

**COMMITTEE:** Planning Committee  
**MEETING DATE:** 2 December 2025  
**BY:** Depute Chief Executive – Resources and Economy  
**REPORT TITLE:** Application for Planning Permission for Consideration

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Application no. **25/00481/PM**  
Proposal Section 42 application to vary Condition 22 of planning permission 15/00337/PM  
Location **Land at Craighall  
Musselburgh  
East Lothian**

Applicant Persimmon Homes East Scotland

**RECOMMENDATION** Consent Granted

## REPORT OF HANDLING

### BACKGROUND

As the area of the application site is greater than 2 hectares, what is 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 type proposal and thus it cannot be decided through the Council's Scheme of Delegation. The application is therefore brought before the Planning Committee for a decision.

The application site is part of the some 116.5 hectares of land at Craighall to the south of Musselburgh, allocated by Proposal MH1 of the adopted East Lothian Local Development Plan 2018 for mixed use development. This part of the MH1 allocation comprises some 22 hectares of land located around part of the southern edge of Musselburgh. It is roughly a quarter circle in shape, with northern boundaries to part of the Old Craighall rail loop with Queen Margaret University beyond to the northwest, and the East Coast Main Line and houses at Stoneybank, Musselburgh beyond to the north and northeast. The southeastern boundary lies along the B6415 Monktonhall-Old Craighall road, with part of Musselburgh Golf Course and Old Craighall services beyond. The southwestern boundary runs alongside and under the A1 trunk road.

On 28 October 2019 planning permission (ref: 15/00337/PM) was granted for a development of 370 houses, 103 flats and for associated works on the site, those including formation of vehicle accesses, internal roads, landscaping, a Sustainable Urban Drainage System (SUDS) and open space on the application site. Development of the site has commenced and the many of the houses and flats are erected and occupied.

Condition 22 of planning permission 15/00337/PM states:

"Prior to the occupation of the 301st residential unit, the south access of the development site shall be completed and brought into use. This shall access the roundabout junction with the B6415/A1 link road and exit from Old Craighall services and the detailed design of the junction shall be agreed with the Planning Authority in accordance with the re-configured design of the roundabout to accommodate the development.

Reason:

In the interests of traffic capacity management and road safety."

Therefore Condition 22 requires the roundabout junction with the B6415/A1 link road and exit from Old Craighall services to be re-configured in accordance with a detailed design to be agreed with the Planning Authority to serve the development prior to the occupation of the 301st residential unit.

## **PROPOSAL**

Planning permission is now sought through this application for the variation of Condition 22 of planning permission 15/00337/PM to increase the allowed for number of occupations of the residential units prior to the roundabout being re-configured, and for approval of the detailed design of the re-configured roundabout.

In a supporting statement submitted with the application, it is stated that the proposed variation to the wording of Condition 22 reflects the timings of works now anticipated by the Council and Persimmon Homes. The statement informs that the development approved by the grant of planning permission 15/00337/PM will pass the 300th completion within the next 6 months, and that following lengthy discussions between the Council and Persimmon Homes, it was agreed that completion of the roundabout upgrade works by the end of 2026 would be acceptable. The supporting statement continues that the existing north access into the site, along with the temporary access at Craighall Avenue, is capable of accommodating all vehicular movements for up to 473 residential units prior to and during the roundabout upgrade, as concluded in the submitted updated Transport Assessment.

Also, included with this application is the proposed detailed design of the re-configured roundabout, shown on drawing no. 60732123-SHT-CON-DD-1100-P1-001.

Therefore, it is proposed that Condition 22 of planning permission 15/00337/PM is varied to read:

"Prior to the occupation of the 381st residential unit, the south access junction to serve the development with the roundabout at the B6415/A1 link road and exit from Old Craighall services shall be constructed in accordance with the detailed design and specification shown for it on docketed drawing no. 60732123- SHT-CON-DD-1100-P1-001 and made available for use.

Reason:

In the interests of traffic capacity management and road safety."

## ENVIRONMENTAL IMPACT ASSESSMENT

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On the 21 July 2025 the Council issued a formal screening opinion with the conclusion that the proposed development is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## DEVELOPMENT PLAN

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 adopted National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018.

Policy 13 (Sustainable transport) of NPF4 is relevant to the determination of this application. Policies T1 (Development Location and Accessibility) and T2 (General Traffic Impacts) of the East Lothian Local Development Plan 2018 are also relevant to the determination of the application.

