

Development Management Sub Committee

Wednesday 19 April 2017

Application for Approval of Matters Specified in Conditions 16/05744/AMC

At Land 322 Metres West Of 6, Ravelrig Road, Balerno
Application for Approval of Matters Specified in Conditions of Planning Permission in Principle 14/02806/PPP - Residential Development with Open Space, Access, Landscaping and Associated Engineering Works

Item number	4.18
Report number	
Wards	A02 - Pentland Hills

Summary

The proposal complies with the development plan and non-statutory guidance. It is appropriate in terms of density, design, scale, residential amenity and impact on the historic environment. Materials, landscaping, traffic and road safety impacts are acceptable subject to suitable conditions. Approval is recommended.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN03, LEN07, LEN09, LEN11, LEN12, LEN16, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU10, LTRA01, LTRA02, LTRA03, LTRA04, LTRA08, LRS06, NSG, NSDCAH, NSGST, NSP, NSGD02,

Report

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Recommendations

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

Background

2.1 Site description

The application site is 14 hectares of agricultural land lying to the west of Ravelrig Road. The land slopes down towards the north east. The southern site boundary abuts an existing residential development which fronts the A70, Lanark Road West. The eastern site boundary is a belt of mature deciduous trees and vegetation abutting Ravelrig Road. Further east lies residential development of mainly two storey and single-storey detached houses. The northern site boundary is formed by a fragmented line of mature trees and lower vegetation with a landscape of mainly arable farmland beyond. The western site boundary comprises a dense area of mature woodland. The adjacent Ravelrig Hill and Dalmahoy Hill are within a local nature conservation site, the boundary of which forms the westmost edge of the application site. To the south of the site, is mainly late 20th century, two-storey, detached houses set amongst mature trees. An exception is 550 Lanark Road West, Northfield, a Category B listed building (historic reference number 27076, listing date: 30.1.1981).

Since the planning appeal decision PPA-230-2140 in December 2015, Northfield, 550 Lanark Road West has been removed from the Inventory of Gardens and Designed Landscapes.

The site contains and is surrounded by stretches of boundary walls relating to the 18th/early 19th century period of enclosure and the (now demolished) Pilmuir Farm.

Vehicular and pedestrian access is from Ravelrig Road.

The site, previously green belt, is now identified for housing (Housing Proposal reference HSG 38) in the Edinburgh Local Development Plan (LDP).

2.2 Site History

16 June 2014 - proposal of application notice submitted for development of land for residential purposes (planning reference: 14/02530/PAN).

6 November 2014 - application for planning permission in principle for proposed residential development with open space, access, landscaping and associated engineering work refused (planning reference: 14/02806/PPP). Reasons for refusal:

1. Proposal contrary to Policy E5 of the Rural West Edinburgh Local Plan as it constitutes a non conforming use within the Green Belt;
2. Proposal not supported by the Strategic Development Plan spatial strategy and contrary to SDP Policy 7; and
3. Proposal contrary to Policy ENV 10 in the Second Proposed LDP, being a non conforming use within the proposed Green Belt.

27 July 2015 - Decision appealed. Directorate of Planning and Environmental Appeals (DPEA) reporter issued a notice stating that it was minded to grant planning permission in principle subject to conditions and to the conclusion of a legal agreement relating to transport infrastructure, education facilities and affordable housing. A legal agreement was concluded on the basis of 120 units and on 18 December 2015 the application (DPEA reference PPA-230-2140) was granted subject to condition.

Main report

3.1 Description Of The Proposal

This is an amended scheme (Scheme 2) for matters conditioned in 14/02806/PPP for residential development with open space, access, landscaping and associated engineering works. A total of 140 residential units is proposed, comprising 116 houses and 24 flats. Affordable housing is provided at 25.7 per cent of the total number of housing units. The houses and flats are all two-storey.

Market housing

- 65 x 5 bed detached houses
- 39 x 4 bed detached houses

Affordable housing

- 24 x 2 bed flats, 66.3- 73.9 square metres GFA
- 12 x 3 bed semi-detached houses, 86.5 square metres GFA

There are 12 house types with ground floor areas (GFAs) between 133.7 and 343.9 square metres. Seventeen of the houses have double garages with studio flats above. There is internal ground floor storage in the cottage flats. Each house has a rear garden and designated refuse bin area. There are communal bin stores for the flats.

The houses are set out in three main sections which broadly follow existing field boundaries. Housing density decreases from east to west. Many of the existing trees that surround the site will be retained and the proposed landscape scheme includes additional tree planting. The scheme includes a series of public landscaped areas/courtyards, each with a different planting character based round a particular specimen tree. Each courtyard includes a socialising area. There will be a tree-lined crescent at the main entrance and a landscaped SUDS area in the north west corner. The houses face on to the internal site roads. These form two main loops on the west and, on the east, several cul-de-sacs.

Pedestrian and vehicular access is from the main site entrance on Ravelrig Road. There is a secondary pedestrian and cycle entry from Ravelrig Road into the north east corner of the site. This accesses a path which follows the line of the site's north boundary.

Parking

Car parking spaces are provided across the site as follows:

- Market housing- 104 houses x minimum 2 per house, plus garages
- Affordable housing - 24 unallocated, 12 allocated
- Visitor parking - 28 visitor, including 2 disabled

Cycle storage for the flats is in external enclosures.

