

**REPORT TO:** Planning Committee  
**MEETING DATE:** Tuesday 2 March 2010  
**BY:** Executive Director of Environment  
(Planning & Building Standards)  
**SUBJECT:** Application for Planning Permission for Consideration

---

Application No. **08/00741/FUL**  
Proposal Erection of 46 houses, 4 flats, garages and associated works  
Location **Farm Land Adjacent To Orchardfield  
East Linton  
East Lothian**  
Applicant Miller Homes Ltd East Region  
Ward 007  
RECOMMENDATION Consent Granted

#### PLANNING ASSESSMENT

Planning permission is sought for the erection of 46 houses, 4 flats and for associated works on some 5.14 hectares of agricultural land adjacent to part of the south-western side of the village of East Linton. The agricultural land slopes gently down from southwest to northeast. Part of the existing public right of way between East Linton and Pencraig Hill runs across the north-western part of the application site.

The majority of the site is the subject of Proposal H16 of the adopted East Lothian Local Plan 2008, which allocates the land for housing development. The remainder of the site is covered by Proposal T4 of the adopted East Lothian Local Plan 2008, which safeguards that allocated land for use as a new railway station, car park and access.

The site is bounded to the northeast by a length of the main east coast railway line and by the edge of a business yard, to the west, northwest and partly to the south by agricultural land, and partly to the south by the existing residential properties at Orchardfield.

The proposed development would be comprised of 37 detached, 6 semi-detached houses, 3 terraced houses and 4 flats, together with internal access roads, a parking court, landscaped open space (including areas of new tree planting) and a pond to serve the on-

site provision of a sustainable urban drainage scheme (SUDS). The proposed 6 semi-detached houses, 3 terraced houses and 4 flats are being promoted as affordable housing.

The application is supported by a design statement, a transport assessment, and a noise report.

As the area of the application site is greater than 2 hectares and the number of dwellings proposed is 50, the development proposed in this application is, under the provisions of The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 defined as a major development and thus it cannot be decided through the Council's Scheme of Delegation. It is therefore brought before the Planning Committee for the decision of the Council.

One letter of written representation has been received in respect of this planning application. It is from Network Rail. They have no objection to the principle of the proposed development, although they make a number of recommendations about how construction activities should be managed to avoid adversely impacting on the rail line. A copy of the letter has been forwarded onto the applicant for their information.

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is the approved Edinburgh and the Lothians Structure Plan 2015 and the adopted East Lothian Local Plan 2008.

Relevant to the determination of the application are Policies HOU8 (Development on Greenfield Land) and ENV1G (Design of New Development) of the approved Edinburgh and the Lothians Structure Plan 2015.

Also relevant to the determination of the application are Proposals H16 (Orcharfield, East Linton) and T4 (Railway Station Safeguarding at East Linton), and Policies H1 (Housing Quality and Design), H2 (Development Frameworks), H4 (Affordable Housing), T1 (Development location and Accessibility), T2 (General Transport Impact), C1 (Minimum Open Space Standard for New General Needs Housing Development), C2 (Play Space Provision In New General Needs Housing Development), DP1 (Landscape and Streetscape Character), DP2 (Design), DP3 (Housing Density), DP4 (Design Statements), ENV7 (Scheduled Monuments and Archaeological Sites), DP17 (Art Works - Percent for Art), DP20 (Pedestrians and Cyclists), DP22 (Private Parking), DP24 (Home Zones) and INF3 (Infrastructure and Facilities Provision) of the adopted East Lothian Local Plan 2008.

A Development Framework for the site prepared by East Lothian Council in consultation with the development industry, statutory consultees and other material interests was approved by the Council on 14 January 2010. It sets out the development requirements and design principles for the site. In this regard the Development Framework accords with Policy H2 of the adopted East Lothian Local Plan 2008 and it is an important material consideration in the determination of this application.

