

Development Management Sub Committee

Wednesday 21 March 2018

**Application for Planning Permission 16/06280/FUL
At Land 100 Metres South Of 105, Provost Milne Grove,
South Queensferry
Residential development of Flats and Houses with
associated accesses, roads, drainage, parking and
landscaping (as amended).**

Item number	7.1
Report number	
Wards	A01 - Almond (Pre May 2017)

Summary

The site is allocated for housing in the Local Development Plan and the proposal is acceptable in principle. The proposal has no unacceptable impact on the adjacent listed building or the Forth Bridge World Heritage Site. It is acceptable in terms of design, scale, layout, open space and amenity of future and neighbouring residents. The transport implications for the proposal are acceptable provided a number of infrastructure requirements are delivered. Subject to appropriate developer contributions, transport, education, healthcare facilities and affordable housing being secured through a legal agreement, the impact on infrastructure is acceptable. The proposal is acceptable in all other respects, subject to a number of conditions.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN01, LEN03, LEN08, LEN09, LEN12, LEN16, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU10, LTRA02, LTRA03, LTRA04, LTRA08, LTRA09, LRS06, NSG, NSGD02,

Report

Application for Planning Permission 16/06280/FUL At Land 100 Metres South Of 105, Provost Milne Grove, South Queensferry Residential development of Flats and Houses with associated accesses, roads, drainage, parking and landscaping (as amended).

Recommendations

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

Background

2.1 Site description

The site covers approximately 14 hectares and is located on the southern edge of Queensferry. It currently comprises agricultural land.

To the north is the existing residential area at South Scotstoun, which consists of mostly two storey dwellings. To the northeast and east of the site is the former Agilent Technologies site, which is currently being redeveloped for housing. Further east is a railway line.

To the south of the site is the A90 and to the west is the B800. The B800 sits higher than the site. The roads have recently been altered as part of the Forth Road Bridge construction works.

West of the site is also the B listed Scotstoun House modernist office and grounds (reference LB50165, listed 24/10/2005).

A tree lined lane crosses into the site from Dalmeny from the east and continues into the site. It forms part of National Cycle Route 1.

Within the site, there are a number of field trees and in a western part there, is a small plantation area.

2.2 Site History

No relevant history for the site.

Adjacent Sites:

14 May 2012 - planning permission in principle granted on the Agilent site to the east and northeast of the site for redevelopment for residential and mixed use development including retail units (class 1), business use (class 4), financial and professional services (class 2), food and drink (class 3), non- residential institution (class 10) and associated access, parking and landscaping (application number: 11/00995/PPP).

6 December 2013 - application approved for approval of matters specified in conditions of application 11/00995/PPP for mixed use development of 450 houses and flats and commercial building (application number: 13/03310/AMC). Under construction.

1 December 2015 - planning permission granted on land the west of the site at Ferrymuir for the development of 143 houses and flats (including 25% affordable homes) and community facility (application number: 14/04172/FUL). Under construction.

Main report

3.1 Description Of The Proposal

The proposal is for development comprising of a total of 341 residential units.

There is a mixture of detached, semi-detached, terraced and flatted units proposed. These are made up of standard house types. The proposed development is predominately two storeys in height, though some house types contain second floor dormer windows and there are also three and four storey flatted blocks within the more central area of the site.

The units are split into:

- 1 x one bedroom flat.
- 77 x two bedroom flats (including 33 affordable).
- 51 x two bedroom houses (including 26 affordable).
- 89 x three bedroom houses (including 20 affordable).
- 104 x four bedroom houses (including 6 affordable).
- 19 x five bedroom houses.

Eighty-five affordable units are proposed across two locations. One will be located near to the centre of the site and the second will be located in a more eastern location.

The materials proposed are a mixture of brick and render finished with grey roof tiles and grey windows and doors.

Vehicular access is proposed from the B800 at the west of the site and from Provost Milne Grove to the north. The proposals extend the existing cycle and footpath that runs through part of the site by continuing it along the southern part of the site.

The general layout has been developed around an east-west spine road that weaves through the site. Larger detached units are found towards the edges of the site and are generally set out in a block structure. The higher density terraced housing and flats are located towards the centre of the site.

A total of 592 car parking spaces are proposed. These are predominately located in-curtilage or within parking courts. Some layby parking has also been proposed throughout the development.

Open space is proposed in various locations. The largest area is the creation of a central area of open space covering approximately 4000 sqm. Currently there is a line of five trees in this location - four oaks and a Norway maple. It is proposed to remove two of the trees. Elsewhere, the proposal extends the smaller existing areas of open spaces from the existing residential areas to the north. Sustainable Urban Drainage System (SUDS) basins are proposed in the south east of the site.

The plantation area currently on the site contains a number of Norway spruce trees that appears to have been established for the production of Christmas trees, but has been left unmanaged. These are all to be removed. A limited number of other trees across the site are also to be removed.

Scheme 1

The original scheme proposed 339 residential units and 792 parking spaces. The general layout was broadly the same. There was a different arrangement of the houses and flats next to the central area around the proposed public open space, where the flats are and the link south to the east/west cycle way. The orientation of the houses on the far east of the proposed development was also different. A number of units contained blank gables or were orientated to not provide overlooking of spaces.

Supporting Statements

The following documents have been submitted in support of the application:

- Pre-application Consultation Report;
- Design and Access Statement;
- Planning Statement;
- Ecology Report;
- Flood Risk Assessment and Surface Water Management Plan;
- Sustainability Statement;
- Transport Assessment and Quality Audit;
- Air Quality Impact Assessment;
- Noise Impact Assessment;
- Tree Survey;
- Development Impact Assessment:
- Landscape and Visual Appraisal; and
- Ground Investigation Report;

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

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.

In considering whether to grant consent, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For the purposes of this issue, preserve, in relation to the building, means preserve it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character.

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle of development is acceptable;
- b) the proposals provide a development of appropriate design, scale and layout;
- c) the proposals would have a detrimental impact on the historic environment;
- d) the proposals provide an acceptable level of amenity for the existing and future residents;
- e) the transport, access and parking arrangements are acceptable;
- f) there are any infrastructure constraints;
- g) the proposals have any equalities or human rights impacts;
- h) there are any other material issues, and
- i) the representations have been addressed.

a) Principle

Local Development Plan (LDP) Policy Hou 1 states that priority will be given to the delivery of housing land supply and relevant infrastructure through sites allocated in the plan.

The site forms the majority of the area allocated in the LDP as housing proposal HSG 33 South Scotstoun. An eastern part of the housing allocation falls within the Health and Safety Executive consultation zone for the nearby Dalmeny Oil Storage Depot and this area has not been included in the application site. In terms of the proposed development area in the application, the Health and Safety Executive report does not advise against the granting of planning permission.

There is also a strip of land at the south of the site that was required by Transport Scotland as part of the works for the Queensferry Crossing that has not been included in the application site. It is anticipated that further land will therefore be made available for development once the transport works are fully completed.

The LDP estimates a capacity of 312 - 437 units across a 20 hectare site. Taking 375 units as the mid-point, this would provide a density of 18.75 dwellings per hectare (dph). The proposed 341 units is within the anticipated range and on the 14 hectare application site the density is 24 dph. These calculations not take into account any land for open space.

The principle of housing is acceptable on the site, subject to adherence with other policies in the plan and the delivery of relevant infrastructure.

b) Design, Scale and Layout

LDP Policies Des 1 - Des 9 set a requirement for proposals to be based on an overall design concept which draws on the positive characteristics of the surrounding area with the need for a high quality of design which is appropriate in terms of height, scale and form, layout, and materials.

Also relevant is the site brief and associated development principles included in the LDP which sets out key design requirements to guide the development of the site. These include access to the site, consideration of existing trees and future planting, footpath/cycleway links through the site and to existing areas, amenity issues and the creation of open space.

Design and Materials

LDP Policy Des 1 Design Quality and Context states that proposals should be based on an overall design concept and draw on the positive character of the surrounding area.

The Edinburgh Design Guidance (2017) states that new suburban developments should make an efficient use of land and contain a mix of housing types.

To the north of the site, there is a mixture of older two storey houses, either terraced or semi-detached in various colours of render. The new development on the former Agilent site nearby is a combination of detached, semi-detached, terraced and flatted properties, with a mixture of light brick and render as the main materials.

The proposal contains a wide mixture of house types throughout the site. Although 'standard house types' are utilised, they have been arranged in a way to address the proposed street hierarchy, for example double frontage properties have been introduced on corner plots to avoid blank frontages. The proposed materials of a mixture of brick and render units fits well with the existing and emerging housing in the area. Brick has been used on the central core of the site and provides a unified level of permanence around the proposed central open space area.

In terms of housing mix, the proposal contains a range of house types and sizes across the site. The design guidance expects that 20% of units should be homes for growing families with at least three bedrooms. The proposal contains 212 units (62%) with three or more bedrooms. The remaining 129 units consist of two bed houses and flats, plus 1 x one bedroom flat. The mix of house types and sizes is considered acceptable in the context of LDP Policy Hou 2 Housing Mix. The internal floor areas of the proposed units comply with the recommended minimum sizes in the Edinburgh Design Guidance.

The design and the proposed materials are suitable for the context and the mix of building forms provides interest.

Layout

LDP Policies Des 4 Development Design - Impact on Setting and Des 7 Layout Design set out that developments should have regard to the position of buildings on the site and should include a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths and open spaces.

The Edinburgh Design Guidance (2017) states that new suburban developments should be laid out to give a variety of different streets and spaces. These should integrate with the hierarchy of the streets in the surrounding area.

Following the comments from Edinburgh Urban Design Panel (EUDP) on the pre-application proposals, the applicant commissioned landscape architects to move towards a more landscape based approach to the design.

Vehicular access to the site is proposed from the Provost Milne Grove to the north and from the B800 to the west. The roads through the site then set out a hierarchy, with one main route running west-east and a series of blocks of development taking access from it. Traffic calming elements such as build outs and street trees, alongside different surfacing material have been used to alter the character of the streets and reduce the dominance of the car.