Open, green and private space

All houses have private gardens. Flats have over 10 square metres open space per flat, excluding any with access to private gardens. Equipped play space will be available at the proposed new parkland at Newmills Road. Two thirds of the site, (that is, excluding the westmost field) will be within 800 metres of the Newmills Road Park. Within the site there is a walking circuit around the centre and along the northern edge and access to the countryside.

Design and materials

The building design is traditional and the buildings all have pitched roofs. The materials proposed are reconstituted stone, render, uPVC gutters and downpipes, and tiled roofs. The proposed colour palette is red or grey roof tiles, buff stone base course, black rainwater goods, white fascias, windows, doors and bargeboards, and walls in one of five proposed light render colours.

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:

- Repositioning and swapping of house types at southern boundary to improve relationships with existing housing;
- Landscaping amendments to improve views for existing neighbours; and,

- LVIA Views (amended).

Supporting Statements

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

- Accommodation Schedule;
- Addendum to Ravelrig Written Scheme of Investigation;
- Bird Hazard Assessment;
- Drainage Strategy Plan and Flood Risk Assessment;
- Gas Monitoring Data Set;
- Ground Investigation Report (updated);
- Invasive Weeds Survey;
- LVIA (Landscape and Visual Impact Assessment) Views (amended);
- Noise Assessment;
- Preliminary Ecological Assessment;
- Supplementary Supporting Information;
- Supporting Statement;
- Target Notes for Ravelrig Road (Natural Heritage);
- Transport Assessment Addendum; and,
- Tree Survey and Arboricultural Constraints Assessment.

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 proposal complies with the planning permission in principle;
- b) the proposed density, scale, mix, and design are acceptable;
- c) any impact on the historic environment is acceptable;
- d) there is any impact on amenity;

- e) the proposal meets sustainability criteria;
- f) there are any road traffic or safety considerations;
- g) there are any other material considerations;
- h) the proposal has any equalities or human rights impacts; and,
- i) the public comments have been taken into account.

a) Principle of development

The principle of residential development on this site is established by planning permission in principle 16/05744/AMC which was granted on appeal to Scottish Ministers.

The principle of residential development on the site is established.

b) Density, scale, mix and design

The proposals should accord with the development plan, including the principles in Section 5 of the LDP, the LDP Ravelrig Road Site Brief and the planning conditions attached to the appeal decision notice granting planning permission in principle (PPP). The Edinburgh Design Guidance provides supplementary context.

Density and layout

The PPP reserves a wide range of matters, including the precise number of housing units. The Edinburgh Local Development Plan (LDP) allocates the site for residential development with an indicative capacity of 120 units. The proposal is for 140 units. This equates to a residential density of 24.6 units per hectare. In his notice of intention, the DPEA reporter commented,

'I find a development of around 120 houses would have a relatively limited effect on the character of the settlement as a whole'... 'Although the density of the proposed development would be significantly greater than that of the housing on the north side of Lanark Road West, it would (from the indicative masterplan) be generally compatible with the density of housing in the settlement overall' (paragraphs 21, 22).

The housing density decreases with distance from Ravelrig Road. This reflects the accessibility level and is reasonable.

The layout of housing and roads in three main sections which echo the current field boundaries contributes to sense of place. The location of the affordable homes at the east of the site is supported because it is the closest part of the proposed development to public transport links. The grouping of housing around landscaped communal areas is discussed below in 'Design, materials and landscaping'. The layout leaves an area in the south west of the site free of housing, to limit visual impact from views outwith the site. This is discussed further, below.

Taking into account the above, together with the design, landscape and settlement context, the proposed density and layout are acceptable for this location.

Scale

The supporting information, including the site analysis and view information support the conclusion that the proposed two storey houses and flats are of a suitable scale for the context, site topography and position at the edge of Balerno. The proposed development will have only a limited visual impact on the landscape character of the area due to the sloping topography of the site and the existing and proposed landscaping which further mitigates the impact through visual screening.

Mix

On-site affordable housing will be provided at 25.7% of the total housing units, in accordance with LDP policy Hou 6 (Affordable Housing). The proposed affordable housing is a mix of flats and semi-detached houses with private gardens. Using the same palette of materials over the whole site and keeping the building height to maximum of storeys throughout, will allow the affordable housing to integrate with the market housing. Housing and Regenerations is satisfied with the proposal. Most of the housing is suitable for families. While there are no single bedroom units, overall the housing mix is reasonable and acceptable for this location.

Design, materials and landscaping

The design of the houses and flats is traditional and will sit comfortably with the design of the surrounding low-rise housing.

The grouping of houses round small, communal gardens, each with its own character, will help establish a sense of neighbourhood within the development. The inclusion of larger communal greens will allow wider community interaction. Landscaped treatment of the SUDS area will provide additional amenity. All the houses have private gardens to the rear which provide them with adequate private amenity space. The useable green space across the site exceeds the 20 per cent of total site area required by Hou3. The private communal space for the flatted units meets the 10 square metres per flat required in terms of LDP policy Hou 10 (Private Green Space in New Development).

