Riccarton Mains Village Design and Access Statement

for
H&H Group
by
Aitken Turnbull Architects

AT2592– 18/10/16

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Introduction: 1.0

This documents supports the application for Planning Submission in principal for the proposed **'Riccarton Mains Village' comprising: Residential development (Class 9), flats (Sui Generis) including affordable housing provision, university halls of residence, neighbourhood centre including retail (Class 1), services (Class 2), food and drink (Class 3), non-residential (Class 10) and assembly and leisure (Class 11) together with associated access, parking, open space, public realm and infrastructure works (including the demolition of overhead and relaying of power lines**)" on land to the east of Riccarton University Campus and south of Riccarton Mains Farm known as Riccarton Mains.

This document evaluates the site and identifies the opportunities and challenges. A Separate 'Landscape and Visual Impact Assessment' has been carried out and has informed the development of the design throughout the process

This Design and Access Statement considers the proposed development in the context of planning policy and takes into account local authority design advice, e.g. Edinburgh Design Guidance.

The current owners of the site, H&H Group were founded in 1870 they have owned the subject site since 1981. The Group's key business activity is the Auctioneering of cattle and sheep across southern Scotland. Any value from the development of this land would be reinvested within its business assets in the rural economy in Scotland.

H&H have put together an experienced team to take forward the design and masterplan for the site as follows:

Ferguson Planning – Planning
A Chartered Town Planning Consultancy based in the Scottish Borders with offices in Glasgow and Northern Ireland with a working remit that covers Scotland, Northern Ireland and the north of England

Neo Environmental - Environment and Landscape
Neo Environmental is a multi-disciplinary Environmental Consultancy that provides environmental and technical solutions to clients working in the residential, retail, mixed-use, renewables, aggregates and infrastructure sectors across the UK and Ireland

Goodsons – Civil Engineering, Infrastructure and Utilities
Goodson Associates is a private limited company with a proven record of meeting the changing demands of our Clients whilst maintaining a quality service from feasibility through to contract completion.

Transport Planning – Transportation
Transport Planning Limited is a young independent transport planning consultancy based in Edinburgh and Linlithgow, Scotland working across a range of development sectors

Aitken Turnbull – Architects and Master planners
Experienced Architects and Master planners with offices in Edinburgh working throughout Scotland and the UK

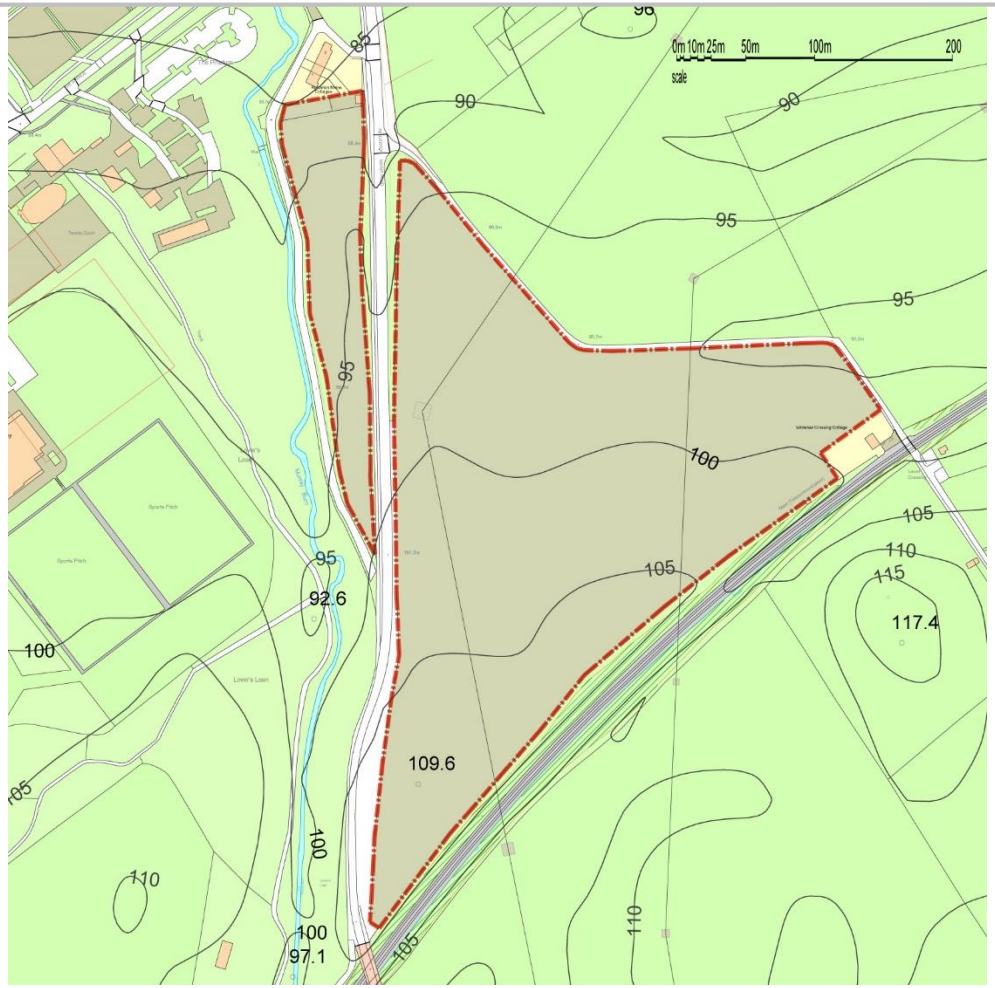
Kaya Consulting – Flooding
Specialising in flood risk assessments, hydrological studies, environmental impact assessment and water management.

MKA Economics – Socio Economics
An economic development consultancy providing independent support to guide the development of projects which promote economic well-being.

The site is an area of farmland divided by Riccarton Mains road. Situated west of the bypass, adjacent to and east of the Heriot Watt University Campus and Murray Burn.

The western portion of the site is currently a sloping field between the line of the Riccarton Mains road and the line of the old road that borders the Heriot Watt University and the Murray Burn woodland. It is currently in agricultural use and has an area of 1.17 hectares.

The eastern area of the site is an undulating field which lies to the east of Riccarton Mains road and is bounded to the south east by the Shotts railway line cutting and to the north by the access track serving the Whitelaw Crossing cottage. This track is a public route to a pedestrian level crossing that continues along the country lane joining Baberton Mains Hill and crossing the city bypass. This portion of the site is also under agricultural use and has an area of 8.6 hectares



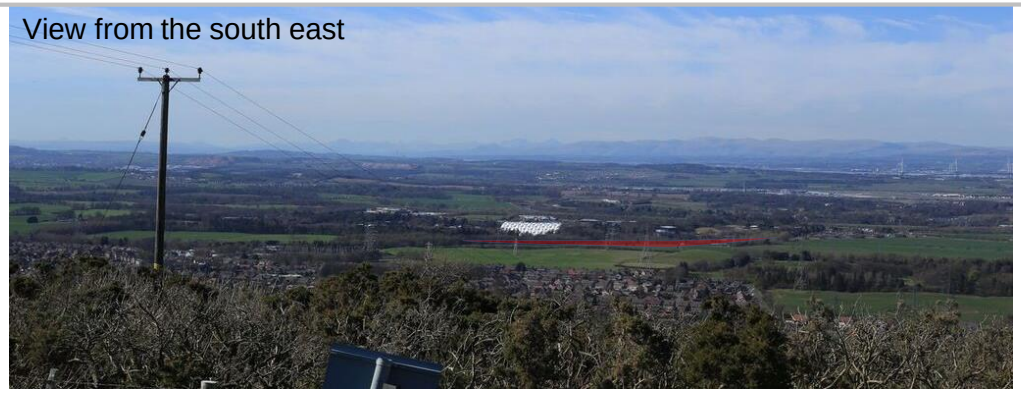
The East site is an undulating slope from the south west corner high point at 109.6M to the track at the north eastern boundary which varies from 96m in the north to 93.5 to the west.