## REPRESENTATIONS

There have been 7 written representations received in respect of this application, all of which object to the proposed development. The main grounds of objection can be summarised as follows:

- \* the current northern access junction with the B6415 is narrow, frequently impassible and not fit for purpose;
- \* the current northern access junction with the B6415 causes risk of serious accidents and is very congested;
- \* parked cars close to the current northern access junction with the B6415 causes visibility issues and risk of collision; and
- \* the current northern access junction with the B6415 is not suitable for a greater amount of vehicle traffic.

## PLANNING ASSESSMENT

The **Council's Road Services** have been consulted on this application and advise that the existing north access into the site, along with the temporary access at Craighall Avenue, is capable of accommodating all vehicular movements up to the 381 residential units prior to and during the roundabout upgrade as proposed by the variation to Condition 22 without being a road or pedestrian safety hazard.

Road Services advise that the applicant has confirmed that the existing construction access to the site via Craighall Avenue would remain available for emergency use if for any reason the existing northern access at Craighall Drive (for instance a vehicle accident, emergency utility works or other emergency) was unavailable.

Road Services further advise that continuous pedestrian routes for pedestrians, and specifically school children, requires to be made available from all occupied areas of the site to the B6415 /bus stops and to the new Craighall Primary School. The applicant has provided drawings showing that two pedestrian routes would be available, one at the southeastern side of the site adjacent to the B6415 and another at the southwestern corner of the site comprising of a new shared use footway/ cycle path via the existing railway underpass under the A1. Road Services advise these routes are acceptable and are should be provided from commencement of the works to construct the roundabout for the full duration of the works, until the roundabout is open to traffic.

Road Services also advise that a Road Safety Audit or review of the proposed route for pedestrians / school children from the site to Craighall Primary School should be provided.

Road Services confirm that the detailed design of the new roundabout is acceptable.

Subject to the above control, which can be imposed as conditions on a grant of planning permission, Road Services raise no objection to the application.

On the above considerations the proposed development does not conflict with Policy 13 of NPF4 or with Policies T1 or T2 of the East Lothian Local Development Plan 2018.

In conclusion, the proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

Annex H of Circular 3/2022: Development Management Procedures gives guidance on applications for planning permission under section 42 of the Town and Country Planning (Scotland) Act 1997, as amended. The application that is the subject of this report is made under section 42 of the Act. Annex H states that planning authorities need to attach to the new permission any of the conditions from the previous permission which it is intended should apply to the new planning permission and need to secure any section 75 legal obligation (or other agreement) to the new permission, where it is intended this should still apply. Therefore, it is recommended that planning permission should be granted for the applied for variation to Condition 22 and subject to all of those conditions from planning permission 15/00337/PM where it is intended these should apply. In this case, conditions 1, 6, 8, 9, 10, 11, 13, 14, 15, 16, 18, 19, 20, 21, 23, 24 and 25 should continue to apply. It is also necessary to amend the wording of some of the conditions given development has commenced on the site. The conditions will also be renumbered so to be in numerical order.

It is also necessary to impose further conditions on this grant of planning permission to reflect the above recommendations of Road Services.

The **Council's Planning Obligations Officer** has confirmed that that the Section 75 Legal Agreement attached to planning permission 15/00337/PM will regulate the development of land in terms of any planning permission issued pursuant to applications made under Section 42 of the Town and Country Planning (Scotland) Act 1997, which this application is. Consequently, there is no requirement for any further modification to the S75 agreement to include this current Section 42 application.

## **RECOMMENDATION**

That planning permission be granted subject to the following conditions:

- 1 Within two months of the date of the grant of this planning permission, final site setting out details shall be submitted to and approved by the Planning Authority.

The above mentioned details shall include final site setting-out drawings 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;
- c) the ridge heights of the proposed houses and flatted buildings; shown in relation to the finished ground and floor levels on the site; and
- d) open spaces adjacent to the opened culvert, including levels between these and the slope of the sides of the culvert.

Reason:

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

- 2 Within two months of the date of the grant of this planning permission, all flood risk assessment (FRA) documents submitted shall be consolidated to include all information provided throughout the consultation, for the approval of the planning authority in consultation with the Scottish Environment Protection Agency and thereafter all phases of development shall be carried out in accordance with the consolidated flood risk assessment, unless otherwise agreed in writing by the Planning Authority in consultation with the Scottish Environment Protection Agency.