The proposals link with existing paths to the adjacent residential areas and also extend existing pockets of open space into the site.

As per the site brief, the proposals contain a landscaped east-west cycle route through the southern part of the site. This extends from the National Cycle Route 1 that currently runs into the site from Dalmeny and then north through the adjacent former Agilent site. It will aid in building on existing features and create a distinctive element for the site. There is also a central north/south tree lined path that links back to the houses to the north - this follows the line of the current field path through the site.

Overall, the site contains a number of paths and routes that links well with the adjacent areas.

There are a number of pockets of open space are provided throughout the development, including SUDS ponds that will provide greenspace adjacent to the main cycle path.

Height and Scale

The majority of the houses are two storey, pitched roof properties which fit with the height of the well-established residential areas to the north. Higher flatted blocks (three and four storey) and three storey houses have been located close to the core of the site and frame routes through the proposed development. This provides a more urban approach introducing varying built forms, whilst providing overlooking onto the central area of open space.

The EUDP report advocated higher density in parts of the site. This central area is the most appropriate location. The higher units have been kept away from the northern boundary of the site, with the closest one being over 25 metres from this edge.

A landscape and visual appraisal has been provided to consider any impact on the local landscape. The site is not covered by any landscape related designations and any impacts are generally local ones.

As a site on the edge of an existing settlement, the proposals should both integrate with existing development and also provide a landscaped boundary/buffer with the nearby A90 road to the south.

The loss of openness across the site from the existing houses to the north is not a matter that can be mitigated, but as a LDP housing allocation this is to be expected. However, some mitigation in the form of landscape planting throughout the site is proposed, including along the existing cycleway, in the proposed open spaces and SUDs features, alongside substantial planting along the entrance to the site from the B800.

A raised bund and significant landscape planting is proposed along the southern boundary. This is approximately 20 metres in width and will provide a robust and defensible settlement boundary with the A90 road in line with LDP Policy Des 9 Urban Edge Development.

In summary, although the proposals utilise standard house types, the design and materials proposed are commensurate with the surrounding residential areas. The street layout and positioning of the buildings alongside a range in heights and densities aid in providing a mix of housing types and a varied layout. The proposals broadly accord with the development principles set out in the LDP for the site. A condition in relation to materials is recommended.

c) Historic Environment

The landscape and visual appraisal considered the views from outwith the site and across to the Forth Bridge World Heritage site. The site does not intersect with any key views. The main view considered in the context of the bridge is from the M9 overbridge south of the site. This indicates that the proposal will not have a detrimental impact on this limited view to the bridge in line with LDP Policy Env 1 World Heritage Sites.

To the west of the site is the B listed Scotstoun House. LDP Policy Env 3 Listed Buildings sets out that development affecting the setting of a listed building will be permitted only if it is not detrimental to the architectural character, appearance or historic interest of the building or its setting.

The building is a single storey modernist office pavilion set in its own grounds. The grounds create the buildings own localised setting. The listed building and grounds, along with the associated coachhouse, are self-contained and separated from the application site by a line of mature trees. The proposed housing development will not have a detrimental impact on the setting of the listed building.

The City Archaeologist has stated that the site has been identified as being within an area of archaeological significance in terms of buried archaeology dating back to the medieval period. Accordingly, it is recommended that a condition is used to secure a programme of archaeological work.

Subject to a condition in relation to archaeology, the proposals do not detrimentally impact on any historical features near or on the site.

d) Amenity

Open Space

In terms of the open space hierarchy, the site is within 800 metres of Dundas Park to the north, which meets the Open Space Strategy large greenspace standard. Access to local greenspace is provided within the site itself through the proposals.

A playpark is proposed within the site and this will help meet the play space standard for the area. Some indicative designs have been provided, but further information will be required to ensure that the design will meet the Council's standards. It is recommended that a condition is used to secure this.

LDP Policy Hou 3 Private Green Space states out that for flatted developments there should be 10 sqm of open space provision per flat except where private space is provided. A minimum of 20% of the site should be open space.

The houses all have access to private garden space. The proposed flatted developments meet the policy requirements in terms of size. More than 20% of the site is made up of open space.

A number of landscaping elements have been proposed to integrate the open space and planting into the site. Comprehensive planting plans have been provided.

The proposal does involve the loss of some existing trees on the site, as identified in the landscape drawings.

The trees on the site are not covered by a Tree Protection Order or within a conservation area. The line of five existing field trees are the most prominent and are located where the larger area of open space is proposed. The plans show the removal of two of these trees. The tree survey identifies that one of the trees is a Norway maple that is in poor condition with a heavily decayed trunk, the second is an oak tree with a decayed base that shows signs of terminal decline. It has therefore been proposed to remove these trees. Other trees to be removed will help facilitate the development. The loss of the existing plantation is acceptable because its retention would prejudice the wholesale redevelopment of the site and the LDP development principles do not seek to safeguard it.

Conditions are recommended to protect the trees to be retained through the construction stage.

Edinburgh Airport has no aerodrome safeguarding objection to the proposal, subject to conditions being applied in relation to a bird hazard management plan and that details of the SUDS comply with the Potential Bird Hazards advice note.

The proposed open space and landscaping features are acceptable.

Privacy and Daylighting

The proposal has been developed in line with the Council's guidance on these matters.

The nearest existing properties are along the northern boundary. The proposed houses have been provided with at least nine metre long gardens (as advocated in the Edinburgh Design Guidance). An exception to this is where the orientation of the houses to the north provide a gable end onto the site and the proposed adjacent units have been orientated to reflect this.

Generally, nine metre gardens have been provided throughout the development to provide adequate privacy distances. The location and height of the proposed houses along the northern boundary will not result in any adverse daylighting issues with neighbouring properties.

Noise

A Noise Impact Assessment (NIA) has been submitted to consider any adverse effects of the road traffic noise from the nearby A90 and associated road network on future occupiers of the development.

The NIA has highlighted that noise can be mitigated by the inclusion of an earth bund and/or acoustic barrier that will break the line of site between the proposed residential properties and the road. Double glazing for habitable rooms facing the A90 is also required.

Environmental Protection has considered the assessment and is satisfied that any adverse noise effects can be mitigated by utilising the above measures. A condition is recommended to ensure that the noise mitigation measures are carried out.

Any issues such as general street noise and disturbance, litter, petty vandalism and anti-social behaviour can be dealt with through more appropriate statutory legislation.

In summary, the proposal does not raise any overriding concerns in relation to open space and amenity, subject to the inclusion of conditions.

e) Transport

Traffic Impact and Access

A Transport Assessment (TA) has been submitted in support of the application. This predicts that both the proposed site access junctions and the existing junctions will operate satisfactorily for the design year including the traffic associated with the proposed residential development.

The Roads Authority has raised no objections in relation to the proposed traffic generated by the development. Matters such as a toucan crossing point on the B800 and traffic calming along Scotstoun Avenue are set out in the infrastructure section below.

Transport Scotland has not raised any concerns in relation to the operation of the trunk road network. It has recommended conditions in relation to details of lighting, tree planting, barrier proposals and drainage connections.

Two vehicular access points are proposed to the site and these are as identified in the LDP. The LDP site brief states that there should be no direct access between the B800 and Scotstoun Avenue.

Two access points are usually required for developments of over 200 units such as in this instance. Therefore one access point as suggested in some representations would not be acceptable.

The proposed layout does provide a vehicular connection between the two access points, contrary to the LDP site brief. The applicant views this aspect of the site brief to be a significant obstacle for the development as it would create two large cul-de-sacs, with one resulting in the addition of up to 200 houses purely being accessed from Scotstoun Avenue and then another one from the B800. The applicant also holds that this would be against the philosophy of Designing Streets which seeks to provide multi-point access and permeability.

The layout shows a main route through the site from the B800. Side routes are then formed from a different material with a number of traffic calming elements introduced. The side routes form a more convoluted route through to the access at the north from Provost Milne Grove.

The requirement for there to be no direct through traffic between the two access points was added by the LDP Examination Reporters in order to avoid the creation of a rat run from the B800 to Scotstoun Avenue.

The proposals do not create a direct main route through the site as the proposed link will involve weaving through different streets. The secondary routes have a different character and provide sufficient traffic calming in the form of build outs to provide pinch points and street trees. In line with Designing Streets, these matters are included at the outset rather than trying to retrofit traffic-calming measures later. Consequently, the route through the site is not one which is easy or quick to navigate through.

Designing Streets indicates that the preference is for networked routes and spaces which connect new residential and mixed use areas together and link with existing development forms. It also states that street design should provide good connectivity for all modes of movement and for all groups of street users respecting diversity and inclusion. A positive street hierarchy is proposed with a number of footpaths and cycle way improvements aiding in increasing alternative choices to the car.

The inclusion of the two access points and a link between them does provide the option to dilute traffic movements rather than having specific areas just accessed from one point. Furthermore, the TA indicates that the proposed junctions will operate satisfactorily.

The desirability to have streets linked into the wider existing network rather than two large cul-de-sacs and a layout that has been designed to avoid a quick direct route is an acceptable departure from the LDP site brief.

Public Transport

The site is within walking distance to bus stops on Scotstoun Avenue and on the B800. The proposed layout also provides for a bus route through the site with locations shown for future bus stops. As part of the LDP Action Programme there is an action to enhance existing bus stops and to help support enhanced bus services. This is considered further in section 3.3f) below.

The site is also within walking distance to Dalmeny Station to the north east of the site, either through the existing streets to the north or through the adjacent Agilent site. This measures approximately one kilometre away from the centre of the site and although above the recommended 800 metres distance in PAN 75 Planning for Transport, it is still accessible on foot and bicycle through the proposed off road path. There is also provision within the Action Programme to seek a contribution to enhance cycle parking at the station, whilst further car parking spaces have been provided as part of the adjacent development.

Access to local services

Notwithstanding a number of representations in relation to the capacity of a number services within Queensferry (considered further in section 3.3f), the Transport Assessment has also considered the distance of the site to existing facilities. Using an isochrone methodology it indicates that the site has good accessibility 1600m to most of Queensferry and is in close proximity to the core path network.

