

Development Management Sub Committee

Wednesday 22 February 2017

**Application for Planning Permission 16/01515/FUL
At Land 138 Metres West Of 103, Curriehill Road, Currie
Erection of residential development with associated access,
landscaping and open space (as amended).**

Item number	4.3
Report number	
Wards	A02 - Pentland Hills

Summary

The proposal complies with the development plan and, subject to suitable conditions accords with non-statutory guidance. The proposal is appropriate in terms of density, design and scale. Materials, landscaping, residential amenity, traffic and road safety impacts are acceptable subject to suitable conditions and developer contributions. There is insufficient evidence submitted to confirm the level of daylighting of all the flats and a condition is recommended to ensure suitable daylighting. The proposal will provide much-needed housing, including affordable housing and, on balance, is acceptable.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LDES11, LEN09, LEN12, LEN16, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU10, LTRA01, LTRA02, LTRA03, LTRA04, LTRA08, LTRA09, LRS06, NSG, NSDCAH, NSGSTR, NSP, NSGD02,

Report

Application for Planning Permission 16/01515/FUL At Land 138 Metres West Of 103, Curriehill Road, Currie Erection of residential development with associated access, landscaping and open space (as amended).

Recommendations

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

Background

2.1 Site description

The application site is 2.75 hectares of sloping, cultivated agricultural land, lying to the north of Forth View Crescent in Currie. Curriehill Road sits to the east, agricultural land to the west and Curriehill Train Station is to the north. Trees and shrubs border the site. There is a small tributary of the Murray Burn and a stone wall to the west. A cycle and pedestrian path runs along the west boundary from Curriehill station southwards. Vehicular and pedestrian access is from Curriehill Road with further pedestrian access from the existing path on the west boundary.

The site is covered by Proposal HSG 36 in the Edinburgh Local Development Plan (LDP).

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

This is an amended scheme (Scheme 2) for planning permission for a residential development with associated access, landscaping and open space. A total of 51 residential units is proposed, composed of 38 houses and 13 flats.

Houses - all two-storey

- x 3 bed terraced houses, 88.6 square metres;
- 4 x 4 bed semi-detached, 104.7 square metres;
- 31 x 4 bed detached houses - six house types between 108.1 to 150.9 square metres.

Flats - in block of two and three storeys

- 4 x 1 bed flats 52.2 and 59 square metres;

- 6 x 2 bed flats 69.2 and 69.6 square metres;
- x 3 bed flats 84.2 square metres.

The line of the primary road within the site forms a rectangle and the flats and houses face onto it. The site has three main open spaces: a grassy area in the east part of the site; a sustainable urban drainage system (SUDS) in the north west corner; and a strip on the south. The proposal includes tree planting and other landscaping. There will be an acoustic barrier fence beside the railway line. A gabion wall is proposed on the east boundary due to a change in site levels from the adjacent road.

Vehicular access would be taken from Curriehill Road and there would be a formalised pedestrian link to the existing cycle/ pedestrian path on the west. A minimum of two parking spaces is provided for each private house in an integral or separate garage within the curtilage of each house. Parking for the terraced houses is in a car park to their west. On-street visitor spaces are provided. Car parking for the flats is in a car park to the rear of the flatted block. There is one parking space for each flat (13 spaces), one of which is for parking for the disabled. External cycle parking and bin storage will be at the rear of the flatted units.

The proposed building design is traditional. The materials proposed are render, reconstituted stone, and imitation slate, uPVC for doors, windows and rainwater goods. The colour palette is mainly white, buff and grey, with doors in white, blue or green.

Previous scheme

A number of amendments have been brought forward during the assessment of the proposal. The changes are improvements or of neutral impact and did not require re-advertising. The main changes to the initially submitted scheme are:

- Re-positioning and re-design of the affordable housing block;
- Number of units reduced by two;
- Stronger west boundary planting;
- Re-positioning of houses on west;
- Redesign of acoustic barrier;
- Removal of part of south most access road; and,
- Alteration to SUDS design.

Supporting Statements

The applicant submitted the following documents in support of the application, which are available to view on the Planning and Building Standards Online Services.

- Archaeological Assessment;
- Design and Access Statement;
- Ecological Assessment;
- Economic Impact Statement;
- Flood Risk Assessment and appendices;
- Landscape and Visual Appraisal;
- Noise Impact Assessment;
- Pre-application Consultation Report;

- Planning Statement;
- Surface Water Management Plan and Appendices;
- Self Certification Flooding Certificate;
- Surveyors note;
- Sustainability Statement;
- Swept Path Analysis Drawing and revised drawing;
- Transport Assessment; and
- Tree Survey.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle of the proposed development is acceptable;
- b) the density, design and layout are acceptable;
- c) the landscape impacts are acceptable;
- d) the proposal will preserve neighbour and future occupier amenity;
- e) the proposal raises issues in terms of traffic or road safety;
- f) the proposal will affect local biodiversity;
- g) flooding and drainage issues have been addressed;
- h) other material issues have been addressed;
- i) the proposal meets sustainability criteria;
- j) any impacts on equalities or human rights are acceptable; and,
- k) the comments raised have been addressed.

a) Principle

The site is identified as a housing proposal in HSG 36 (Curriehill Road, Currie) of the Edinburgh Local Development Plan (LDP). The site lies within the urban area and is no longer in the green belt. The development broadly accords with the LDP Development Principles for South West Edinburgh and the HSG 36 - Currie Site Brief (the brief).

