memorandum of 24 May 2012 I confirm that Transport has no objection to the proposed application and would comment as follows in respect of above mentioned Masterplan and Conditions:

- 1. Transport supports the Masterplan and the general proposals for the road hierarchy subject to the items set out below;*
- 2. Transport has no objection in principle to the elements shown on Dwg.PL(01 Rev.E. However, there are a number of detailed design issues which will need to be addressed as each part of the development is brought forward. Clear identification of areas subject to Road Construction Consent will also be required;*
- 3. The applicant should note that a Quality Audit, as set out in Designing Streets, will be expected in due course;*

The following should be included as conditions or informatives as appropriate:

- 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. The applicant should note that as part of the road construction consent:
 - (a) structural approvals may be required;*
 - (b) public utility provision should be located so as not to obstruct access by pedestrians, vehicles and emergency service vehicles;*
 - (c) swept path analysis will be required to demonstrate sufficient space for refuse vehicles etc. to turn;*
 - (d) the extent of adoptable roads to be identified and agreed by the Head of Transport, including bus stops / stances, footways, footpaths, accesses, cycle tracks, verges and service strips along with details of lighting, drainage, signs and markings, SUDs, bioretention, materials, structures, layout, design and specification and proposed**

improvements works. It is expected that the roads will be submitted for adoption by the Council in due course;

- (e) proposed bioretention to be subject to a trial and clear maintenance responsibilities identified in due course;*
- 2. Parking provision is acceptable in relation to the proposed number of units. Any revision to the number of units or the type of tenure may require an amendment to the proposed number of parking spaces;*
- 3. Traffic orders may be required to control waiting and loading, disabled parking spaces and to stop up or redetermine sections of road at no cost to the Council. An appropriate legal agreement may be required;*
- 4. Cycle and motor cycle parking design, numbers, location and specification to be to the satisfaction of the Head of Transport.*
- 5. A number of issues relating to the SUDS strategy remain to be resolved, particularly detailed design and maintenance responsibility. A Section 7 Agreement may be appropriate;*
- 6. It is noted that it is proposed to construct new roads across the proposed tram line. Detailed design will be required in due course to the satisfaction of the Head of Transport.*

Note:

- 1. The applicant should be aware that new road names will be required for this development and they should be asked to discuss this with the Council's Street Naming and Numbering Team at an early opportunity. Street naming is likely to influence the progression of traffic regulation orders;*
- 2. The scale of development is likely to mean that phased construction of roads is required. The applicant is asked to discuss the implications for road bonds etc. in due course. It is expected that all roads will require appropriate road bonds to be in place.*
- 3. The proposed link to The Wisp is the subject of ongoing discussions between the applicant and Midlothian Council with regard to the design, specification and layout of the proposed junction (see application 12/03190/FUL).*

Transport 24/05/2012

I have no objection to the proposed application and would comment as follows in respect of above mentioned Masterplan and Conditions:

- 1. Masterplan - I support the Masterplan subject to the items set out below;*
- 2. Condition 2, compliance with the Craigmillar Urban Design Framework ; I have no objection to the proposed changes to the CUDF. However, there are*

a number of detailed design issues which will need to be addressed as each part of the development is brought forward;

3. Condition 3, flood attenuation - I note that SEPA has expressed concern regarding amendments to proposed floor levels and the associated potential for flood risk. This issue is likely to have an impact on proposed road layout and specification and should be resolved as early as possible;

4. Condition 4, SUDS strategy - early resolution of design and responsibility for SUDS features should be sought;

5. Condition 5(i), detailed site plan - I have no objection in principle to the elements shown on Dwg.PL(01 Rev.E. However, there are a number of detailed design issues which will need to be addressed as each part of the development is brought forward. Clear identification of areas subject to Road Construction Consent will also be required;

6. Condition 5(v), existing and finished ground levels - see Items 2 and 3 above;

7. Condition 8, waste management etc. - the presence of refuse collection and recycling vehicles within the site will impact on the layout and dimensions of proposed roads;

8. Condition 9, open space - access to open space will be required including appropriate provision for disabled, pedestrian and cyclist access;

9. Condition 11, number of residential units - no comment;

10. Condition 13, wildlife - the presence of bats may impact on the type, location and specification of lighting.

The following should be included as conditions or informatives as appropriate:

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. The applicant should note that as part of the road construction consent:

(a) structural approval may be required;

(b) public utility provision should be located so as not to obstruct access by pedestrians, vehicles and emergency service vehicles;

(c) swept path analysis will be required to demonstrate sufficient space for refuse vehicles etc. to turn;