The western site is lower and slopes towards Murray Burn between the 100 and 85 contours to the north. The Riccarton Mains road which divides the site is cut in to the topography to smooth the undulations as it falls to the north.

The Shotts railway line is in a cutting along the south eastern boundary and is around 4 to 5m below the adjacent ground levels.

Beyond the site the ground undulates to a lower elevation at the bypass to the east, slightly rising to the south west towards Currie.

There is a high point at the trig point directly to the south east of the railway at 117.4


View from the south east

View along Riccarton Mains road

Views into the site are generally limited. Views from the city bypass are not possible due the embankment. Long views from Wester Hailes would only be from the upper floors of higher rise buildings and there would always be the backdrop of the high ground of Currie, the planting belts along the Shotts railway line, the Murray Burn and new Oriam sports centre.
From the A71 in the east the site is visible below the railway embankment belt, this view is dominated by the two pylon lines as they approach and cross the site.

In views from the south and west the site is obscured by the topography and planting. Views from within the west site vary from the dramatic views to the north and west to Corstorphine hill, Wester Hailes and beyond to Edinburgh Castle and Arthur's Seat. Moving north on the site this view reduces to the adjacent farmland.All views of this part of the site are dominated by the presence of power lines and pylons.

Views within the west site are contained by the planting and hedgerows, although upper stories of any building would in some areas have a view to the east.

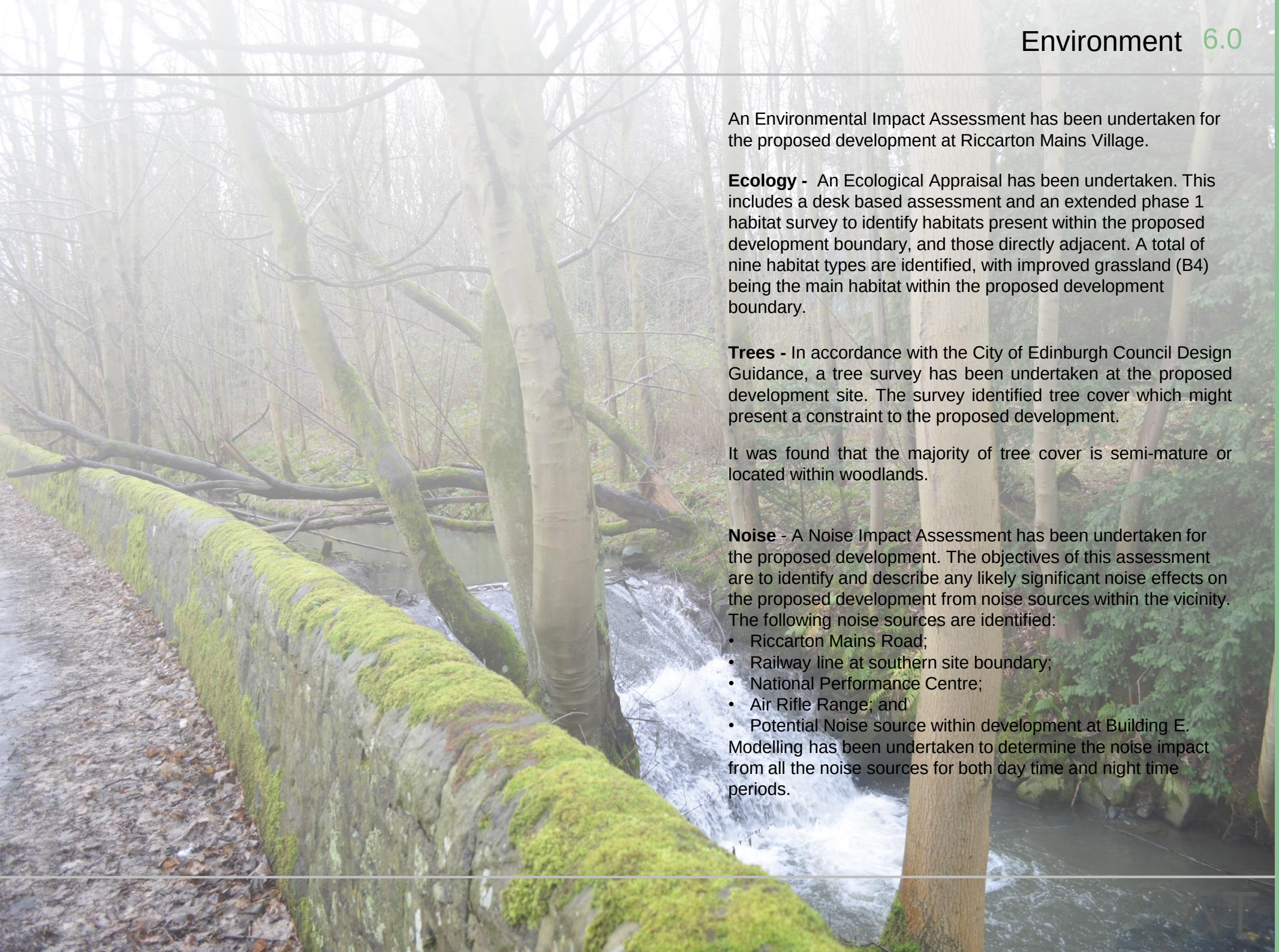
View from the North.

The subject site is located within Edinburgh's Green Belt but adjacent to significant built form (Heriot Watt Campus) and which is soon to be extracted from the Green Belt.

As part of our submission we will require to take due cognisance of the Green Belt Policy ENV 10 within the Proposed Local Development Plan. The theory of Green Belts was first established back in 1902 by Ebenezer Howard in his iconic Garden Cities of Tomorrow.

The five key purposes of Green Belt are:
- to check the unrestricted sprawl of large built up areas
- to prevent neighbouring towns from merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns
- to assist in urban regeneration of brownfield land.

We consider that the proposal will not significantly impact upon on the Green Built principles noted above and that the sites extraction from the Green Belt will have no lasting implications on its overall purpose. Further reasoning will be contained within the Planning Statement lodged in support of the application.



An Environmental Impact Assessment has been undertaken for the proposed development at Riccarton Mains Village.

Ecology - An Ecological Appraisal has been undertaken. This includes a desk based assessment and an extended phase 1 habitat survey to identify habitats present within the proposed development boundary, and those directly adjacent. A total of nine habitat types are identified, with improved grassland (B4) being the main habitat within the proposed development boundary.

Trees - In accordance with the City of Edinburgh Council Design Guidance, a tree survey has been undertaken at the proposed development site. The survey identified tree cover which might present a constraint to the proposed development.