A further material consideration is the supplementary planning guidance of "Design

Standards for New Housing Areas" approved by the Council on 10th March 2008. This guidance requires that a more flexible approach be taken in road layout and design for proposed housing developments and sets core design requirements for the creation of new urban structures that will support Home Zone development as well as establishing design requirements for the layout of and space between buildings. Developers must provide adequate information to the satisfaction of the Council to demonstrate the merits of their design.

Also material to the determination of the application is Scottish Government Advice given in Planning Advice Note 67: Housing Quality.

Planning Advice Note 67 explains how Designing Places should be applied to new housing. In PAN 67 it is stated that the planning process has an essential role to play in ensuring that: (i) the design of new housing reflects a full understanding of its context - in terms of both its physical location and market conditions, (ii) the design of new housing reinforces local and Scottish identity, and (iii) new housing is integrated into the movement and settlement patterns of the wider area. The creation of good places requires careful attention to detailed aspects of layout and movement. Developers should think about the qualities and the characteristics of places and not consider sites in isolation. New housing should take account of the wider context and be integrated into its wider neighbourhood. The quality of development can be spoiled by poor attention to detail. The development of a quality place requires careful consideration, not only to setting and layout and its setting, but also to detailed design, including finishes and materials. The development should reflect its setting, reflecting local forms of building and materials. The aim should be to have houses looking different without detracting from any sense of unity and coherence for the development or the wider neighbourhood.

Although the application site is comprised of greenfield land the principle of the residential development of the majority of it is established by the allocation of the land for such development by Proposal H16 of the adopted East Lothian Local Plan 2008. This development allocation of the Local Plan is a permitted exception of the presumption in Policy HOU8 of the approved Edinburgh and the Lothians Structure Plan 2015 that is against new housing development on greenfield sites.

Proposal H16 limits the number of residential units that can be built on the site to no more than 50. The proposed development of 50 residential units is therefore consistent with Proposal H16 of the adopted East Lothian Local Plan 2008.

The north-eastern part of the application site is covered by Proposal T4 (Railway Station Safeguarding at East Linton) of the adopted East Lothian Local Plan 2008. Proposal T4 safeguards that land for use as a new railway station, car park and access.

The site plan (Masterplan) submitted with the application shows that the majority of the land covered by Proposal T4 would continue to be reserved for potential future use as a new railway station and car park. The north-western end of the land covered by Proposal T4 is however shown for development of the pond to serve the on-site provision of a sustainable urban drainage scheme (SUDS) for the proposed scheme of housing development. To compensate for this, the applicant has safeguarded for the future development of a new railway station and car park some land that is immediately to the southwest of the land covered by Proposal T4 and which is part of the land of Proposal

H16. The Council's Head of Transportation advises that the combined area of land safeguarded in the Masterplan for potential future railway use is acceptable in terms of its size and location for such a future use. On this matter the proposed development does not conflict with the purpose and integrity of Proposal T4 or of Proposal H16 of the adopted East Lothian Local Plan 2008.

The approved Development Framework requires that the land safeguarded for a new railway station and car park should be transferred in ownership to the Council. The applicant has confirmed that if planning permission for the development is to be granted, they would be willing to transfer the title of the land safeguarded for a new railway station and car park to the Council at no cost. An agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 could be used to secure the transfer of ownership of the land. The applicant has indicated a willingness to enter into such an Agreement.

Policy H2 of the adopted East Lothian Local Plan 2008 requires that development proposals must conform to the relevant Development Framework and that Masterplans which comply with the relevant Development Framework and with other local plan policies should be submitted prior to or as part of an application for planning permission. The detailed design of the proposed development given in the application drawings, in this instance amounts to the Masterplan for this allocated housing development site.

The application includes a Design Statement and on this consideration is consistent with Policy DP4 of the adopted East Lothian Local Plan 2008 and with the approved Development Framework.