Reason:

To ensure that all agreed information shall be carried forward within the approved FRA and that site construction shall be carried out in accordance with the conclusions of the FRA about parts of the site at flood risk, which includes the preservation of flood plain and flow pathways in perpetuity.

- 3 Notwithstanding that which is shown on Development Layout Drawing CR DL001 Rev J docketed to planning permission 15/00337/PM, within two months of the date of the grant of this planning permission a detailed boundary treatment plan for the whole of the development shall be submitted to and approved in writing by the Planning Authority. The plan so approved shall delineate the boundaries of the development site and the front, rear and side boundary treatments of each residential plot with wall, hedge or railing boundary treatments where those boundaries face streets or public spaces and with other appropriate boundary treatments between individual properties where not facing public spaces and to include for screening of private driveways and shall take account of the findings of the Noise and Vibration Impact Assessment docketed to planning permission 15/00337/PM. Details of materials and finishes shall be provided.

Thereafter all boundary treatments so approved shall be implemented prior to the occupation of the relevant plot.

Reason:

In the interests of the amenity of future residents of the development and of the quality of design of the development and the visual amenity of the area.

- 4 Prior to the commencement of construction of the each of the flatted buildings of the development as shown on the Layout Plan CR DL001 Revision J docketed to planning permission 15/00337/PM, details showing enhancement by additional windows, architectural features and materials of the gable elevations of each block shall be submitted to and approved in writing by the Planning Authority and thereafter the flatted buildings shall be constructed in accordance with the details so approved.

Reason:

In the interests of the quality of design of the development and the visual amenity of the area.

- 5 Prior to the construction of those houses or flats that have gables facing onto streets, open space or parking as shown on Development Layout Plan CR DL001 Revision J docketed to planning permission 15/00337/PM, details showing enhancement by additional windows, architectural features and materials of gable elevations of those flats or houses shall have been submitted to and approved in writing by the Planning Authority and thereafter those houses and flats shall be constructed in accordance with the details so approved.

Reason:

In the interests of the quality of design of the development and the visual amenity of the area.

- 6 Notwithstanding what is shown on the approved layout and elevation drawings docketed to planning permission 15/00337/PM, the use of brick as a predominant external finish is not approved and, within two months of the date of the grant of this planning permission, a coordinated scheme of external materials and colour finishes of external walls and roofs of all buildings and walls shall have been submitted to and approved in writing by the Planning Authority. The scheme so approved shall respect the layout of the development and shall promote render, reconstituted stone, natural stone or appropriate contemporary cladding as the predominant finish to the walls of the residential units. This shall include for a variety of render or cladding colours where those finishes are to be used. Thereafter, unless otherwise approved in writing by the Planning Authority, the development shall be carried out in accordance with the scheme of external materials and colour finishes so approved.

Reason:

In the interests of the quality of design of the development and the visual amenity of the area.

- 7 All houses and flats shall include Low and Zero Carbon Generating Technologies (LZCGT) to meet the energy requirements of Scottish Building Standards. Compliance with this requirement shall be demonstrated through obtaining an 'active' sustainability label through Building Standards and submission of calculations indicating the SAP Dwelling Emissions Rate (DER) or SBEM Buildings Emissions Rate (BER) with and without the use of the LZCGT. LZCGT shall reduce the DER/BER by at least 10%, rising to at least 15% for applications validated on or after 1 April 2019. For larger developments, encouragement is given to site-wide LZCGT rather than individual solutions on each separate building.

Reason:

In the interests of sustainable development and compliance with Policy SEH2 of the adopted East Lothian Local Development Plan 2018.

- 8 A detailed scheme of landscaping, including details of its implementation through phases of the development, shall be submitted to and approved in writing by the Planning Authority, within two months of the date of the grant of this planning permission. The scheme shall provide details of:
- a) the height and slopes of any mounding on or re-contouring of the site including SUDS basin/ponds details;
  - b) tree and shrub sizes, species, habitat, siting, planting distances and a programme of planting;
  - c) non-thorn shrub species located adjacent to pedestrian areas;
  - d) 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;
  - e) tree planting located in communal areas and not in private gardens;
  - f) the southeast boundary levels and planting, including sections showing the levels between frontage plots and the site frontage, maximising the extent of hedgerow along the frontage to be retained and proposals for native species replacement planting as mitigation;