The proposal satisfies the local green space standard on site. The equipped play space standard will be satisfied by proposed new parkland at Newmills Road. Two thirds of the site (excluding the westmost area), will have the large greenspace standard satisfied by Newmills Road parkland. The layout also provides a walking circuit around the centre and northern edge of the site. Given the above considerations, the access to open and play space is acceptable.

The proposed linking of groups of houses by external materials, colour palette and landscaping could add character to the scheme. However, it is important that the materials sit comfortably with each other and with the wider context. Insufficient information has been provided to assess this fully. Notwithstanding the submitted drawings, a condition regarding all external materials, including hard landscaping materials, is recommended to allow these to be considered fully. Sample panels may be required.

The LDP site brief (HSG 38) requires a 'substantial woodland edge to be retained with recreational access to form a new green belt boundary along the northern boundary of the site'. The proposal includes this. However, there is limited overlooking of the proposed path due to tree cover and 1.8 metre high rear garden fences backing on to it. Also, the landscaping and lighting of the main pedestrian route between the central and westmost housing areas needs further consideration, as does the SUDS design which includes the mounding of earth within tree protection areas. Full details of boundary treatments and retaining walls are needed. The applicant has agreed to submit further details to address these issues. Notwithstanding the submitted drawings, a condition is recommended to secure details of suitable landscaping, lighting, SUDS, boundary treatments and retaining walls.

Landscape

The applicant has submitted a Tree Survey and constraints plan in support of the application. Most of the existing healthy, mature trees are to be retained and there is a management plan for their maintenance. Extensive new tree planting is proposed.

An LVIA was submitted at PPP stage and three viewpoints have been submitted as supporting information for this application. The information provided demonstrates that the existing tree line, supplemented by new appropriate planting will not result in significant adverse visual effects on views from the wider landscape to the north of the site. The more elevated ground to the south west of the site remains undeveloped in order to reduce potential visual impacts.

The proposal's landscaping, including hedging, communal meeting areas/courtyards, substantial tree retention and planting will contribute to a semi-rural character, in keeping with its edge of settlement position. The provision of green network connections and a landscape framework which integrates with neighbouring sites addresses the LDP site brief.

The proposed landscape treatment should help create a distinctive and pleasant place to live. A condition is recommended to ensure the implementation of the landscaping at appropriate stages of the development.

The proposed density, scale, mix and design are acceptable subject to conditions relating to materials, lighting, hard and soft landscaping details, including boundary treatments, retaining walls and SUDS detailing.

c) Amenity

Existing neighbours

The Reporter found that the proposed development would not have a significant adverse effect on the residential amenity of the area, subject to careful consideration being given to the design, layout and landscaping of the proposed housing development. Subject to retention of existing trees and additional landscaping, the visual impact of the proposed housing is minimal. No overshadowing or loss of daylighting will be caused to properties outwith the application site. The topography and low-rise nature and layout of the proposed development will ensure ample privacy for existing neighbours.

Future Occupants

The Edinburgh Design Guidance (EDG) advises that, in order to ensure satisfactory amenity, dwellings should achieve minimum internal floor areas. The proposed floor area of all the properties achieves or exceeds the minimum standard and there are no single aspect units. These factors will help provide a good quality of life for the occupants. The Edinburgh Design Guidance recommends that, for new gardens, at least half the area should be capable of receiving potential sunlight during the spring equinox for more than three hours. The applicant has submitted an analysis which confirms this is achieved. The applicant has submitted an updated noise impact assessment which demonstrates that background noise is less than thought at PPP stage. Environmental Protection confirms that no acoustic barrier is needed to protect the amenity of the occupiers of the proposed development from noise resulting from nearby quarry operations. Environmental Protection does not raise air quality concerns.

The proposal will not have an adverse impact on the amenity of the existing neighbouring properties and will provide an acceptable level of amenity for future occupiers.

d) Historic environment

Subject to suitable landscaping, the listed building and its setting will not be adversely affected. A condition requiring appropriate landscaping details is recommended to achieve this.

Further to 14/02806/PPP, a programme of archaeological work was agreed with the applicant. The first phase, an archaeological evaluation, took place in July 2016. It identified five areas of archaeological significance containing prehistoric and medieval/post-medieval remains. Further detailed excavation and reporting is therefore needed. The City Archaeologist recommends a revised condition to ensure completion of the programme of archaeological work. This matter is covered by a condition attached to the PPP and therefore a further condition is not required.

e) Sustainability

The proposal is classed as a major development and has been assessed against Part B of the sustainability standards. The points achieved against the essential criteria are set out in the table below:

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

It is also proposed to incorporate desirable elements such as air source heat pumps. The proposal meets the essential criteria and complies with the Edinburgh Design Guidance.

f) Traffic and road safety

The LDP site brief states that any required local road/junction improvements should be addressed. A transport assessment was submitted with the PPP and was based on 120 residential units. The applicant has submitted an addendum to take account of the additional 20 residential units. It concludes that the potential traffic generation associated with the development will have no detrimental impact upon the local road network or the junctions identified within the TA and can be accommodated within the existing highway infrastructure. The conclusions are acceptable subject to conditions and informatives. The application complies with the parking standards.