In respect of open space provision the approved Development Framework requires the provision of a village green, which should be overlooked by the proposed houses. A 0-12 age childrens' play area must also be provided within the application site. The approved Development Framework also requires the provision of a sustainable urban drainage system (SUDS) that will allow opportunities for a local landscaped wetland area and new habitats.

Included in the site plan (Masterplan) is the formation of a village green, which would be centrally located on the south-western half of the application site. The village green would be overlooked by those proposed houses that would be positioned to the north, east and west of it. The SUDS pond that would be formed in the northwest corner of the site is also consistent with the requirements of the approved Development Framework. The Council's Landscape and Countryside Manager is satisfied with the size and location of the proposed village green. On this count the proposed development is consistent with the requirements of the approved Development Framework and with Policy C1 of the adopted East Lothian Local Plan 2008.

The applicant confirms that they would retain ownership of the proposed village green as well as responsibility for its future maintenance.

A play area would be located on the southern part of the proposed village green. The Council's Landscape and Countryside Manager does not object to either the size or location of the proposed play area. On this count the proposed development is consistent with the requirements of the approved Development Framework and with Policy C2 of

the adopted East Lothian Local Plan 2008.

The site plan (Masterplan) shows that a belt of trees would be planted along the southwest edge of the site and a group of trees would also be planted on part of the southern edge of the site. The Policy and Projects Manager is satisfied with this, as the proposed trees would provide a landscaped edge to this part of East Linton and would form a continuation of the existing belt of trees that is to the west of Orcherfield. He makes a number of recommendations in relation to the types of trees that should be planted within the proposed tree belt and elsewhere through the development. A condition can be imposed on a grant of planning permission to secure these landscaping recommendations.

The approved Development Framework stipulates that the layout of the development will respect and respond to its surroundings and will apply the Council's Design Standards for New Housing Areas to ensure the creation of an interesting and distinctive housing area with a layout that reflects the urban character of East Linton. As part of this it requires that: that 'Home Zone' principles be used for the layout, ensuring that cars and pedestrians can safely share public spaces; that the layout utilise views out of the site towards Traprain Law; and that there be good connections to all existing paths around the site.

The houses and flatted buildings, in their proposed groupings and orientation would be consistent with the principles of 'Home Zones' as set out in the Council's Design Standards for New Housing Areas, as would be the proposed layout of roads and pathways, with their contrasting surface finishes to denote shared surfaces where appropriate. The proposed positioning of the village green on the south-western part of the application site would safeguard the existing views from the site of Traprain Law. The housing has also been positioned to protect views from the site of the listed auction mart building, which is to the east of the application site.

The approved Development Framework specifies that a carefully selected mix of houses on the site should be provided, with a reasonable proportion each of single, one and a half and two storey houses. It also requires that generally lower or smaller houses will be located on the most publicly visible parts of the site and to those areas close to the existing small houses at Orcharfield, with larger or higher houses occupying other parts of the site.

The site plan (Masterplan) shows the proposed provision of an appropriate mix of single, one and a half and two storey houses, with the lower houses shown to occupying the higher, more visible part of the application site. In their proposed positions, and by virtue of the topography of the land and to a lesser degree by the new structure landscaping proposed, the proposed housing would be well integrated into its surroundings and would not appear as prominent or intrusive features. The proposed terraced and semi-detached houses and flatted buildings would be located on the south-eastern part of the application site, next to Orcherfield.

The houses and flats would be finished predominantly with rendered walls and their pitched roofs would be clad with concrete tiles. It is proposed that the render of the walls of the houses would be either cream or magnolia in colour. The use of these light colours for the walls of the houses and flats is at odds with the requirements of the approved Development Framework, which states that the colours of the walls of the houses and flats must not make them stand out. Rather they must have a coherent overall appearance

that is in keeping with the architectural identity of East Linton. A condition can be imposed on a grant of planning permission to require the submission of a scheme of final finishes with a palette of colours and materials for the houses and flatted buildings, which has due regard to the finishes of other residential properties in the locality.