- g) landscaping and planting around the pumping station and sub station denoted in the open space in the eastern corner and sub station adjacent to the equipped play area in the centre of the site on the approved Development Layout Plan DL001 Revision G mitigate their prominent positions;
- h) the proposed SUDS basin redesigned with a more organic shape, differing side slope gradients to reduce the engineered look of the basin, omission of the grasscrete track around the basin as per advice in Sewers for Scotland 3, and with access provided only to the inlet and outlet points for maintenance and increased planting;
- i) The landscape space to the north boundary of the site with the freight rail line combining tree planting in terms of species and positioning acceptable to Network Rail with understorey shrub planting, informal paths and areas for natural play along its length. Planting along the security fence should be kept to hedgerow thicket planting;
- j) The open space to the south-western boundary combining tree planting of formal small species trees with understorey shrub planting, informal paths and areas for natural play along its length;
- k) Where hedge planting is used for front garden boundaries, beech or hornbeam hedge with return around corner plots and to the front boundaries and returns of the flatted blocks;
- l) residential street and parking area tree planting as small species to include Sorbus aucuparia varieties, small Prunus 'Sunset Boulevard' and ornamental Pear, with placement to avoid overshadowing gardens;
- m) large species specimen trees in the main open spaces to create features at nodal points, placed in small numbers within large open spaces to include species such as lime, horse chestnut, oaks, evergreen oak, sweet chestnut, maples and with feature willows close to the watercourse;
- n) Fastigate limes to create a formal avenue frontage;
- o) primary routes within the site defined with formal planting such as fastigate hornbeam or fastigate pears; and
- p) Feature corner spaces containing feature trees such as multi-stemmed birches.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with the details of implantation so approved. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar species and final size, unless the Planning Authority gives written consent to any variation. No trees or shrubs, detailed in the approved landscaping plans to be retained on the site, shall be damaged or uprooted, felled, topped, lopped or interfered with in any manner without the previous written consent of the Planning Authority.

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 and to control the impact of leaf fall on the operational railway.

- 9 A full management plan for development and long-term maintenance of all landscape elements on the site shall be submitted to and approved in writing by the Planning Authority, within two months of the date of the grant of this planning permission.

The maintenance of all communal landscape areas, and any hedges to private front gardens, as approved in terms of condition 3 above, shall be adopted and maintained by a Factor or a Residents Association in accordance with details to be submitted to and approved by the Planning Authority prior to the occupation of any residential units hereby approved.

Reason:

To ensure the retention and maintenance of landscaping on the site in the interest of amenity.

- 10 Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (Scotland) Order 1997 (as amended), other than as shown on the drawings

docketed to planning permission 15/00337/PM no substation, pumping station, gas governor or other above ground utility infrastructure shall be installed on site without the formal approval of the Planning Authority.

Reason:

In the interests of the visual amenity of the area.

- 11 A Construction Method Statement (CMS) or Construction Environmental Management Plan (CEMP) shall be submitted for approval within two months of the date of the grant of this planning permission. The CMS or CEMP shall outline measures to be taken to minimise impacts upon existing and proposed sensitive receptors due to noise and dust. These shall include compliance with:

"Best Practice Guidance" as recommended BS5228-1: 2009 + A1:2014 "Code of practice for noise and vibration control on construction and open sites - Part 1:Noise";

"Best Practice Guidance" as recommended BS5228-2: 2009 + A1:2014 "Code of practice for noise and vibration control on construction and open sites - Part2: Vibration"; and

Section 8 of the Institute of Air Quality Management Guidance on the assessment of dust from demolition and construction (2014) with regards to practicable control measures for reducing visible dust emissions affecting properties beyond the site boundary.

Reason:

In the interests of the residential amenity of the area.

- 12 Where not already provided the developer shall provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval within two months of the date of the grant of this planning permission and the development shall be carried out only in full accordance with such approved details.

Reasons: In the interests of public safety and the protection of Network Rail infrastructure.

- 13 Prior to the opening of Craighall Primary School, the following shall be provided to details and specifications to be agreed in advance with the Planning Authority:
- a) an up to 4.0 metre wide footpath/cyclepath with street lighting, from the western part of the application site, under the A1 underpass to the closest boundary access gate of the primary school site;
  - b) an upgraded to up to 3.5 metre wide where space allows (2.0 metres minimum) shared used footway/cyclepath on the west side of B6415 between the north access junction of the development site to a point 50 metres south of the A1 overbridge;

Reason:

To ensure that pedestrian and cycle routes are available to occupants of the development, including provision for safe routes to school and connection with Old Craighall.

