

Development Management Sub Committee

Wednesday 26 August 2015

Application for Planning Permission 14/04172/FUL At Site 80 Metres West Of 4, Ferrymuir, South Queensferry Proposed development of 143 houses and flats (including 25% affordable homes) and community facility.

Item number	7.1
Report number	
Wards	A01 - Almond

Summary

The application site forms part of an economic development opportunity promoted by the Rural West Edinburgh Local Plan (RWELP): ECON2 Ferrymuir Queensferry. The RWELP, through Policy ED1, supports the development of the site for Class 4 business use. The site's development for housing and community facilities, as promoted by this application, does not accord with the provisions of the RWELP and is contrary to Policy ED1.

The emerging Local Development Plan (LDP) proposes the removal of the business designation of the site and to include it within the broad 'urban area' designation within which residential uses are acceptable in principle, provided proposals are compatible with other policies of the plan. In this regard, Policy Hou 1 of the LDP supports the development of the site for residential use. The scale, design and layout are acceptable and considered to be compatible with surrounding uses. The proposal does not prejudice residential amenity or road safety.

Notwithstanding the conflict of the application proposal with the RWELP it is recommended that, in light of the conformity of the proposal with the emerging LDP and the contribution that its development for housing will make to the overall housing land supply situation in the city, planning permission is granted.

Links

[Policies and guidance for this application](#)

LPRW, RWH5, RWH6, RWH7, RWE30, RWE41, RWE41, RWE45, RWTRA1, RWTRA2, RWTRA4, RWED1, LDPP, PLH1, NSG, NSDCAH, NSP, NSGD02, NSESBB,

Report

Application for Planning Permission 14/04172/FUL At Site 80 Metres West Of 4, Ferrymuir, South Queensferry Proposed development of 143 houses and flats (including 25% affordable homes) and community facility.

Recommendations

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

Background

2.1 Site description

The 4.5 hectare undeveloped site is located to the south east of existing commercial development at Ferrymuir, South Queensferry. Ferrymuir is bound to the south and west by the A90 and the north and east by the B800, formerly the A8000. The B800 is located above the site and has a steep shrub planted embankment sloping into the site. The site is on the right as you approach the Forth Road Bridge along the A90.

Vehicular access to Ferrymuir is obtained from a roundabout on the B800 at its junction with Kirkliston Road.

The northern, developed half of Ferrymuir contains a supermarket, petrol filling station, restaurant, fast food outlet and hotel.

To the north and east of the application site, beyond the B800, the land use is generally residential. There is an office to the south east. To the south west, beyond the A90, the land is farmland which forms part of the Edinburgh Green Belt.

This is part of Queensferry that is characterised by a mix of commercial uses and post war suburban housing developments.

2.2 Site History

28 September 2010 - outline permission granted for mixed use development comprising office use, a care home, residential development, a leisure unit, and community facility (application reference: 09/00490/OUT).

10 May 2012 - Land subject to temporary compulsory purchase, for the period of one year, in order to accommodate ancillary infrastructural works associated with the new road bridge over the Firth of Forth.

26 June 2014 - Proposal of application notice submitted for residential development and community facility (reference 14/02623/PAN).

13 January 2015 - Planning Permission Granted for variation to conditions 1a and 1b of Planning Permission in Principle (Ref: 09/00490/OUT) to extend for a further three years, the period within which an application for the Approval of Matters specified in conditions is to be submitted and to allow a further two years from the final Approval of Matters specified in conditions within which the development should be commenced (application reference 13/04029/FUL).

Main report

3.1 Description Of The Proposal

The application, as amended, seeks permission for the proposed development of 143 residential units comprising 74 houses and 69 flatted units (including 25% affordable homes) and a Class 10 community facility. Thirty eight affordable units are proposed including a range of flats and houses. The mix of units will consist of detached dwellinghouses, semi-detached dwellinghouses, terraced houses and three blocks of flatted properties. There will be a variety of house designs, including two storey detached, semi-detached and terraced houses with pitched roofs. Three blocks of flats are proposed which will be four storeys in height with pitched roofs. A stand alone, single storey, flat roofed community facility is also proposed to the north of the site. The materials proposed include white render and cast stone, grey slate roof tiles and recycled uPVC.

All of the houses will have a private garden and parking provision. The flats will have dedicated parking provision and access to areas of communal open space. Covered cycle parking is provided at 100% for flats and space for cycle storage for housing will be provided within private garden areas or garages. The proposed scheme contains areas of public open space, including a landscaped pedestrian and cycle route.

A Sustainable Urban Drainage System is proposed with a detention basin proposed at the northern end of the site, adjacent to the proposed community facility.

Supporting Statement

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

- Design and Access Statement;
- Ecology Report;
- Traffic Noise Report;
- Surface Water Management Plan;
- Flood Risk Assessment; and
- Transport Statement.

3.2 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?

3.3 Assessment

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

- a) the principle of the proposed development is acceptable;
- b) the scale and design of the proposed development is acceptable;
- c) the impact on the Outstanding Universal Value of the Forth Bridge World Heritage Site and the setting of the category A listed Forth Road Bridge is acceptable;
- d) the proposed development raises any road safety implications;
- e) the proposed development offers an acceptable living environment for future residents and existing neighbouring residents;
- f) the proposed development meets the sustainability requirements of the Edinburgh Design Guidance;
- g) there are any other material considerations;
- h) any impacts on equalities or human rights are acceptable; and
- i) comments raised have been addressed.

a) Principle

Scottish Planning Policy

Scottish Planning Policy (SPP) (2014) states that, where a development plan is out-of-date, a presumption in favour of sustainable development will be a significant material consideration. It also states that, where there is a shortfall in the five year effective housing land supply, the development plan will not be considered up-to-date. Effective land supply is the part of the established housing land supply which is free, or expected to be free, of development constraints in the period under consideration and will therefore be available for the contribution of housing.