Subject to the above planning control, the proposed houses and flats, by their, size, height, design, finishes and layout would integrate well with their surroundings and would not harm the landscape character and appearance of the area.

The proposed new houses and flats would be so sited, oriented and screened such as not to harm the privacy and amenity of the neighbouring residential properties through overlooking or overshadowing.

The site is capable of accommodating all of the proposed development including vehicular and pedestrian access and amenity space without being an overdevelopment of it. The proposed development would not be of a density incompatible with existing densities of development in the locality. The proposed houses and flatted buildings would be laid out in such a way as to give an acceptable standard of residential amenity to their future occupants.

In the interests of safeguarding the amenity of the future occupiers of the proposed flats it should be made a condition on a grant of planning permission for the proposed development that the proposed bin storage facilities are formed prior to the occupation of the proposed flats.

The site lies to the south of the main east coast railway line, and a noise impact assessment of noise from that railway line on the proposed housing development has been submitted by the applicant. The Council's Senior Environmental and Consumer Services Manager accepts the findings of the noise impact assessment that the potential impact of both daytime and night time noise from use of the rail line would not be unacceptable. He therefore does not oppose the proposed residential development of the site.

Subject to the above referred to planning controls, the proposed development of 46 houses and 4 flats on all of these considerations of density, landscape, layout, design and amenity is consistent with Policies ENV1, DP1, DP2, DP3, C1, C2, and H2 of the adopted East Lothian Local Plan 2008, the approved Development Framework and the Council's Design Standards for New Housing Areas.

Proposal T4 of the adopted East Lothian Local Plan 2008 requires that provision for road access to the land of the railway station and car park must be made through any scheme of housing development coming forward on the adjoining allocated housing site of Proposal H16. The approved Development Framework states that the accessing of the reserved land for the railway station and car park be as directly as possible from the existing Orchardfield Road. The road layout of the proposed scheme of housing development provides for this. Additionally, the design of the road layout in the south-eastern corner of the site provides for the proposed formation of a footpath link from the proposed housing development to Orcharfield, from where there is already access southward to Haddington Road and into East Linton and, in relation to that link, a footpath to the land reserved for the railway station and car park. The proposed footpath link to Orcherfield satisfies the Development Framework requirement for such a link.

The transportation requirements of the approved Development Framework include the resurfacing of the right of way that runs across the northwest edge of the application site, the upgrading of the underpass that provides a pedestrian link between the right of way and the village of East Linton, and the formation of a new pedestrian footpath between the underpass and an existing footpath that is located some 115m to the northeast of it. The approved development framework also requires improvements to the length of the public road of Orcharfield between Haddington Road and the application site.

Other than on the matter of an upgrading of the railway underpass these transportation requirements of the approved Development Framework are embodied in the proposed scheme of housing development. Additionally, it is proposed in the scheme of development that a footpath be formed between the right of way at the underpass and the land reserved for the railway station and car park to enable access to them from the northeast. Conditions can be imposed on a grant of planning permission for the proposed development to ensure that they are fully implemented.

In respect of the improvements to the underpass, Network Rail, who own the underpass, have advised that they would not allow any works to be undertaken to the underpass structure, such as the repainting of its walls or the installation of lighting on it. Discussions have since taken place between the applicant, planning officers, and Network Rail. Network Rail confirm that they would have no objection to the removal of graffiti that is on the walls of the underpass, the resurfacing of the existing footpath, or the installation of ground surface lighting. In the circumstances, these works would sufficiently improve the appearance of the underpass and the Head of Transportation accepts that they would be of benefit to pedestrian use of the underpass.