It was found that the majority of tree cover is semi-mature or located within woodlands.

Noise - A Noise Impact Assessment has been undertaken for the proposed development. The objectives of this assessment are to identify and describe any likely significant noise effects on the proposed development from noise sources within the vicinity. The following noise sources are identified:

- Riccarton Mains Road;
- Railway line at southern site boundary;
- National Performance Centre;
- Air Rifle Range; and
- Potential Noise source within development at Building E.

Modelling has been undertaken to determine the noise impact from all the noise sources for both day time and night time periods.

Cultural Heritage and Archaeology

A Cultural Heritage and Archaeology assessment has been undertaken for the proposed development. This includes a desk-based assessment and an archaeological walk over survey. The archaeological walk over survey does not identify any remains.

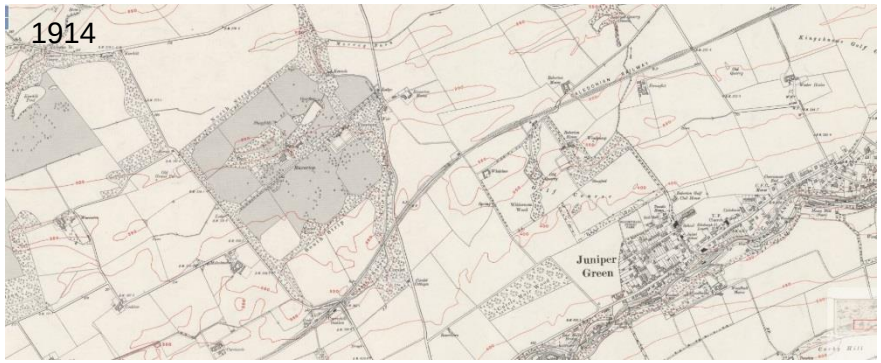
There are no non-designated sites within the application site and a total of 28 non-designated sites within a 500m study zone. Within 1km of the proposed development there are two Category A, 18 Category B and six Category C Listed Buildings. The closest asset to the proposed development is the Category C Listed Building Riccarton Mains (NA21), which is located 0.15km to the north of the application site.

Within 1km of the proposed development there are two SAMs; the Enclosure 400m NW of Baberton Mains (NA27) and the Union Canal (NA28). The Enclosure 400m NW of Baberton Mains is the closer of the two assets located 0.34km to the northeast of the application site.

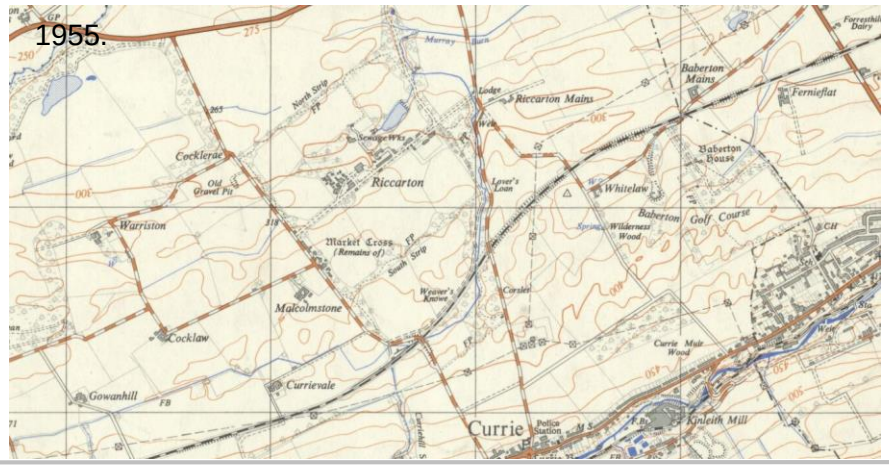
Outside the 1km study zone there is also evidence of a wider landscape of prehistoric enclosures (Gogar Mains fort, Dalmahoy Fort, Baberton Main Enclosure, Wester Craiglockhart Hill Fort, Clubbiedean Reservoir Fort, Harlaw Enclosure, Kaimes Hill Fort and Tormain Hill Cup & Ring Marked Rocks), all of which are SAMs within c. 5km of the application site.

1952.

1914



1955.

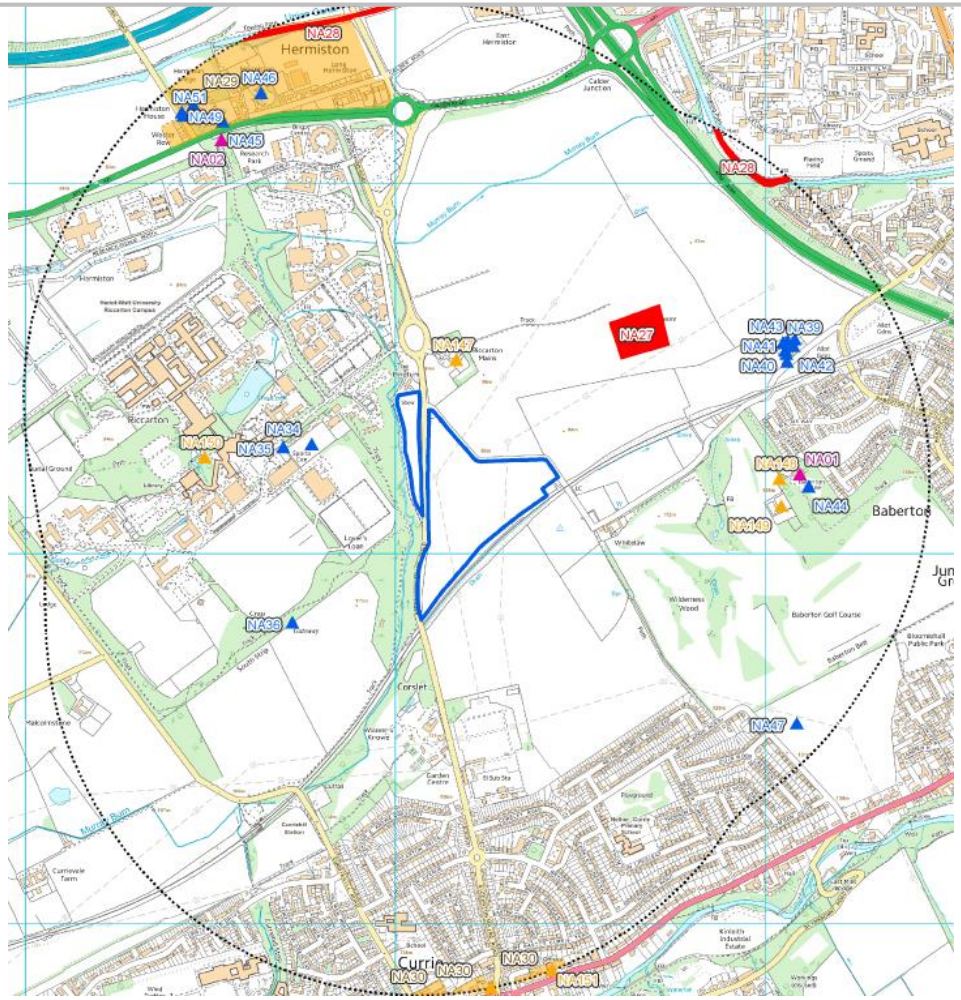


The landscape in which the site is situated is predominately a rural area adjacent to the former Riccarton House (now demolished). To the east is Wester Hailes and the City Bypass. The Shotts railway line which started life as part of the Caledonian line to Carlisle in the 1840's has a station at Currie and is situated to the south with a level crossing on the access road to the east.