The LDP site brief refers to the provision of green network connections to create cycle and pedestrian access to both the adjoining housing areas and the wider countryside. The layout and landscaping proposals indicate that a path will be provided along the northern boundary. This needs to be to an adoptable standard and an appropriate condition is therefore applied. A footpath within the site on the eastern boundary is also required to connect the site to the existing footpath network on Ravelrig Road and beyond. This will assist in the accessibility to the local public transport service. Again, a suitable condition is applied.

Transport contribution uplift

As part of the supplementary legal agreement for this site, developer contributions attributable to the additional 20 residential units would be required towards the relevant initiatives set out in The City of Edinburgh Council Action Programme. These are:

- Contribute the sum of £20,000 towards the extension to Hermiston Park & Ride;
- Contribute the sum of £4,400 towards improvements to Curriehill railway station; and,
- Contribute the sum of £4,444 towards improvements to Bridge Street junction (MOVA).

A suitable legal agreement is recommended to secure the uplift in Transport contribution.

g) Other material considerations

Ecology

The applicants submitted a Preliminary Ecological Assessment which contains recommendations for ecological protection and enhancement on site. These matters should be included as part of a Construction Environmental Management Plan for biodiversity, linked to the landscape plan. An appropriate condition is recommended to ensure this is submitted alongside the detailed landscape plan.

Edinburgh Airport

Edinburgh Airport was consulted and does not object to the development.

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 Action Programme and Supplementary Guidance. Appropriate education infrastructure actions to mitigate the cumulative impact of development now anticipated 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. The legal agreement associated with the PPP provides for a developer contribution of £573,000 towards education infrastructure. The applicant has agreed to enter into a legal agreement in respect of the uplift of £20,712 in education contribution attributable to 20 housing units. This should be index-linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment.

A suitable legal agreement is recommended to secure the additional uplift in education contribution.

Flooding and Drainage

Scottish Water and SEPA were consulted and do not raise an objection. Flooding has also confirmed that it is satisfied and supports the application.

Health service

LDP Policy Hou 10 Community Facilities states that planning permission for housing development will only be granted where there are associated proposals to provide any necessary health and other community facilities relative to the impact and scale of development proposed. The LDP Action Programme identifies that new medical facilities will need to be provided to service, not just this site, but the proposed housing in the wider area as allocated in the LDP. The Action Programme has only identified this requirement subsequent to the approval of the PPP application for 120 units. Therefore, it is proposed to secure by legal agreement a contribution towards additional medical services as set out in the LDP Action Programme, but this will only apply to the additional 20 units proposed over and above the 120 units approved at PPP stage. The developer contributions rate for the healthcare action at Pentlands (Currie/Balerno) is £262.50 per dwelling. This amounts to £5,250 for 20 units at Ravelrig.

Site Investigation

Environmental Protection has determined that the land is in a condition suitable for the proposed use.

h) Equalities and Human Rights

The houses and ground floor flats will be level access. Parking will include provision for the disabled. Affordable housing provision will increase access to housing for all sectors of society. The impact on equalities and human rights is assessed minor and positive.

i) Public comments

This application was advertised on 9 December 2016. A total of twenty nine letters of objection, no letters of support and one letter making general comments were received. The objections included those of Balerno Green Belt Resident's Association and an MSP. Balerno Community Council, as a statutory consultee also commented.

Material Representations: Objection

- No need for housing in Balerno -addressed in 3.3.a);
- Loss of the site as a recreational area -addressed in 3.3.a);
- Over-development of the site with 20 further dwellings added at the AMC stage; density in comparison to the surrounding area and impacts on the local area - addressed in 3.3.b);
- Amenities, such as a play park, required - addressed in 3.3.b);
- The affordable housing element insufficient - addressed in 3.3.b);
- Adverse effect on the character and setting of Balerno relating to proposed materials, height and visibility - addressed in 3.3.b);
- Landscape impact in the wider area and boundary treatments at the north, south and east of the site where landscape buffers have been reduced at the AMC stage - addressed in 3.3.c);
- loss of amenity for existing houses at the southern boundary - addressed in 3.3.c);

- Landscape impact on nearby listed buildings and Gardens & Designed Landscape at Northfield House- addressed in 3.3.d);
- Impact on road infrastructure requirements and traffic capacity in the area. Comments note an additional 20 dwellings may exacerbate existing road congestion (addressed in 3.3.f);
- Safety, noise and pollution effects from more traffic in the area and on roads - addressed in 3.3.d) and 3.3.f);
- Requirement for traffic calming measures on Ravelrig Road and the visibility of the proposed access - addressed in 3.3.f);
- Public transport links at the site and Balerno are insufficient- addressed in 3.3.f);
- Cycle and safe pedestrian routes to/from the site are inadequate and unsustainable - addressed in 3.3.f);
- Proposed upgrading of pedestrian routes may not be effective and improvements in the wider area are required - addressed in 3.3.f);
- Loss of wildlife habitat, agricultural and green belt land (addressed in 3.3.a) and 3.3.g) above);
- Potential for flood risk and concern regarding capacity of water and foul sewers- addressed in 3.3.g);
- •Safety risk for children associated with SUDS proposals - addressed in 3.3g); and,
- Capacity of local services including schools and the medical centre - addressed in 3.3.g).