The methodology for measuring the adequacy of the effective housing land supply is under consideration by SESplan. However it is accepted that there is currently a shortfall in Edinburgh. Accordingly, development plan policies on the supply of housing land are not up-to-date and SPP's presumption in favour of sustainable development is an important material consideration which must be afforded significant weight.

Strategic Development Plan (SDP)

Strategic Development Plan Policy 1A: The Spatial Strategy: Development Locations, outlines the spatial strategy for the SDP area and identifies four Strategic Development Areas in Edinburgh. SESplan Housing Land Supplementary Guidance sets out the housing land requirement and the strategic spatial strategy by prioritising brownfield land and locating additional development in identified SDAs in the first instance. The application site is located outwith all the SDAs as defined by the Second Proposed Local Development Plan.

SDP policy 7: Maintaining a five year housing land supply, provides the principle for granting planning permission in appropriate circumstances for housing development to maintain a five-year effective land supply. This is subject to ensuring the development will be in keeping with the character of the settlement and local area, Green Belt objectives are not undermined, and any additional infrastructure required as a result of the development is either committed or to be funded by the developer.

There is currently a shortfall in the five-year effective land supply and the proposed development meets the requirements of SDP policy 7 in that it will be in keeping with the character of the settlement and local area, is not designated as green belt and additional infrastructure required as a result of the development is either committed to or is to be funded by the developer.

Rural West Edinburgh Local Plan

The site is designated as the Ferrymuir Queensferry Economic Development Area Econ 2 by the Rural West Edinburgh Local Plan (RWELP).

The RWELP allocates the site as a site for business and industry which is safeguarded for *'business (Class 4) excluding industrial process, general industry (Class 5) or storage and distribution (Class 6) uses. Other uses will only be permitted where compatible with business and industrial activity and where there would be no significantly adverse impact on the overall amount, quality or distribution of the business and industrial land supply in the local plan area; and where they are compatible with the character of the site and the surrounding area in terms of the nature of the use, siting, layout and design and where there would be no significantly detrimental traffic or environmental impact'*.

The proposal, being predominantly of residential use and also incorporating other non-office/industry elements, is therefore contrary to the RWELP policy ED 1. The principle of the proposed development is not in accordance with the RWELP.

Material Considerations

Second Proposed Local Development Plan

The Second Proposed Local Development Plan (LDP) was approved, on the 14 May 2015 by the Planning Committee, for submission to Scottish Ministers for Examination. The LDP represents the Council's settled view of the future development of the city and is a material consideration to determination of planning applications. The LDP proposals map includes the application site as being located within the Urban Area.

LDP Policy Hou1 Housing Development states that *'housing development will be supported in suitable sites within the urban area, provided proposals are compatible with other policies in the Plan'*.

The principle of the proposed residential development is in accordance with the Second Proposed Local Development Plan.

The scale of the current proposal does not raise any issues of prematurity in respect of infrastructure delivery.

Conclusion

The site is not recognised as an area with peak demand for prime business space compared to the existing provision at Edinburgh Park nor located within what would be considered a prime office location. As a gap site there is no loss of current commercial premises. The existing consent (ref: 09/00490/OUT) includes a mix of housing, business and a care home, and as such the principle of uses outwith those specified by the RWELP has been accepted.

The site owner, who developed the business space on the existing Ferrymuir site to the immediate north of the application site, claims that new business space is not economically viable at Ferrymuir, South Queensferry. An Economic Development consultation response does not dispute this assertion.

Edinburgh needs more housing to provide homes for an increasing population and support economic growth. The purpose of LDP Policy Hou 1 Housing Development is to provide a generous supply of housing land across a range of sites throughout the City to enable developers to build homes for existing and future residents. With the exception of the greenfield sites identified through the LDP, new housing should be provided on sites within the urban area. The application site constitutes a suitable site for housing located within the urban area and meets all of the criteria within SDP Policy 7.

The inclusion of a Class 10 community facility within the application site is compatible with the proposed residential development and is appropriate to its location.

The proposal is in accordance with the Second Proposed Local Development Plan and for the reasons outlined above is acceptable in principle.

b) Scale and Design

The proposed development is a similar form of development to neighbouring residential areas and so is contextually appropriate.

The proposed residential development consists of a mix of one and two bedroom flats and three and four bedroom houses. This mix represents a range and type of housing appropriate to the application site and surrounding area. No housing specific to those with special needs/disabilities is proposed, however units may be adapted to meet any such specific requirement in the future. The general house design consists of detached, semi-detached and terraced variations of a central theme.

The variety of building forms are united by the use of a limited palette of materials including grey slate roof tiles and white render. Three flatted blocks are proposed which have continuity in style and materials. The architecture is of a suitable standard, with materials and detailing appropriate to the area and to residential development, and which will contribute to creating an identity and sense of place. The boundary treatments proposed are appropriate to their setting and consist of a mix of 1.8m timber fences and 1.8m stone walls.

The proposed development provides private and communal open space in accordance with current guidance. Increased pedestrian and cycle permeability is also provided through the site, responding to the requirements of the LDP with the layout incorporating a landscaped east west pedestrian/cycle route providing communal outdoor amenity space.

The overall scale and design of the proposed development is acceptable and will not have an unacceptable impact on important views of the Forth Rail Bridge. The mix of house and flat sizes is acceptable.

c) Outstanding Universal Value of the Forth Bridge World Heritage Site and setting of the listed Forth Road Bridge

The development will not have any adverse impact on views to the Forth Bridge as identified in the nomination document for World Heritage Site status.

The development does not obscure views to the category A listed Forth Road Bridge.

Its impacts on built heritage are acceptable.

d) Roads

The proposal has been assessed by the Head of Transport and will not give rise to adverse impacts on pedestrian or road safety. The site lies within walking distance public transport services and will not have an unacceptable impact on local traffic levels. The proposed development complies with the Council's parking standards.