In addition to housing, the LDP envisages a potential commercial/ retail opportunity on the north of the site. The LDP opportunity was not based on a detailed economic analysis of that site but on the possibility of contributing to a sense of place. The applicants have produced evidence which confirms the economic benefits of the development but concludes that a commercial/retail element would not be viable in that position at this time. The applicants' surveyor advises that any commercial unit within the development would generate little or no interest from commercial occupiers due to its detached location from the main retail parade on Lanark Road West, lack of visual impact for retailers, little demand for commercial units at this time and lack of proximity to blue chip businesses. Economic Development advises that it does not have any existing economic impact information that would support including or excluding a retail unit in this development. While preferable to have a shop on the site, the nearest local shops are approximately 500 metres walking distance away.

The principle of housing is acceptable on this site, in accordance with the LDP. The omission of a commercial/ retail unit would not outweigh the overall benefits of having housing development on the site.

b) Density, design, layout

At 51 units, the number of houses proposed is at the low end of the LDP estimate of 50 to 70 housing units. The density of the housing on the site is approximately 19 units per hectare. This is calculated by taking the area of site (2.75 hectares including site access) and dividing it by the 51 units.

Vehicular access will be taken from Curriehill Road, and the pedestrian/ cycle link to be formed between Curriehill Road and Curriehill Station through the site is broadly in accordance with the Brief. The link is by way of connections to the Kirknewton Core Path to the west boundary of the site. The details of the links and connection to the existing footways are not shown and will be conditioned. The Brief provides for a residential street frontage to the railway line and part way along Curriehill Road, with part of the hedgerow removed. While the dual-fronted element at the main site entrance goes some way towards providing residential frontages, the full extent in the brief has not been achieved. As a result, the development is inward facing. However, the proposed revised housing lines may assist with amenity in respect of noise impacts from the railway line and Curriehill Road.

The Brief also specifies retention of the hedgerow to the south and tree planting along the western edge of the site to provide an appropriate green belt boundary and undeveloped land adjacent to the minor watercourse. The revised proposal achieves this and provides a green belt boundary approximately 20 to 30 metres deep. While the overlooking of the existing footway on the west is not materially increased, the proposal offers a nearby alternative route to the east which has increased overlooking.

This will add to cyclist and pedestrian security. Most new routes and new green spaces within the development are overlooked.

The proposed development is of a similar height and form to the existing mixed character of the area. The layout generally results in a clear distinction being made between the public and private space in accordance with LDP Policy Des 5 (Development Design - Amenity). Private space is provided in enclosed or defensible forms for the properties which have back gardens. However, the affordable block does not achieve this. There is no individual private space for any of the affordable units. The layout plan does not show enclosure of the communal affordable area and a condition is recommended to ensure appropriate enclosure and boundary treatment.

The site is within 800 metres of Pentland View Park play area. As this currently meets the 'good play value' standard, there is no policy requirement to seek a contribution towards it. Pentland View also provides future residents access in terms of the Large Greenspace Standard and the Curriehill strip would serve the Local Greenspace Standard of 500 square metres, as well as providing an off-road link to the park.

The proposal provides a reasonable amount of open space, including a landscaped area beside the affordable housing in the north east of the site which will offer additional amenity. The SUDS area provides some open space for the residents within the development. In order to ensure that the SUDS space meets the quality expected within the development the fencing round the SUDS is recommended to be conditioned. The proposed tree planting and landscaping should help provide a pleasant place to live. To improve a sense of place and community, benches should be incorporated into the landscaping scheme. A condition is recommended to secure this. The applicant has confirmed that the common areas within the development will be maintained by factors appointed by the future occupiers.

It is important that the materials sit comfortably within the existing urban context and landscape. Insufficient information has been provided to assess this. A condition regarding materials, including hard landscape materials and sample panels, is recommended to ensure materials are appropriate to both the urban and landscape context, notwithstanding the submitted plans.

Housing mix

The proposed mix of one, two and three-bedroom flats, three-bedroom terraced houses, and four-bedroom detached and semi-detached houses, meets a range of housing needs. Over 20% of the total number of homes is designed for growing families, satisfying LDP policy Hou 2(Housing Mix).

On-site affordable housing will be provided at 25% of the total housing units, in accordance with LDP policy Hou 6 (Affordable Housing). The proposed affordable housing is composed of thirteen flats. It does not include any detached, terraced or semi-detached houses, which make up all the private housing. The non-statutory affordable housing guidance expects the affordable housing to be identical in appearance to the market housing ('tenure blind'). This is not the case. While the proposed two-storey 'four-in-a-block' affordable flats integrate reasonably well with two storey houses, the affordable three-storey flatted block is one storey taller than the mainstream housing. The visual impact is mitigated in part by the position of the flats at a low point on the site. Using the same materials for both the affordable and private housing would help integration. A suitable condition is recommended to secure this if Committee is minded to grant.

Housing and Regeneration is satisfied with the proposal and a registered social landlord has been identified to provide the affordable units. It is recommended that the applicant be required to enter into a suitable legal agreement to secure the delivery of the required affordable dwellings.