The proposal links well with the surrounding areas and contains a path network, whilst also introducing new segregated cycle/footpaths. The current informal paths across the site, although redeveloped, will be echoed in the development similar routes.

Parking

The site is within parking zone 3 as set out in the Edinburgh Design Guidance (2017). In these areas, the standards allow for a maximum of 618 spaces. The proposed 592 spaces (including 11 accessible and 27 visitor spaces) for 341 units is considered acceptable in the context of the guidance and has been significantly reduced from the original 792 spaces proposed. Secure cycle parking is provided for the flatted blocks.

The applicant has been in contact with Waste Services. The development has been set out in accordance with its policies and vehicle tracking has been provided.

Air Quality

An Air Quality Impact Assessment (AQIA) has been provided. This has highlighted that no specific mitigation measures are required for the operational and construction phases of the proposed development.

Environmental Protection still considers the car parking numbers to be high and have requested that the applicant develops a Green Travel Plan. This has been included as an informative. It has also requested that electric vehicle charging points are also provided.

No specific electric car parking spaces have been identified. For the houses with in-curtilage parking, future residents could install these as they see fit. A condition is recommended to require spaces for electric vehicle charging within the communal car parking areas.

Overall, the proposed transport measures including the layout and level of car parking is appropriate for the site.

f) Infrastructure

The updated LDP Action Programme (2018), is now supported by the Draft Developer Contributions and Infrastructure Delivery Supplementary Guidance, approved for consultation by Housing & Economy Committee, on 18 January 2018. The LDP Action Programme and Supplementary Guidance coordinates development proposals with the infrastructure and services needed to support them.

The Guidance explains that where multiple developments need to fund the delivery of strategic infrastructure actions, contribution zones have been established within which legal agreements will be used to secure developer contributions.

As the application was submitted prior to the publication of the January 2018 draft, consideration needs to be given to the discussions taken place with the applicant in the context of the previous draft guidance and action programme. Consequently, where agreement has been made on certain aspects then this should be respected.

The following matters will need to be secured through a legal agreement:

Education

The applicant has agreed that the most up-to-date figures found in the January 2018 draft supplementary guidance should be used.

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (January 2018).

This site falls within Sub-Area Q-1 of the 'Queensferry Education Contribution Zone'. The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme. Appropriate education infrastructure actions to mitigate the cumulative impact of development are identified. The required contribution will therefore be based on established 'per house' and 'per flat' rates for the appropriate part of the Zone as follows:

Per unit infrastructure contribution requirement:

- Per flat - £3,930
- Per house - £19,177

Per unit land contribution requirement:

- Per flat - £532
- Per House - £2,282

Based on 263 houses and 77 flats (1 x one bedroom flat excluded) the figures are:

- Total infrastructure contribution required: £5,346,161 (indexed from Q4 2017).
- Total land contribution required: £641,130 (no indexation).

Provided that the appropriate contributions are paid, then Communities and Families has no objection to the application.

Green Space Actions:

No specific green space actions apply to the proposal.

Health Care

The application site is located within the South Queensferry Health Care Contribution Zone (North West).

The January 2018 draft supplementary guidance identifies that the development of this site requires the expansion of the existing medical practice to accommodate the additional patients generated. Developers are expected to contribute towards the cost of the expansion of the South Queensferry Medical Practice as identified in the Action Programme. The rate of contribution is £210 per household, which equates to £71,400.

Affordable Housing

LDP Policy Hou 6 Affordable Housing states that 25% of the total amount of units proposed should be affordable. This equates to 85 units for this application.

The applicant is committed to provide 85 units across the two parts of the site. They have proposed 17 units as Golden Share homes and 68 units for affordable rent through a Registered Social Landlord housing. These are made up of a mix of flats and houses ranging from two to four bedroom units. The Council's Housing Service is supportive of the proposal.

Transport

The application site is located within the Queensferry Transport Contribution Zone (TCZ) as identified in the draft supplementary guidance. The following contributions are required from this development:

- Increased and improved cycle parking at Dalmeny Station, with the share from this site being £1157.76. There is also an action in relation to improvements to the car parking at Dalmeny Station, but as no cost has been associated no contribution can be sought from this application.

The following are site specific actions in the LDP Action Programme:

- Bus infrastructure - upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny and additional capacity likely and increased frequency of direct city centre service and also to key local facilities, to achieve Public Transport mode share. The 2018 Action Programme identifies a construction cost of £300,000 alongside design (at 15%): £45,000 and contingency (at 7.5%): £22,500 resulting in a total cost: £367,500.

However, further discussions have taken place with Public Transport on the requirements. It has suggested that the four bus stops on Scotstoun Avenue should be upgraded at a cost of £60,000. This is based on costs of £15,000 for each one, plus design at 15% (£9,000) and a contingency at 7.5% (£4,500) providing a total £73,500. Alongside the £245,000 for service enhancements (if incorporating 15% design at £30,000, plus a contingency of 7.5% at £15,000), the total requirement should be £318,500 instead.

- High quality pedestrian /cycle routes through the site - linking to suitable exit points around site boundary, particularly to north-east corner to connect with existing route to station and Edinburgh and with South Scotstoun and including a new diverted 3.5 metre wide shared use path for NCN 1 into the Agilent site (450 metres). This action is generally be carried out by the applicant though the incorporation of the cycle link through the site and linkages to adjacent existing paths. The Roads Authority has indicated that consideration should also be given to resurfacing and lighting the cycle route outwith the site boundary and towards Dalmeny at an estimated cost of £65,000. A lower level footpath/cycleway link to the B800 should also be explored through the adjacent Arup land with an estimated cost of £42,452 plus land acquisition.

- LED stud lighting - eastwards along NCN 1 and northwards along old railway path for 1000m. The 2018 Action Programme estimates a cost of £36,750. However, the previous action programme identified a cost of £5,000 which has previously been agreed with the applicant.
- D island or Toucan crossing of B800 to retail site path - the cost of this action is estimated to be £30,000 or alternatively the developer could deliver it as part of any development works.
- Queensferry Crossing - Transport Scotland may require an assessment of the impact on new Forth Replacement Crossing junction. The Transport Scotland consultation response raises no points in relation to this matter and therefore this requires no further action.
- Appropriate traffic calming measures may be considered for Scotstoun Avenue - the cost of the works has been estimated to be £30,000, which the applicant is agreeable. The legal agreement for the nearby Agilent site also required a contribution towards traffic calming. If there is a duplication of works then this may not be required for this application.
- Give due consideration to the opportunity to change the character of the B800 through street design - the 2018 action programme sets out an estimated cost of £556,150 (including design and contingency costs). The applicant is willing to incorporate this into a section 75 agreement at this stage, but depending on the actual requirements this may vary. The applicant is also intending to incorporate a design feature at the entrance to the site.

It should be noted that some Traffic Regulation Orders may be required at cost of £2,000 each. These do not require to be secured through a legal agreement, but without payment the orders cannot be progressed.

There is a broad agreement with the applicant to secure the above contributions/affordable housing requirements. Subject to an appropriately worded legal agreement, the identified infrastructure impacts in the supplementary planning guidance and action programme can be adequately mitigated.

g) Equalities and Human Rights

The application has been assessed in terms of equalities and human rights. It raises no concerns in relation to equalities and human rights.

h) Other material considerations

Ecology

An Ecology Report and follow up information has been submitted in support of the application. This considers any likely impacts on protected species. There are no issues in relation to LDP Policy Env 16 Species Protection arising from the proposal.

Flooding and Drainage

The applicant has provided the relevant flood risk assessment and surface water management information for the site as part of the self-certification (with third party verification) process. The proposals meet the Council's requirements, subject to a condition in relation to the inclusion of cut off drains to the north of plot numbers 1-4 and to the north of plot numbers 286-292.

SEPA has no objection to the application.

Ground Conditions

A Ground Investigation Report has been submitted in support of the application. This is currently being assessed by Environmental Protection. Accordingly, it is recommended that a condition is used to ensure that contaminated land is fully addressed.

The Coal Authority has noted the contents of the submitted Ground Investigation Report and has no objection to the application.

Subject to a condition in relation to site investigation, there are no concerns in relation to ground conditions.

Sustainability

The applicant has submitted the sustainability form in support of the application. Part A of the standards is met through the provision of solar panels and boiler specification.

The proposal is a major development and has been assessed against Part B of the 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 conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

The proposal meets the essential criteria. In addition, the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections. Additional measures include the use of sustainable timber.

i) Public Comments

Scheme 1

Material representations - objection

Principle:

- No need for more housing - this is addressed in section 3.3a).
- Loss of greenspace - this is addressed in section 3.3a).
- Loss of green belt - this is addressed in section 3.3a).
- Previously developed land should be developed first - this is addressed in section 3.3a).
- Cumulative impact with other housing sites not taken into account - this is addressed in section 3.3a) and 3.3f).
- Land should be used for allotments - the site is allocated for housing.

Housing Mix and Affordable Housing:

- Lack of affordable housing - this is addressed in section 3.3f).
- Affordable housing not fully integrated into the development - this is addressed in section 3.3f).
- Mix of housing proposed - should include bungalows for an ageing population - this is addressed in section 3.3b).

Design and Layout:

- Lack of urban design framework and clarity on what the place aims to be - this is addressed in section 3.3b).
- Not a locally distinct design - this is addressed in section 3.3b).
- Detrimental on the character of the area - this is addressed in section 3.3b).
- Lack of justification for higher densities (flatted units) in the proposed locations - this is addressed in section 3.3a and b).
- Lack of open space within the development - this is addressed in section 3.3d).
- A larger public park should be provided - this is addressed in section 3.3d).
- Dundas Park within 800m, but is in a poor state and the play park is unacceptable - this is addressed in section 3.3d).