- 14 Within two months of the date of the grant of this planning permission, the detailed design of the north access junction to the development site from the B6415 public road shall be completed in accordance with the following, details of which shall be submitted for the prior written approval of the Planning Authority:

a) Provision and maintenance of a visibility splay of 4.5 metres by 70 metres on each side of the proposed access such that there shall be no obstruction to visibility above a height of 1.05 metres measured from the adjacent carriageway level within that area;

b) Unless otherwise agreed in writing by the Planning Authority, the junction the B6415 formed with turning from that road enhanced by a road marking scheme at the junction in the form of ladder marking 50 metres on either side of the junction, with a gap in the ladder

at the junction. Lane widths shall be 3.0 metres inbound/outbound with 1.5m in the middle;

c) Provision of a Road Safety Audit completed through Stages 1 to 4, preliminary design to post-construction.

Reason:

In the interests of road safety

- 15 Prior to the occupation of the 381st residential unit, the south access junction to serve the development with the roundabout at the B6415/A1 link road and exit from Old Craighall services shall be constructed in accordance with the detailed design and specification shown for it on docketed drawing no. 60732123-SHT-CON-DD-1100-P1-001 and made available for use.

Reason:

In the interests of traffic capacity management and road safety.

- 16 Unless otherwise agreed in writing with the Planning Authority, the implementation of the development shall accord with the following, subject to details, including timescales for implementation, to be submitted for the prior approval of the Planning Authority:

a) East and westbound bus stops with bus shelters shall be provided, adjacent/opposite to the site frontage, on the B6415 to serve the site. These shall be located and designed to provide safe access to public transport routes on the B6415. Works to provide safe pedestrian crossing points adjacent to either/both bus stops shall also be provided. Details shall be submitted for approval;

b) Street lighting shall be provided/upgraded over the full extent of the proposed site frontage on the B6415 from the ECML overbridge to the south of the A1 link road / service area roundabout;

c) The internal access road and parking areas shall be laid out as shown on Development Layout Plan CR DL001 Revision J docketed to planning permission 15/00337/PM;

d) All access roads shall conform to ELC Standards for Development Roads in relation to road layout and construction, footways & footpaths, parking layout and number, street lighting and traffic calming measures. This shall also comply with ELC Design Standards for New Housing Areas;

e) The Segregated Active Travel Corridor to be provided on the northern part of the site and between the site and Whitehill Farm Road/Queen Margaret University shall be a minimum 4.0 metre wide footpath/cyclepath with street lighting and surfacing to a specification to be agreed in advance with the Planning Authority;

f) Road corners shall be constructed with asphalt finish with coloured chip or with thermoplastic screed (i.e. 'Imprint' or similar);

g) Parking for the residential elements of the development shall be provided at a rate as set out in the East Lothian Council Standards for Development Roads - Part 5 Parking Standards;

h) Vehicle accesses to private parking areas (i.e. other than driveways) shall be via a reinforced footway crossing and have a minimum width of 5.5 metres over the first 10 metres to enable adequate two way movement of vehicles;

i) Driveways shall have minimum dimensions of 6 metres by 3 metres. Double driveways shall have minimum dimensions of 5 metres width by 6 metres length or 3 metres width by 11 m length. Pedestrian ramps to houses may encroach by up to 300mm on the width (but not the length) provided they are no greater than 150mm in height above the

adjacent driveway surface;

j) Within residential private parking areas the minimum dimensions of a single parking space shall be 2.5 metres by 5 metres. All visitor parking spaces within these areas shall be clearly marked for visitors with the remaining private parking spaces allocated to individual dwellings;

k) Cycle parking for flats shall be included at a rate of 1 space per flat. The parking shall be in the form of 1 locker per flat or communal provisions in the form of a lockable room or shed;

l) Wheel washing facilities must be provided and maintained in working order during the period of construction of the site. All vehicles must use the wheel washing facilities to prevent deleterious materials being carried onto the public road on vehicle tyres;

m) A Construction Method Statement to minimise the impact of construction activity on the safety and amenity of the area shall be submitted to and approved by the Planning Authority prior to the commencement of development. The Construction Method Statement shall recommend mitigation measures to control noise, dust, construction traffic (including routes to/from site) and shall include hours of construction work. Temporary measures shall be put in place to control surface water drainage during the construction works. Routes for construction traffic shall also be included. It shall also make recommendations in respect of how building materials and waste will be safely stored and managed on site;