The proposed groupings of houses around streets, open space and parking courts and the use of pinch points and shared surfaces to restrict traffic priorities and speeds accords with the 'Home Zone' principles set out in the Council's Design Standards for New Housing Areas. The proposed layout of the development has been subject to a swept path analysis which demonstrates that the internal access roads are acceptable for large delivery and refuse lorries and for use by emergency vehicles. The Head of Transportation advises that the turning area proposed for the southeast corner of the application site is too small for its purpose and recommends that it be adjusted in size to accord with the Council's Standards for Development Roads. He also advises that secure cycle parking should be provided for the proposed 4 flats. Conditions can be imposed on a grant of planning permission to secure these measures.

The proposed 6 semi-detached houses, 3 terraced houses and 4 flats of affordable housing would each have one parking space. The remainder of the housing would have two in-curtilage parking spaces. The provision of some visitor parking spaces is also proposed. The Head of Transportation is generally satisfied with the amount of car parking spaces proposed, although he recommends that two additional visitor car parking spaces should be provided. This matter can be controlled by a condition imposed on a grant of planning permission for the proposed development.

In their location the proposed houses and flats would be capable of being conveniently and safely accessed by public transport, on foot and by cycle, as well as by private vehicle.

On these transportation considerations and subject to the above planning controls, the proposed development is consistent with Policies T1, T2, DP20 and DP22 of the adopted East Lothian Local Plan 2008 and with the approved Development Framework.

The approved Development Framework stipulates that the proposed development provides for the Council's standard kerbside waste collection service.

Each house and flat would be provided with appropriate storage space for waste containerisation and storage. The Council's Principal Waste Services Officer has concerns that the turning area in the eastern part of the proposed development would be compromised by inconsiderate parking, and that it would be difficult for refuse vehicles to service some of the proposed houses. The turning area proposed for the southeast corner of the site would be so formed as to have adjacent parking spaces such that the turning heads themselves could not be used for parking. It would be difficult for refuse vehicles to access a private driveway that serves 3 of the proposed houses. The applicant proposes however to form a communal bin stance adjacent to the internal access road for use by the occupants of those 3 properties. The Council's Building Standard's Manager is satisfied that this proposed arrangement complies with Building Standards legislation in relation to the provision of bin storage facilities. On the matter of waste collection the proposed development is consistent with Policy DP23 of the adopted East Lothian Local Plan 2008 and with the approved Development Framework.

The Council's Housing Strategy & Development Services Manager advises that, in accordance with the Council's Affordable Housing Policy, 25% of the 50 new build residential units should be affordable housing (i.e. 13 units from the total of 50). The Council's Housing Strategy & Development Services Manager further advises that she is satisfied with the proposed affordable house types and sizes, and their location within the application site. The terms for the provision of the affordable housing requirement should be the subject of an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997. Subject to this the proposed development is consistent with Policy H4 of the adopted East Lothian Local Plan 2008 and with the approved Development Framework.

The Council's Executive Director of Education and Children's Services informs that the application site is within the primary school catchment area of East Linton Primary School and its associated nursery. Secondary school pupils from East Linton currently have the choice to attend either Dunbar Grammar School or Knox Academy in Haddington. He advises that there would be space at East Linton Primary School and its associated nursery to accommodate pupils that might arise from the proposed development. However he advises of the need for developer contributions of £54,100 towards the cost of provision of additional accommodation at Dunbar Grammar School, and £44,325 towards the provision of additional accommodation at Knox Academy (a total developer contribution of £98,425).

The required payment of a financial contribution of £98,425 towards the provision of additional accommodation at Dunbar Grammar School and Knox Academy can be secured by an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 1/2010: Planning Agreements. Subject to the payment of the required contribution towards educational accommodation the proposal is consistent with Policy

HOU7 and IMP4 of the approved Edinburgh and the Lothians Structure Plan 2015 and Policy INF3 of the adopted East Lothian Local Plan 2008, which stipulates that new housing will only be permitted where appropriate provision for infrastructure required as a consequence of the development is made. This will include funding necessary school capacity. The applicant has indicated that they are willing to enter into a Section 75 Agreement.