In summary, subject to condition and a suitable legal agreement, the proposed density, design and layout are acceptable. The proportion of affordable housing is acceptable. The affordable housing is not fully tenure blind, which is not supported by non-statutory guidance. Given the context and mitigation detailed above, the non-compliance is insufficient to justify refusal.

c) Landscape

The site is now within the urban area as defined in the LDP but is surrounded by green belt on three sides. The Landscape and Visual Impact Assessment (LVIA) submitted in support of the application provides analysis of the landscape setting, although it does not illustrate the proposed development in a landscape context with heights. However, the site was assessed and identified in the LDP as suitable for housing in the landscape setting. The railway line provides a strong boundary to the north of the site. On the west boundary, the 20 to 30 metre wide woodland belt will provide a strong new greenbelt boundary in accordance with the LDP site brief and allow the new houses to sit comfortably in the setting. On the east, the site sections show the flats will sit at a low point of the site, with the ground floor flats (finished floor level 110.6 metres AOD) sitting mainly below the level of Curriehill Road (112.8 metres AOD). With the existing trees and proposed additional woodland planting between Curriehill Road and the development, the impact on the landscape setting and the formation of a new greenbelt boundary will be acceptable.

The proposal is acceptable in terms of impact on the landscape.

d) Amenity

The Edinburgh Design Guidance (EDG) advises that, in order to ensure satisfactory amenity, dwellings should achieve minimum internal floor areas. The Accommodation Schedule provided by the applicant shows that the proposed floor area of all the properties would exceed the minimum areas specified in the EDG.

Daylight, sunlight, privacy, noise, air quality

Because of its location on a north facing downwards slope with no immediately adjacent residential property, the proposed development will not have an adverse impact on existing residential development in terms of daylight, overshadowing or privacy.

LDP Policy Des 5 (Development Design - Amenity) aims to ensure that future occupiers will have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook. The Edinburgh Design Guidance (EDG) provides advice on assessment method and guidance on the standards required. Due to the land levels around the affordable housing block further information is required to demonstrate acceptable levels of daylighting. A condition is recommended to require the applicant to produce a full daylighting assessment of the proposed flatted block. Should a deficiency in daylighting be identified, the glazing of the units can be altered to ensure a satisfactory level of daylighting is achieved. Direct access to the south-facing garden space in front of the flats, the common public green space and access to nearby open space help mitigate the absence of sunny private outside space for the affordable housing.

The noise impact assessment has highlighted that mitigation measures will be required in the form of acoustic glazing and a noise barrier due to the proximity of the development to the railway line. Conditions are recommended requiring the construction of an acoustic fence and the installation of acoustic glazing in accordance with submitted drawings. A suitable condition and informative are recommended in relation to these measures.

Environmental Protection was consulted and did not raise concerns about air quality.

In summary, the amenity of existing residents will not be adversely affected and the amenity of future occupiers of the development is acceptable, subject to condition.

e) Traffic and Road Safety

The site is within easy walking distance of Curriehill Station, where a good train service is available. A pedestrian and cycle link through the development has been provided, in accordance with the LDP site brief. The existing footpath on the west of the site allows access to the south platform of the station. The proposal is required to provide additional cycle parking at Curriehill Station in accordance with the site brief. A legal agreement is recommended to secure this.

The Brief calls for the continuation of the footpath along the east boundary frontage on Curriehill Road to link with the existing footway network. The illustration in the LDP Brief for Curriehill Road indicates the street frontage extending along approximately half of the site's east boundary. The proposal's east frontage is shorter than shown in the Brief and the proposed footway is correspondingly shorter. However, to ensure ample opportunity for safe movement and convenient access, a two metre wide footpath along the west side of Curriehill Road, starting on the north side of the main (east) entrance to the site and running northwards for 60 metres, is recommended. A condition is recommended to secure this. A dropped kerb crossing point will be needed to enable pedestrians to use the east footpath on Curriehill Road towards Lanark Road. A section of footpath, approximately 14 metres in length, is also required in terms of the site brief, to connect with the existing footpath to the south of the site. A legal agreement will be needed to secure developer contributions towards the crossing point and new footpath on the south.

LDP Policy Del 1 requires proposals to contribute towards transport infrastructure where relevant and necessary and mitigate any negative additional impact. In accordance with the consultation Draft Supplementary Guidance Developer Contributions and Infrastructure (December 2016), the following contributions are required for the proposal: increasing junction capacity at Gillespie Crossroads (£82,000); extending Hermiston Park and Ride (£51,000); and cycle improvements to Curriehill Station (£77,500).

The Transport Assessment submitted by the applicant concludes that there will be no discernible change in traffic volumes at adjacent road junctions and links arising from the scheme and that there are no transport reasons for refusing the application. Two TRO's will be required for improvements identified in the report. Transport has not raised concerns about the Transport Assessment.

The proposal is acceptable in terms of traffic and road safety subject to condition and suitable developer contributions.

f) Biodiversity

The Ecological Assessment submitted in support of the proposal concludes that re-development of the site can be undertaken with only temporary negative impact on the ecology of the land. It does not anticipate an adverse effect on the protected species covered by the study. Clearance of vegetation from the proposed construction area has the potential to disturb nesting birds and therefore clearance should be carried out outside the bird nesting season March to August (inclusive). Should it be necessary to clear ground during the bird nesting season, the land should be surveyed by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.

The proposal is acceptable in terms of biodiversity.

g) Flooding and drainage

The Curriehill Site development principles state that the finalised site capacity design and layout should be informed by an adequate flood risk assessment. SEPA was consulted and did not object to the proposal. The applicant has submitted Flooding and Drainage information which Flooding has examined and found to be acceptable.

h) Other issues

The site is within an area of archaeological potential due to a nearby pre-historic settlement. Subject to a condition requiring a programme of archaeological work being carried out in accordance with a scheme of investigation approved by the Planning Authority, the impact on the archaeology is acceptable.