Amenity:

- Proposed houses will overlook existing gardens - this is addressed in section 3.3d).
- Impact on privacy of existing properties - this is addressed in section 3.3d).
- Impact on daylighting of existing properties - this is addressed in section 3.3d).
- Increase in crime and anti-social behaviour - this is addressed in section 3.3d).
- Open space should include play park equipment - this is addressed in section 3.3d).
- Noise impact from roads on future residents - this is addressed in section 3.3d).
- Waste strategy/uplift proposals - this is addressed in section 3.3e).

Landscape:

- Impact on local landscape - this is addressed in section 3.3b).
- Impact on character of the area - this is addressed in section 3.3b).

Infrastructure:

- Lack of facilities including shops, healthcare, schools, public transport, library, leisure facilities - this is addressed in section 3.3f).
- The train station has limited parking and is at capacity and no commitment to expand - this is addressed in section 3.3f).
- Development should only progress subject to sufficient infrastructure being delivered - this is addressed in section 3.3f).

Transport:

- Inadequate Transport Assessment and consideration of cumulative impacts - this is addressed in section 3.3e).
- Level of traffic generated in an area that is already congested - this is addressed in section 3.3e).
- Traffic safety - this is addressed in section 3.3e).
- Visibility splays onto B800 - this is addressed in section 3.3e).
- Access to the site from Provost Milne Grove is inadequate - this is addressed in section 3.3e).
- Accessibility to existing services/facilities including footpaths/crossings across wider area - this is addressed in section 3.3e).
- Inadequate public transport services already exist - this is addressed in section 3.3e).
- Developer should support a bus service through the site - this is addressed in section 3.3e).
- Level of parking proposed too high and way above the Council's standards. This should be reduced as it only promotes a car based culture - this is addressed in section 3.3e).
- Inadequate parking proposed - this is addressed in section 3.3e).
- No proposals to increase parking at Dalmeny Station - this is addressed in section 3.3e).
- Impact on air quality - this is addressed in section 3.3e).

Ecology:

- Impact on wildlife - this is addressed in section 3.3h).
- Question the information in the submitted ecology report, bats are in existence in the area - this is addressed in section 3.3h)
- Loss of trees, including two mature oaks - this is addressed in section 3.3d).
- Inadequate tree replacement - this is addressed in section 3.3d).

Drainage:

- Issues with adequately draining the land - this is addressed in section 3.3h)

EIA Screening:

- Requirement for EIA screening to take place - screening took place at the pre-application stage and confirmed that an Environmental Statement was not required.

Consultation:

- No prior consultation with residents took place - a Proposal of Application Notice was submitted and the required pre-application consultation undertaken by the applicant.

Non-material representations

- Construction stage concerns - not relevant to Planning process.
- Parking to see the Queensferry Crossing - not relevant to Planning process.
- Council ownership of the land - the Council does not own the land.
- Loss of private views - not relevant to Planning process.
- Lack of burial places - not relevant to Planning process.
- Closure of the local bank - not linked to this planning application.
- Tax on sale of land/proceeds - not relevant to Planning process.
- Should be a design code as a condition of any permission to control the detailed design stage - this is a full planning application.

Community Council

Queensferry and District Community Council made the following points:

- LDP requires no general through traffic between the two access points.
- Reservations over the feasibility of the access from the B800.
- A toucan crossing should be provided on the B800.
- Query the survey information in the Transport Assessment.
- Connectivity with existing developments.
- Traffic calming on Scotstoun Avenue should be provided.
- Vehicle crossing point over the main cycle path should be future proofed.
- Improvements to the core path.
- Waste collection needs to be safe and efficient.
- Boundary fences should be agreed with existing residents.
- Construction traffic should be from the B800.
- Matters identified in the LDP and Action Programme should be taken forward.

The full response can be found in the appendix.

Scheme 2

Material representations - objection

Principle:

- Too many units proposed - this is addressed in section 3.3a).
- Loss of greenbelt - this is addressed in section 3.3a).
- Loss of open spaces - this is addressed in section 3.3a).
- Lack of affordable housing - this is addressed in section 3.3f).
- Loss of local paths/rights of way - this is addressed in section 3.3e).

Ecology:

- Loss of field trees - this is addressed in section 3.3d).
- Impact on wildlife - this is addressed in section 3.3h).

Amenity:

- Increase in noise - this is addressed in section 3.3d).
- Impact on privacy - this is addressed in section 3.3d).
- Air Quality issues - this is addressed in section 3.3e).

Transport:

- Traffic impact - this is addressed in section 3.3e).
- Traffic safety - this is addressed in section 3.3e).
- Rat running through the site - this is addressed in section 3.3e).
- Traffic calming required - this is addressed in section 3.3e).
- Vehicular access should only be from the B800 and not from Provost Milne Grove - this is addressed in section 3.3e).
- Access to the site from the B800 inadequate - this is addressed in section 3.3e).
- Lack of public transport serving the area - this is addressed in section 3.3e).

Infrastructure:

- Lack of facilities including shops, healthcare, schools, public transport, library, leisure facilities - this is addressed in section 3.3f).
- Development should only progress subject to sufficient infrastructure being delivered - this is addressed in section 3.3f).

Non-material representations

- Construction stage concerns - not relevant to Planning process.
- Loss of private views - not relevant to Planning process.
- Property/rental values - not relevant to Planning process.
- Dog fouling - not relevant to Planning process.

Community Council

The Queensferry and District Community Council object to the vehicular through route between the two access points.

The full response can be found in the appendix.

Conclusion

The site is allocated for housing in the Local Development Plan and the proposal is acceptable in principle. The proposal has no unacceptable impact on the adjacent listed building or the Forth Bridge World Heritage Site. It is acceptable in terms of design, scale, layout, open space and amenity of future and neighbouring residents. The transport implications for the proposal are acceptable provided a number of infrastructure requirements are delivered. Subject to appropriate developer contributions, transport, education, healthcare facilities and affordable housing being secured through a legal agreement, the impact on infrastructure is acceptable. The proposal is acceptable in all other respects, subject to a number of conditions. There are no other material considerations that outweigh this recommendation.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis, reporting, publication, public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
2. Prior to the commencement of the construction of the superstructure or above ground works, sample panels, to be no less than 1.5m x 1.5m, shall be produced, demonstrating each proposed external material and accurately indicating the quality and consistency of future workmanship, and submitted for written approval by the Planning Authority.
3. Prior to the commencement of construction works on site: a) A site survey (including intrusive investigation where necessary) must be carried out to establish, 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 required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority. ii) 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 for the approval of the Planning Authority.
4. The following noise protection measures to the proposed residential development, as defined in the KSG Acoustics Ltd, ' Noise Impact Assessment' report (Ref 1496/R1/v3), dated 15 December 2016 shall be carried out in full and completed prior to the development being occupied:

- Glazing units with a minimum insulation value of 4/20/4mm double glazing shall be installed for the external windows with trickle vents providing 45dB D n,e,w reduction for all habitable rooms.

- A 2.5m close boarded acoustic barrier with a minimum surface density of 12 kg/m² shall be located to the south east as highlighted in Noise Impact Assessment Appendix B and site Plan drawing number 680 P 01 Rev.D dated 08/01/2018.
- An earth bund breaking the line of site from residential windows shall be located to the south east as highlighted in Noise Impact Assessment Appendix B and site Plan drawing number 680 P 01 Rev.D dated 08/01/2018.

5. Prior to the commencement of construction works a scheme for the provision of a play area as outlined on drawing number 120371_LP01_B Rev.02 shall be submitted for the consideration of the Planning Authority and no work shall begin until written approval has been given. Details to be submitted include:

- i. type and location of play equipment, seating, fences, walls and litter bins
- ii. surface treatment of the play area
- iii. proposals for the implementation/phasing of the play area in relation to the construction of houses on the site.

Thereafter all works required for the provision of play area shall be completed in accordance with the scheme approved in writing by the Planning Authority.

6. Cut off drains to the north of plot numbers 1-4 and north of plot numbers 286-292 as shown on drawings ENG/100/01 Rev B and ENG/100/02 shall be included in the drainage designs for the development and implemented prior to the occupation of those units.
7. Details of the lighting within the site shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority.
8. Prior to commencement of the development, details of the frontage landscaping treatment along the trunk road boundary shall be submitted to, and approved by, the Planning Authority, after consultation with Transport Scotland TRBO.
9. Prior to commencement of the development, details of the barrier proposals along the trunk road boundary shall be submitted to, and approved by, the Planning Authority, after consultation with Transport Scotland TRBO.
10. There shall be no drainage connections to the trunk road drainage system.
11. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:
 - monitoring of any standing water within the site temporary or permanent
 - sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.

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

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

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

13. Prior to commencement of construction works details of the location and number of vehicle charging points for the communal parking areas serving the flatted and terrace units shall be submitted for approval by the Planning Authority. They should be of the following standard:

70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVs G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Thereafter the approved details shall be completed in accordance with the scheme approved in writing by the Planning Authority.

14. Notwithstanding the requirements of condition 8 above, the approved landscaping scheme including the footpath/cycle path network shall be fully implemented within six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.
15. Prior to the commencement of development a Tree Protection Plan in accordance with BS5837:2012 "Trees in relation to design, demolition and construction" to demonstrate how trees to be retained on the site will be protected must be submitted to and approved by the Planning Authority.
16. Prior to the commencement of development the approved tree protection plan must be implemented in full.
17. The tree protection measures in condition 15 must be maintained during the entire development process and not altered or removed unless with the written consent of the Planning Authority.

Reasons:-

1. In order to safeguard the interests of archaeological heritage.
2. In order to ensure the adequacy of external building materials.
3. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
4. In order to protect the amenity of the occupiers of the development.
5. In order to ensure that the approved landscaping works are properly established on site.
6. In order to ensure that the drainage from the site is adequate.
7. To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished
8. To ensure that there will be no distraction to drivers on the trunk road, and that the safety of the traffic on the trunk road will not be diminished.
9. To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents
10. To ensure that the efficiency of the existing trunk road drainage network is not affected.

11. 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.
12. 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/>).
13. To ensure incorporate facilities for charging plug-in and other ultra-low emission vehicles.
14. In order to ensure that the approved landscaping works are properly established on site.
15. In order to safeguard trees.
16. In order to safeguard trees.
17. In order to safeguard trees.

