Full Planning Application 07/00059/FUL
at
Hay Gardens
(Phase 7 Wauchope Square)
Edinburgh

Development Quality Sub-Committee
of the Planning Committee

1 Purpose of report

To consider application 07/00059/FUL, submitted by PARC Craigmillar Ltd. The application is for: Residential development of 22 houses with associated gardens and parking

It is recommended that this application be GRANTED

2 The Site and the Proposal

Site description

The application site is part of the Wauchope Square redevelopment area. The site is 0.5 ha and is located to the south of the freight railway line and to the east of the recently approved primary school. There are existing residencies to the west and sites for future redevelopment to the south.

Site History

The site is part of a public housing development from the 1930s. Significant parts of the area were demolished from the late 1990s onwards, with the eastern part of the area being redeveloped as part of The Hays housing scheme. A number of dwellings from the original development still remain in-situ to the south and west of the application site and will be demolished and replaced as part of the overall wider masterplanning initiative.
29 September 2005 – Full Committee approved the Craigmillar Urban Design Framework (CUDF) as Supplementary Planning Guidance (SPG). This document sets out the overall framework for regeneration for Craigmillar.

02 November 2005 – DQ Sub-Committee approved outline planning application (planning ref. 05/00185/FUL) for Wauchope Square. This consent has not been issued as the legal agreement has not yet been signed.

29 March 2006 – Full Planning Committee endorsed Wauchope Square Masterplan.

29 March 2006 – DQ-Sub Committee approved Phase 1 detailed planning application for 61 residential units, Wauchope Square (05/01895/FUL).

12 April 2006 - Planning permission granted for primary school with ancillary play area, 2 playing fields and parking, Wauchope Square (05/03591/FUL).

17 July 2006 – planning permission granted for infrastructure & public realm at Hay Rd (06/01263/FUL).

It is anticipated that the Wauchope Square Masterplan area will be developed in 9 phases over a number of years.

**Description of the Proposal**

**Scheme 2**

The application is for 22 residential units with associated gardens and curtilage parking. The units are individual dwelling houses, two detached and the rest in a terraced formation of groups of four. Four of the units will be affordable housing.

The design of the units is simple and contemporary with flat and mono-pitch roofs. The materials proposed are red facing brick and white render external walls, concrete roof tiles, painted timber windows and doors. Individual boundaries will be formed with hedging and 1.2 and 1.8m timber fencing.

The roads and public realm around the dwellings were approved in a previous application (Ref. Number 06/01263/FUL) as a ‘homezone’ concept.

Within this area there will be also an area of open space to the north to be used as allotments.

A structured community consultation process has taken place as detailed in a Consultation Report submitted with the plans.
Scheme 1

The following changes from the original plans were made following consultation:

1. Elements of timber were reduced;

2. The type of render proposed has been altered to a wet dash render or Sto smooth render;

3. The rainwater goods, movement joints and ventilation/boiler outlets have been identified on the drawings;

4. Details of the boundary treatment for Mews 2 and Homezone 3 were submitted;

5. The pathways to the rear of the properties were reduced in length to allow clear visibility and more security - the bins were moved close to rear entrances to be more accessible.

3 Officer’s Assessment and Recommendations

Determining Issues

Do the proposals comply with the development plan?

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

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

ASSESSMENT

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

a) The principle of residential development in this location is acceptable;

b) The design and layout of the scheme is acceptable in relation to the principles set out in the Craigmillar Urban Design Framework (CUDF), Wauchope Square Masterplan and other relevant design guidance; and

c) There are any infrastructure implications.

a) The regeneration of this site is supported by Lothian Structure Plan Policy HOU2. This policy supports the development of suitable urban brownfield sites for housing through re-use, redevelopment or conversion. The proposal
is also supported by Structure Plan Policy HOU3. This policy supports the allocation of sites in local plans to meet strategic housing requirements.