The Head of Transport has raised no objections to the application subject to the recommended legal agreement requiring the submission of a draft travel plan prior to first occupation and a final travel plan within 12 months of that date. However, given that the proposal will not give rise to adverse impacts on pedestrian or road safety, the proposed legal agreement does not meet the policy tests set out by the Scottish Government's Planning Circular 1/10: Planning Agreements and as such is not appropriate.

e) Residential Amenity

Environmental Services has no objection to the proposal in terms of noise pollution or air quality, subject to the recommended conditions. The first condition requires that the development adheres to the noise protection measure set out within the Environmental Noise Assessment. These measures, including the proposed acoustic barrier, are designed to mitigate potential noise impacts of neighbouring commercial uses and roads.

The second condition requires that the potential for contaminated land be investigated and where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.

Each house will have adequate private garden space and the flats will be in easy reach of communal open space. The internal floor spaces are in accordance with the standards set by the Edinburgh Design Guidance. The site layout will ensure that each property will not be adversely affected by way of overshadowing or loss of daylight and the nature of the proposed plot boundaries, in conjunction with the layout, will ensure that adequate levels of privacy are provided for future residents.

The proposal will provide an acceptable living environment to meet the needs of future residents.

The proposal complies with the relevant non-statutory guidelines with reference to privacy and overshadowing of neighbouring properties, primarily those to the west across the B800. There will be no detrimental impact on the amenity of neighbouring residents.

f) Sustainability

The applicant has submitted a sustainability statement in support of the application.

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total Points	80	80

The proposal meets the essential criteria despite the use of uPVC because it is proposed to use recycled uPVC. This application meets the sustainability requirements of the Edinburgh Design Guidance.

g) Material Considerations

Affordable Housing

The applicant has agreed to provide 36 affordable units (25%) on site which will be situated at more than one location across the site. The types of affordable units consist of a variety of flats and houses and therefore offer a representative mix across the site. The provision of affordable units onsite is in accordance with RWELP Policy H 7: Affordable Housing.

Education

The Director of Children and Families has assessed the impact of the proposed development on the existing school estate and estimates the pupil generation and their destinations to be:

- 23 additional pupils at Queensferry Primary School;
- 4 additional pupils at St Margaret's RC Primary School;
- 14 additional pupils at Queensferry High School; and
- 2 additional pupils for St Augustine's RC High School.

The ratios used to assess this matter are based on those set out in the Second Proposed LDP Education Infrastructure Appraisal. The financial contribution required to support the provision of essential infrastructure to accommodate the additional pupils has been calculated at £845,480.00 (see Appendix 1). Subject to the conclusion of a suitable legal agreement that secures this contribution the Director of Children and Families has no objections to the proposed development in principle.

The landowner has entered into a separate legal agreement with the Queensferry and District Community Council (QDCC) to provide land and a sum of £350,000 (indexed linked) towards the provision of a community facility at Ferrymuir. The provision of the community facility will be triggered once a commercially acceptable planning permission is granted for the site.

The developer has stated the requirement to commit to the full £845,480.00 contribution being sought would seriously prejudice its ability to provide the community facility for the residents of South Queensferry. In the circumstances the landowner / applicant has asked that the Council consider off-setting the cost of the proposed community facility against the education contribution being sought.

In this particular case, little weight can be attached to any requirement for a community facility under current planning policy and guidelines. In addition, this unilateral legal agreement between the developer and the community council would be unlikely to comply with the tests set out in the planning obligations circular. More pertinent is the fact that this site benefits from an extant planning permission for a mixed use development that also includes residential, where there is no requirement for an education contribution. In light of this, it is appropriate to apply a flexible approach to the application of developer contributions.

In conclusion a reduced financial contribution of £495,480.00 to the provision of education infrastructure as well as the delivery of 36 affordable residential units as set out above would be acceptable in these circumstances.

Archaeology

This site has been identified as occurring within an area of archaeological potential, therefore the application must be considered in relation to the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also Local Plan policy E30. The aim is 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.

The City Archaeologist advises that the application site could contain a range of significant archaeological remains and that the proposed development could have a significant affect upon any surviving buried remains.

Accordingly it is recommended that an appropriate condition is attached to any grant consent to ensure the undertaking a programme of archaeological works.

Air Safety

Edinburgh Airport raised no objections to the proposal in terms of air safety, subject to the recommended conditions concerning the submission and approval of a Bird Hazard Management Plan and SUDS.

Flooding and Drainage

The applicants have submitted a Surface Water Management Plan and proposals were also submitted in terms of sustainable urban drainage. The Council's Flood Prevention Team has considered the information and has no objections to the development of the site in terms of flood risk or surface water management.

Local Services

Concern has been raised that increasing pressure will be placed on local services including leisure facilities and healthcare. Growing demand for such services may enable operators to remain in South Queensferry and to plan for expansion. Extra demand for these types of services would not merit a reason for refusal.

h) Equalities and Human Rights

The proposed development will create an environment where public spaces can be used safely and securely. The proposals will offer a good standard of living with access to transport and public places including green spaces.

The site is accessible for people with mobility issues. Over the site a range of living accommodation will be provided that will support different users including young families and the elderly and includes an acceptable level of affordable housing to assist those who cannot access traditional housing markets.

In summary, the proposals will have a positive impact in respect of equalities and rights.

i) Public Comments

This application was advertised on 31 October 2014 and four letters of objection and no letters of support were received. The objections included that of the Lord Cockburn Association.

Material Representations: Objection

- Loss of privacy to existing residential properties - addressed in section 3.3 d).
- Contrary to Local Plan site designation - addressed in section 3.3 a).
- The proposed residential properties will suffer from both noise and pollution issues - addressed in section 3.3 d).
- Unacceptable increase in traffic having a detrimental impact on local roads - addressed in section 3.3 c).
- Detrimental impact on local schools capacity - addressed in section 3.3 f).
- Detrimental impact on local services including local doctors surgeries, dentists, and train services - addressed in section 3.3 f).