Informatives

It should be noted that:

1. Legal Agreement

Permission should not be issued until a suitable legal agreement has been entered into covering the following matters:

Education:

A sum of £5,346,161 for education infrastructure (to be index linked based on the increase in the BCIS All-in Tender Price Index from Quarter 4 2017 to the date of payment) and a sum of £641,130 for related land (no indexation) in line with the Queensferry Education Contribution Zone Actions.

Healthcare:

The sum of £71,400 to South Queensferry Health Care Contribution Zone (based on £210 per household).

Affordable housing:

Twenty-five percent (85 units) to be of an agreed affordable tenure.

Transport:

Queensferry Transport Contribution Zone - A sum of £1157.76 towards increased and improved cycle parking at Dalmeny Station.

Bus Infrastructure - A sum of £73,500 for upgraded bus stops on Scotstoun Avenue and A sum of £245,000 towards bus service enhancements.

High quality pedestrian/cycle routes - A sum of £65,000 for lighting and resurfacing of the cycle route to the east of the site towards Dalmeny and £42,452 plus land acquisition to a low level footpath/cycleway link to the B800.

LED lighting - A sum of £5,000 towards lighting eastwards along NCN 1 and northwards along old railway path.

D island or Toucan Crossing - A sum of £30,000 or alternative arrangements for a crossing at the B800.

Traffic Calming Measures - A sum of £30,000 for appropriate traffic calming on Scotstoun Avenue.

Change the character of the B800 - A sum of £556,150 (including design and contingency costs).

Infrastructure contributions will be index linked. This is based on the increase in the BCIS Forecast All-in Tender Price Index from the current cost Q1 for the relevant infrastructure. Education infrastructure is to be indexed from Q1 2017. No indexing will be applied to payments towards land.

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. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
3. 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.
4. 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.
5. For the duration of development, between the commencement of development on the site until its completion, a notice shall be: displayed in a prominent place at or in the vicinity of the site of the development; readily visible to the public; and printed on durable material.
6. The developer should with Environmental Protection to produce a Green Travel Plan which should incorporate the following measures, where applicable, to help mitigate any traffic related air quality impacts;
 1. Keep Car Parking levels to minimum.
 2. Car Club facilities incorporated (electric and/or low emission vehicles).

3. Provision of electric vehicle charging facilities.
 4. Public transport incentives for residents.
 5. Improved cycle/pedestrian facilities and links.
7. For individual dwellings with a driveway or garage, 7Kw electric vehicle charging points should be installed.
8. The Roads Authority response contains a number of matters that the applicant should be made aware of.

Financial impact

4.1 The financial impact has been assessed as follows:

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

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

In accordance with the Planning etc (Scotland) Act 2006, A Proposal of Application Notice (application number 15/03725/PAN) was submitted on 12 August 2015.

Copies of the notice were also issued to:

- Local ward councillors.
- Queensferry and District Community Council.
- Almond Neighbourhood Partnership.

Public exhibitions were held at Queensferry High School on 2 September 2015 and 5 September 2015. A further event was also held on 15 November 2016 at South Queensferry Community Centre.

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

A pre-application report on the proposal was presented to the Development Management Sub-Committee on 16 December 2015. The committee noted the key issues alongside further information on:

- (a) pedestrian, cycle and vehicular access points to the site from existing housing areas;
- (b) landscaping and other measures to screen development from the A90 and to mitigate impacts of vehicle noise; and
- (c) pedestrian / cycle access to public transport facilities i.e. Dalmeny railway station and the wider footpath / cyclepath network.

Edinburgh Urban Design Panel

The proposal was presented to the Edinburgh Urban Design Panel on 25 November 2015. The panel's recommendations were:

In developing the design, the Panel supports the following aspects and therefore advocates that these should remain in the proposals:

- The Panel encourage the developer to continue their involvement with the Queensferry Place Making Exercise.
- Tree line cycle/pedestrian route to be developed.

In developing the proposals the Panel suggests the following matters should be addressed:

- In conjunction with a landscape professional fully analyse the site and revisit the design proposal.
- The design should fully embrace the Scottish Government Place making and Designing Streets guidance.
- Consider the site within the wider context both from how it sits in the landscape and how it connects to the local amenities, routes and transport hubs and should be fully shown as part of any Planning Application.
- Consider a higher density for parts of the site to achieve a more appropriate balance between useful open space and built areas.
- Consider an increase in the allocation of affordable units on the site.
- Consider a sustainable approach for the site.

8.2 Publicity summary of representations and Community Council comments

Scheme 1 was notified on 10 January 2017 and attracted 96 letters of objection.

Scheme 2 was notified on 12 January 2018 and attracted 29 letters of objection.

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 site is allocated as Housing Proposal HSG33 in the adopted Edinburgh Local Development Plan 2016.

Date registered

20 December 2016

Drawing numbers/Scheme

01,02,03A-09A,20A,21-
24,25A,26A,27,28A,29,30A,31,32A,33,34A,,
35.36A,37,38A,39,40A-42A,43,44A,45,46A,47,48A-
50A,51,52A-55A,
56-58,59A-62A,63B,64B,65-66,67A-69A,70-101,

Scheme 2

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Kenneth Bowes, Senior Planning Officer
E-mail:kenneth.bowes@edinburgh.gov.uk Tel:0131 529 6724

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 1 (World Heritage Site) protects the quality of the World Heritage Site and its setting.

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 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

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

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

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

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

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

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

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

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

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

Relevant Non-Statutory Guidelines

Non-Statutory guidelines 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, parking, streets and landscape, in Edinburgh.

Appendix 1

Application for Planning Permission 16/06280/FUL At Land 100 Metres South Of 105, Provost Milne Grove, South Queensferry Residential development of Flats and Houses with associated accesses, roads, drainage, parking and landscaping (as amended).

Consultations

Edinburgh Urban Design Panel - 25 November 2015

Executive Summary

The proposal for review is a housing development at South Scotstoun, Queensferry.

The Panel welcomes the opportunity to review the proposal at this early stage of the design and consider this site to offer an opportunity to deliver a Place specific design.

Main Report

1 Introduction

1.1 The development site currently comprises primarily agricultural land. The site lies to the south east of Queensferry. It is bounded to the south by the A90, Dalmeny railway junction and Dalmeny village to the east; private office premises and B800 Queensferry Kirkliston Road to the west and the Scotstoun residential estate and former Agilent site to the north.

The Rural West Edinburgh Local Plan Proposals Map identifies the site as being located within the Green Belt. The Second Proposed Local Development Plan (LDP) promotes the site as Housing Proposal Site HSG33.

A Queensferry Place Making Exercise using the Scottish Government's Place Standard took place in August 2015. The events were facilitated by the City of Edinburgh Council and the Scottish Government/ Architecture + Design Scotland and supported by Queensferry and District Community Council and Queensferry Ambition, (the Business Improvement District Company). Initial findings from the exercise have been shared with the developer for this site. Further events and analysis are expected before the findings are formally reported.

1.2 This is the first time that the proposals have been reviewed.

1.3 No declarations of interest were made by any Panel members in relation to this scheme.

1.4 *This report should be read in conjunction with the pre meeting papers which provide illustrative materials of the proposals and site analysis.*

1.5 *This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.*

2 *Placemaking and Concept Masterplan*

2.1 *Generally, the Panel were disappointed in the relationship between the initial concept and the wider place making outcomes for Queensferry. It encourages the developer to strengthen the links with the Queensferry Place Making Exercise. The outcomes of which may help to inform the design for this site.*

2.2 *The Panel agreed that the proposal must set out a clear vision that should set out the type of place that will be created. This is not apparent as currently presented especially given the wide use of standard house types.*

2.3 *The Panel considered it important that this site should not be looked at in isolation but considered and shown in the wider context of both the existing settlement area and all proposed adjacent developments associated with the expansion of Queensferry.*

2.4 *There is potential for the masterplan to bring forward a neighbourhood with a distinct character rather than a suburban extension which has no neighbourhood facilities as part of the development proposed.*

3 *Landscape Framework*

3.1 *Although promoted as a housing site in The Second Proposed Local Development Plan the site is currently in the Green Belt. It provides a green buffer to the edge of the Queensferry settlement. It is important that any design for this site respects the landscape setting and fits into the wider landscape context. Therefore, a landscaped led design approach is appropriate for this site. The appointment of a landscape professional as part of the design team is therefore strongly advocated by the Panel.*

4 *Site Layout*

4.1 *An appropriate landscape structure for the site could help link the site to both the wider landscape and urban contexts in which it site, assist to incorporate open space, positively integrate the SUDS into the overall design and provide a structure for the spatial arrangement.*

4.2 The Panel noted that although primarily a flat site changes in level occur at the edges on adjacent land. For example a considerable level change occurs to the west of the site. Therefore, to fully understand the design and the proposal in the wider landscape context, full details of the edge conditions are required to be shown in section, plan and in verified landscape visuals. The edge details are important and will illustrate for example how the development will relate to the adjacent roads, settlement areas etc. In particular the landscaping should reveal views of development rather than trying to entirely hiding it.

4.3 In terms of the use of a bund along the southern aspect of the site this should respect the above point. The Panel expressed concern that it may take 10/15 years before a mature landscape is realised on this edge and suggested that other design solutions should be considered.

4.4 A site constraint noted by the Panel is the potential implications of part of the site falling within the Dalmeny Tank Farm, HSE Consultation Zone. If this area is to be excluded from the site this will have implications on the overall design of the site. A consultation response from the HSE is envisaged within the next 8-10 weeks.

4.5 The Panel recognised the Design Team's aspiration to achieve a design led approach for the site which fully embraces the Scottish Government's Policy document Designing Streets. However, the Panel noted that this policy promotes place before movement and generally promotes a regular street pattern. Where traffic is to be slowed this can be achieved, for example by the narrowing of the road but pulling the buildings closer together. This need not involve offsets and direction changes to roads that inhibit pedestrian permeability. The example of the road re-alignment creating five isolated houses to the west of the site was noted as an example of how the proposal was not embracing Design Streets and generally that movement was being put before place.