The application site forms part of a larger allocated housing site, HSG 4 Niddrie Mains (25.8 ha), in the adopted South East Edinburgh Local Plan and HSG7 in the approved Citywide Local Plan. The use of the site for housing therefore complies with the local plan.

In addition, an application was granted for outline planning permission to develop the Wauchope Square area for residential development and a master plan approved. Whilst this application is a separate full planning application, it falls within the outline application boundary and the Wauchope Square Masterplan area which both establish residential use as being acceptable for this site.

The affordable housing policy within the South East Edinburgh Local Plan for Craigmillar does not require additional affordable housing in this ward. However, the Craigmillar UDF requires an overall target of 20% for the regeneration area. 20% affordable housing is being provided as part of this application.

b) The development is of a simple and contemporary design using robust quality materials. The whole area is subject to regeneration proposals and this phase complies with the design guidance in the Craigmillar Urban Design Framework and the outline as approved at Wauchope Square for the bigger area.

There are no amenity issues. There have been no objections.

c) A Section 75 Legal Agreement is required to contribute a sum towards local transport improvements, including public transport schemes. This has been attached as an informative to this report. The issue relating to a stopping up order has also been added as an informative.

In conclusion, the principle of residential development, the design, layout, density and materials are all considered acceptable and comply with the development plan and the principles established in the adopted Craigmillar Urban Design Framework and the Wauchope Square Masterplan. A legal agreement will be required in order to secure public transport improvements within the vicinity of the development and affordable housing provision.

Although the Council has an interest in the site, the proposal is in accordance with the development plan and has not attracted a substantial body of material objections; therefore notification to the Scottish Ministers is not required.

It is recommended that Committee approves this application subject to conditions relating to materials, landscaping and boundary treatments, site survey, SUDS drainage and informatives in relation to a stopping up order and a legal agreement in respect of transport contributions and affordable housing provision.
### Advice to Committee Members and Ward Councillors

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

If you require further information about this application you should contact the following Principal Planner, Linda Nicol on 0131 529 3594. Email: linda.nicol@edinburgh.gov.uk.

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 4229/4239. Alternatively, you may e-mail gavin.king@edinburgh.gov.uk or carol.richardson@edinburgh.gov.uk.

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<thead>
<tr>
<th>Contact/tel</th>
<th>Gayle Adams on 0131 529 3908</th>
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<td><strong>Local Plan</strong></td>
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Appendix A

Application Type: Full Planning Application
Application Address: Hay Gardens
(Phase 7 Wauchope Square)
Edinburgh

Proposal: Residential development of 22 houses with associated gardens and parking

Reference No: 07/00059/FUL

Consultations, Representations and Planning Policy

Consultations

Environmental Health

No objections to this proposed development subject to the following conditions:

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

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

2. The development shall not commence until a scheme for protecting the residential development hereby approved from noise from the railway line to the north of the proposed site has been submitted to and approved in writing by the Head of Planning; all works which form part of the approved scheme shall be completed to the satisfaction of the Head Of planning before any part of the development is occupied.
Services for the Community

The applicant is commended for their positive approach to Affordable Housing. This Department welcomes the inclusion of 4-5 affordable units within the application for a residential development at Greendykes Road. This provision meets the 20% affordable housing requirement stipulated in the Craigmillar Urban Design Framework.

We would expect the affordable units to reflect the size and mix of the non-affordable units within the development. However, we note that Castlerock Edinvar Housing Association will be providing the affordable housing element. Colleagues working on the regeneration of Craigmillar have confirmed that the developer has consulted Castlerock Edinvar over these issues and that Castlerock Edinvar are satisfied with the size and mix of the affordable units proposed. I therefore have no objection to the proposals.

This Department would be pleased to assist in negotiations with the applicant in respect of any queries relating to affordable housing.

Culture & Leisure, Archaeology Service

An archaeological assessment was undertaken in order to examine and assess the possible archaeological implications of the above application to construct 22 new houses at this site.