The conservation village of Currie to the south dates back to 1400's as a favourite hunting ground of the lords and knights of Edinburgh. This settlement centred around The Kirk and the 'Lang Whang' or Lanark road, and along with others in the area experienced rapid growth from 1920-50. In the 1960's and 70s the settlement continued to expand.

Robert the Bruce gave adjacent Riccarton as a dowry for his daughter in 1315 and in 1392 the land passed to the family of Bishop Wardlaw. In 1610, the Craigs, a family of wealthy lawyers, bought Riccarton and continued to develop the house and estate. During the second world war Riccarton became an army base and afterwards a re-settlement camp for POW's and then an RAF HQ.

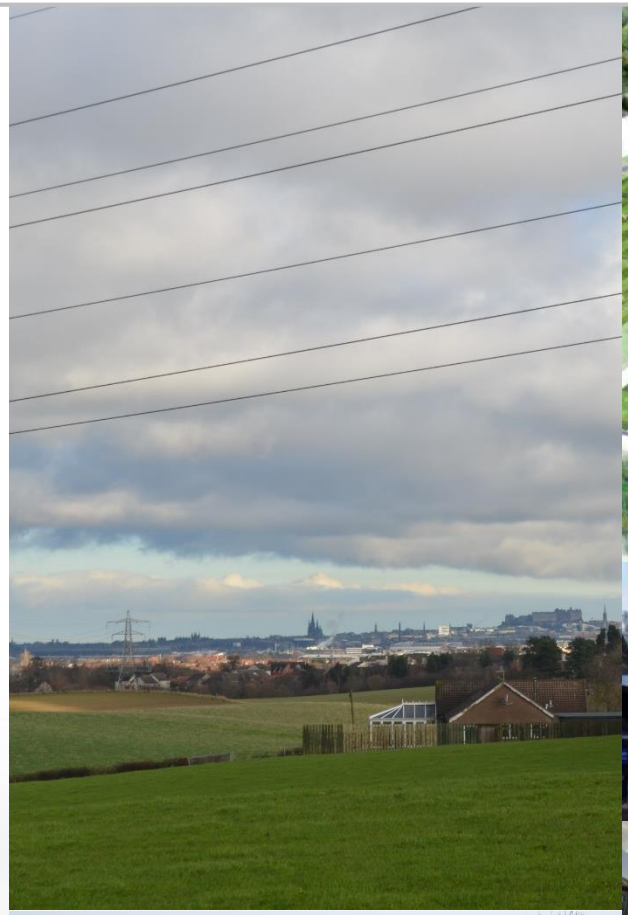
During this time the main house fell into disrepair and was demolished in 1956. The University acquired the Riccarton Estate in 1969 and developed it as a campus but in the meanwhile protecting it's landscape and a gardens.



There are a number of listed building close to the site. Riccarton Mains farm is Category C listed and adjacent to the site, other listed houses are at Baberton Mains (A) to the south west and Hermiston House (B) to the north west.

There are also listings within the Heriot watt campus.
Currie village is formed along the A70 Lanark road west and there are a series of listed buildings within the Currie Conservation area, notably the Old Post Office (B) at the junction with Riccarton Mains Road and Currie Parish Church(A) off of the Kirkgate

Baberton Mains Enclosure lies to the north east of the site and is a scheduled ancient monument.



The site is within green belt that surrounds the city of Edinburgh. It is adjacent to Heriot Watt University campus and any development should foster good links to their primary neighbour.

The new Oriam Performance Sports Development facility is on the eastern side of the campus and can be seen in the long view from the north east above the Murray burn tree belt and from within the site itself.

The South-eastern boundary of the site is defined by the Shotts railway line however, being in a cutting this does not have any significant visual impact on the site.

The outskirts of Currie can be seen from the southern high end of the site, however as the site falls away to the north this is obscured by the trees and topography of the ground.

The character of the eastern site is largely formed for dramatic views to Edinburgh and Corstorphine hill to the north and east over the undulating farmland beyond the bypass and Wester Hailes.
There are three powerlines that currently cross and generally dominate views out of and into the site.

The railway to the south east of the site is contained within a cutting and does not impact upon the character of the site.
The mature trees contained within the Murray Burn corridor form a backdrop to the site from the east.

The western site has a much more enclosed character as it slopes towards the Murray burn although elevated buildings would have dramatic views to the east.

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Ratho Village centre.

Balerno Village centre.

Villages and Settlements

To the south local settlements of Currie and Juniper Green are linear settlements along the Lanark road. Their character is formed by the villas and more historic buildings along the stretches of these roads.

Balerno to the south east is located off the A70 and has a more relaxed and traditional curved high street which has benefited from being bypassed by other roads.

These settlements have grown considerably during the twentieth century and are, by enlarge, dominated by estate housing serving Edinburgh and the surrounding area.