The approved development framework requires that the proposed development must incorporate on-site zero and low carbon equipment contributing at least an extra 15% reduction in CO2 emissions beyond the 2007 building regulations CO2 standard. The applicant proposes to meet this requirement through improved building efficiency standards and through the use of air source heat pumps. If planning permission is to be granted for the proposed development, a condition should be imposed requiring further details of the means by which the 15% reduction in CO2 emissions development is to be achieved and a timetable for its implementation.

The layout of the proposed development includes provision of a sustainable urban drainage scheme (SUDS) pond which is designed to attenuate the flow of surface water run-off. SEPA has no objection to the proposed development in principle. They do however request further details of the proposed integrated sustainable urban drainage scheme (SUDS) for the whole site. This should include submission of calculations demonstrating the pre and post development surface water run-off rates. This requirement could be secured by the imposition of a condition on the grant of planning permission for the proposed development.

Scottish Water confirm that they have no objection to the proposed development. They advise of their statutory requirements for the servicing of the development. A copy of their comments has been forwarded to the applicant.

It is stated in Scottish Planning Policy: February 2010 that archaeological sites and monuments are an important finite and non-renewable resource and should be protected and preserved in situ wherever feasible. The presence and potential presence of archaeological assets should be considered by planning authorities when making decisions on planning applications. Where preservation in situ is not possible planning authorities should through the use of conditions or a legal agreement ensure that developers undertake appropriate excavation, recording, analysis, publication and archiving before and/or during development. If archaeological discoveries are made during any development, a professional archaeologist should be given access to inspect and record them. Planning Advice Note 42: Archaeology similarly advises.

The Council's Heritage Officer advises that the site is within an area regarded as being of significant archaeological potential. Accordingly she recommends that a programme of archaeological works should be carried out by a professional archaeologist to evaluate the application site for any potential archaeological remains. This can be controlled through a conditional grant of planning permission. This approach is consistent with Scottish Ministers' policy given in Scottish Planning Policy: February 2010 and Government advice given in Planning Advice Note 42: Archaeology. It is consistent with Policy ENV7 of the adopted East Lothian Local Plan 2008.

The proposed development by its scale and prominent public location would result in

significant change to the local environment and thus in accordance with the requirements of Policy DP17 of the adopted East Lothian Local Plan 2008 it should incorporate artwork either as an integral part of the overall design or as a related commission. This can be secured by a condition on a grant of planning permission in principle for the proposed development.

## RECOMMENDATION

It is recommended that planning permission be granted subject to the undernoted conditions and the prior conclusion of an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997, or some other agreement designed to:

(i) secure from the applicant the transfer to the Council, at no cost to the Council, of ownership of (a) the land on the north-eastern part of the application site that is to be reserved for future development for a new railway station, car park and access, and (b) the land of the entire solum of the road to be formed between plots 33 and 34 of the proposed housing development of the application site.

(ii) secure the provision of 13 affordable housing units within the application site; and

(iii) secure from the applicant a financial contribution of £98,425 toward the provision of additional educational capacity at Dunbar Grammar School and Knox Academy.

1 The development shall begin before the expiration of 3 years from the date of the grant of this planning permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997

2 No development shall take place on site unless and until final site setting out details have been submitted to and approved by the Planning Authority.

The above mentioned details shall include a final site setting-out drawing to a scale of not less than 1:200, giving:

a. the position within the application site of all elements of the proposed development and position of adjoining land and buildings;

b. finished ground and floor levels of the development relative to existing ground levels of the site and of adjoining land and building(s). The levels shall be shown in relation to an Ordnance Bench Mark or Temporary Bench Mark from which the Planning Authority can take measurements and shall be shown on the drawing; and

c. the ridge height of the proposed shown in relation to the finished ground and floor levels on the site.

Reason:

To enable the Planning Authority to control the development of the site in the interests of the amenity of the area.