The site lies close to the designed landscape surrounding Duddingston House and can be viewed from Arthur’s Seat. However it is my opinion that the setting of these historic landscapes will not be affected by this development. Furthermore as no archaeological remains have been recorded within the limits of this site and the recent development history of the area, the chances of any significant archaeological remains surviving on site are thought to be slight.

Accordingly I have concluded that there are no known archaeological constraints upon this particular planning application.

Transport

Prior to consent being issued, the developer is to enter into a suitable legal agreement to undertake the works as per the Urban Design Framework, and the work outlined on the attached list. The cost of the works required to be applied to all developments in the Craigmillar / Greendykes Regeneration project in proportion to the size of the development (number of units). The works to be completed prior to the occupation of an agreed number of dwellings in the regeneration project.

Consent should not be issued until the developer enters into a suitable legal agreement to provide a sum of £10,000 for any additional works required by the Director of City Development. The requirement for and extent of any such works will be assessed by the Council after a period of 12 months from the occupation of 50%
of the houses in the Wauchope Square / Hay Gardens housing development. All works to be arranged by the Developer.

Should any stopping up orders be required for any of the streets affected, the applicant is to arrange for the order at no cost to the Council. The applicant is to pay for the promotion of any Traffic Regulation Order required as part of the development.

The applicant to arrange for an independent Stage 2 (Detailed design), Stage 3 (Pre-opening) and Stage 4 (One year post opening) Road User Safety Audit to be carried out and any recommendations in the report to be complied with.

I have no objections to the application.

Children and Families

I refer to the above noted planning application for 22 residential units.

The Department of Children and families is aware that PARC will be contributing to local education infrastructure in Craigmillar. Therefore, no developer contributions will be required from this application.

Scottish Water

Scottish Water has no objections to this application. Please note that although Scottish Water has given approval at this stage, this does not guarantee a connection to Scottish Water’s infrastructure. A separate application should be made for connection to our infrastructure after full planning has been granted.

Alnwickhill Water Treatment Works currently has sufficient capacity to service this proposed development.

There are no known issues at present within our Water Network that serves this proposed development.

AVSE PFI Edinburgh Waste Water Treatment Works currently has sufficient capacity to service this proposed development.

There are no known issues at present within our Waste Water Network that serves this proposed development

SEPA

I refer to the above consultation that SEPA received on 11 January 2007. I apologise for the delay in responding, however, this delay has been due to lack of information relating to foul and surface water drainage.
On the 7 March I received drainage information from the consultants. This information demonstrates that foul and surface water drainage will be connecting to the Scottish Water sewer system. In light of this, SEPA has no objections to this development proposal. However, the following comments apply.

Foul Drainage

Connection to the sewer is subject to the approval of Scottish Water (SW) and permission to connect may depend on the availability of spare capacity. Your attention is drawn to SW’s consultation response for clarification of the position.

Surface Water Drainage

Whilst SUDS in not a SEPA requirement if surface water drainage discharges to a combined sewer system, in terms of best practice SEPA recommends that surface water drainage for the site is treated separately from the foul drainage. Such practice takes account of the advice contained within Paragraph 47 of PAN 79 ‘Water and Drainage’, and will reduce the pressure on the foul drainage system resulting in less probability of flooding of pollution.

Construction and Landscaping

Construction works associated with the development of the site must be carried out with due regard to SEPA’s pollution prevention guidelines (PPG 1, 5 & 6). These publications are available free of charge on the SEPA website at http://www.sepa.org.uk/guidance/ppg/ or from any SEPA office.

There may be waste management licensing implications arising from the importation of waste material such as soil for landscaping or for any other purpose. Generally, waste material can only be imported to a site if a waste management license is in effect or if an activity exempt from licensing has been registered with SEPA. Similarly, any waste removed from a site must be deposited either at a suitably licensed site or at a site for which a relevant exempt activity has been registered. SEPA regards all soils, including topsoil, removed from sites as waste.