Other settlements are Ratho to the north east and Kirknewton to the east. Both have a traditional east west high streets with informal but tight building lines to the pavement with a mixture of one, two and three storey buildings. Public spaces tend to be parks and graveyards distinct and defined within the settlement.
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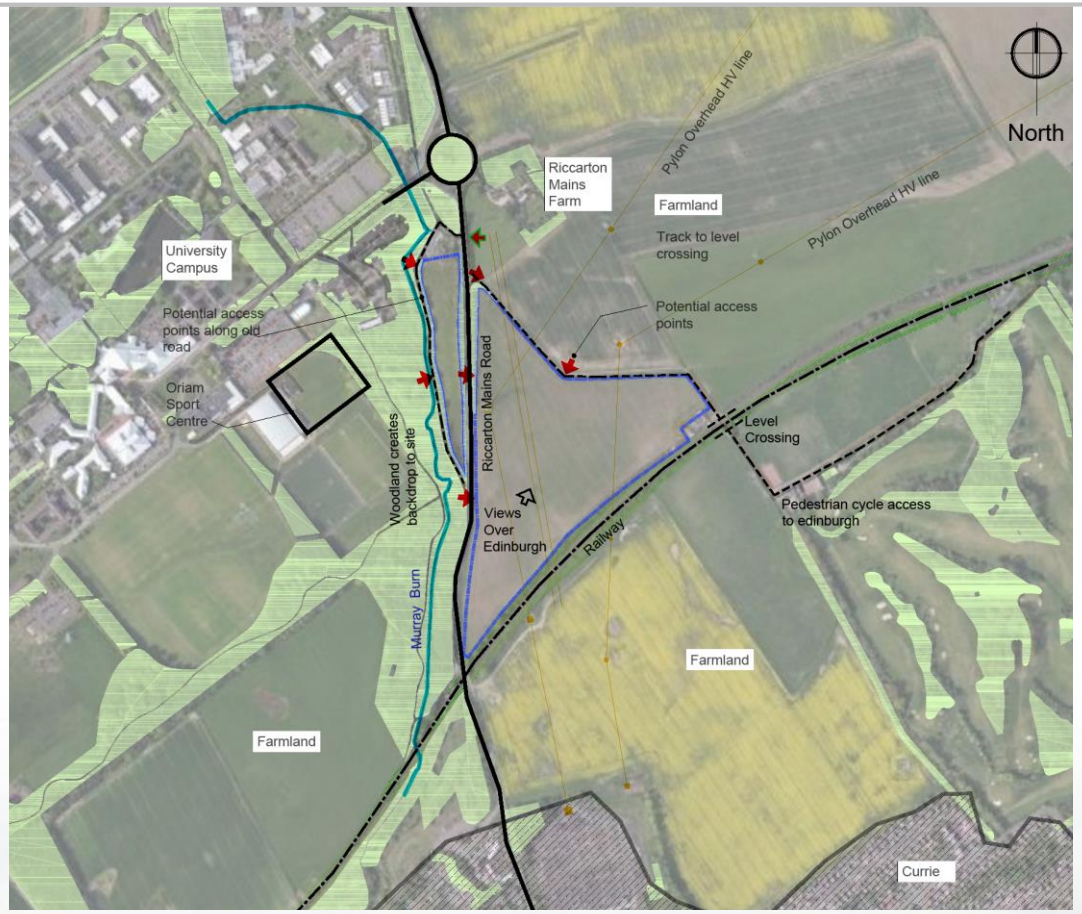
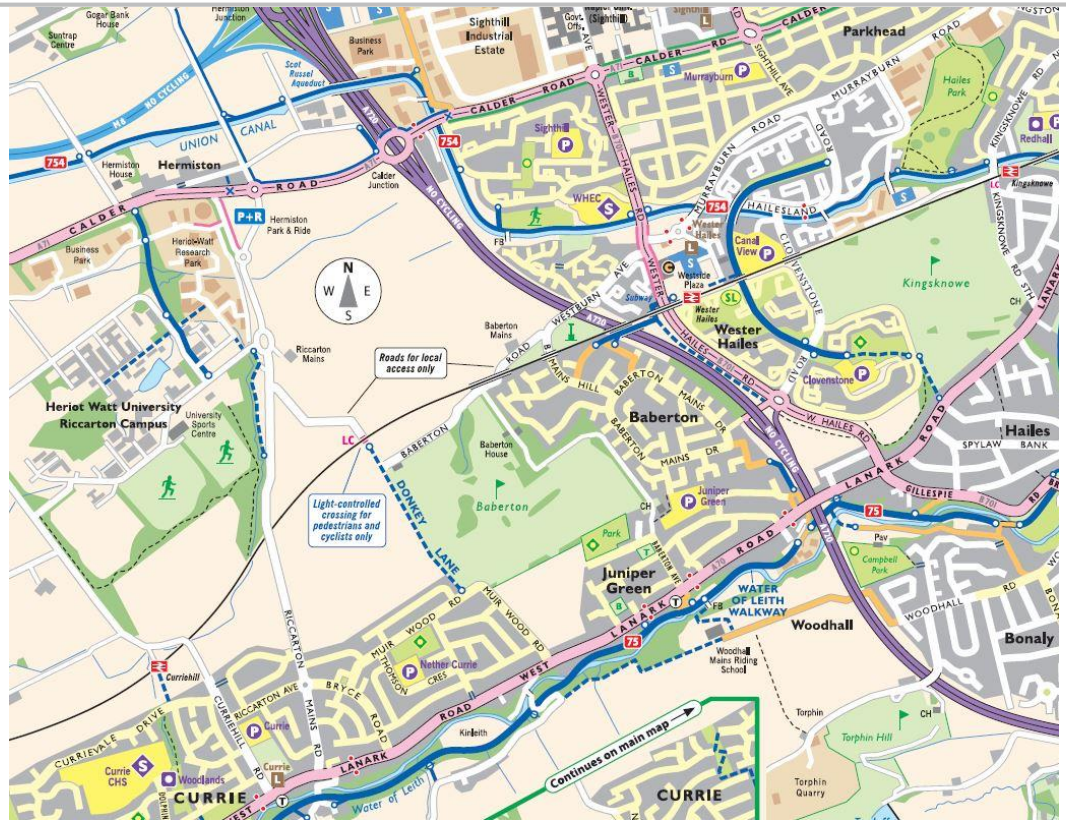
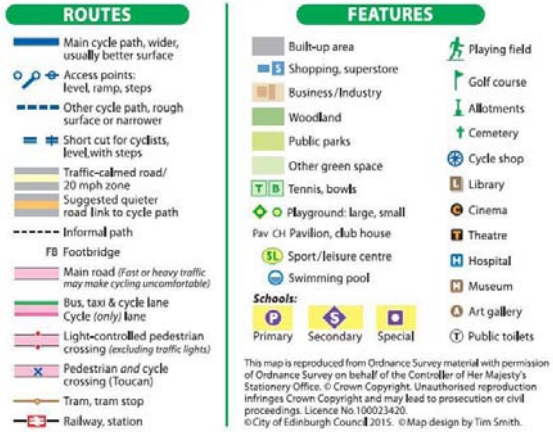


- A constraint on the site are the presence of two overhead HV power lines crossing the site. Development of the site would necessitate the undergrounding of one or both of these lines. This is an opportunity to remove the obtrusive visual impact of these and improve visual amenity of the site and surrounding area.
- There is woodland along the Murray Burn to the west of the site which will provide visual containment for the site when viewed from the east.
- The Railway to the south east does not impose a significant impact on the site as it is predominantly below the site in cutting.
- Access can be achieved easily to the east site from Riccarton Mains Road. The west site has the potential to be accessed from the former line of Riccarton Mains Road. The carriageway to this road is still in existence and retains an existing access to Riccarton Mains Road at its north end.
- There is great potential to provide a strong link to the adjacent university with pedestrian and cycle links connecting thereto with new bridges across the Murray Burn. The site could provide accommodation and facilities for the students and staff and conversely the university would provide facilities for the new residents.
- Strong links could be forged with the local community of Currie although separated by the railway, Riccarton Mains Road will provide links to; schools, local health centre, public houses and other facilities all within a mile of the site.
- There is an existing pedestrian and cyclist links to Baberton and onwards to Edinburgh via the existing level crossing.
- Views from the south of the site are good and once the pylons are removed these will be outstanding unobstructed views towards Corstophine hill and Edinburgh castle