Queensferry and District Community Council

A consultation response from the Queensferry and District Community Council (QDCC) states that QDCC support the development in principle subject to the matters noted being resolved. These matters related to:

- Drainage and flooding - addressed in section 3.3 f).
- Open space provision - addressed in section 3.3 d).
- Connectivity and road safety - addressed in section 3.3 c).
- Housing for those with special needs - no specific provision is proposed.
- A signage strategy for the site - not a material planning consideration.
- The proposed community facility.
- A copy of the QDCC's consultation response can be found in Appendix 1 of this report.

Conclusion

The application site forms part of an economic development opportunity promoted by the Rural West Edinburgh Local Plan (RWELP): ECON2 Ferrymuir Queensferry. The RWELP, through Policy ED1, supports the development of the site for Class 4 business use. The site's development for housing and community facilities, as promoted by this application, does not accord with the provisions of the RWELP and is contrary to Policy ED1.

The emerging Local Development Plan (LDP) proposes the removal of the business designation of the site and to include it within the broad 'urban area' designation within which residential uses are acceptable in principle, provided proposals are compatible with other policies of the plan. In this regard Policy Hou 1 of the LDP supports the development of the site for residential use. The scale, design and layout are acceptable and considered to be compatible with surrounding uses. The proposal does not prejudice residential amenity or road safety.

Notwithstanding the conflict of the application proposal with the RWELP it is recommended that, in light of the conformity of the proposal with the emerging LDP and the contribution that its development for housing will make to the overall housing land supply situation in the city, planning permission is granted.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.
2. No development shall take place on the site until the applicant has secured and implemented a programme of archaeological work (excavation, reporting and analysis and publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
3. The following noise protection measures to the proposed development, as defined in the Charlie Fleming Associates 'Environmental Noise Assessment' report (240621R & 240623R), dated 19 April 2015 shall be carried out in full and completed prior to the first unit of the development being occupied.

Prior to the use being taken up a 1.8m close boarded acoustic barrier with a minimum mass to be 3.5kg/sq metre shall be erected. Vertical slats must be taken to ground level with no gap left as show on drawing number. SQ/AC/01 dated April 2015.

The walls of the community facility must be constructed of two leaves of 100mm thick, high density, concrete blockwork, separated by a 75mm wide cavity. The roof shall be constructed of concrete tiles on wooden sarking boards.

The ceiling over the Hall must be supported on independent joists, not touching the roof or its supporting structure. Two layers of 15mm thick plasterboard shall be then fixed to them. The joints between the boards making up the two layers must be lapped, and not coincide. A 200mm thick mineral fibre quilt must laid between the ceiling joists. The cavity between the underside of the sarking boards and the plasterboard must be at least 400mm deep. The plasterboard must not be punctured, other than to allow electrical cables to pass through it. These should be sealed in place with a proprietary acoustic sealant.

A sound lobby must be constructed around the entrance to the Community Facility. This will ensure 3 doors between the Hall and the exterior.

The windows of the Hall shall be of 12mm and 12.8mm thick panes of acoustic glass by, separated by a 20mm wide cavity.

Any ventilation system installed will require to be acoustically attenuated. This will require in-duct absorptive silencers. Ductwork must terminate and start supply on the north-western elevation of the community facility.

4. Prior to the commencement of construction works on site:
 - (a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - (b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.

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

5. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
6. Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)'. The submitted Plan shall include details of:
 - Attenuation times;
 - Profiles & dimensions of water bodies; and
 - Details of marginal planting.

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

7. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:
 - monitoring of any standing water within the site temporary or permanent.

- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached.
- reinstatement of grass areas.
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow.
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste.
- monitoring of waste imports (although this may be covered by the site licence)
Edinburgh Airport Limited, incorporated in Scotland (Company number: SC096623). Registered office is at Edinburgh Airport, Edinburgh EH12 9DN.
- VAT registration number 123 4230 62.
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.
- signs deterring people from feeding the birds.
- The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to safeguard the interests of archaeological heritage.
3. In order to protect the amenity of the occupiers of the development.
4. In order to protect the amenity of the occupiers of the development.
5. In order to ensure that the approved landscaping works are properly established on site.
6. To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS).
7. It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.

Informatives

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation to education infrastructure, traffic order and affordable housing.
5. Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/operations-safety/>).

Lighting

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/operations-safety/>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

6. Electric vehicle charge points should be installed in accordance with Transport Scotland's 'Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles' (2013). In particular the charge points should include a 70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. The DC charge should be delivered via both JEVS G105 and 62196-3 sockets and the AC supply by a 62196-2 socket. The outlet must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.
7. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993.

8. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, access, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, parking numbers and location, design and specification. Attention is drawn to the requirement to facilitate a route through the development connecting to the proposed developments at Builyeon Road (HSG32) and South Scotstoun (HSG33).

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

9. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
10. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth).
11. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road.
12. Any gate or gates must open inwards onto the property.
13. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012.
14. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport.

Financial impact

4.1 The financial impact has been assessed as follows:

The application is subject to a legal agreement for developer contributions.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

In accordance with the Planning etc (Scotland) Act 2006, a Proposal of Application Notice was submitted and registered on 26 June 2014 (planning reference 14/02623/PAN). Notice was also submitted to the Queensferry and District Community Council and the Almond Neighbourhood Partnership.

A public exhibition was held in on 13 August 2014 at the Queensferry Community High School.

Full details can be found in the Pre-Application Consultation report, which sets out the findings from the community consultation. This is available to view on the Planning and Building Standards online service.

A pre-application report on the proposals was presented to the Development Management Sub-Committee on 27 August 2015. Committee noted the key issues at that stage.

8.2 Publicity summary of representations and Community Council comments

This application was advertised on 31 October 2014 and 4 letters of objection and no letters of support were received. The objections include that of the Cockburn Association.