(d) the extent of adoptable roads to be identified and agreed by the Head of Transport, including bus stops / stances, footways, footpaths, accesses, cycle tracks, verges and service strips along with details of lighting, drainage, signs and markings, SUDs, bioretention, materials, structures, layout, design and specification and proposed improvements works. It is expected that the roads will be submitted for adoption by the Council in due course;

(e) proposed bioretention to be subject to a trial and clear maintenance responsibilities identified in due course;

2. Parking provision to be agreed with the Head of Planning. Note that current Council parking standards for affordable properties require a legally binding burden to be applied to each dwelling forbidding commercial rental or sale. Where it is intended that any unit could subsequently be made available for private rent or sale, then the parking standards for sale or private rent may apply;

3. *Traffic orders may be required to control waiting and loading, disabled parking spaces and to stop up or redetermine sections of road at no cost to the Council. An appropriate legal agreement may be required;*
4. *Cycle and motor cycle parking design, numbers, location and specification to be to the satisfaction of the Head of Transport.*

Note:

1. *The applicant should be aware that new road names will be required for this development and they should be asked to discuss this with the Council's Street Naming and Numbering Team at an early opportunity. Street naming is likely to influence the progression of traffic regulation orders;*
2. *The scale of development is likely to mean that phased construction of roads is required. The applicant is asked to discuss the implications for road bonds etc. in due course.*

Representations

Scheme 1 was advertised on 6 April 2012 and attracted four letters of representation including two general comments including from a neighbour and from PARC Craigmillar, one neighbour objection and one supporting comment from CTC Scotland.

Scheme 2 was re-notified on 7 September 2012. This resulted in a further neighbour objection and a further comment from PARC.

The material points of objection/concern are:

- a. Procedural issues, taken account of in assessment a.
 - extent of neighbour notification
- b. Traffic impacts, taken account of in assessment a and b.
 - traffic implications of wider connections on surrounding routes including creation of a rat run between Greendykes Road and the Wisp;
 - lack of pedestrian access between Greendykes Road and Royal Infirmary;
 - need for appropriately design local and strategic pedestrian and cycle connections between the adjoining parkland, the site and the wider Craigmillar;
 - need for appropriate edge treatment, and consideration of how to deliver further enhancements to parkland;
- c. Design issues, taken account of in assessment c.
 - the extent of design amendments are unclear;
 - the review of the Urban Design Framework is ongoing and it is unclear how the deviations shown in the masterplan should be considered;
 - need to ensure development maintains overall vision in Urban Design Framework;
- d. Land remediation issues, taken account of in assessment d.
 - extent of previous mine workings;

Full copies of the representations made in respect of this application are available in Group Rooms or can be requested for viewing at the Main Reception, City Chambers, High Street.

Planning Policy

Designing Streets, Scottish Government 2010

This policy document requires street design to consider place making before movement considerations. The street hierarchy should be inclusive, well connected to surrounding networks and should consider pedestrians first and private motor vehicle last. A distinctive urban form with landmarks that is easy to navigate is encouraged. Continuous building lines are preferred to provide definition to, and enclosure of, the public realm. Level surface/ shared space treatments work best in relatively calm traffic environments. They encourage low vehicle speeds and provide for a pedestrian orientated environment which encourages social interaction.

Craigmillar Urban Design Framework (CUDF), CEC 2005

Five main design principles:

1. **Distinctiveness** emphasis on character of place through design approach, making most of views and linkages to wider Edinburgh
2. **Sociability** creation of safe and purposeful public spaces within walking distance that maximise opportunities for movement and social interaction
3. **People-friendly** development to be of human scale and be pedestrian/ cyclist focussed, maximising opportunities for natural surveillance
4. **Sustainability** housing to be robust, long lasting, low energy consuming and cater for a wide range of people.
5. **Quality** focus on design quality at all levels of design

Other key concepts:

- * A traditional pattern of streets forming small blocks with the buildings creating a continuous street edge
- * Local streets designed to be pedestrian and cycle friendly and allow for vehicular movement
- * A range of sizes of housing including flats and terraced houses, with associated gardens and car parking
- * Parking generally on street
- * Secure private gardens to the rear of blocks with a pattern of smaller public open spaces to be formed adjacent to streets with links to be formed to strategic open spaces

- * Building heights are intended to be generally 3-4 storey along key routes with scope for landmark buildings in key locations. Elsewhere housing intended to be generally 2-3 storey
- * No rear gardens to front the parkland, which should be separated from the building by a local access street
- * Front gardens generally 3-5 metres in depth with a restricted palette of boundary materials

Relevant Policies:

Relevant policies of the Edinburgh and Lothians Structure Plan

Policy ENV1F states that development proposals affecting any designated natural heritage site, protected priority habitat or species or other important non-statutory locations will require an appropriate level of environmental and biodiversity assessment.