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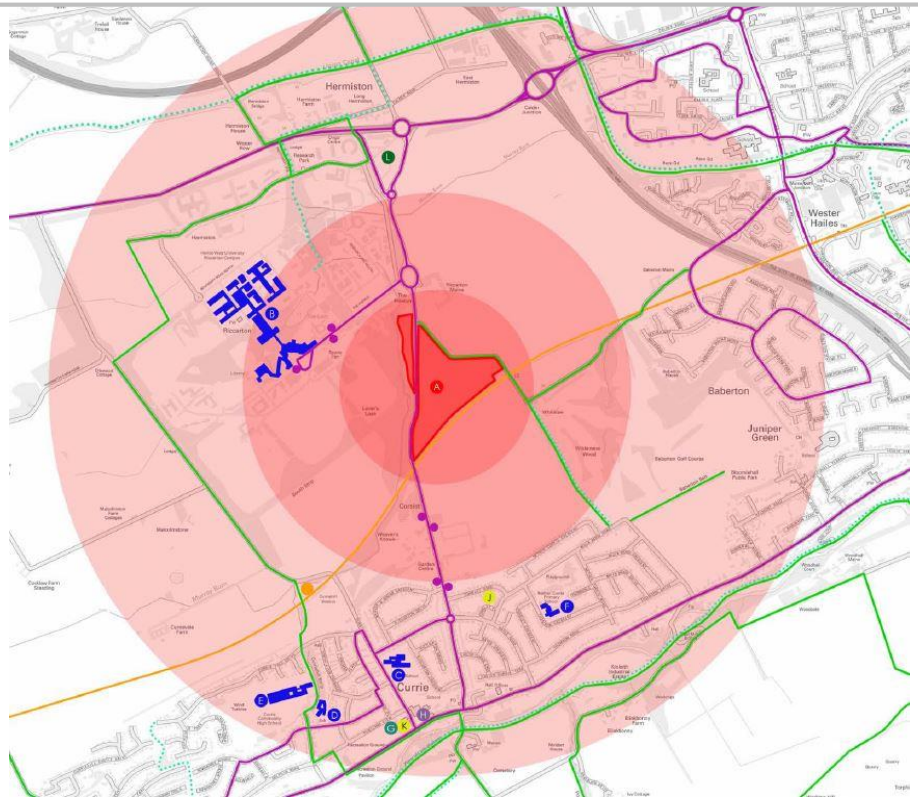
Scottish Planning Policy establishes a 'hierarchy of travel modes' by which new applications should be considered. The hierarchy prioritises those on foot or cycle over motorised travel modes.

The site is accessible by a range of travel modes and is able to connect with established walking and cycling routes including core path routes which provide opportunities for informal recreation as well as links to local facilities. The site is located immediately adjacent to an established public transport route and within a short walk of both Heriot Watt University Riccarton Campus and the Hermiston Park and Ride site which offer regular, frequent, public transport services. The site is also within a 15-20 minute walk of the station at Curriehill with opportunities for onward travel to Edinburgh and Glasgow.

The site layout has been developed with due cognisance of the Scottish Government policy document “Designing Streets”. The site will include frontage development along Riccarton Mains Road which will change the character and environment along that road, presenting an opportunity to reduce both posted speed limits and actual traffic speeds along the road (an existing issue highlighted in the public consultation event)..



- A Site of Proposed Development
- B Heriot-Watt University Campus
- C Currie Primary School
- D Woodlands School
- E Currie Community High School
- F Nether Currie Primary School
- G Pentlands Medical Centre
- H Currie Library
- J Co-operative Foodstore
- K Local Shops
- L Hermiston Park & Ride
- Core Path
- Cycle Route
- Bus Stop/Route
- Train Station/Route
- 400m Isochrone from Site
- 800m Isochrone from Site
- 1600m Isochrone from Site

The site is located close to many local amenities, Hermiston Gate provides a variety of shops and supermarkets and within two miles of the site. Local shops are also available to the south within Currie on Lanark Road West where there is also a Medical Centre.

Local schools include Currie High school, Currie Primary School and Nether Currie Primary school all within a mile of the site.

Bus routes pass the site and there is a train station at Curriehill.

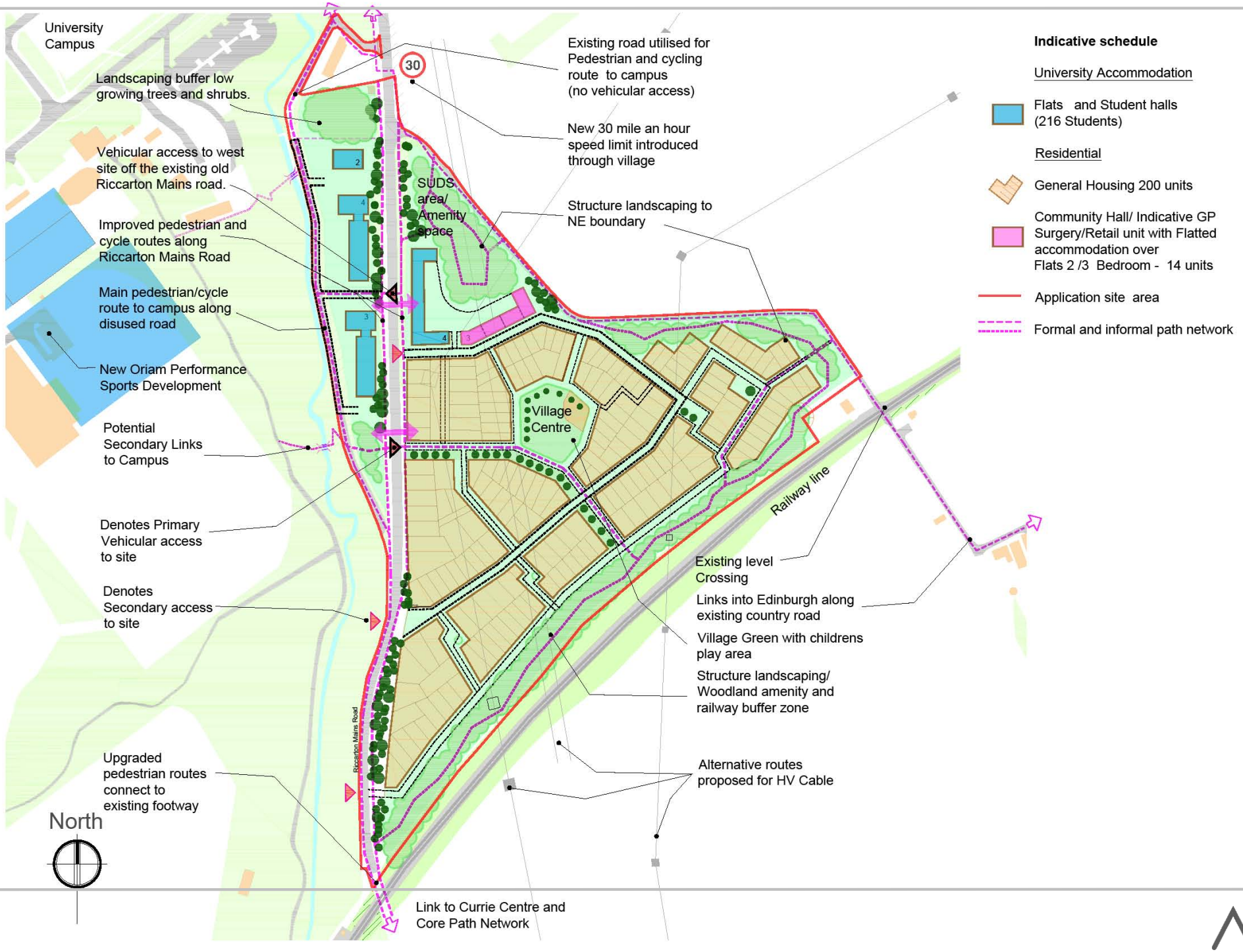
There are top class sporting facilities across the road at the Riccarton Campus.