Material Representations: Objection

- Loss of privacy to existing residential properties.
- Contrary to Local Plan site designation.
- The proposed residential properties will suffer from both noise and pollution issues.
- Unacceptable increase in traffic having a detrimental impact on local roads.
- Detrimental impact on local schools capacity.
- Detrimental impact on local services including local doctor's surgeries, dentists, and train services.

Queensferry and District Community Council

A consultation response from the Queensferry and District Community Council (QDCC) states that QDCC support the development in principle subject to the matters noted being resolved. These matters related to:

- Drainage and flooding.
- Open space provision.
- Connectivity and road safety.
- Housing for those with special needs.
- A signage strategy for the site.
- The proposed community facility.

A copy of the QDCC's consultation response can be found in Appendix 1 of this report.

Background reading/external references

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

**Statutory Development
Plan Provision**

The application site is by the Rural West Edinburgh Local Plan as being ECON 2, an economic development proposal site.

The Second Proposed Local Development Plan allocates the site as being located within the urban area.

Date registered

20 October 2014

Drawing numbers/Scheme

01,02a-05a,06b,07a-13a, 14-26, 27a-30a,31-50,

Scheme 2

David R. Leslie

Acting Head of Planning and Building Standards

Contact: Colin Bryans, Planning Officer

E-mail:colin.bryans@edinburgh.gov.uk Tel:0131 529 4279

Links - Policies

Relevant Policies:

Relevant policies of the Rural West Edinburgh Local Plan.

Policy H5 states that all new housing should harmonise with and reflect the character of its surroundings and should adhere to the criteria set out in the policy.

Policy H6 says that development which would significantly damage residential amenity will not be permitted in residential areas within the defined settlement boundary.

Policy H7 states that planning permission for residential development, including conversions, consisting of 12 or more units, should include provision for affordable housing amounting to 25% of the total number of units proposed.

Policy E30 says that any planning application affecting a site of archaeological significance will require an archaeological field evaluation to be undertaken in consultation with the Council's Archaeologist.

Policy E41 encourages high standards of design for all development and its careful integration with its surroundings in terms of scale, form, siting, alignment and materials. New development should improve energy efficiency and reduce noise pollution.

Policy E41 encourages high standards of design for all development and its careful integration with its surroundings in terms of scale, form, siting, alignment and materials. New development should improve energy efficiency and reduce noise pollution.

Policy E45 says that as a general principle all new residential and business development should be designed to avoid or manage any threat to susceptible properties from a 200 year flood.

Policy TRA1 says that development with the potential to generate significant levels of personal travel should be located on sites which minimise the need to travel and are easily accessible by foot, cycle or public transport.

Policy TRA2 states that proposals will not be permitted where it would have an unacceptable impact on the existing road network; public transport operations; air quality; road safety, residential amenity and walking and cycling.

Policy TRA4 says that development proposals should make specific provision for the needs of cyclists and pedestrians and provide convenient and safe access to existing or proposed networks where practicable.

Policy ED1 says that the Council will support the development of sites ECON1- ECON11 for the preferred uses outlined in the Schedule of Economic Development Proposals subject to the criteria listed.

Relevant policies of the Proposed Local Development Plan.

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

Relevant Non-Statutory Guidelines

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 on 'PARKING STANDARDS' set the requirements for parking provision in developments.

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings and landscape, in Edinburgh.

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

Appendix 1

Application for Planning Permission 14/04172/FUL At Site 80 Metres West Of 4, Ferrymuir, South Queensferry Proposed development of 143 houses and flats (including 25% affordable homes) and community facility.

Consultations

Archaeology

Further to your consultation request I would like to make the following comments and recommendations in respect to this application for proposed development of 151 houses and flats (including 25% affordable homes) and community facility.

South Queensferry and its sister North Queensferry were established as ferry-ports by the 11th century on either side of the last narrow crossing point across the Firth of Forth between Fife with the Lothians. The importance of this ferry-port grew, under the control of Dunfermline Abbey, throughout the medieval period with South Queensferry gaining burgh status by 1300 and Royal burgh status in 1636. The layout of the historic core of the modern town has change little since the medieval/post medieval period, with linear layout plots running of at right-angles from the High Street.

The Ferrymuir formed part of the common grazing ground for the medieval burgh and was a documented place of execution in the 17th century. During this period the area was used as a place for the public execution of witches, by burning, with the last recorded execution having taking place in 1649. In addition the area is suspected as containing the remains of a Roman Road (NMRS Ref NT17NW 178), recorded by the antiquarian William Maitland on 1757. Maitland describes the road as extending across the northern part of Ferrymuir and forming the part of the coastal road linking Cramond and Inveresk (Musselburgh) with the Antonine Wall (to the west). Excavations by CECAS in 2000 on the RCHAMS suspected route running across the site of the current store, failed to reveal any trace of it. However a re examination of the area's historic maps would suggest that the road followed that of the former route of the B9035, connecting the medieval settlements of Dalmeny and Echline, shown on the post-medieval maps of the area and which bisects this development site.

As such application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also CEC planning policies: 2003 Rural West Edinburgh Local Plan E30 and 2014 (Second) Edinburgh Local Development Plan 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.

Construction of the new residential development will require significant ground breaking works. Given the amount of modern disturbance in the area such works are considered as having a low archaeological impact, though significant remains associated with the historic roman and medieval road (B9035) may have survived. Accordingly it is recommended that a programme of archaeological works is undertaken prior to development. 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. 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.

It is recommended that the following condition is attached to any consent to ensure the undertaking of this programme of archaeological works.

'No development shall take place on the site until the applicant has secured and implemented a programme of archaeological work (excavation, reporting and analysis and 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.

Please contact me if you require any further information

Affordable Housing

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Services for Communities have developed 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 Edinburgh City Local Plan.