Where waste is either imported to or exported from a site, applicants and their contractors should be fully aware of the relevant requirements relating to the transport of controlled waste by registered carriers and the furnishing and keeping of duty of care waste transfer notes.

Waste Facilities

Consideration should be given to the provision of adequate facilities for the separation and recycling of waste. The applicant/agent should also practice waste minimisation and sustainable waste management during the construction phase of the build.
Police

The police met with the architect, John Docherty (Elder and Canon), on the 1st of February and discussed the project in detail.

This planning application generates concerns with regard to its overall design in terms of security/community safety and as such I would urge the client (PARC Craigmillar LTD) to contact the police and discuss the issues raised below.

This development is unlikely to receive Secured by Design Accreditation in its current form.

Current Crime Profile:

This development sits within an area, which experiences extremely high levels of crime. Last year there were 3535 incidents reported to the Police, some of which can be seen below.

<table>
<thead>
<tr>
<th>Crime Type</th>
<th>Number of Incidents</th>
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<tbody>
<tr>
<td>Serious assault</td>
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<tr>
<td>Assault</td>
<td>283</td>
</tr>
<tr>
<td>Housebreaking</td>
<td>43</td>
</tr>
<tr>
<td>Robbery</td>
<td>9</td>
</tr>
<tr>
<td>Theft Car</td>
<td>97</td>
</tr>
<tr>
<td>Car Break-in</td>
<td>56</td>
</tr>
<tr>
<td>Vandalism</td>
<td>298</td>
</tr>
<tr>
<td>Breach of Peace</td>
<td>366</td>
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</tbody>
</table>

The lanes, which run behind these homes are the primary cause for concern at this stage. It is appreciated that they allow access into the rear gardens although they seriously compromise the security of these houses against criminal attack, in particular housebreakings.

It is strongly recommended that these lanes be removed.

If these lanes are in place primarily for the removal of refuse bins, it is strongly recommended that suitable provision be made for storage of bins at the front of each home thus removing the need for the lanes.

There are further concerns with regard to potential 'personal safety' of those using these lanes as there is:-
- No lighting and
- No clear lines of sight, as all three lanes have bends in them.

If these lanes were to remain both points above would have to be addressed. Even so there would still be issues relating to the maintenance of both the lanes and associated security gates, which would require future management to ensure adequate security at the rear of all of these properties. For instance who would secure speedy repairs to broken gates/locks? And who would ensure that they are always secured and not left wedged open.

It is also likely that these lanes would become the focus for individuals engaged in various acts of anti-social behaviour.

Network Rail

Network Rail was notified about the above application on 04/01/2007, due to its close proximity to the operational railway, we would request that we are formally consulted on the application to enable us to fully determine the potential impact of the development on the rail infrastructure.

Network Rail Outside Parties Engineers may wish to comment further after assessing a full set of plans from formal consultation. However, I have provided in this letter a list of basic requirements for development which we would suggest if necessary and appropriate are included as conditions or advisory notes, if the Council consider granting the application.

* All surface or foul water arising from the proposed works must be collected and diverted away from Network Rail Property.

* Any work which limits access to Network Rail land or structures will require the approval of Network Rail.

* Security of the railway boundary will require to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact the Outside Parties Engineer.

* If not already in place, the Developer must provide a suitable trespass-proof fence (of at least 1.8m in height) adjacent to Network Rail’s boundary and make provision for its future maintenance and renewal. Network Rail’s existing boundary must not be removed or damaged.

* 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. The approval of any landscaping scheme adjacent to the railway should be agreed with Network Rail.

* Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour
of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

* All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail’s property, must at all times be carried out in a “fail-safe” manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

* Method statements may require to be submitted to Network Rail’s Outside Parties 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 Outside Parties Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

* All changes in ground levels and the laying of foundations carried out in the vicinity of Network Rail land, buildings or structures must be designed and executed such that there is no interference with their integrity.

* If temporary works compounds are to be located adjacent to the operational railway these should be included in a method statement for approval by Network Rail.