Riccarton Mains Village Proposals

for
H&H Group
by
Aitken Turnbull Architects

AT2592– 26/07/16

- To create a new community that relates to the university which will provide additional accommodation for both university students and new residents in an independent village setting.
- Providing a range of dwelling types and facilities.
- Create a new village centre which will provide a focus and
- amenity space for the village.
- Build on existing features and provide enhanced pedestrian and cycling network connecting to existing paths and the existing core path network.
- Provide permeable development that is independent but can easily linked and become a neighbourhood of a larger development.
- Maximise the use of buffer zones and SUDS areas as amenity spaces.
- Retain and enhance existing features and maximise connectivity with the university and surrounding landscape as a resource.
- Provide positive pedestrian and cycle orientated spaces building on Designing Street concepts.
- Integrate into and re-enforce the existing landscape setting with clear green space structure throughout the scheme.
- To assist in addressing Edinburgh's Housing Shortfall
- To create significant economic investment for Riccarton and Edinburgh as a whole


University Campus
Landscaping buffer low growing trees and shrubs.
Vehicular access to west site off the existing old Riccarton Mains road.
Improved pedestrian and cycle routes along Riccarton Mains Road
Main pedestrian/cycle route to campus along disused road
New Oriam Performance Sports Development
Potential Secondary Links to Campus
Denotes Primary Vehicular access to site
Denotes Secondary access to site
Upgraded pedestrian routes connect to existing footway
North
Existing road utilised for Pedestrian and cycling route to campus (no vehicular access)
30
New 30 mile an hour speed limit introduced through village
SUDS area/ Amenity space
Structure landscaping to NE boundary
Village Centre
Railway line
Existing level Crossing
Links into Edinburgh along existing country road
Village Green with childrens play area
Structure landscaping/ Woodland amenity and railway buffer zone
Alternative routes proposed for HV Cable
Riccarton Mains Road
Link to Currie Centre and Core Path Network
Indicative schedule
University Accommodation
Flats and Student halls (216 Students)
Residential
General Housing 200 units
Community Hall/ Indicative GP Surgery/Retail unit with Flatted accommodation over
Flats 2 /3 Bedroom - 14 units
Application site area
Formal and informal path network

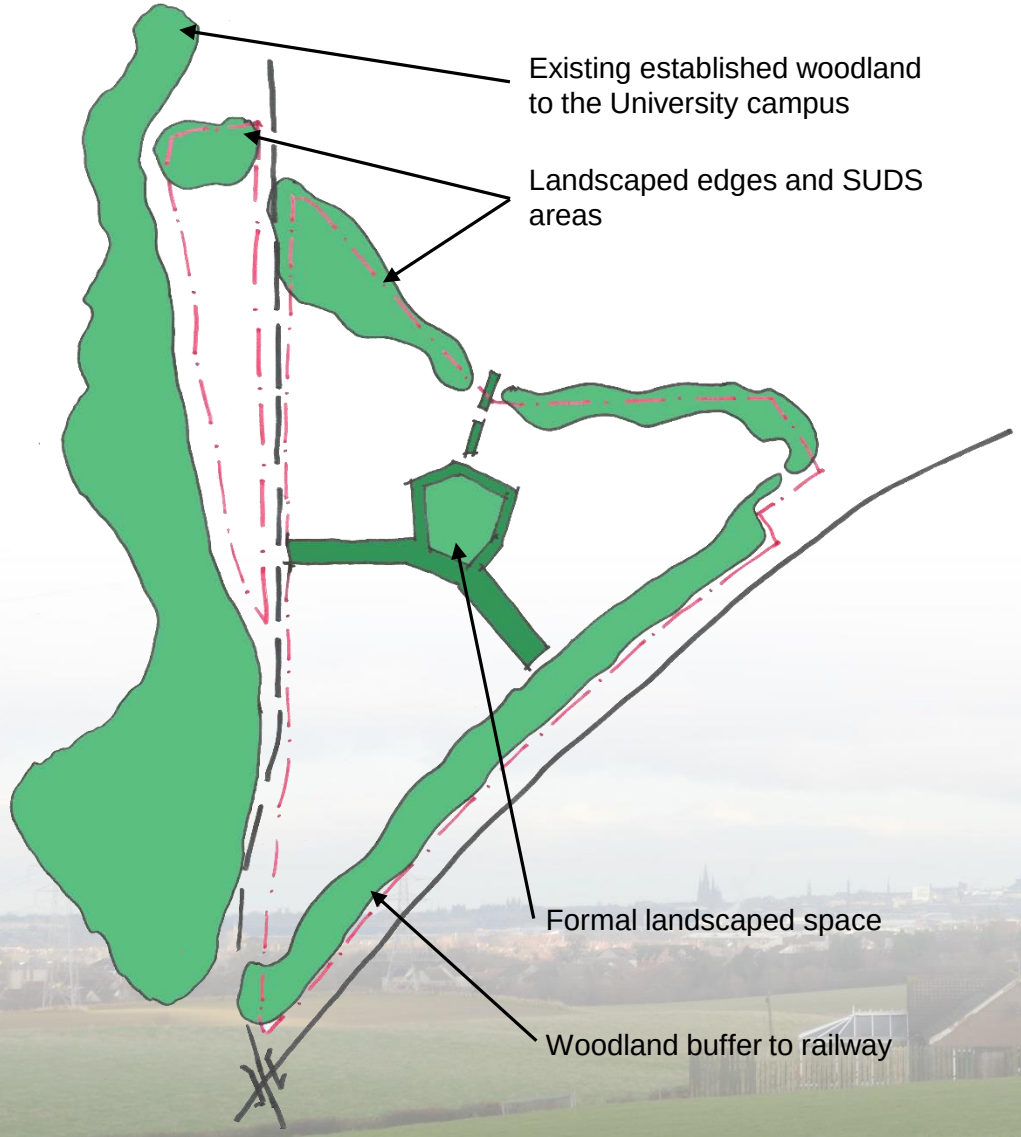
A Proposal of Application Notice (PAN) was lodged with City of Edinburgh Council and registered on the 17th March 2016. The full development description is as follows:

PROPOSED 'RICCARTON MAINS VILLAGE' COMPRISING: RESIDENTIAL DEVELOPMENT (CLASS 9), FLATS (SUI GENERIS) INCLUDING AFFORDABLE HOUSING PROVISION, UNIVERSITY HALLS OF RESIDENCE, NEIGHBOURHOOD CENTRE INCLUDING: RETAIL (CLASS 1), SERVICES (CLASS 2), FOOD AND DRINK (CLASS 3), NON-RESIDENTIAL (CLASS 10) AND ASSEMBLY & LEISURE (CLASS 11) TOGETHER WITH ASSOCIATED ACCESS, PARKING, OPEN SPACE, PUBLIC REALM AND INFRASTRUCTURE WORKS (INCLUDING THE DEMOLITION OF OVERHEAD AND RELAYING OF POWER LINES)

The application has been registered and given a reference number of 16/01691/PAN. Information on the application can be obtained via the Council's Planning Portal using the aforementioned reference number.