2. Affordable Housing Requirement

As this application is proposing a development which could accommodate up to 151 residential units, the AHP will apply; 25% of the units will be required to be of approved affordable housing tenures as set out within the AHP. As such a minimum of 37 homes of an affordable tenure will be required to be provided on-site.

The applicant has stated their commitment to provide at least a 25% affordable housing on-site and has already engaged with the Registered Social Landlord (RSL), Link Group to deliver 23 RSL social rented homes on-site. A further 15 affordable homes will be delivered as low cost home ownership. This developer has indicated that the affordable homes will be of blind tenure construction and well integrated across the site. This is welcomed by this department.

We would require that the applicant enter into a S.75 legal agreement on the above terms and that be included in the informatives section of the report to Committee.

Queensferry and District Community Council

I am writing on behalf of Queensferry & District Community Council (QDCC) to comment on the above planning application.

The Community Council met with the applicant's representatives on two separate occasions to discuss matters about the proposals. QDCC supports the development in principle subject to the matters noted below being resolved.

- 1. Drainage of the site has been an ongoing problem for several years. The location at the Tesco Petrol Filling Station pelican crossing and car parking and Burger King Access junction's floods at this point presenting a serious risk to both pedestrians and motorists. QDCC has some doubts about the SUDS capacity or whether there is an underlying fault with the drains that needs investigating and a solution found. QDCC seek assurances that the flooding problem is resolved.*
- 2. QDCC was concerned about usable open space but understands from the developer that a play park will be installed at the South East side of the development.*
- 3. We consider that connectivity to the wider South Queensferry locus is a problem as several junctions need to be crossed to get to the pelican crossing to cross the B800 west of the Ferrymuir roundabout. Further that an additional bus lane is presently being formed by FCBC which presents a natural barrier. Pedestrians and school children from the new housing development will have to cross at these junctions at peak traffic times going to work and school to get to the pelican crossing. QDCC advocates that pedestrian crossings should be placed at the first roundabout junction at the Frankie & Bennys location for crossing. The crossing at the petrol filling station could be moved closer to the roundabout.*
- 4. QDCC seeks that a small percentage of the affordable housing be developed for special needs occupants in line with the Long and Winding Road report. QDCC had proposed that homes be built on the Ferrymuir site but the project faltered due to land blight caused by the present FRC works and the homes were built upon land that has come through the Affordable Housing Policy, in this case in nearby Kirkliston. Their construction was part-funded by the Scottish Government and City of Edinburgh Council.*
- 5. QDCC working with the developer, owner and QA under reserved matters wishes to develop a signage strategy for the Ferrymuir site.*
- 6. QDCC supports the Community Facility which is the subject of legal agreement between Forth Bridges Business Parks Development and QDCC to deliver a community facility.*

I would be grateful if you would acknowledge receipt of this letter.

Edinburgh Airport

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- monitoring of any standing water within the site temporary or permanent*
- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).*
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached.*
- reinstatement of grass areas*
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow*
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste*
- monitoring of waste imports (although this may be covered by the site licence)*
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste*
- signs deterring people from feeding the birds.*

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

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.

Submission of SUDS Details

Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)'. The submitted Plan shall include details of:

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

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)' (available at <http://www.aoa.org.uk/operations-safety/>).

We would also make the following observations:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/operations-safety/>)

Lighting

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/operations-safety/>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.

Transport Planning

I have no objections to the application subject to the following being 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 extent of adoptable roads, including footways, footpaths, access, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, parking numbers and location, design and specification. Attention is drawn to the requirement to facilitate a route through the development connecting to the proposed developments at Builyeon Road (HSG32) and South Scotstoun (HSG33);*
- 2. A Quality Audit, as set out in Designing Streets, to be submitted prior to grant of Road Construction Consent;*
- 3. Consent should not be issued until the applicant has entered into a suitable legal agreement to submit a draft travel plan prior to first occupation and a final travel plan within 12 months of that date;*
- 4. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
- 5. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);*
- 6. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;*
- 7. Any gate or gates must open inwards onto the property;*
- 8. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012;*

9. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport.

Note:

The applicant should note the ongoing works relating to the Forth Replacement Crossing which includes land immediately adjacent to the development site.

Environmental Assessment

The application site is located between the existing housing areas of South Queensferry and the A90. The A90 bounds the application site to the south west. There are also plans to extend the carriageway to form a bus lane along the western boundary. The B800 runs along the eastern boundary of the site. To the north the site there are existing shops, restaurants, business premises and hotel. The proposal comprises 151 houses, flats and a community facility (use class 10).

The applicant has submitted a supporting noise impact assessment. The noise impact assessment has identified that measures will be required to ensure noise from the A90 and newly proposed community centre will be mitigated. Traffic noise will be mitigated in the form of a 1.8m acoustic fence. Noise breakout from the community facility will require the structure to have upgraded insulation to ensure noise does not escape. Environmental Assessment recommends that conditions are attached to any consent to ensure these works are carried out in full.

Due to the historic land use Environmental Assessment will require contaminated land to be investigated, we recommend that a condition is attached to ensure that this is addressed.

It is noted that the site is well served by public transport. There are regular bus services providing access into Edinburgh and north across the bridge into Fife. The nearby Dalmeny Railway Station is also accessible from the development site.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of EV charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

Dedicated parking spaces with charging facilities.

Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Assessment recommends that at least one EV charging outlet should be of the following standard:

70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Grants are available for the installation of EV charge points for workplaces, with 100% funding currently available for installations up to £10,000. More information can be found at;

<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

Environmental Assessment therefore strongly recommends that the community facility installs an EV charger of the above standard.

Environmental Assessment would also advise the applicant that any energy plants must comply with the Clean Air Act 1993 and that Environmental Assessment will not support the use of biomass. This may be required for the community centre depending on the size of proposed boilers.

Therefore, Environmental Assessment does not object to the application subject to the following conditions.

Should you wish to discuss the above, please do not hesitate to contact me on 0131 469 5160.