3 No development shall take place until the applicant has, through the employ of an archaeologist or archaeological organisation, secured the implementation of a programme of archaeological work on the site of the proposed development in accordance with a written scheme of investigation which the applicant will submit to and have approved in advance by the Planning Authority.

Reason:

To facilitate an acceptable archaeological investigation of the site.

- 4 No development shall take place until there has been submitted to and approved in writing by the Planning Authority a scheme of landscaping. The scheme shall provide details of : the height and slopes of any mounding on or recontouring of, the site; tree and shrub sizes, species, habitat, siting, planting distances and a programme of planting. The scheme shall include indications of all existing trees and hedgerows on the land, details of any to be retained, and measures for their protection in the course of development.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, and 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 in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation.

Reason:

In order to ensure the implementation of a landscaping scheme to enhance the appearance of the development in the interests of the amenity of the area.

- 5 The scheme of landscaping to be submitted pursuant to condition 4 above shall comply with the following requirements:

1. The proposed tree belt on the southwest boundary of the application site shall be planted with mixed woodland and woodland shrubs, with the large species trees being planted on the southwest side of the tree belt and with the smaller woodland shrubs being planted on the northeast side of the tree belt.

2. A mixed species hedge shall be planted along the full length of the southwest boundary of the application site.

3. Avenues of trees shall be planted along the north, northeast and east edges of the village green.

4. The avenue of trees to the south of the right of way shall consist of a variety of small to medium size trees and small to medium size shrubs.

5. The tree planting adjacent to the SUDS pond shall consist of a mixture of large and small trees and shrubs.

6. The 10m wide tree belt between the housing and the land safeguarded for future railway related development shall consist of large species trees planted towards the northeast side of the tree belt with smaller trees and woodland shrubs planted adjacent to the back gardens of the northernmost houses.

7. Medium and large species trees shall be planted throughout the housing site.

8. The provision of soft landscaping around the homezone area that is located on the eastern part of the application site.

9. The safeguarded land on the northeast part of the application site shall be grassed.

Reason:

To ensure that the landscape proposals are acceptable in the interest of the visual amenity of the area.

- 6 No residential unit shall be occupied unless and until details of artwork to be provided on the site or at an alternative location away from the site have been submitted to and approved by the Planning Authority and the artwork as approved shall be provided prior to the occupation of the final residential unit approved for erection on the site.

Reason:

To ensure that artwork is provided in the interest of the visual amenity of the locality or the wider

area.

- 7 Prior to the commencement of development details of the zero and low carbon equipment to be incorporated into the development and predicted carbon emission, using SAP or SBEM calculations, shall be submitted to and approved in writing by the Planning Authority. The completed development shall accord with the details so approved.

Reason:

To ensure this development complies with the on-site carbon emissions targets of Planning Advice Note 84.

- 8 Prior to the commencement of development details of the bin and cycle storage facilities for the flatted properties shall be submitted to and approved in advance by the Planning Authority. The details shall show at least 1 cycle space per flat. Prior to the occupation of any of the flats the bin and cycle storage facilities shall have been formed in accordance with the approved details and made available for use. Thereafter, the storage facilities shall be retained in use solely as bin and cycle storage areas.

Reason:

To ensure the provision of adequate bin and cycle storage in the interest of the residential amenity of the future occupants of the flats hereby approved and the visual amenity of the locality.

- 9 The play area indicated on the site plan docketed to this planning permission shall be equipped and made available for use prior to the last house or flat of the 50 approved being occupied.

The play area, when provided, shall be used for such purposes at all times thereafter unless agreed in writing by the planning authority.

Reason

To ensure the satisfactory laying out of the play space in the interest of the amenity of the future occupants of the dwellings hereby approved.

- 10 Prior to the commencement of the works hereby authorised details of the equipment, surfacing and boundary treatments to be use in the proposed play area shall be submitted to and approved by the planning authority and the works when undertaken shall accord with the details so approved.