Education

This site falls within Sub-Area SW-1 of the 'South West Education Contribution Zone'. The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the LDP Action Programme and consultation draft supplementary guidance. Appropriate education infrastructure actions to mitigate the cumulative impact of development are identified. The required contribution will therefore be based on the established 'per house' and 'per flat' rate for the appropriate part of the Zone. If the appropriate contribution is provided by the developer, as set out below, Communities and Families does not object to the application. Total infrastructure contribution required is £186,389, index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment.

A legal agreement is recommended to secure the required contribution.

Contaminated Land

A condition is recommended to ensure that a site survey for contaminants is carried out before construction begins, and that any necessary remedial and protective measures are identified and implemented. This is to ensure the safety of future occupiers.

Airport

Edinburgh Airport does not object to the proposal, subject to conditions relating to bird management and SUDS (Sustainable Urban Drainage Systems). These conditions are recommended.

i) Sustainability

A sustainability statement was submitted 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 applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections. These account for an additional 65 points and include the use of sustainable timber and composting space. To ensure that the proposal supports minimisation of energy use as required by LDP policy Des 6 and the Edinburgh Design Guidance, a condition regarding the use of suitable sustainable window materials is recommended as some of the submitted drawings refer to uPVC windows.

The proposal is acceptable in terms of sustainability, subject to condition.

j) 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 pre-application procedure was carried out in accordance with statutory procedure ensuring public participation from the outset. The site is accessible for people with mobility issues. The site topography potentially makes pedestrian and wheelchair access more difficult for disabled people than non-disabled. The site is accessible by car and disabled car parking spaces are provided. Conditions recommended in this report would help ensure good accessibility. 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. The proposals will have a positive impact in respect of human rights and equalities.

k) Comments

This application was advertised on 8 April 2016. Three letters of objection, including one from a ward councillor, were received. Currie Community Council, as a statutory consultee, objected. One (late) letter of support was received from Places for People.

Material Representations: Objection

- Use, Greenbelt site, agricultural land, not in LDP, lack of retail element-addressed in 3.3.a).
- More affordable housing needed - addressed in 3.3.b).
- Play provision inadequate - addressed in 3.3.b).
- Transport infrastructure at capacity, including Lanark and A70 roads gridlocked daily - addressed in 3.3.e).
- Transport Assessment incomplete - addressed in 3.3.e).

- Developer contributions should include upgrading of A71 Calder Road junction- this is not identified as a relevant action in the Action Programme
- Road system (scheme 1) may extend westwards - scheme 2 removes part of road, layout addressed in 3.3.b).
- No nearby bus service will increase car use - addressed in 3.3.e).
- School capacity concerns - addressed in 3.3.h).

Material Representations: Support (late)

- Affordable housing proposed is supported -addressed in 3.3.e).

Non-Material Representations

- Current use by dogs prevents fouling on streets - anti-social behaviour on streets should be addressed through other regulation.

Currie Community Council

Material points of objection

- Use of greenbelt, prime agricultural land for housing - addressed in 3.3.a).
- Brownfield should be developed first - addressed in 3.3.a).
- Local plan status not finalised - addressed in 3.3.a).

Conclusion

The proposal complies with the development plan and subject to suitable conditions accords with non-statutory guidance. The proposal is appropriate in terms of density, design and scale. There is insufficient evidence submitted to confirm the level of daylighting of all the flats and houses and a condition is recommended to ensure suitable daylighting. Materials, landscaping, residential amenity, traffic and road safety impacts are acceptable subject to suitable conditions and developer contributions. The proposal will provide much-needed housing, including affordable housing and, on balance, is acceptable.

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

3.4 Conditions/reasons/informatives

Conditions:-

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

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 Planning Authority.

3. Before any development starts on site, full working details for a scheme for formation of a two metre wide footpath along the west side of Curriehill Road, starting on the north side of the main (east) entrance to the site and running northwards for 60 metres should be submitted and approved in writing by the Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the first residential unit on the site.
4. Development shall not begin until details of the scheme of hard and soft landscaping works have been submitted to and approved in writing by the Planning Authority. Details of the scheme shall include —
 - i. existing and finished ground levels in relation to a fixed datum preferably ordnance;
 - ii. existing landscaping features and vegetation to be retained and, in the case of damage, restored;
 - iii. location and design, including materials, of walls, fences and gates, including details of suitable linkage between the development site and the adjoining public footways to the west of the site, and fencing to the SUDS area;
 - iv. soft and hard landscaping works;
 - v. existing and proposed services such as cables, pipelines, sub-stations;
 - vi. other artefacts and structures such as street furniture, play equipment, benches;
 - vii. details of all retaining walls, including suitable cross-sections; and
 - viii. programme for completion and subsequent maintenance.

That 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.

5. Prior to the commencement of development a Tree Protection Plan in accordance with BS5837:2012 "Trees in relation to design, demolition and construction" to demonstrate how trees to be retained on the site will be protected must be submitted to and approved by the Planning Authority.

6. Prior to the commencement of development the trees on the site shall be protected during the construction period by the erection of fencing, in accordance with clause 2 of BS 5837:2012 " Trees in relation to design, demolition and construction" as specified in the approved Tree Protection Plan.
7. Prior to the first occupation of the affected plots, acoustic fencing shall be installed along the plot boundaries and in accordance with the details contained in the approved site layout drawing O2D. The following 2m acoustic barrier shall be erected, as defined in the Robin Mackenzie Partnership 'Environmental Noise Assessment' report (Ref R-6903B-RGM1-MI), dated 13 October 2016:

Acoustic fence to comprise of timber post 2m high (min 100x100mm sections) infilled with a flat topped fence panel utilising 2000x150x25mm softwood tanillised boards fixed to 3 no 75x38mm softwood tanillised rails. A 225mm timber toe board requires fixing between each panel with a min 50mm buried below ground level. All boards to be butt jointed against each other to make a gap free fence. This shall be located as per drawing number 15081(PL) 112 dated 30 November 2016. It shall be carried out in full and completed prior to the development being occupied.