Non-Material Representations

- Dissatisfaction expressed with regard to the planning process and outcome of the PPP appeal - addressed in 3.3.a);
- Loss of individual property views - individual views not normally protected by planning;
- Loss of property value - not a planning issue;
- Alleged inaccuracies in applicant's supporting information relating to transport assessment, building height and lines of sight, and flood assessment- addressed in 3.3.c) and 3.3.f) above;
- The development is targeted at affluent people - this is a matter for investors/ developers; and,
- Construction traffic impact on local roads - would be a matter for site management and Local Area Roads Manager.

Balerno Community Council

Material points of objection

- Concerns relating to an additional 20 units and the effects this will cause on traffic and parking in Balerno. The site's distance from bus stops and local schools and associated lack of public transport at site may increase car use - addressed in 3.3.f);
- Greater use of public transport should be encouraged and funds from a Section 75 agreement should be set aside for improved bus service- addressed in 3.3.f);

- Improvements and investment needed for the road layout, quality, and safety and associated pedestrian routes/paths in the area - addressed in 3.3.b) and 3.3.f);
- Provision of a play park should be required along with upgrading of existing spaces in Balerno- addressed in 3.3b);
- Section 75 funding should be made available for improvements in the local area - addressed in 3.3.b) and 3.3.f);
- Request for consideration of comments submitted by residents after the deadline as a result of information not being available from the applicant - addressed in 3.3.c). The statutory period for public consultation was extended. Subsequent information did not justify re-notification;
- Car use - more likely to be 2 cars per household than 1.6- addressed in 3.3.f);
- increase parking capacity - e.g. upgrade Malleny Park car park (Bus users parking in Balerno) - addressed in 3.3.f);
- ensure that enhanced bus services including the projected 63 service to Hermiston Park and Ride and Gyle Centre can be provided- addressed in 3.3.f);
- provide traffic control, including a pedestrian crossing at the Ravelrig Road and Lanark Road West junction - for pedestrian and vehicle safety - addressed in 3.3.f);
- upgrade play-park space immediately to the west of Dean Park Primary School - addressed in 3.3b);
- Ravelrig Drive area path network needs upgrade, including lighting - increased use likely- addressed in 3.3b);
- •Path in NW of site - what does it connect to? - addressed in 3.3b);
- Play park needed on the site- addressed in 3.3b); and,
- •Education contribution unclear, particularly compared to Newmills (15/05100/FUL).

Non-Material comments

- Re-surfacing of Ravelrig Road should be considered - to take account of adverse weather conditions - roads maintenance issue.

Conclusion

The proposal complies with the development plan and non-statutory guidance. It is appropriate in terms of density, design, scale, residential amenity and impact on the historic environment. Materials, landscaping, traffic and road safety impacts are acceptable subject to suitable conditions. A legal agreement can secure the uplift in developer contributions. Approval is recommended.

There are no other material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. A detailed specification, including trade names where appropriate, of all the proposed materials, including window specification, shall be submitted to and approved in writing by the Planning Authority before construction work is commenced on site; Note: on-samples of the materials may be required.
2. Notwithstanding submitted drawings, prior to the commencement of the development, the applicant shall submit a fully detailed landscape plan, including details of all hard and soft landscaping, lighting, SUDS, boundary treatments and retaining walls, and a scheme for timing of implementation, for the approval of the Chief Planning Officer. Thereafter the applicant shall implement the approved scheme in full in accordance with the timing schedule.
3. No development shall take place including ground works, vegetation clearance until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted and approved in writing by the planning authority. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the planning authority.
4. Prior to commencement of development, the developer shall submit a detailed scheme for the provision of; a 3.5metre wide footpath/cycleway along the west side of Ravelrig Road along the east frontage of the development to an adoptable standard including lighting; and a 3.5metre wide footpath/cycleway along the site's northern boundary to be to an adoptable standard including lighting, and including timing of implementation, to be agreed in writing by the Chief Planning Officer. Thereafter the works shall be implemented in full in accordance with the approved scheme.

Reasons:-

1. In order to enable the Planning Authority to consider these matters in detail.
2. In order to ensure the landscaping, lighting, SUDS, boundary and retaining wall treatments are of a suitably high quality to complement the wider context and create an appropriate sense of place.
3. In order to protect and enhance ecology.
4. In order to provide a suitable means of safe pedestrian and cycle access both within and outwith the site.

Informatives

1. 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 transport infrastructure. The total transport contribution uplift is £29,244.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

2. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution to Children and Families to alleviate accommodation pressures in the local catchment area. The education contribution uplift is £20,712. The total education contribution is £593,712.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

3. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution to Healthcare Actions in terms of the LDP Action Programme. The healthcare contribution for 20 dwellings is £5,250.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

4. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.

5. 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.

6. 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.

7. The applicant is advised that 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.

8. The applicant is encouraged to consider the provision of electric vehicle charging points. This could be provided by a weather proof plug point at each driveway or internally within a garage, if provided, so that occupiers can recharge an electric car at their property.

9. For the avoidance of doubt window materials must be re-cycled UPVC, timber or aluminium.

10. 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;
11. 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 2016 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:

A legal agreement was put in place for the planning permission in principle (14/02806PPP) to secure developer contributions. A further legal agreement is required to take account of the uplift in transport and education contributions, and the subsequent uplift in healthcare requirements.