n) A Green Travel Plan to minimise private car trips and to encourage use of alternative modes of transport such as trains, buses, cycling and walking shall be submitted to and approved by the Planning Authority prior to the housing being occupied and /or the business units coming into operation;

o) All courtyard parking areas, other than those with bin stores accessible from the roadside shall be accessible to Refuse Collection Vehicles, constructed to adoptable standard and with a T-shaped turning area of 23.5 metres length if that is where bin presentation points are located;

p) Roadways and roadway speed tables shall be designed in detail to ensure footways connect or can cross at-grade on each speed table with road and footway levels designed with low kerb upstand and with street trees in refuge areas, to details to be agreed by the Planning Authority;

q) The use of stone chippings for private driveways is not approved. Driveways shall be hard surfaced with permeable pavements or a surface to be agreed in writing with the Planning Authority; and

r) A detailed plan of street trees and street lighting to reduce forward visibility and traffic speeds within the development,

All parking spaces, roads and footpaths/cycleways shown in the docketed drawings shall be constructed in accordance with the docketed drawings and foregoing conditions of this planning permission and shall be finished and available for use in accordance with a phasing plan for completion of residential units on the site, to be submitted for the written approval of the Planning Authority prior to the occupation of any residential unit within the development.

Reason:

To ensure the satisfactory completion of the road network in the interest of visual amenity and highway safety.

17 The equipped play area and informal open spaces to be provided within the site in the positions shown for them on Development Layout Plan CR DL001 Revision J docketed to

planning permission 15/00337/PM shall be formed, equipped and made available for use in accordance with details, including timescales for provision, to be submitted and approved by the Planning Authority and thereafter the play area informal open spaces shall be made available for use equipped, surfaced and with boundary treatments as relevant in accordance with the details so approved.

Reason:

To ensure the provision of an appropriate equipped play area and open spaces, in the interests of the amenity of the development.

- 18 Unless otherwise agreed in writing by the Planning Authority, the following measures shall be implemented for the relevant residential units prior to the occupation of that unit:

a) Acoustic Barriers of 1.8 – 2.4m height shall be provided as detailed by thick black lines in Figure 4 of Appendix 3 of REC's Technical Report Ref: AC105702-1R3 entitled "Noise & Vibration impact assessment, Newcraighall, East Lothian" of 6th December 2018. The barriers shall be either of brick wall construction or timber fence that has a minimum mass of 5kgm<sup>2</sup>, is close boarded, sealed at the base and be free from holes. The height of the barrier is plot specific. The precise mitigation measures required for each individual plot shall be as described in Table A4 Mitigation Strategy of REC's Technical Report of 06th December 2018; and

b) Upgraded glazing and/or ventilation units shall be provided to habitable rooms (living rooms/bedrooms) of all properties as described in Table A4 Mitigation Strategy of REC's Technical Report of 06th December 2018.

Reason:

In order to ensure compliance with daytime garden noise levels as low as practicable due to noise associated with road traffic on the A1 and B6415 and in order to ensure compliance with daytime and night-time internal noise levels specified in Table 4 of BS8233:2014 "Guidance on sound insulation and noise reduction in buildings" due to noise from road and rail traffic as described in Table A4 Mitigation Strategy of REC's Technical Report of 06th December 2018.

- 19 Prior to the commencement of the works to construct the re-configured roundabout as required by Condition 15 above, the pedestrian routes as shown on drawing nos. 1330-P-P-02 and 1330-P-P-01 that are docketed to this planning permission shall be formed and made available for use. There shall be no gaps in pedestrian footway provision so that pedestrians do not require to share a road with vehicular traffic and where they have to cross a road to access a footway or footpath, there shall be a dropped kerb crossing available. The pedestrian routes shall be finished to final level and surfaced and shall have street lighting. Thereafter the pedestrian routes shall remain in place unless otherwise approved by the Planning Authority.

Reason:

In the interests of pedestrian safety.

- 20 Prior to the commencement of the works to construct the re-configured roundabout as required by Condition 15 above, a Road Safety Audit for the proposed pedestrian routes required by Condition 19 above shall be submitted to and approved by the Planning Authority, and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of them.

Reason:

In the interests of pedestrian safety.