8. Notwithstanding the approved plans, 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 construction work is commenced on site.

Note: sample panels of the materials may be required.

9. The tree protection measures at conditions 5. and 6. above must be maintained during the entire development process and not altered or removed unless with the written consent of the Planning Authority,
10. Prior to the commencement of development on site and notwithstanding the plans hereby approved, a full, detailed assessment of daylighting of the flats, in terms of the Edinburgh Design Guidance and LDP Policy Des 5 (Development Design - Amenity), shall be submitted to and approved in writing by the Planning Authority. The Planning Authority may require glazing alteration where any daylighting deficiency is identified by the assessment. The development shall thereafter be carried out in full in accordance with the approved scheme.

Reasons:-

1. In the interests of cultural heritage.
2. In order to ensure that the site is free of contamination and suitable for redevelopment.
3. In order to ensure the safety and convenience of pedestrians.
4. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

5. To safeguard the health and condition of trees.
6. To safeguard the health and condition of trees.
7. In order to protect the amenity of the occupiers of the development.
8. To ensure the materials are appropriate to the context and, in respect of window materials, to ensure that the sustainability objectives of the Edinburgh Local Development Plan and Edinburgh Design Guidance are achieved.
9. The work shall be carried out in accordance with the British Standard BS 3998:2010 "Tree Work - Recommendations".
10. In order to protect the amenity of future occupants of the development.

Informatives

It should be noted that:

1. Permission should not be issued until the applicant has entered into an appropriate legal agreement with regard to:
 1. An infrastructure contribution of £186,389, index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment, towards education facilities.
 2. The provision of a minimum of 25% of the total number of units on site for affordable housing.
 - a) Contribute the sum of £82,000 to increase junction capacity at Gillespie Crossroads;
 - b) Contribute the sum of £51,000 towards extending Hermiston Park and Ride;
 - c) Contribute the sum of £77,500 towards cycle/pedestrian improvements to Curriehill Station;
 - d) Contribute the sum of the sum of £500 towards provision of additional cycle parking at Curriehill Station;
 - e) Contribute the sum of £2,500 towards extending the existing footway on the west side of Curriehill Road northwards to link to the development footway;
 - f) Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development; and
 - g) Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary.

Contributions 3.a) - 3.d) shall be index-linked from the date of the conclusion of the legal agreement.

2. The applicant is advised:

Breeding birds have been identified on site. It is an offence to disturb a nesting bird or damage a nest. Safe methods of work are proposed to ensure that mammals are not trapped within excavations. In order to protect small mammals from harm, open pipes should be closed up at the end of each working day, and trenches should be covered or a ramp provided to permit animals that fall in a means of exit, to prevent animals becoming trapped. Chemicals and materials should be stored securely.

Should it be necessary to clear ground during the bird nesting season March - August (inclusive) the land should be surveyed by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.

3. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, 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, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details.

4. Any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents.

5. The applicant is advised that:

A parking space will normally be allowed if the front garden is at least 6 metres deep, the access should not be wider than 3 metres;
Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
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;
Any gate or doors must open inwards onto the property; and,
Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012.

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

7. Acoustic glazing should be installed in accordance with specifications agreed with Environmental Protection

8. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future. Charging outlet for the garages (wall or ground mounted) should be of the following standard:

7 kW (32 Amps) AC - Single Phase chargers

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 Planning and 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 Planning and 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:

Subject to a condition on materials, this application would meet the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

A Proposal of Application Notice was submitted to and registered on 16 July 2015. Copies of the Notice were also issued to:

- Councillors Bill Henderson, Ricky Henderson and Dominic Heslop;
- Gordon MacDonald, MSP;
- Joanna Cherry, MP;
- Currie Community Council; and,
- Pentlands Neighbourhood Partnership.

Community consultation events were held in September 2015. 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 services.

8.2 Publicity summary of representations and Community Council comments

This application was advertised on 8 April 2016. Three letters of objection, including one from the ward councillor, were received. Currie Community Council, as a statutory consultee, also objected. One (late) letter of support was received from Places for People.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

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

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**Statutory Development
Plan Provision**

Edinburgh Local Development Plan - HSG-36

Date registered

21 March 2016

Drawing numbers/Scheme

1,2D,6A,7A,9-11,13-
15,16A,17,18,19A,20,21A,22,25,26.,
,

Scheme 2

David R. Leslie

Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Eileen McCormack, Planning Officer
E-mail:eileen.mccormack@edinburgh.gov.uk Tel:0131 529 3609

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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

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

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

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

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Des 9 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

LDP Policy Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

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

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

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

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

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

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

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

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

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Hou 10 (Community Facilities) requires housing developments to provide the necessary provision of health and other community facilities and protects against valuable health or community facilities.

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

LDP Policy Tra 8 (Provision of Transport Infrastructure) sets out requirements for assessment and mitigation of transport impacts of new development.

LDP Policy Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

LDP Policy RS 6 (Water and Drainage) sets a presumption against development where the water supply and sewerage is inadequate.