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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

This application was advertised on 9 December 2016. Twenty nine letters of objection and one letter making general comments were received. Comments included those from Balerno Green Belt Resident's Association. Balerno Community Council, as a statutory consultee, also commented.

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](#)

**Statutory Development
Plan Provision**

The application site is identified in the Edinburgh Local Development Plan as housing site HSG 38.

Date registered

22 November 2016

Drawing numbers/Scheme

1,2A,3-21,22A,23A,24B,25A,26A,27,28A-31A,32-43,46A,47A,48-50,

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 Env 3 (Listed Buildings - Setting) identifies the circumstances in which development within the curtilage or affecting the setting of a listed building will be permitted.

LDP Policy Env 7 (Historic Gardens and Designed Landscapes) protects sites included in the national Inventory of Gardens and Designed Landscapes and other historic landscape features.

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 11 (Special Landscape Areas) establishes a presumption against development that would adversely affect Special Landscape Areas.

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 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 Approval of Matters Specified in Conditions 16/05744/AMC

At Land 322 Metres West Of 6, Ravelrig Road, Balerno Application for Approval of Matters Specified in Conditions of Planning Permission in Principle 14/02806/PPP - Residential Development with Open Space, Access, Landscaping and Associated Engineering Works

Consultations

Affordable Housing comment

1. Introduction

Housing and Regulatory Services have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

o 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.

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

2. Affordable Housing Provision

This application is for a development consisting of a 140 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% of the homes to be of approved affordable tenures. We request that the developer enters an early dialogue with the Council to identify a Registered Social Landlord to take forward the affordable homes and deliver a well integrated and representative mix of affordable housing on site.

The applicant has stated that the affordable housing will account for 36 (25.7%) of the new homes. The current proposal is to deliver the affordable homes through a combination of Cottage flats and semi detached homes that will be tenure blind in a mixture of 1, 2 and 3 bedroom homes. We welcome that one third of the affordable homes will be three-bedroom family homes.

The onsite rented accommodation should be delivered through a Registered Social Landlord (RSL) and we await confirmation of the RSL partner. The affordable homes are required to be tenure blind, fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides.

In terms of accessibility, the affordable homes are situated within 650 metres of regular public transport links on Lanark Road West. The location of the affordable homes at the front of the site is a good location as it is the closest part of the proposed development to public transport links and therefore is supported by this department.

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 sustainable community.

- o The applicant is requested to enter into an agreement with a Registered Social Landlord to deliver the affordable housing and confirm the RSL to this department.*
- o The affordable housing includes a variety of house types and sizes including family homes.*
- o In the interests of delivering mixed, sustainable communities, the affordable housing will be expected to be identical in appearance to the market housing units, an approach often described as "tenure blind"*
- o The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.*

The proposal is acceptable and we would be happy to assist with any queries on the affordable housing requirement for this application.

Archaeology

Further to granting PPP consent a programme of archaeological works was agreed with the applicant's archaeological contractor AOC Archaeology, the 1st phase of which was the undertaking of an archaeological evaluation. The results of this work undertaken in July 2016 identified five areas of archaeological significance containing prehistoric and medieval/post-medieval remains necessitating further detailed excavation and reporting.

Accordingly this application must be considered therefore under terms the Historic Environment Scotland Heritage Statement (HESPS) 2016, Scottish Planning Policy (SPP), PAN 02/2011 and adopted Edinburgh LDP Policy ENV9.

Based upon the earlier results an agreed addendum of archaeological mitigation was agreed (see submitted Background paper) requiring the excavation of the further areas and a programme of post-excavation analysis and publication covering all phases of work.

At the time of writing the secondary phase of field work has just started. It is therefore recommended that the following revised condition is attached to this AMC application to ensure that completion of the above programme of archaeological work;.

'No development shall take place on the site until the applicant has fully implemented the programme of archaeological works (excavation, analysis & reporting, publication) in accordance with the amended written scheme of investigation 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.

Balerno Community Council

(i) Number of units to be built

o We consider that any permission should be restricted to 120 units. The Council has consistently argued against large scale housing development in Balerno, and that position is based in large part on the effect of such development on the A70, Lanark Road West. The original application for

o planning permission, in principle, for the Ravelrig site addressed a proposal for development of 120 units.

o While the outline permission did not limit the number, the current application for 140 units represents an increase of 18%, and that inevitably will entail an even more significant increase both in the potential traffic volumes on Lanark Road West, and on parking within the village itself.

o We also think an assumption of 1.6 cars per household is likely to be an underestimate given the distance of the site from the nearest bus stops (min 700m and max 1.3km) and also the distance from the west end of the site to Dean Park Primary School (@ 2.6km). We think the location of the site coupled to the distance from public transport services will lead to an increase in private car use, and that 2 cars per unit is a more likely estimate for car availability per unit.

o Given the current extreme loading on Lanark Road West and pressure within Balerno on parking we think therefore that development within the site should be restricted to 120 units.

(ii) Traffic - parking

o We think also that looking at emerging patterns of car park use, there will be a greater use of casual parking opportunities as residents drive to a convenient bus stop. Car parking within Balerno is under severe pressure, in part because of all day parking by commuters who cannot easily access bus services. We think that CEC should consider upgrade of eg the car park at Malleny Park using funds from within the S75 agreement allocation to provide more capacity.