Conditions

1. The following noise protection measures to the proposed development, as defined in the Charlie Fleming Associates 'Environmental Noise Assessment' report (240621R & 240623R), dated 19 April 2015:

Prior to the use being taken up a 1.8m close boarded acoustic barrier with a minimum mass to be 3.5kg/sq metre shall be erected. Vertical slats must be taken to ground level with no gap left as show on drawing number. SQ/AC/01 dated April 2015.

The walls of the community facility must be constructed of two leaves of 100mm thick, high density, concrete blockwork, separated by a 75mm wide cavity. The roof shall be constructed of concrete tiles on wooden sarking boards.

The ceiling over the Hall must be supported on independent joists, not touching the roof or its supporting structure. Two layers of 15mm thick plasterboard shall be then fixed to them. The joints between the boards making up the two layers must be lapped, and not coincide. A 200mm thick mineral fibre quilt must laid between the ceiling joists. The cavity between the underside of the sarking boards and the plasterboard must be at least 400mm deep.

The plasterboard must not be punctured, other than to allow electrical cables to pass through it. These should be sealed in place with a proprietary acoustic sealant.

A sound lobby must be constructed around the entrance to the Community Facility. This will ensure 3 doors between the Hall and the exterior.

The windows of the Hall shall be of 12mm and 12.8mm thick panes of acoustic glass by, separated by a 20mm wide cavity.

Any ventilation system installed will require to be acoustically attenuated. This will require in-duct absorptive silencers. Ductwork must terminate and start supply on the north-western elevation of the community facility.

shall be carried out in full and completed prior to the development being occupied.

2. Prior to the commencement of construction works on site:

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

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

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

Informative

1. The electric vehicle charge points required should be installed in accordance with Transport Scotland's 'Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles' (2013). In particular the charge points should include a 70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. The DC charge should be delivered via both JEVS G105 and 62196-3 sockets and the AC supply by a 62196-2 socket. The outlet must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

2. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993.

Flooding

The Flood Prevention Unit has reviewed the following documentation in support of this planning application:

Report "Surface Water Management Plan and Flood Risk Assessment", Jan 2015, Dougall Baillie Associates

*Proposed Surface Water Drainage Hydraulic Modelling (MicroDrainage printout 2/4/15)
Drawing 14121-SK-05 rev A Post-Development Overland Flow Paths
Drawing 14121/100/102 rev B Plot Levels
Drawing 14121/500/104 Road Drainage
Drawing 14121-SK-10 Existing Drainage Network as Modelled*

Provided that aco-drains are installed across the garage entrances where driveways fall towards the development (email 21/5/15) then this Unit has no further comment with regards to this application.

It is understood that an agreement with Scottish Water to discharge to their network is on-going.

Economic Development

The proposed development site is a gap site located between the existing housing areas of South Queensferry and the A90 providing access north across the Forth Road Bridge and South into Edinburgh. The site extends to 3.29 Ha and has the benefit of a recently approved application for a residential led mixed use development by Bellway Homes, subject to planning consent .

The site is high profile bounded to the south west by the key arterial A90 route. As such, any development should reflect appropriate quality of design and build suitable for a gateway to the City.

The north of the site is constrained by the Ferrymuir Business and Retail Park which includes Tesco and Petrol station, Burger King, Frankie & Benny's, business premises (office space) and existing Dakota hotel development.

The application site is designated by the Rural West Edinburgh Local Plan as being ECON 2, an economic development proposal site, but the Second Proposed Local Development Plan (LDP) allocates the site as being located within the urban area. The proposal is for residential (152 units) and as such, in principle, is contrary to the RWELP but in accordance with LDP.

The proposed development would deliver 152 residential units. Given average household sizes in Edinburgh (2.08 as of 2013), this is projected to represent approximately 316 additional residents.

The residential elements of the scheme can be expected to support jobs in the area via household expenditure. Given the average expenditure of households in Scotland, the combined expenditure of the households within the development is projected to total approximately £3.5 million per annum. This will include expenditure in the local area on items such as food and drink, household products, recreation, transport, etc which will support jobs within the relevant industries.

The residential elements of the scheme can also be expected to directly support a small number of jobs in factoring, cleaning, etc.

The existing consent includes a mix of housing, business and a care home. The applicant advises that the current owner, Evans is working with the community council to locate a care home operator to develop the site to the north west (outwith the application site).

Evans developed the business space on the existing Ferrymuir site and claim they do not consider that new business space is economically viable at Ferrymuir. A search of the SAA site suggests that three of the four offices within Westcott House are currently occupied.

The site is not recognised as an area with peak demand for prime space compared to the existing provision at Edinburgh Park nor deemed as in what would be considered a prime office location.

As a gap site there is no loss of current commercial premises.

Children and Families

Proposed development of 152 houses and flats (including 25% affordable homes) and community facility. Estimated No of Dwellings Total:138 Houses: 74 Flats:64

The estimated pupil generation based on the pupil generation ratios in the Education Infrastructure Appraisal (EIA) prepared in line with the second proposed Local Development Plan (LDP) indicate this development would generate the following number of pupils.

<i>Catchment School Predicted Pupil Generation</i>	
<i>Queensferry PS</i>	<i>23</i>
<i>St Margaret's RC PS</i>	<i>4</i>
<i>Queensferry HS</i>	<i>14</i>
<i>St Augustine's RC HS</i>	<i>2</i>

Impact on Non-denominational Primary School

A four class extension at Queensferry Primary School is currently required as a result of the redevelopment of the former Agilent site for housing. A further class at Queensferry Primary School was assessed as being required for application 14/01509/PPP and the Children and Families response to that application suggested that a five class extension at the primary school should be added as an action in the LDP action programme, however the action programme was never updated. The latest advice from colleagues in planning is that any development which is not within the second proposed Local Development Plan requires to be assessed on its own merit.