Policy ENV12 states that development, individually and/or cumulatively, that may lead to a significant increase in the risk of flooding, or that may itself be at risk of flooding, should not be permitted. Development proposals for greenfield and brownfield sites should include sustainable urban drainage systems (SUDS)

Relevant policies of the Edinburgh City Local Plan.

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

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

Policy Des 3 (Development Design) sets criteria for assessing development design.

Policy Des 4 (Layout Design) sets criteria for assessing layout design.

Policy Des 5 (External Spaces) sets criteria for assessing landscape design and external space elements of development.

Policy Des 6 (Sustainable Design & Construction) sets criteria for assessing the sustainable design and construction elements of development.

Policy Des 8 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

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

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

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

Policy Env 17 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

Policy Os 3 (Open Space in New Development) sets out requirements for the provision of open space in new development.

Policy Hou 1 (Housing Development) supports housing on appropriate sites in the urban area, and on specific sites identified in the Plan.

Policy Hou 2 (Housing Mix) requires the provision of a mix of house types and sizes in new housing developments.

Policy Hou 3 (Private Open Space) sets out the requirements for the provision of private open space in housing development.

Policy Hou 4 (Density) sets out the factors to be taken into account in assessing density levels in new development.

Policy Hou 7 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

Policy Tra 4 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in supplementary planning guidance, and sets criteria for assessing lower provision.

Policy Tra 5 (Private Cycle Parking) requires cycle parking provision in accordance with levels set out in supplementary guidance.

Policy Tra 6 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Policy Tra 13 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

Policy Com 3 (School Development) sets criteria for assessing sites for new school development.

Relevant Non-Statutory Guidelines

Non-statutory guidelines 'The Edinburgh Standards for Housing' sets out principles and guidance whose aim is to achieve high quality, successful and sustainable residential developments.

Non-statutory guidelines 'The Craigmillar Urban Design Framework' sets out a vision and principles for development of the Craigmillar area.

Non-statutory guidelines 'The Edinburgh Standards for Sustainable Building' sets principles to assess the sustainability of major planning applications in Edinburgh.

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

Non-statutory guidelines FLOODING AND PLANNING Provides guidance on how to ensure that new development does not increase the risk of flooding, and how to minimise the risk of sensitive new developments being flooded themselves.

Non-statutory guidelines on "Trees and Development" provides guidance on the information required to support planning applications in respect of tree protection, the retention of trees of landscape, biodiversity or amenity significance, and encourages new tree planting where appropriate.

Non-statutory guidelines on Developer Contributions and Affordable Housing gives guidance on the situations where developers will be required to provide affordable housing and/or will be required to make financial or other contributions towards the cost of, providing new facilities for schools, transport improvements, the tram project, public realm improvements and open space.

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

Appendix B



Application Type Approval of Matters Specified in Conds
Application Address: Land At
Greendykes Road
Edinburgh

Proposal: Residential development including detailed site layout plan showing position of buildings, roads, footpaths, parking areas, cycle parking, walls, fences, landscaping, details of existing and finished levels, flood attenuation details (matters listed in conditions 3, 5(i), (iii), (v) of planning consent 07/01644/OUT).
Reference No: 12/01109/AMC

Conditions/Reasons associated with the Recommendation

It is recommended that this application be Approved by Committee, subject to the conditions, reasons and informatives stated below.

Conditions:-

1. 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 and Building Standards before work is commenced on site.
2. 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.
3. Prior to the commencement of development, the location and design of visitor cycle spaces to be associated with the flatted blocks shall be submitted to and approved in writing by the Head of Planning and Building Standards. The visitor cycle parking provision shall be based on the final number of units agreed for the development and shall be no less than one space per ten flats. Thereafter the approved visitor parking spaces shall be provided prior to the occupation of the residential units to which the parking relates.
4. Prior to the commencement of development the exact details of entrances to the adjoining parkland including details of stone gate piers and any associated bollards or gate treatment designed to permit cycle and pedestrian access and details of connections to the Niddrie Burn

river corridor shall be provided for the prior approval of the Head of Planning and Building Standards. Thereafter the entrance details shall be implemented as part of the landscape requirements set out in conditions 1 and 2.