* Consideration should be given to ensure that the construction and subsequent maintenance of proposed buildings or structures can be carried out without adversely affecting the safety of, or encroaching upon Network Rail’s adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail’s boundary. This will allow construction and future maintenance to be carried out from the applicant’s land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

* The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising and every endeavour by the developer in relation to adequate soundproofing should be made.

* Network Rail is required to recover all reasonable costs associated with facilitating these works.

The above information and a copy of the Network Rail document ‘Requirements for Construction Work on or Near Operational Land’ has been provided to the applicant/agent.

We trust full cognisance will be taken of these comments. I would be grateful if you could inform me whether you will be formally consulting Network Rail on the proposal.

Please do not hesitate to contact me should you have any queries.
Representations

No representations have been received.

Planning Policy

The following national policy guidelines are relevant to this application:

SPP3 - 'Land for Housing' - sets out the Government's housing policy in Scotland, the key principles being:

1. To give people a wider choice of housing;

2. To improve the supply and quality of that housing; and

3. To encourage greater individual responsibility for, and control over, the conditions in which people live.

NPPG 17 - 'Transport and Planning' - promotes an integrated approach to land use, economic development, transport and the environment.

PAN 57 - 'Transport and Planning' - gives good practice advice on measures planning authorities may consider in fulfilling their integrated land use and transport responsibilities in a sustainable manner.

The development plan for the area is the Edinburgh and Lothians Structure Plan (2004) and the newly adopted South East Edinburgh Local Plan (2005).

Edinburgh and Lothians Structure Plan

Policy HOU2 supports the development of suitable urban brownfield sites for housing through re-use, redevelopment or conversion.

Policy HOU3 states that in addition to new housing sites, land shall be allocated in local plans.

Policy HOU6 states that contributions will be required from the housing developers to remedy any deficiencies in local facilities and amenities which result from the additional housing.

HOU7 states that where identified and justified by a local needs assessment and any related studies, local plans should include policies requiring the appropriate provision of affordable housing.

Policy ENV1G requires local plans to include policies to promote a high quality of design in all new development.
South East Edinburgh Local Plan

The site lies within the newly Adopted South East Edinburgh Local Plan (August 2005). The site forms part of a larger area designated as a Housing Development Site (HSG4).

The following policies apply:

Policy H2 states that within the urban area as defined in the local plan, development for housing by way of new development, redevelopment, conversion of existing buildings and change of use will be acceptable.

Policy H4, Housing Development Quality, requires new housing development to make the best use of land without damaging the character and amenity of residential areas, be well laid out in terms of access, parking, amenity and landscaping and giving priority to needs of pedestrians and cyclists, provide amounts and types of open space appropriate to the development area in which it is situated and provide a residential environment which affords ease of access, safety and security for all and engenders a sense of community.

Policy H5, Open Space Provision, states that open space should provided to minimum standards as set down in the local plan. Open space provided to meet this requirement should be accessible and usable, laid out with community safety objectives in mind with particular attention paid to the needs of younger children, the elderly and other groups with restricted mobility.

Policy H8, Housing Diversity, requires a variety of a balanced mix of house types and land uses.

Policy H10, Affordable Housing, requires proposals for new housing to include a proportion of affordable housing as set out in the local plan.

Policy T1, Accessibility, states that development proposals with the potential to generate a significant amount of personal travel should be easily accessible on foot, by cycle and by regular and frequent public transport services.

Policy T6, Public Transport, requires development to be laid out and designed to make use of public transport as attractive as possible, by providing improved access to existing facilities and if necessary the development of new routes and services.

Policy T8, Pedestrians and Cyclists, states that development proposals should be designed to make walking and cycling as attractive as possible, providing convenient and safe links with or access to existing and proposed cycle and pedestrian networks.

Policy T9, Private Parking, requires car parking provision in conformity with the Council’s adopted parking standards.