When this development is considered alongside application 14/01509/PPP the combined pupil generation would require 2 class rooms for non-denominational primary.

However, these developments also make it necessary, in the longer term, for the Education Infrastructure Appraisal (EIA) produced as a supporting document to the second proposed Local Development Plan to be reviewed to ascertain if, based on a scenario where all potential development is delivered, there is a more efficient approach to delivery of non-denominational education infrastructure differing to that currently outlined in the EIA. As a result of this situation it is currently not possible to determine exactly which school would be best placed to serve these two developments.

However, it is possible to calculate a non denominational contribution for this application based on the current estimated cost of providing a two class extension which is £656,100 as at Quarter 1 2015. The share for this application would be half of this as each development generates the requirement for one classroom. The cost for this application would therefore be £328,050. This cost is as at Q1 2015 and would be subject to future inflation uplift beyond that point using the normal BCIS All-in TPI.

Impact on Denominational Primary School

The applications above and the North Kirkliston Development have required a 2 class extension and increased ancillary accommodation to be provided at St Margaret's RC Primary School. The Education Infrastructure Appraisal associated with the second proposed Local Development Plan requires a further two classrooms to be provided at the school. If all of this infrastructure were to be required then the school would become a nine class establishment and require an additional general purpose space. Therefore a 5 class room extension would be required at the school.

The current cost of a five class extension is £1,063,766. As this would cater for 100 pupils the cost per pupil would be £10,637.66. As this development generates 4 denominational primary school pupils the required contribution would be £42,550. This cost is as at Q1 2015 and would be subject to future inflation uplift beyond that point using the normal BCIS All-in TPI.

Impact on High Schools

Capacity at the High Schools will be fully utilised in forthcoming years to cater for rising rolls from existing residential areas. Therefore additional capacity will be required at both the ND and RC High Schools to cater for the pupil generation from this development as follows.

Additional capacity at Queensferry High School for 14 pupils which is in addition to the capacity already indicated as required in the EIA associated with the second proposed LDP and any additional capacity requirements generated by other non LDP applications approved since the EIA was published - e.g. 14/01509/PPP and 14/01283/PPP.

Additional capacity at St Augustine's RC High School Contribution for 2 pupils which is in addition to the capacity already indicated as required in the EIA associated with the second proposed LDP and any additional capacity requirements generated by other non LDP applications approved since the EIA was published - e.g. 14/01509/PPP and 14/01283/PPP.

The latest estimated costs of providing secondary school extensions are £2968m² and based on each pupil requiring 10m² of space as outlined in the EIA this equates to a current cost of £29,680 per pupil. As such the contributions required for this development would be £415,520 for ND secondary and £59,360 for RC secondary. These costs are as at Q1 2015 and would be subject to future inflation uplift beyond that point using the normal BCIS All-in TPI.

Contribution Summary

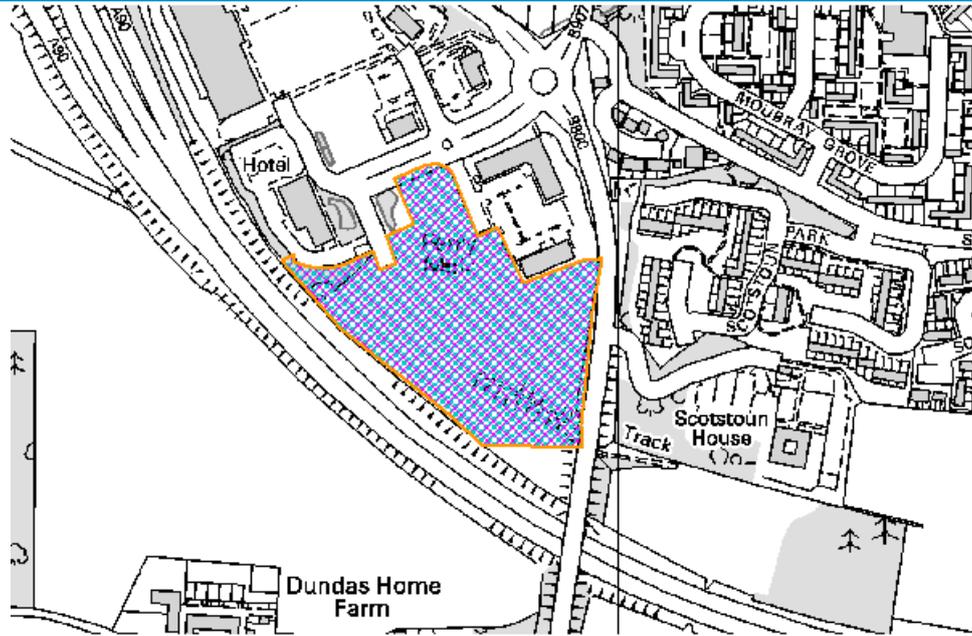
Cost Index Linked Date

<i>ND Primary</i>	<i>£328,050</i>	<i>Q1 2015</i>
<i>RC Primary</i>	<i>£42,550</i>	<i>Q1 2015</i>
<i>ND Secondary</i>	<i>£415,520</i>	<i>Q1 2015</i>
<i>RC Secondary</i>	<i>£59,360</i>	<i>Q1 2015</i>
<i>Total</i>	<i>£845,480</i>	<i>Q1 2015</i>

IMPORTANT NOTE FOR COMMITTEE

It should be noted that while this assessment has been carried out for this development and linked to other non LDP applications as appropriate in order to achieve a cumulative benefit in terms of the required education infrastructure, the scale of the most recent non LDP developments will also require the education infrastructure actions associated with the LDP sites to be reviewed to ensure the most appropriate education infrastructure will be provided in the longer term to serve the wider Queensferry area. This may result in an overall cost increase for the education infrastructure requirements associated with the LDP and if these costs cannot be fully funded by the LDP developments then there will be a funding gap which will need to be addressed before the required infrastructure can be delivered.

Location Plan



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