5. Prior to the commencement of development, further details regarding size and calculated volume of the three SUDS ponds in respect of flood risk and accompanying landscaping details shall be submitted to and agreed in writing by the Head of Planning and Building Standards. The detailed design of the SUDS areas and associated landscaping shall demonstrate the use of the areas as useable amenity landscaping features. Where associated kick about spaces and play spaces, seating and hard and soft landscaping features are shown these shall be designed as an integrated scheme and thereafter constructed in terms of conditions 1 and 2.
6. Prior to the commencement of development the exact finished levels of buildings, road levels, and associated ground shall be specified relative to Ordinance Datum (OD) and associated surface water flow paths shall be provided for the prior approval of the Head of Planning and Building Standards. Thereafter the development shall be constructed wholly in accordance with the approved details.
7. Prior to the commencement of development the design of the diverted minor water course/ drainage ditch together with pedestrian bridges and associated infrastructure designed to mitigate flood risk to the development and to allow suitable connections into the adjoining parkland shall be submitted to and agreed in writing by the Head of Planning and Building Standards. Thereafter the diverted minor water course/ drainage ditch shall be completed as part of the development.
8. Prior to the commencement of construction, full construction details of the road bridge over the Niddrie Burn including any associated guard rail shall be submitted for the prior approval of the Head of Planning and Building Standards. Thereafter the road bridge shall be constructed solely in terms of the approved details.
9. Prior to the commencement of development the surveyed position and condition of trees within and along the boundary of the site and an accompanying tree constraints and tree protection plan shall be provided for the prior written approval of the Head of Planning and Building Standards. The details to be supplied shall be in accordance with the BS5837: 2005 "Trees in relation to construction", or equivalent standard at the time of construction. Thereafter the development shall be constructed wholly in accordance with the approved details.

Reasons:-

1. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
2. In order to ensure that the approved landscaping works are properly established on site.
3. In order to enable the planning authority to consider this/these matter/s in detail.
4. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.
5. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.
6. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.
7. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.
8. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.
9. In order to safeguard protected trees.

Informatives

It should be noted that:

1. As agreed by Direction, the timescales for the consent shall be limited to the following:

The development hereby permitted shall be commenced no later than the expiration of five years from the date of the original planning permission reference 07/01644/OUT dated 22 July 2010 or two years from the final approval of the remaining matters specified in conditions, whichever is later.

2. Two existing Public Rights of Way, namely LC90 and LC91 require to be considered and appropriate temporary and permanent provision made, including applications for diversions where appropriate.
3. Whilst parking provision for the development is generally acceptable as shown, final parking numbers for individual parts of the development will be confirmed once the final residential unit numbers and the type and the tenure of affordable housing is submitted for further approval under AMC.

End

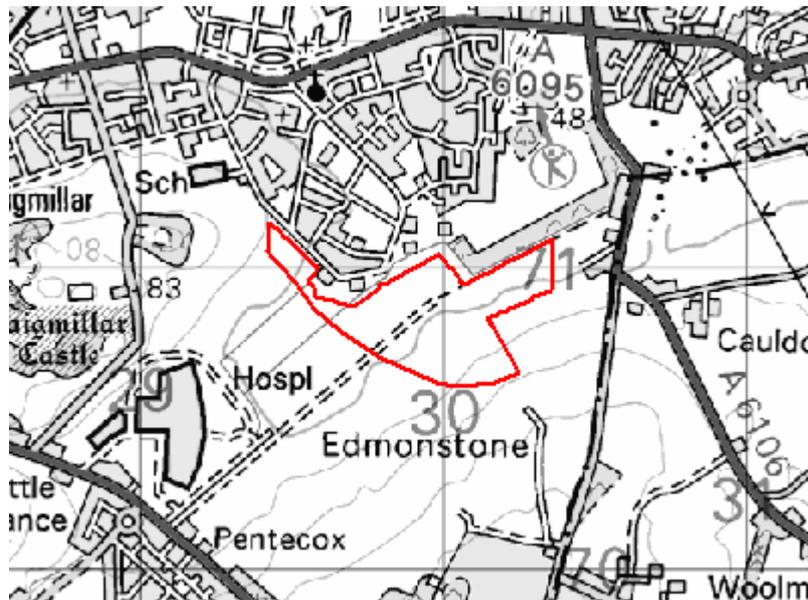
Appendix C



Application Type Approval of Matters Specified in Conds

Proposal: Residential development including detailed site layout plan showing position of buildings, roads, footpaths, parking areas, cycle parking, walls, fences, landscaping, details of existing and finished levels, flood attenuation details (matters listed in conditions 3, 5(i), (iii), (v) of planning consent 07/01644/OUT).

Reference No: 12/01109/AMC



Location Plan

Reproduction from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office
© Crown Copyright.
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence
Number 100023420 The City of Edinburgh Council 2005.