Policy I1, Phased Development, states that sites likely to be developed in phases will be required to be the subject of outline applications containing sufficient information
to enable the proposals to be considered comprehensively at the outset, including the visual impact and the arrangements for access, open space provision if relevant, and the landscaping.

Policy DQ1, Environmental Impact, requires full account to be taken of all aspects of environmental impact when development proposals are assessed.

Policy DQ6, Design of New Development, requires new development to make a positive contribution to the character and appearance of the environment as well as its safety and accessibility, having regard to the opportunities and constraints of the site and its surroundings and the basic character of the city.

It also lies within the Finalised Edinburgh City Local Plan 2007. This has not yet been adopted but is a material consideration.

**Finalised Edinburgh City Local Plan 2007**

The following policies apply:

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

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

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

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

Policy Des 5 (External Space) sets criteria for assessing the landscape design and public realm elements of development.

Policy Des 6 (Sustainable Design and Contributions)

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

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

Policy Hou 3 (Private Open Space)

Policy Hou 4 (Density)

Policy Hou 7 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.
Policy Tra 2 (Planning Conditions and Agreements) requires, where appropriate, transport related conditions and/or planning agreements for major development likely to give rise to additional journeys.

Policy Tra 3 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in supplementary planning guidance, and sets criteria for assessing lower provision.

Policy Tra 4 (Design of Cycle Parking)

Policy Tra 5 (Design of Car Parking) sets criteria for assessing car park design.

Craigmillar Urban Design Framework, Approved 29 September 2005

The Urban Design Framework is the most up-to-date part of the statutory planning requirements for Craigmillar. The vision for Craigmillar’s future puts good design at its core with the five design principles being distinctiveness, sociability, people-orientated, sustainability and quality. The project is essentially about regenerating the Craigmillar that already exists and at the same time creating a new place that will be a location of choice for people who do not live there now.

The key elements of the framework are:

1. Major new housing development, structured around a pedestrian-orientated network of streets and squares;

2. Town centre strengthened as a local destination, and its centre of gravity moved eastward to serve more of the community and to link better to public transport;

3. Niddrie Mains Road realigned at the junction with Greendykes Road, to give more priority to Craigmillar traffic over through traffic;

4. New internal road links to serve both the new housing to the south and the mixture of activities to the north;

5. Safeguard a dedicated route for tram line 3 through Greendykes and Niddrie Mains;

6. Parkland wrapping around the outside of much of the area, and safe local parks within it;

7. Schools: up to five new schools, some as replacements for existing ones, some to meet the growing population’s needs;

8. New and improved community services, both in the town centre and around the district.
The document states that it is not a detailed 'end-state' master plan. It has to provide for choices in the future. It must also allow for changes in how things are done, and the order in which they are done. The proposals are still flexible, and they allow for choices to be made in future years - about the town centre, about the density and form of housing, about transport and infrastructure.

**Edinburgh Urban Design Guidelines**

Principle 2.1 encourages mixed uses, acknowledging their vitality, place making and contribution to safe and sustainable developments.

Principle 2.2 requires the reinforcement of local identity.

Principles 2.3 and 2.4 require a distinctive and coherent urban form.

Principles 3.1 and 3.2 require key elements to fit with the surroundings and promote pedestrian access.

**Council’s Non Statutory Guidelines**

Non-statutory guidelines on Edinburgh Standards for Urban Design sets criteria for the quality of design in new development to maintain and improve the visual image and identity of Edinburgh.

Non-statutory guidelines on 'SITE PLANNING FOR SUSTAINABLE DEVELOPMENT', supplement statutory environmental policies, providing advice on how the principles of sustainable development can be incorporated into proposals.

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

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

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

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

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

Non-statutory guidelines on 'DEVELOPER CONTRIBUTIONS IN SCHOOLS' provides guidance on the situations where developers will be asked to make financial or other contributions towards the cost of providing new facilities for schools.
Non-statutory guidelines on ‘COMMUNITY SAFETY’ provide guidance on the community safety aspects of new development proposals in support of statutory development plan policies.