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 - EDINBURGH STREET DESIGN GUIDANCE - Edinburgh Street Design Guidance supports proposals that create better places through the delivery of vibrant, safe, attractive, effective and enjoyable streets in Edinburgh. It sets out the Council's expectations for the design of streets and public realm.

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.

Appendix 1

Application for Planning Permission 16/01515/FUL At Land 138 Metres West Of 103, Curriehill Road, Currie Erection of residential development with associated access, landscaping and open space (as amended).

Consultations

Housing and Regeneration

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

This housing Development is for 53 units and as such the AHP requirement for 25% (13.25 units will apply). The applicant has stated that it intends to provide 14 affordable homes onsite and this exceeds the 25% AHP contribution. The mixture of units is for 1,2 and 3 bed room semidetached, terraced, detached and flatted homes and is representative of the wider site. This department is satisfied that the applicants proposal meets the policy's core aims and supports this development provided that the applicant engages with RSLs at the earliest opportunity to discuss the delivery of affordable homes that can be managed and maintained as social or mid market rented tenures.

The affordable homes are required be tenure blind, be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides.

The location of the site sits very close to bus and rail (Currie Hill rail station) links with pedestrian access to both which is welcomed by this department.

The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.

3. Summary

The applicant has made a commitment to provide 25% on site affordable housing and this is welcomed by the department.

These will be secured by a Section 75 Legal Agreement. This department welcomes this approach which will assist in the delivery of a mixed and integrated community.

Housing and Regeneration (updated)

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

This housing application is for 51 units and as such the AHP requirement for 25% (12.75 units will apply). The applicant has stated that it intends to provide 13 affordable homes onsite and that they will be delivered through an RSL as mid market rent. This is welcomed by the department.

The applicant has included flatted apartments and cottages and moved car parking to behind the affordable homes. There are 1, 2 and 3 bedrooms homes, and these adjustments have been made so that the affordable homes provision is tenure blind as well as being representative across the wider site.

The affordable homes are required to be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides.

The location of the site sits close to bus and rail (Curriehill rail station) links with pedestrian access to both which is welcomed by this department.

The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.

3. Summary

The applicant has made a commitment to provide 25% on site affordable housing and this is welcomed by the department.

These will be secured by a Section 75 Legal Agreement. This department welcomes this approach which will assist in the delivery of a mixed and integrated community.

We would be happy to assist with any queries on the affordable housing requirement for this application.

Archaeology

The site forms open farmland lying close to the Murray Burn and to the south of the medieval Riccarton House Estate (Heriot Watt University). Although no sites have been recorded within the site, prehistoric settlement is known from the immediate area with a possible Iron Aged ditched enclosure located at Currievale to the west and to the East a further ditched enclosure at Barberton Mains.

Accordingly this site has been identified as occurring within an area of archaeological potential. This application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also Edinburgh City Local Plan (2010) policy 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.

I concur with the conclusions reached by CFA in the applications accompanying Archaeological Desk-based Assessment that the potential impact of this proposal would be on the whole low. However given the location nearby of prehistoric settlement the development has the potential to disturb unrecorded prehistoric remains. Accordingly it is recommended that a programme of archaeological excavation is undertaken prior to development in order to fully excavate, record and analysis any significant buried remains affected by ground breaking.

In essence this will see a phased archaeological programme of works the initial phase will be the undertaking of an archaeological evaluation of the site. The results of this programme of evaluation will 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 prior to/during construction.

Accordingly it is recommended that the following condition be attached consent, if granted, to ensure that this programme of archaeological works is undertaken either prior to or during construction.

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

Currie Community Council

This site is Green Belt and Prime agricultural land and we object to its use as building land on those grounds. There are brown field sites that should be developed first, and plenty of uncultivable land that could be developed.

Although its a designated site in the unapproved Rural West Edinburgh Local Plan (ref HSG 36) I understand that it may be dropped as a result of ongoing revisions so this application should not be considered until the RWELP has been finalised.

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 condition/s 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:

- o monitoring of any standing water within the site temporary or permanent*
- o 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>).*
- o 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*
- o reinstatement of grass areas*
- o maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow*
- o which waste materials can be brought on to the site/what if any exceptions e.g. green waste*
- o monitoring of waste imports (although this may be covered by the site licence)*
- o physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste*
- o 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.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

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:

- o Attenuation times*
- o Profiles & dimensions of water bodies*
- o 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, 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.

Communities + Families comment

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (Updated December 2016), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

The Council's assessment has indicated that additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' have been identified and are set out in the Action Programme and current Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Residential development is required to contribute towards the cost of education infrastructure to ensure that the cumulative impact of development can be mitigated. To ensure that the total cost of delivering the new education infrastructure is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established.

Assessment and Contribution Requirements

Assessment based on:

*9 Flats (4 one bedroom flats excluded)
38 Houses*

This site falls within Sub-Area SW-1 of the 'South West Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the Action Programme and Supplementary Guidance.

The Education Appraisal considered the impact of new housing sites allocated in the LDP, including the application site. Appropriate education infrastructure actions to mitigate the cumulative impact of development are identified. The required contribution will therefore be based on the established 'per house' and 'per flat' rate for the appropriate part of the Zone.

If the appropriate contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

*Total infrastructure contribution required:
£186,389*

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment.

Economic Development

As discussed, we do not have any existing economic impact information that would support including or excluding a retail unit in this development.

Environmental Protection

The applicant has submitted a noise impact assessment in support of the application. It has identified that noise mitigation measures will be required to ensure transport noise does not adversely impact upon the residential amenity of the proposed residential properties. A 2m acoustic barrier will be required; Environmental Protection recommends that this is included as a condition if consent is granted.