4.6 The design logic to the proposed varied urban edge to the A90 was questioned by the Panel with stronger better defined forms sought and further exploration of edge character needed in conjunction with three dimensional LVIA/contextual landscape work.

4.7 The southern aspect of the site could be used to influence the layout and orientation of the urban blocks. The Panel encouraged this to be considered. This approach may also influence the design of the noise bund.

4.8 The potential quality of the proposed green pedestrian/cycle route was encouraged by the Panel. However, generally the Panel noted that lack of quality green open space within the layout.

5 Connectivity and Movement

5.1 The only use proposed for the site is housing. Therefore, it is important that street patterns are fully integrated with the wider network and connect easily and safely to the existing shops, schools, transport hubs etc. The Panel noted that this has not been fully considered as part of the proposals.

5.2 Concern was raised by the Panel with respect to the distance and therefore walking times to any local amenities. Depending on these walking times this could result in the development being a car dependant place.

5.3 The Panel agreed that further work is required to show how this site will connect to the wider context. The Panel noted that in considering these connections and linkages a full understanding of the wider area is required. This should include for example the adjacent Agilent site and linkages both east and west to both Dalmeny and Ferry Muir. Details of the works associated with the Forth Replacement Crossing will also be required to inform the design of linkages to the west. The Panel suggested that this required to be fully detailed and drawn as part of the Planning Application.

6 Sustainability

6.1 The Panel saw an opportunity that some of the wider design issues for this could be resolved through a sustainable design. The Panel advocated both BRE and The Code for Sustainable Housing.

7 Density

7.1 The proposed density for the site was not confirmed by the design team. However, the Panel noted that it appeared from the layouts provided that the density of this site would be lower than the existing housing to the north. Given the housing shortage in the city and the use of a greenfield site, the Panel strongly advocated a much higher density for the site than currently illustrated. It was suggested that this could be achieved through a mix of housing typologies for example terraces and colonies and not just standard detached units. This needs to be balance with meaningful and usable open space which could assist in developing a distinct character for the neighbourhood.

8 Affordable Housing

8.1 Given the need for affordable housing in the city, the Panel noted that there may be an opportunity to plan for a greater than 25% provision on the site.

8.2 The Panel noted that the affordable housing blocks appear not to be 'tenure blind' and are generally located adjacent to the A90. The Panel encourage a fully integrated 'tenure blind' approach for the design of the affordable housing and suggested that these blocks should not all be sited adjacent to the A90.

9 Secure by Design

9.1 The Panel advocated Secure by Design accreditation for the entire site not just the affordable housing.

10 Recommendations

10.1 In developing the design, the Panel supports the following aspects and therefore advocates that these should remain in the proposals:

- o The Panel encourage the developer to continue their involvement with the Queensferry Place Making Exercise.
- o Tree line cycle/pedestrian route to be developed

10.2 *In developing the proposals the Panel suggests the following matters should be addressed:*

- o In conjunction with a landscape professional fully analyse the site and revisit the design proposal.*
- o The design should fully embrace the Scottish Government Place making and Designing Streets guidance.*
- o Consider the site within the wider context both from how it sits in the landscape and how it connects to the local amenities, routes and transport hubs and should be fully shown as part of any Planning Application.*
- o Consider a higher density for parts of the site to achieve a more appropriate balance between useful open space and built areas.*
- o Consider an increase in the allocation of affordable units on the site*
- o Consider a sustainable approach for the site*

Archaeology comment - dated 10 January 2017

The site lies on the southern boundaries of present day South Queensferry, historically situated between the medieval settlement of Dalmeny to the east and Scotstoun House to the west. The site is also bisected by the historic road linking Dalmeny and Echline to the East shown on 18th century plans and which survived as a field boundary on the 1st Edition OS map. This road is likely to be of medieval date, though it may have earlier Roman origins as the coastal road linking Cramond Roman Fort and Cramond Brig to the East could have followed this route. Although no medieval settlement sites are known from the site, it has been suggested that a medieval Motte occurred in this general area associated with Dalmeny. In addition, during the Second World War the surrounding area was used as an Anti-Aircraft Barrage Balloon camp/emplacement and it overlies the former workings of the Dalmeny Oil-Shale Mine started in 1901.

As such the site has been identified as containing occurring within an area of archaeological significance in terms of buried archaeology dating back to the medieval period. Accordingly, this application must be considered under terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP) and Historic Environment Scotland Policy Statement (HESPS) 2016 and also CEC's Edinburgh Local Development Plan (2016) Policies ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Buried Archaeology

The proposals will require significant ground breaking works in regards to the construction of the various phases of development. Such works will have significant impacts upon any surviving archaeological remains, expected to range from 19th/20th military through to medieval including possibly the site of an early-medieval Motte.

Given the potential for significant archaeological resources to occur across the site, it is essential that if consent is granted that an archaeological mitigation strategy is undertaken prior to development. In essence this strategy will require the undertaking of a phased programme of archaeological investigation. The first phase of works will require the undertaking of an archaeological evaluation (min 10%) linked to comprehensive metal detecting survey & field walking.

The results from these initial phases of evaluation work will allow for the production of appropriate more detailed mitigation strategies to be drawn up to ensure the appropriate protection and/or excavation, recording and analysis of any surviving archaeological remains during each phase of development.

Public Engagement

As stated the site may contain a significant archaeological remains dating back to the medieval period. It is therefore considered important that a programme of archaeological public/community engagement is undertaken during development. The full the scope of which will be based upon the results of the archaeological evaluation an agreement with CECAS but could include: site open days, viewing points, temporary interpretation boards and exhibitions.

In consented it is essential therefore that a condition be applied to any consent if granted to secure this programme of archaeological works based upon the following CEC condition;

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

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

Coal Authority comment - dated 19 January 2017

The Coal Authority Response: Material Consideration

The application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application, specifically the site is likely to have been subject to historic unrecorded underground coal mining at shallow depth associated with coal that outcropped across the site.

The Coal Authority notes the submitted Ground Investigation Report (January 2015, prepared by Ironside Farrar) which confirms site investigations across the site. The Coal Authority is able to confirm that the relevant permission was obtained from us for the works undertaken (Permit 9596).

The Coal Authority Recommendation to the LPA

The Coal Authority considers that the content and conclusions of the information prepared by Ironside Farrar are sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development. However, further more detailed considerations of ground conditions and/or foundation design may be required as part of any subsequent application for a building warrant.

Waste Services comment - dated 30 January 2017

Waste Management Responsibilities

The Waste and Cleansing Services will be responsible for managing the waste from households and any Council premises only. we are assuming this would include this development.

Although it does not appear to be pertinent for this case, for completeness, it would be the responsibility of any third party commercial organisations using the site to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be storage space off street for segregated waste streams arising from commercial activities.

Any appointed waste collection contractors, appointed to manage commercial waste, could be expected to have similar requirements to the Council in terms of their need to be able to safely access waste for collection.

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland, so that developers must make provision for the full range of bins (either individual Containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

The waste collection teams will require safe and efficient access to these from the earliest occupation, and therefore cognisance must be taken of my comments below in relation to operational viability.

For low density properties, we would recommend individual kerbside collections. This provides each property with landfill (140 litres); mixed recycling (240 litres), glass (box), food box and internal caddy. All of these must be presented on the day of collection before a specified time and removed thereafter. They must otherwise be stored off street at all times.

For high density properties, we would recommend communal waste containers, for: landfill waste, mixed recycling for paper and packaging, glass, and food.

Key points are:

- each bin store must accept the full range of materials in bins, segregated as outlined above. It is not acceptable to have some types of bin in one bin storage area, and others in a different collection point, as recycling is a fully integrated part of the service;
- the maximum size of a food bin is 500 litres; and that of a glass bin is 660 litres, which are both smaller than other types of waste due to weight issues;
- provision must be made for the storage and disposal of bulky wastes such as furniture produced by the residents, and indeed access to those by our collection teams.

Developers can either source their own bins in line with our requirements, or can arrange for us to do so and recharge the cost- this will probably be most convenient for them.

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream.

Open Spaces

We would like to understand who will be responsible for maintaining the open spaces within the development as full access to the site would be required.

Police Scotland comment - dated 2 February 2017

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.

Transport Scotland comment - dated 2 February 2017

The Director advises that the conditions shown (below) be attached to any permission the council may give.

CONDITIONS to be attached to any permission the council may give:-

- 1) Details of the lighting within the site shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority.
- 2) Prior to commencement of the development, details of the frontage landscaping treatment along the trunk road boundary shall be submitted to, and approved by, the Planning Authority, after consultation with Transport Scotland TRBO.
- 3) Prior to commencement of the development, details of the barrier proposals along the trunk road boundary shall be submitted to, and approved by, the Planning Authority, after consultation with Transport Scotland TRBO.
- 4) There shall be no drainage connections to the trunk road drainage system.

REASON(S) for Conditions (numbered as above):-

- 1) *To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished*
- 2) *To ensure that there will be no distraction to drivers on the trunk road, and that the safety of the traffic on the trunk road will not be diminished.*
- 3) *To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents*
- 4) *To ensure that the efficiency of the existing trunk road drainage network is not affected.*

SEPA comment - dated 2 February 2017

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

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, which may take account of factors not considered at the planning application stage.

Advice for the planning authority

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. The flood risk identified at the site is from surface water flooding.

1.2 The updated SEPA / Planning Authority Protocol on Planning and Flooding specifies that water quantity aspects of surface water drainage are a matter for the flood prevention authority and Scottish Water to consider. It is therefore for Edinburgh Council and Scottish Water to satisfy themselves that all SUDs and drainage arrangements will be appropriate and in accordance with any internal guidance.

2. Air Quality

2.1 The local authority is the responsible authority for local air quality management under the Environment Act 1995. Therefore we recommend that you consult with your environmental health colleagues regarding this element of the proposal.