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

Application Type: Full Planning Application
Application Address: Hay Gardens
(Phase 7 Wauchope Square)
Edinburgh

Proposal: Residential development of 22 houses with associated gardens and parking
Reference No: 07/00059/FUL

Conditions/Reasons associated with the Recommendation

Recommendation

It is recommended that this application be **GRANTED** subject to the conditions below.

Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.

2. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site; Note: samples of the materials may be required.

3. Prior to the commencement of development, full working details of the method of treatment of surface water and attenuation of flow from the site shall be submitted to and approved in writing by the Head of Planning and Strategy. This shall be in accordance with best practice Sustainable Urban Drainage (SuDS)/Sustainable Drainage principles. The development shall not be occupied/brought into use before the approved drainage system has been provided in its entirety.

4. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site.
5. A landscape management plan, including tree replanting, shall be submitted to and approved in writing by the Head of Planning before work is commenced on site; the approved plan shall be implemented to the Head of Planning & Strategy's satisfaction.

6. Prior to the commencement of works on site, details of access to and space for waste management facilities, including recycling, shall be submitted to and approved in writing by the Head of Planning and Strategy. Thereafter, the requirements agreed shall be implemented to the satisfaction of the Head of Planning and Strategy, prior to the occupation of the development hereby approved.

7. The development shall not commence until a scheme for protecting the residential development hereby approved from noise from the railway line to the north of the proposed site has been submitted to and approved in writing by the Head of Planning.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.

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

3. To ensure the site is adequately drained and to prevent pollution of watercourses.

4. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

5. In order to ensure that the approved landscaping works are properly established on site.

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

7. In order to safeguard the amenity of neighbouring residents and other occupiers.
INFORMATIVES

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded with the Council to ensure that the 20% of the development is solely for the purposes of social rented housing, to be managed by a registered social landlord.

2. Prior to consent being issued, the developer is to enter into a suitable legal agreement to make a contribution to the works as per the Urban Design Framework, and the work outlined on the attached list*. The cost of the works required to be applied to all developments in the Craigmillar/Greendykes Regeneration project in proportion to the size of the development (number of the units). The works to be completed, prior to the occupation of an agreed number of dwellings in the regeneration project.

   - Bus lanes on Niddrie Main Rd, Eastbound from a point close to the town centre to tie into the (proposed) bus lanes at the Wisp and vice versa westbound. – possibly not town centre.
   - Bus lane on Greendykes Rd- northbound only- to be on reserved land for tramline 3 (to be lost when TL3 built).
   - Road junction improvements- will include signalisation of existing junctions where required.
   - Improved bus stops (bus boarders real time information, new shelters etc), quality bus corridor scheme.
   - New and improved cycle links as per UDF (including Niddrie Burn cycle link).
   - City car club.
   - Safer routes to school- All proposed schools will need to have a SRTS scheme in place prior to the school being opened.
   - Signalised crossings may be required at locations (to be determined). I.e. Toucan or Puffin crossings, where footways meet main roads.
   - All roads within residential areas to be 20mph (or homezones).
   - Note the above list should not be considered a complete list of all Transport works required. Further improvements or works may be required, this will be assessed as more detail road layout plans become available.

3. Consent should not be issued until the developer enters into a suitable legal agreement to provide a sum of £10,000 for any remedial works required by the Director of City Development in association with the implementation of the
Homezone. The requirement for and extent of any such works will be assessed by the Council after a period of 12 months from the occupation of 50% of the houses in the Wauchope Square / Hay Gardens housing development. All works to be arranged by the Developer. Should any stopping up orders be required for any of the streets affected, the applicant is to arrange for the order at no cost to the Council. The applicant is to pay for the promotion of any Traffic Regulation Order required as part of the development.
Application Type: Full Planning Application
Proposal: Residential development of 22 houses with associated gardens and parking
Reference No: 07/00059/FUL

Location Plan
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