(iii) Public Transport

o We consider that greater use of public transport should be encouraged and that funds from the transport allocation under the relevant s75 agreement should be used to ensure that enhanced bus services including the projected 63 service to Hermiston Park and Ride and Gyle Centre can be provided.

(iv) Road layout and safety

o The Council is concerned about both pedestrian and vehicle safety at the Ravelrig Road and Lanark Road West junction. Informal use of paths in the Ravelrig Walled Garden area to the south of Ravelrig Drive is likely to increase. It is likely that pedestrians will cross at that junction to access Ravelrig Drive and those paths. We think that traffic control, including a pedestrian crossing at the junction is likely to become necessary for both traffic and pedestrian safety. We think that funds from within the S75 agreement allocation should be available for this purpose.

o We also think that consideration needs to be given to ensuring a road surface on Ravelrig Road to take account of not infrequent snow and ice conditions. The north-eastern end of the site marks the start of the sharp northwards slope of Ravelrig Road.

(v) Paths networks

o As noted above we consider that use of informal paths in the Ravelrig Drive area is likely to increase with this development. At present there may be some seasonal control due to the state of those paths, but we think that investment is necessary to upgrade the path network, including by installing lighting, in order to provide safe routes to school and the village centre.

o We have also noted the paths network within the Ravelrig site. The indicative plan in the Supporting Statement suggests a path exiting at the NW corner of the site but without any suggested connection beyond the perimeter.

(vi) Recreational space

We have not noted any location for a playpark within the site. There is currently no playpark space with play equipment to the north of Lanark Road West within Balerno, although we note that provision for such is required under the s75 conditions attaching to the Newmills site permission. We think provision should be made for playpark provision also at Ravelrig. In addition we think that existing play-park equipment at the only formal play-park space in Balerno at present, immediately to the west of Dean Park Primary School should be upgraded specifically to include a swing park, using funds from within the S75 agreement allocation.

(vii) Use of s75 funds

o *It is our understanding a s75 agreement exists in relation to the site involving an obligation extending to £573K for Education related spend (two classrooms at Dean Park Primary School) and £284K for transport related spend. The Council considers that in the event that the Council is minded to allow this application it should be upon the basis that appropriate funds are made available for the various matters referred to above.*

o *We have noted also that the s75 agreement relevant to the Newmills development - 15/05100/FUL - for which permission was granted in November 2016, that the s75 contribution for education is £429,602 (Indexed linked) for 3 Primary School classes (we now understand for Dean Park PS as opposed to Currie). We are not clear why there is a differential in the required contribution which appears to suggest a higher contribution for 2 classrooms than for 3. (viii) (viii) Consultation with affected residents*

o *The Council recognises that CALA have been developing their application in discussion with affected bodies during the period of consultation on this application. However the Council was also disappointed to hear at its meeting with CALA on 10 January that residents had still not received detail from CALA by the date of the expiry of the advertised period for lodging of comments. The Council would hope that CEC would consider comments received after the expiry of the deadline, where such detail had not been available to allow for timeous comment by those affected.*

Children + 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 identified where additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' 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 the required 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:

16 Flats

124 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.

Appropriate education infrastructure actions to mitigate the cumulative impact of development now anticipated 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:
£593,712*

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.

Environmental Assessment

This 2014 Planning Permission in Principle application was granted at appeal with the following condition;

No development shall take place until details of acoustic barriers, including acoustic capabilities, construction materials and design have been submitted to and agreed in writing by the planning authority. The scheme approved shall be implemented prior to the occupation of the first dwelling.

The applicant has submitted an updated noise impact assessment to support this AMC application. It has demonstrated that no acoustic barrier is required as further noise sampling has indicated that the background noise is less than previously expected. Environmental Protection accepts the findings of this noise impact assessment and recommend that the condition is discharged.

Environmental Assessment

We have received the attachments providing a Ground Investigation Report (produced by JPB Consulting on behalf of Cala Homes) and a gas monitoring data set, both relating to assessment of ground conditions/land contamination from within the boundary of the recent AMC application that appears to have materialised from an earlier Planning Permission in Principle, for residential development of land adjacent to Ravelrig Road, Balerno.

We can confirm that the information has been considered relative to a previous submission received on CD, and altogether the analysis presented in the updated Ground Investigation Report is sufficient to enable Environmental Protection to determine that the land is present in a condition suitable for the proposed use, with reference to current regulatory guidance detailed in Planning Advice Note 33; Development of Contaminated land (2001).

Edinburgh Airport comment

Our response remains the same as 14/02806/PPP. We are happy that these conditions have been met after reviewing this application, therefore we would have no objections to this development.

Edinburgh Airport comment

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.

Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 10m AGL.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Edinburgh Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding an Overview' for further information (available at <http://www.aoa.org.uk/operations-safety/>).

Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at <http://www.aoa.org.uk/operations-safety/>). These details shall include:

- o any earthworks*
- o grassed areas*
- o the species, number and spacing of trees and shrubs*
- o details of any water features*
- o drainage details including SUDS - Such schemes must 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 others that you or the Authority may specify and having regard to Advice Note 3: Potential Bird Hazards from Amenity Landscaping and Building Design and Note 6 on SUDS].*

No subsequent alterations to the approved landscaping scheme are to take place unless 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.