Environmental Protection also recommends that the developer includes Electric Vehicle charging facilities throughout the proposed development. Residential garages should have 7Kw 32 amp power supplies to ensure adequate power to quickly charge electric vehicles. If the proposals include contributing towards the extension of the neighbouring rail car park then this should also include provisions for electric vehicle charging.

Therefore Environmental Protection offers no objection subject to the following condition and informative;

Condition

The following 2m acoustic barrier shall be erected, as defined in the Robin Mackenzie Partnership 'Environmental Noise Assessment' report (Ref R-6903B-RGM1-MI), dated 13 October 2016:

Acoustic fence to comprise of timber post 2m High (min 100x100mm sections) infilled with a flat topped fence panel utilizing 2000x150x25mm softwood tanillised boards fixed to 3 no 75x38mm softwood tanillised rails. A 225mm timber toe board requires fixing between each panel with a min 50mm buried below ground level. All boards to be butt jointed against each other to make a gap free fence. This shall be located as per drawing number 15081(PL)112 dated 30 November 2016. It shall be carried out in full and completed prior to the development being occupied.

Informative

Charging outlet for the garages (wall or ground mounted) should be of the following standard:

7 kW (32 Amps) AC - Single Phase chargers.

Flood Prevention

In support of the above planning application the Flood Prevention Unit have reviewed the following documents,

- o *"Flood Risk Assessment" Kaya Consulting Limited, February 2016*
- o *Location Plan, drawing 15081(OS)001*
- o *Site Layout, drawing 15081(PL)001B*
- o *Flood Risk Assessment self-certification checklist and certificate*

In order to better inform the planning application process further information is required with respect to drainage.

1. *The applicant has completed a self-certification checklist and certificate for the flood risk assessment, however has not completed a self-certification checklist and certificate for a surface water management plan. Please note that a surface water management plan is also required, and it should consider the recommendations in part 6.3 of the flood risk assessment.*
2. *Please provide microdrainage outputs for all underground pipework including rainfall data, manhole and pipe schedules (to mAOD), pipe surcharge report for all underground pipe connections. The manholes in the calculation should be cross-referenced to the drainage drawing to enable interpretation. The results should include the 30yr, 200 year and 200 yr plus climate change results. Should the model identify flood or flood risk in the system then drawings will be required to indicate where exceedence flow will be directed, how it will be contained within the site and lastly how it will be drained once the event has subsided.*
3. *Please identify existing and proposed surface water flow paths on drawings. This can be achieved by taking the existing site survey and over-marking arrows to denote falls and then completing the same with the post-development arrangement. This should include runoff from outwith the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of these drawings is twofold. Firstly to understand if there is any significant re-direction of surface flows to surrounding land and secondly to identify if surface water will flow towards property entrances.*
4. *Please stipulate who will adopt and maintain the surface water network, including any SUDS.*
5. *The Flood Risk Assessment makes note of the open channel along the western boundary of the site, which runs under the railway via three 600mm culverts with an associated inlet grille upstream of the culvert entrances. Based on preliminary information, it appears that the development will route surface water flows to the open channel and therefore the inlet grille requires to be re-designed to meet current standards according to the increased flows and to minimise the potential for future blockages. Further details are anticipated once the applicant submits a surface water management plan with the associated self-certification checklist and certificate.*
6. *Site levels should consider the recommendations of the flood risk assessment, particularly at site access points.*
7. *Finished floor levels should comply with the recommendations of the flood risk assessment.*

Further Flood Prevention comment

We have reviewed this and are happy to support it towards determination. We have no further comment on this application.

Network Rail

Whilst Network Rail has no objections in principle to the proposal, due to its close proximity to the operational railway, we would request that the following matters are taken into account, and if necessary and appropriate included as conditions or advisory notes, if granting the application:

Uncontrolled drainage towards the railway may have a direct impact on the reliability and frequency of the rail transport in your area.

o All surface or foul water arising from the development must be collected and diverted away from Network Rail Property. (Any Sustainable Urban Drainage Scheme should not be sited within 10 metres of railway infrastructure and should be designed with long term maintenance plans which meet the needs of the development).

The railway can be a dangerous environment. Suitable barriers must be put in place by the applicant to prevent unauthorised and unsafe access to the railway.

o If not already in place, the applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. We recommend a 1.8 metre high 'rivetless palisade' or 'expanded mesh' fence. Network Rail's existing boundary measure must not be removed without prior permission.

The proximity and type of planting proposed are important when considering a landscaping scheme. Leaf fall in particular can greatly impact upon the reliability of the railway in certain seasons. Network Rail can provide details of planting recommendations for neighbours.

o Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary.

Issues often arise where sensitive development types are sited in close proximity to the rail line.

o The applicant should be aware that any proposal for noise or vibration sensitive use adjacent to the railway may result in neighbour issues arising. Every endeavour should be made by the applicant in relation to adequate protection of the uses contained within the site.

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

o Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

SEPA

Advice for the planning authority

We have no objection to this planning application. Please note the advice provided below.

1. Flood Risk

1.1 We have no objection to the proposed development on flood risk grounds. Notwithstanding this we would expect Edinburgh Council to undertake their responsibilities as the Flood Prevention Authority.

Technical Report

1.2 Review of the SEPA Flood Map indicates that parts of the site are within the 0.5% annual probability flood extent and may therefore be at medium to high risk of surface water flooding. There is also a small watercourse running along the western boundary of the site which may also pose a flood risk, exacerbated by a culvert under the railway immediately downstream of the site.