Reason:

To ensure the satisfactory provision of the play area as part of the development.

- 11 Notwithstanding that which is stated on the drawings docketed to this planning permission, a detailed specification of all external finishes of the houses and flats of the proposed development shall be submitted to and approved by the Planning Authority prior to the use of the finishes in the development. The external finishes of the houses and flats shall be in accordance with a co-ordinated scheme of materials and colours that shall be submitted to and approved in advance by the Planning Authority. This co-ordinated scheme shall in detail promote render as the predominant finish to the walls of the houses and flats, with a use of more than one render colour and with a strongly contrasting difference in the colours such that they will not each be of a light colour. All such materials used in the construction of the houses and flats shall conform to the details so approved.

Reason:

To ensure the development is of a satisfactory appearance in the interest of the amenity of the locality.

- 12 Details of the proposed integrated sustainable urban drainage scheme (SUDS) for the application site shall be submitted to and approved in writing by the Planning Authority following consultation with the Scottish Environment Protection Agency. The details to be submitted shall include calculations demonstrating the pre and post development surface water run-off rates.

The integrated sustainable urban drainage scheme (SUDS) for the application site shall thereafter

be fully implemented in accordance with the details so approved.

Reason:

To ensure the provision of a satisfactory sustainable urban drainage scheme for the application site.

- 13 Prior to the commencement of development details for the upgrading of the underpass to the northwest of the application site shall be submitted to and approved in advance in writing by the Planning Authority. The details to be submitted shall include the removal of the graffiti on the walls of the underpass, the resurfacing of its existing footpath, and the installation of ground surfaced lighting within it.

Prior to the occupation of the last house or flat hereby approved the underpass shall be upgraded in accordance with the details so approved.

Reason:

In the interests of pedestrian safety.

- 14 Prior to the commencement of development, details of the following transportation requirements, including a timetable for implementation, shall be submitted to and approved in writing in advance by the Planning Authority.

1. The resurfacing of the right of way that is located on the northwest edge of the application site;
2. The provision of a pedestrian footway immediately to the north of the homezone carriageway that is on the eastern part of the application site;
3. The redesign of the turning head on the eastern part of the application site such that it is capable of providing turning for heavy goods vehicles;
4. The provision of two additional visitor parking spaces on the north side of the mixer court and immediately adjacent to house plots 32 and 33;
5. The provision of a continuous separate footpath link between the housing site and Orcharfield;
6. The provision of a continuous separate footpath link between the underpass and the existing footpath link to the north of the playing field, in the general position indicated for it on the link footpath location plan docketed to this planning permission;
7. The provision of traffic calming in the position indicated for it on docketed drawing no. 0001-LN92900; and
8. The provision of the junction improvements shown on docketed drawing no. 0001-LN92900, and which shall include the widening to 5.5 metres of the length of Orcharfield between Haddington Road and the application site;

The transportation requirements detailed above shall thereafter be fully implemented in accordance with the details so approved.

Reason:

In the interests of road and pedestrian safety.

- 15 Details of all boundary treatments and ground surfacings for the site shall be submitted to and approved by the Planning Authority prior to their use in the development. All such materials used in the development shall conform to the details so approved.

Reason:

To ensure the development is of a satisfactory appearance in the interest of the amenity of the locality.

- 16 Prior to the occupation of the last of the residential units hereby approved, the proposed site access

roads, parking spaces, and footpaths shall have been constructed on site, in accordance with that which is shown on the docketed site plan, modified by the requirements of Condition 14 above. Those areas of land shall not thereafter be used for any other purpose than for accessing and for the parking of vehicles in connection with the residential use of the houses and flats and shall not be adapted or used for other purposes without the prior written approval of the Planning Authority.

Reason:

To ensure that adequate and satisfactory provision is made for access and for off-street parking in the interests of road safety.

## **Letters From**

Network Rail  
Per Laura Davies  
Town Planner  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0LQ