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.

Flood Prevention comment

This information (Independent Check Certificate) together with the drawings sent through by Shona Tait on 2/3/17 are sufficient to satisfy all of flood prevention's concerns and we are happy to support this application to determination.

Police Scotland

We would welcome the opportunity for one of our Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.

SEPA

Advice for the planning authority

We have no objection to this planning application, but please note the advice provided below.

1. Flood Risk

1.1 We have reviewed the information provided in this consultation and it is noted that the application site (or parts thereof) lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding. Since our previous response, the fluvial and coastal map has been updated and the surface water flood map has been released.

1.2 Scottish Planning Policy, paragraph 255: "The planning system should promote: a precautionary approach to flood risk from all sources including coastal, water course (fluvial), surface water (pluvial), groundwater, reservoirs and drainage systems (sewers and culverts), taking account of the predicted effects of climate change".

1.3 The risk identified at this site is from surface water flooding only. The planning authority should be satisfied that the Drainage Strategy Plan and Flood Risk Assessment (dated October 2016) will mitigate the surface water flood risk and not increase flood risk elsewhere. As previously noted, the OS Map indicates there is a well on site which should be considered.

1.4 The site is reasonably steep and, therefore, the applicant should consider incorporating flood resistant and resilient measures into the design and construction of the site to mitigate the risk from surface water flooding. This could include raised finished floor levels and landscaping the ground to direct water away from dwellings. These measures should not increase the flood risk to existing property or infrastructure.

1.5 We would recommend that contact is made with the Flood Prevention Officers in Edinburgh Council for any information/ local knowledge they may have.

Caveats & Additional Information for Applicant

1.6 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/>

1.7 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.

1.8 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 the City of Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note "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. Surface water and foul drainage

2.1 The proposals for surface water and foul drainage are acceptable.

2.2 Ideally, the output from the Simple Index Assessment should be presented as it is in the tool rather than as a summary table in the drainage report.

Scottish Water

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

The development proposals impact on existing Scottish Water assets.

The applicant should identify any potential conflicts with Scottish Water assets. Where conflicts are identified, the applicant should contact our Asset Impact Team at service.relocation@scottishwater.co.uk before proceeding further.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Marchbank Water Treatment Works currently has sufficient capacity for this proposed development.

Full compliance with the findings of a Water Impact Assessment is essential.

Construction activities, structures or private gardens MUST NOT be built within 10 metres either side of the 600mm main.

Edinburgh Waste Water Treatment Works currently has sufficient capacity for this proposed development for a foul only connection.

Full compliance with the findings of a Drainage Impact Assessment is essential.

For developments of 10 or more domestic dwellings (or non-domestic equivalent), or any developments in a rural location which are deemed to have a significant impact on our infrastructure, we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at www.scottishwater.co.uk by searching 'Planning Your Development'.

No substance may be discharged to the public sewerage system that is likely to interfere with the free flow of its content, have a detrimental effect on treatment / disposal of its contents, or be harmful to health.

If development proposals require new water and/or waste water infrastructure (including Sustainable Urban Drainage Systems) to be installed by the developer which is proposed to vest in Scottish Water, these should be designed in accordance with the requirements set out within our specification documents 'Water for Scotland' and 'Sewers for Scotland'. The current editions of these documents can be obtained free of charge directly from our website at: www.scottishwater.co.uk by searching 'Water for Scotland' & 'Sewers for Scotland'.

Where it is not possible to meet the requirements of our specifications, the new infrastructure ultimately may not be vested by Scottish Water and would remain under the private ownership of the developer. In these circumstances, the developer would retain operation and maintenance responsibility.

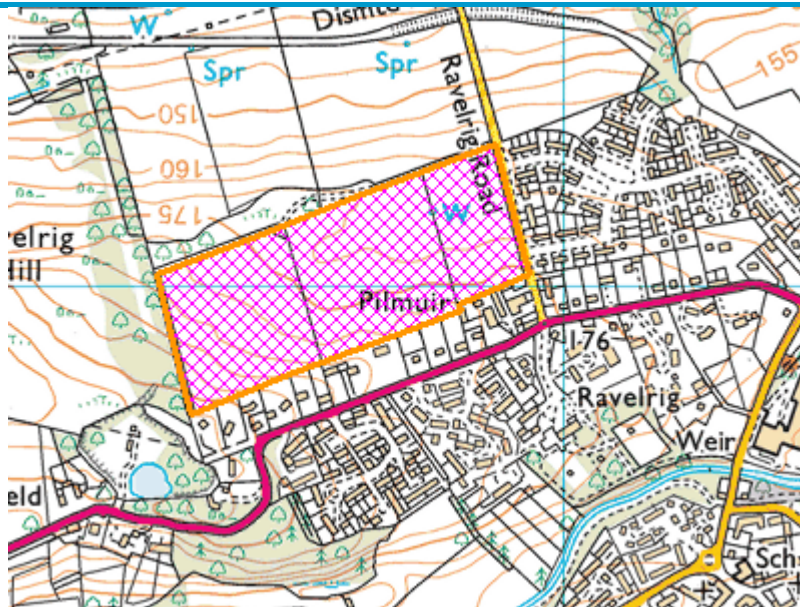
Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws.

If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Location Plan



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