1.3 A Flood Risk Assessment (FRA) has been provided in support of this application. The flows draining to the open channel on the western boundary have been identified as coming from the natural drainage catchment, which is around 0.055km² and also a 1250mm surface water culvert which drains some of the residential area to the southwest of the site and discharges into the open channel at Currie High School. Given the area is fully urbanised the hydrological analysis was undertaken using a 2D rainfall-runoff model with LiDAR data for the natural catchment. A number of storm durations were used to calculate rainfall hyetographs for the 200-year, with and without climate change allowance, flood events. The calculated 200-year flow for the natural catchment is 0.2m³/s and 0.25m³/s with climate change allowance. This is approximately 3.5 and 4.5m³/s/km² respectively.

1.4 The additional flow from the 1250mm surface water culvert has been calculated based on maximum capacity at full bore rather than determining inflows from the drainage area which would be very complex for a fully underground system. The overall flow within the open channel on the western site boundary is calculated as 2.65m³/s for the 200-year event and 2.7m³/s including climate change allowance. These flows seem reasonable for the catchment area.

1.5 A Flood Modeller Pro 1D/2D model of the open channel has been created with 8 survey cross sections. This includes both the upstream culvert at Currievale Road and the downstream railway culverts. The upstream boundary has been set as the FEH Rainfall Runoff hydrograph from the hydrological modelling and the downstream boundary is a normal depth boundary from the surveyed channel sections. Roughness values of 0.035 have been assigned to the channel and 0.065 for the overbank and floodplain areas. Review of the photographs provided within the FRA would indicate these roughness values are appropriate. A sensitivity analysis has been undertaken on the three main variables within the hydraulic model (roughness, flow and downstream boundary). The results show the model is not overly sensitive to downstream boundary but a decrease of Manning's *n* of 20% can result in up to 0.2m increase in flood levels. Where flows are increased by 20% there is up to a 0.1m increase in flood levels. A blockage scenario of the railway culvert within the model has also been undertaken. Flood levels are predicted to increase by 0.2m at the downstream end of the site during 25% and 50% blockage scenarios.

1.6 The predicted 200-year flood extent with 50% culvert blockage is shown in Figure 9 within the FRA and indicates that some flooding may occur in the northwest corner of the site. It is noted from the Levels Layout (Dwg: 15-011-30 rev B) that no properties are proposed within the area at flood risk and that properties are set in excess of 1m above predicted flood levels.

1.7 Given the development is to be located outwith the 200-year flood extent as shown within the FRA, we have no objection to the proposals. However, we would support the recommendations within the FRA that finished floor levels are set a minimum of 0.6m above the predicted 200-year flood levels and at least 1m above the railway. We also support recommendations for reducing surface water flood risk through intercepting any water entering the site from higher ground to the south or via any access road and diverting it to the open channel on the western boundary. Further to this we would recommend floor levels are raised above ground levels, with ground levels around dwellings sloping away from them to ensure surface water does not pond against dwellings.

Caveats & Additional Information for Applicant

1.8 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess, flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>.

1.9 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.

1.10 *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 in line with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>*

2. Foul Drainage

2.1 *Foul drainage from the site should be discharged to the public sewerage network. The applicant should consult Scottish Water in this regard. We confirm that it is the responsibility of Scottish Water to ensure that the additional flow arising from this development will not cause or contribute to the premature operation of consented storm overflows.*

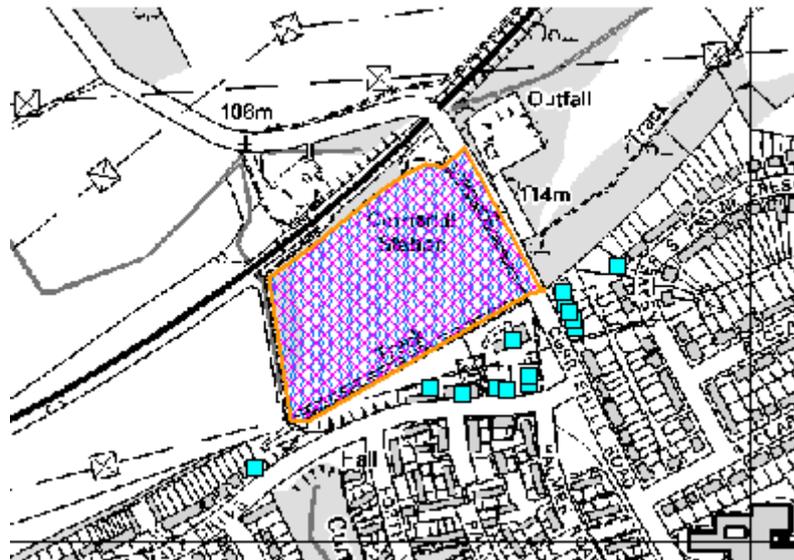
3. Surface Water Drainage

3.1 *The discharge of surface water to the water environment should be in accordance with the principles of the SUDS (Sustainable Drainage Systems) Manual (recently updated to version C753) published by CIRIA.*

3.2 *Comments from Scottish Water and, where appropriate, the Local Authority Roads Department and the Local Authority Flood Prevention Unit should be sought on the SUDS strategy in terms of water quantity/flooding and adoption issues.*

3.3 *Surface water drainage from the construction phase should also be dealt with by SUDS. Such drainage should be in accordance with C648 and C649, both published by CIRIA. It should be noted that oil interceptors are not considered SUDS in their own right but are beneficial as part of the treatment train.*

Location Plan



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