2.2 They can advise on the submitted Air Quality assessment contained within the ES. They can also advise on potential impacts such as exacerbation of local air pollution, noise and nuisance issues and cumulative impacts of all development in the local area. We do note that the submitted Air Quality assessment outlines that the proposed development is unlikely to have an impact on local air quality.

3. Contaminated Land

3.1 The Local Authority is the lead authority in relation to contaminated land and we therefore request that you consult your Environmental Services Department and those responsible for implementing the contaminated land regime regarding this proposal.

These contaminated land specialists will take a lead on commenting on the planning application, with SEPA's contaminated land specialists providing input directly to them in relation to impacts upon the water environment.

BAA comment - dated 7 February 2017

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

Submission of a Bird Hazard Management Plan

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

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

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

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

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

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

Submission of SUDS Details

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

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

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

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

We would also make the following observations:

Lighting

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

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

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

Children and Families comment - 7 February 2017

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:*

*80 Flats (12 one bedroom flats excluded)
247 Houses*

This site falls within Sub-Area Q-1 of the 'Queensferry Education Contribution Zone'. The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the Action Programme and Supplementary Guidance.

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

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

Total infrastructure contribution required:

£4,452,854

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.

Total land contribution required:

£596,188

Note - no indexation to be applied to land contribution.

Communities and Families further comment - dated 19 January 2018

Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (January 2018), 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.

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2018).

Residential development is required to contribute towards the cost of delivering these education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the draft Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Assessment and Contribution Requirements
Assessment based on:

78 Flats

263 Houses

This site falls within Sub-Area Q-1 of the 'Queensferry Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

Total infrastructure contribution required:
£5,350,091

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Total land contribution required:
£641,662

Note - no indexation to be applied to land contribution.

Network Rail comment - dated 14 February 2017

Whilst Network Rail has no objections in principle to the proposal, due to its close proximity to the operational railway and the possible impacts on Dalmeny Station we would request that the following matters are taken into account:

The Draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery was published in December 2016 and identifies Dalmeny Station as a 'Transport Action' within the Queensferry Transportation Zone and the associated adopted Action Programme (December 2016) identifies these improvements as car and cycle parking facilities at the station. This proposed development site at South Queensferry is identified as one of the housing sites (HSG 33) contributing to this. However, the extent of this contribution is still to be determined. Network Rail/Scotrail Alliance would welcome involvement in the consideration of these Actions.

Queensferry and District Community Council comments - dated 22 February 2017

I am writing on behalf of Queensferry and District Community Council (QDCC) with our comments on the South Scotstoun LDP2 planning application 16/06280/FUL. QDCC is pleased that improvements have been made to the initial plan but feel that more improvements are required, which we have listed below.

Site Layout (Transport)

The LDP requires that the site should not permit through traffic between the two access points of Provost Milne Grove and the B800 (other than for buses, emergency or service vehicles). While the proposed layout shows a bus gate, it is also very easy to bypass this gate using residential streets, contrary to the LDP requirement. This situation means that not only is a through route possible, but all residents would have the choice of access routes. For example if the B800 access proves unattractive due to the steep gradient or poor junction sightlines, the Provost Milne Grove route would become more desirable for all traffic. The traffic modelling has assumed a significant preference for the B800 route, but this would be called into doubt by the proposed layout.

Access from B800

We have reservations over the technical feasibility of delivering a suitable road from the B800 to serve the new estate due to the significant difference in height. The documentation provides no artist impressions, cross sections or mock-up images of how this route might appear.

Toucan Crossing at B800

The documents associated with the application suggest there may be an opportunity for a toucan crossing over the B800 just north of the access road. QDCC consider this should be a mandatory requirement to be delivered by the developer for several reasons: firstly, the development diverts cycle route NCN1 towards this point; secondly, there may be significant pedestrian demand to cross to/from the Ferrymuir Retail Park and housing scheme; thirdly, there is no pavement between the access road and the Arup entrance; and fourthly, pedestrians remaining on the east side of the B800 will be directed towards the dangerous crossing of Scotstoun Avenue at Kirkliston Road

Traffic Modelling

The Transport Assessment informs us that classified junction surveys were undertaken on a Tuesday in November 2015 at the B907 Kirkliston Road/Scotstoun Avenue, B800 Ferrymuir Road/ B907 Kirkliston Road/ Retail Park access, B800 Ferrymuir Road/A904 Builyeon Road(Echline) roundabout and Queensferry Road/B9080 Main Street/B800 Station Road Traffic lights. QDCC seeks an additional junction survey to take place after the opening of the Forth Replacement Crossing and during the summer months, this will give up to date figures on any changes in the traffic flow due to the bridge opening, the road layout changes around Ferrymuir and the additional vehicles accessing the Dalmeny Park development. Having a survey done in November does not give a true reflection of the traffic for example on Kirkliston Road at busier times over the summer months.

Connectivity with Existing Developments

QDCC appreciates the challenges associated with providing useful routes into the existing Radburn designs which were developed separately. However the applicant should be encouraged to seek changes to the path network already within Provost Milne Grove and Sommerville Gardens to enable connections which are accessible to all. This was an important negative point raised during Queensferry's Placemaking study. For example, some routes that the plan expects pedestrians and cyclists to use are badly maintained, dark narrow alleyways and involve negotiating steps. Some of these obstacles could be mitigated by facilitating improvements, installing street lighting or creating new paths through grassed areas (as with the Sommerville Gardens access point). Consideration of routes should also take account of new trip attractors since the existing houses was designed, such as the bus stops, Ferrymuir or the new Queensferry High School. QDCC understands that The City of Edinburgh Council will be seeking development planning gain funding for the necessary improvements to the footpaths to improve the connectivity as described in the Placemaking reports linked with the Action Programme that was approved by Council in December 2016.

Traffic Calming and Crossing Points on Scotstoun Avenue

There seems to be uncertainty surrounding the extent of traffic calming measures the Dalmeny Park development will deliver along Scotstoun Avenue and what this development could provide. Traffic calming and at least two additional pedestrian crossing points/crossings are required along Scotstoun Avenue (near the connecting paths from the site to Scotstoun Avenue via either Sommerville Gardens and Provost Milne Grove). QDCC understands that development planning gain funding would be sought to deliver the improvements. There may also be the need to alter the road design at the junction of Scotstoun Avenue and Provost Milne Grove. There is pedestrian provision with a dropped kerb at the junction of Scotstoun Avenue and the B907 Kirkliston Road. QDCC has real concerns about the poor visibility at this crossing point. The number of pedestrians using this will almost certainly increase with residents from the western part of the development using this route to access amenities.

Vehicles Crossing NCN1

Towards the eastern end of the Avenue, between plots 306 and 307, a road crosses the main cycle path. With the existing application this junction might not be particularly busy with cars or construction traffic, and mixing vehicles with cyclists and pedestrians on the path may not be a major concern. However there is an indication that further development may take place which would also use this road for vehicle access. QDCC asks that the design of the junction with NCN1 be made suitable for any future traffic demands, for example by defining priorities at the outset.

Improvements to Core Path

As part of the LDP Action Programme there was to be LED stud lighting along the path (NCN 1) from the east boundary of the site for 1000m. 7.4 of the Design and Access Statement states that some consideration was given to lighting the path however the potential damage to the Avenue trees, which are in a relatively fragile condition and the impact on bats makes this unsuitable. It is also mentioned that properties will overlook the path from the Dalmeny Park development and there will be borrowed light and natural surveillance and movement retaining elements of safety. QDCC asks is the LED stud lighting no longer an option.

QDCC has concerns for the safety of pedestrians and cyclists using the footpath and that the lighting will be satisfactory. Whether stud or normal lighting is to be provided the path needs to meet the legislated lighting standards requirements.

Waste Collection

There is a need for safe and efficient access for refuse vehicles to all areas in the development for waste pick-ups. QDCC feels that there are some locations within the development where the vehicles could have difficulty accessing the bin storage locations. QDCC seeks assurances that vehicle access/egress for the whole development is discussed with the CEC Waste and Cleansing Services for approval.

QDCC note that there is a refuse collection point at the edge of the park/open space location; we do not feel that this location is ideal as this could become a dumping ground for unwanted larger items due to the easy access. QDCC asks if this can be located elsewhere.

Boundary Fence

QDCC acknowledges that this is no easy task, as there is a mix of hedge, trees, fencing and brick walls along the existing boundary. QDCC seeks a stipulation within the planning approval terms of reference that the developer consults with all householders along the existing boundary regarding the siting and design of their proposed fencing.

Construction Traffic

QDCC seeks that all construction traffic uses the new B800 access road and that no construction traffic should be permitted to use Scotstoun Avenue to Provost Milne Grove to access the development site.

QDCC asks that the Development Principles and the LDP Action Programme as presently described are taken forward for this development, which includes the increased and improved cycle and car parking at Dalmeny Station, the bus stop upgrades on Scotstoun Avenue, Kirkliston Road and Dalmeny.

QDCC seeks assurances that the new car & cycle parking can be delivered at Dalmeny Station and that the work be quantified by design and costing ensuring that development planning gain funding will cover the costs associated as any shortfalls will jeopardise the whole plan. The Finance Committee report to Full Council about LDP states that shortfalls in development gain funding places LDP proposals at risk. For this reason The City of Edinburgh Council should be ensuring that development gain funding should be proportional to the impacts placed on the town of Queensferry from this proposal. And only if they are satisfied that this is the case should the plan be approved. If there is any doubts about the developers contribution towards these stated improvements or the availability of the necessary funding then the plan should be refused.

Queensferry and District Community Council - comment dated 31 January 2018

I am writing on behalf of Queensferry and District Community Council (QDCC) as a consultee with our comments on the revised plan for South Scotstoun LDP2 planning application 16/06280/FUL.

The revised plan still breaches the LDP Site Brief as it allows a through route for general traffic between the B800 and Scotstoun Avenue. The brief states that there should be no provision for traffic through the site between the B800 and Scotstoun Avenue apart from buses.

Affordable Housing Comment - dated 9 February 2018

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

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

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

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

2. Affordable Housing Provision

This application is for a development consisting of a 339 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (85) homes of approved affordable tenures. We request that the developer enters an early dialogue with the Council:

The applicant originally stated that the affordable housing will account for 85 (25%) of the new homes across three areas of the site and will consist of flatted apartments and terrace houses with 40% for Golden Share and 60% for a Registered Social Landlord.

We advised the applicant that this mix would not be acceptable as there were not enough affordable homes for rent being provided. Following this discussion, the applicant has revised the allocation of the affordable housing as follows and this is welcomed by the department.

Golden Share-18 homes (21%)

2 Bedroom Mid/End Terrace	7
3 Bedroom Mid/End Terrace	7
3 Bedroom Semi Detached	2
4 Bedroom Semi Detached House	2
Total	18

Please note that the allocation and mix of the Golden Share homes are subject to an assessment of affordability.

Registered Social Landlord housing -68 (79%)

	Social Rent	Mid-market rent	Total
2 Bedroom Mid/End Terrace	7	12	19
3 Bedroom Mid/End Terrace	8		8
3 Bedroom Semi Detached	3	1	4
4 Bedroom Semi Detached House	4		4
2 bed flats	9		9
2 bed flats	12	12	24
	43	25	68

A total of 86 affordable homes will be provided including six four-bedroom houses which is welcomed by the department.

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 close proximity (within 400 metres) of regular public transport links and are to be located next to local amenities.

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.

- * *The applicant has agreed to provide a mix of golden share homes and home for affordable rent to an RSL and this is welcome by the department.*
- * *The applicant has agreed to provide a representative mix of housing include six -four-bedroom homes and this is welcomed*
- * *The provision of the Golden Share homes are subject to an affordability assessment*
- * *All the affordable homes must meet the Edinburgh Design Guidance and also meet the relevant Housing Association Deign Guidance size and space standards*
- * *In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be identical in appearance to the market housing units, an approach often described as "tenure blind"*
- * *The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.*

Roads Authority Issues - dated 7 March 2018

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. *The applicant will be required to:*
 - a. *Contribute the sum of £367,500 to provide increased public transport capacity and frequency, and upgrade bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny;*
 - b. *Contribute the sum of £30,000 for appropriate traffic calming measures to be introduced at Scotstoun Avenue;*
 - c. *Contribute the sum of £36,750 towards the installation of LED stud lighting along the disused rail line cycle track (National Cycle Network Route 1) from the east boundary of the site for 1000m;*
 - d. *Contribute the sum of £1,158 towards improvement of cycle and car parking at Dalmeny Station;*
 - e. *Contribute the sum of £556,150 to change the character of the B800 through street design;*
 - f. *Design and install a toucan crossing on the B800 to link the segregated site cycle track to the retail park at no cost to the Council, and including design and construction of a section of cycle track to link the toucan crossing to the existing cycle track west of the B800 connecting to the Ferrymuir site);*
 - g. *Design and construct adoptable cycle tracks through the site and linking to routes to: Dalmeny Station; Dalmeny (including removal of a gate); Edinburgh; South Scotstoun; Ferrymuir; and at no cost to the Council;*
 - h. *Contribute the sum of £65,000 to upgrade the surface and lighting of the rail bridge east of the east/west cycle route;*
 - i. *Contribute the sum of £42,452 plus cost of land acquisition towards land purchase, design and construction of an alternative cycle track to connect to the B800;*
 - j. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
 - k. *Contribute the sum of £2,000 to progress a suitable order to redetermine sections of road as necessary for the development;*

2. *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 bus stops, 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;*
3. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan, Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities) and timetables for local public transport;*
4. *The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
5. *The applicant must be informed 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;*
6. *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 Council 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;*
7. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Chief Planning Officer.*

Note:

- a. *A bus gate to prevent through traffic is not considered appropriate;*
- b. *The Council's 2017 parking standards permit up to 618 spaces for residential development in this area, Zone 3. The proposed 592 for 263 houses and 78 flats is considered acceptable. The applicant is expected to provide electric vehicle charging points, disabled parking, cycle parking and motorcycle parking in accordance with the standards.*

Environmental Protection comment - dated 1 October 2017

The proposed development site is located beyond South Queensferry and north of the A90, close to the junction with the M90. Access to the site will be taken from the B800 to the west and also from the north via an extension of the section of Provost Milne Grove that runs perpendicular to Scotstoun Avenue. To the east, the site extends beyond the easternmost houses of Sommerville Gardens, there is a section of greenfield, beyond which lies the railway line. The line lies in a cutting and is at a horizontal separation distance of approximately 165m from the closest proposed build lines.

The applicant proposes developing 339 residential units with 583 car parking spaces many of which will be driveways. The applicant has reduced the number of parking numbers from what was initially proposed. It is noted that the proposed level of development is within the level set out in the Local Development Plan and associated Transport Appraisal.

Environmental Protection had raised concerns regarding this development including the impacts the development may have on local air quality and noise impacts from neighbouring land uses on the proposed sensitive receptors.

Local Air Quality

Due to the size and density of the development Environmental Protection had requested that the applicant assessed the potential impacts this proposed development may have on the local air quality considering all other developments in the area. The applicant has submitted a supporting air quality impact assessment to quantify pollutant concentrations across and outside the proposed development site.

The air quality impact assessment that has been submitted to assess the relevant air quality objectives has modelled the potential impacts that nitrogen dioxide and Particulate Matter¹⁰ may have as a result of operational phase of this proposed development. The air quality impact assessment has highlighted that no specific mitigation measures are required for the operational and construction phases. Environmental Protection still considers the number of parking spaces being provided to be high however understands that the Planning Transport Officer's does not object as well as the proposed quantum of development in relation to the Local Development Plan being acceptable in planning terms.

Therefore, Environmental Protection would request the developer to work with Environmental Protection to produce a Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

- 1. Keep Car Parking levels to minimum.*
- 2. Car Club facilities incorporated (electric and/or low emission vehicles).*
- 3. Provision of electric vehicle charging facilities (specific details provided below).*
- 4. Public transport incentives for residents.*
- 5. Improved cycle/pedestrian facilities and links.*

Any car parking areas such as those serving the flatted developments associated with the proposed development must incorporate the installation of rapid electric vehicle charging points. Charging outlet (wall or ground mounted) shall be of the following minimum standard and must be clearly shown on detailed plans:

70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Furthermore, for individual dwellings with a driveway or garage, 7Kw chargers shall be installed in each dwelling.

Grants are available for the installation of EV charge points from the Scottish Energy Saving Trust. More information can be found at:

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

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

Environmental Protection do not object to this application regarding local air quality subject to conditions on the provision of an air quality impact assessment being submitted and an EV Infrastructure being included as a condition or legal agreement.

Contaminated Land

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Assessment recommends that a condition is attached to ensure that contaminated land is fully addressed.

Noise

Environmental Protection raised concerns regarding the possible impact noise may have on the amenity of the newly proposed residential properties. The applicant has submitted a supporting noise impact assessment. The development site is exposed to high levels of traffic noise, the noise impact assessment has highlighted that noise can be mitigated by the inclusion of an earth bund and/or acoustic barrier that will break the line of site between the proposed residential properties and the road. Environmental Protection is satisfied that noise can be mitigated subject to an acoustic bund a minimum glazing specification being conditioned.

Therefore, on balance Environmental Protection offers no objection subject to the following conditions;

1. *Prior to the commencement of construction works on site:*

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

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

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

2. The following noise protection measures to the proposed residential development, as defined in the KSG Acoustics Ltd , ' Noise Impact Assessment' report (Ref 1496/R1/v3), dated 15 December 2016:

- Glazing units with a minimum insulation value of 4/20/4mm double glazing shall be installed for the external windows with trickle vents providing 45dB D n,e,w reduction for all habitable rooms.

- A 2.5m close boarded acoustic barrier with a minimum surface density of 12 kg/m² shall be located to the south east as highlighted in Noise Impact Assessment Appendix B and site Plan drawing number 680 P 01 dated 09/12/2016

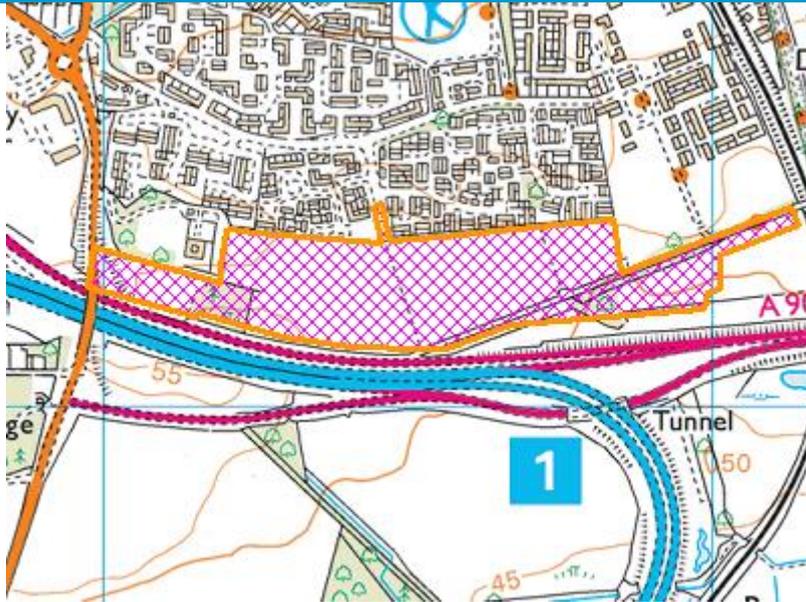
- An earth bund breaking the line of site from residential windows shall be located to the south east as highlighted in Noise Impact Assessment Appendix B and site Plan drawing number 680 P 01 dated 09/12/2016

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

3. Prior to the use being taken up, five rapid electric vehicle charging point, capable of 70 -50kW (100 Amp) DC with 43kW (63 Amp) AC output shall be installed in the commercial car parking area.

4. Prior to the use being taken up, a 7Kw electric vehicle charging point, shall be installed in the private driveways for all residential properties with driveways.

Location Plan



© Crown Copyright and database right 2014. All rights reserved. Ordnance Survey License number 100023420
END