It is intended that the following key documents will be lodged in support of the application:

Planning Statement
Design & Access Statement
Masterplan
Architectural Drawings
Socio-Economic Assessment
Preliminary Environmental Assessment
Transport Assessment
Environmental Statement
•Ecological Assessment
•Culture Heritage & Archaeology
•Landscape and Visual Impact Assessment
•Noise Impact Assessment
•Hydrological Assessment
•Traffic & Transportation
•Air Quality Assessment
•Arboriculture Assessment



The proposal is to create formal central landscaped space within the development as focus node point. To the south east along the railway line a woodland zone will be planted up and provide backdrop to the development when viewed from the north. To northern boundary along the existing minor access track substantial woodland screen planting will be introduced and combined with the SUDs Area will break up the development in the foreground in views from the North. The western portion of the site is currently well screened by the Murray Burn corridor and site is lower than the road. Screening along Riccarton Mains Road is not necessary as the road will effectively pass through and become integrated within the settlement.

A central wider semi-formal avenue is proposed connecting the main road to the main central space this will act as a linear feature and amenity space within the site

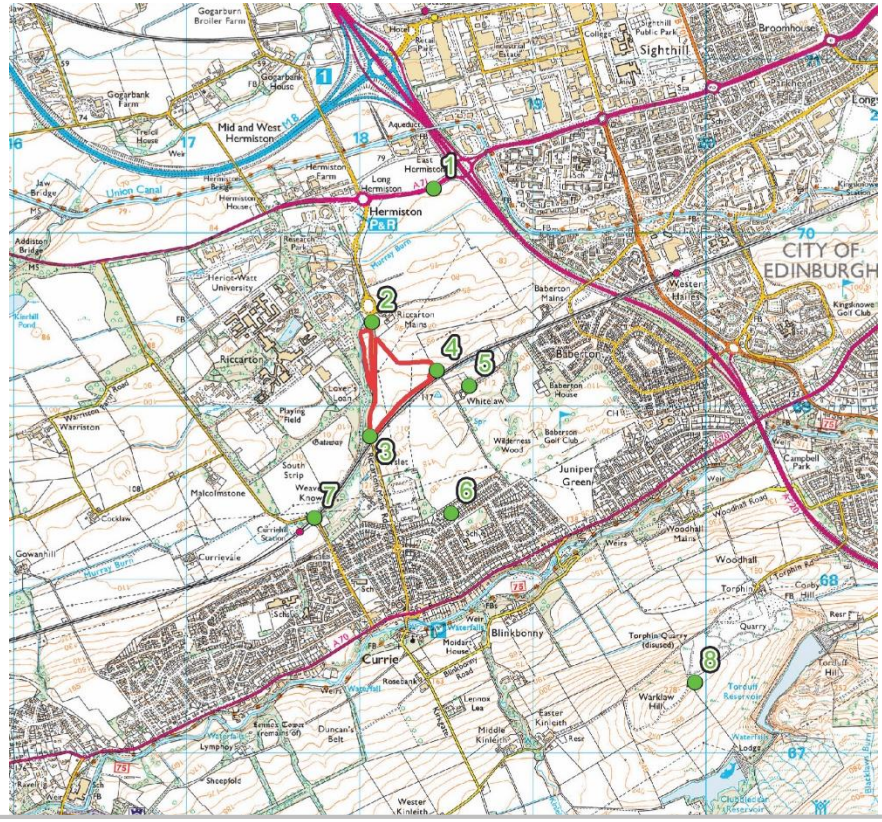
Trees

Minimal impact to tree cover along the western edge of the site is anticipated. New pedestrian links to the old road line will necessitate limited tree removal, and many of the trees require remedial work to reduce canopy overhang, particularly over the old road, and this will become a more formal pedestrian route. The woody vegetation along the railway embankment is unlikely to be affected by development. Current proposals indicate a new landscape buffer along the south-east boundary, ensuring that existing vegetation will be retained, with additional tree planting also required.

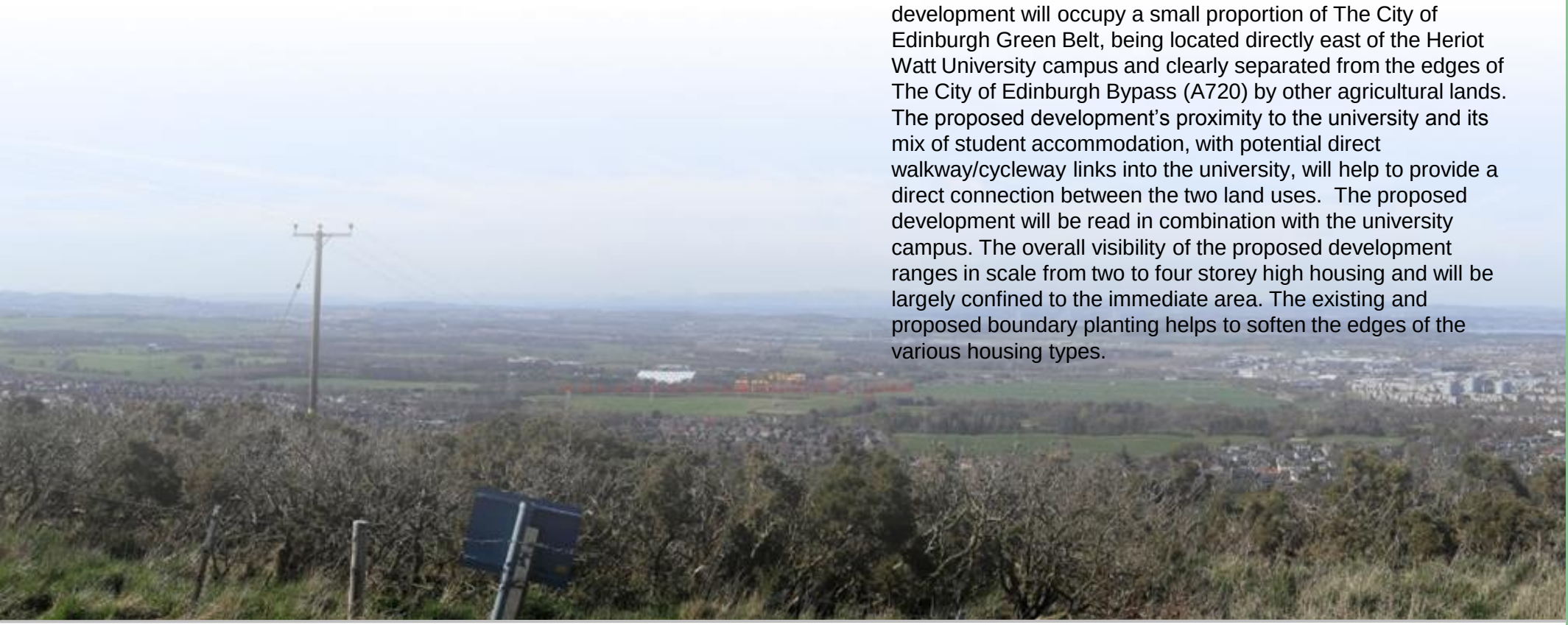
The landscape and visual impact assessment (LVIA) of the development has been carried out upon the site, its surroundings and of views in and out of the site.

The landscape strategy will help to enhance the character of these lands through the provision of high quality landscape amenity areas, an integrated SUDs area, boundary planting and removal of the HV pylons.

Potential views from local receptors towards the site will be greatly buffered by the retained trees and infill planting along its boundary edges. Higher buildings have been located on lower areas of the site to help reduce their visibility

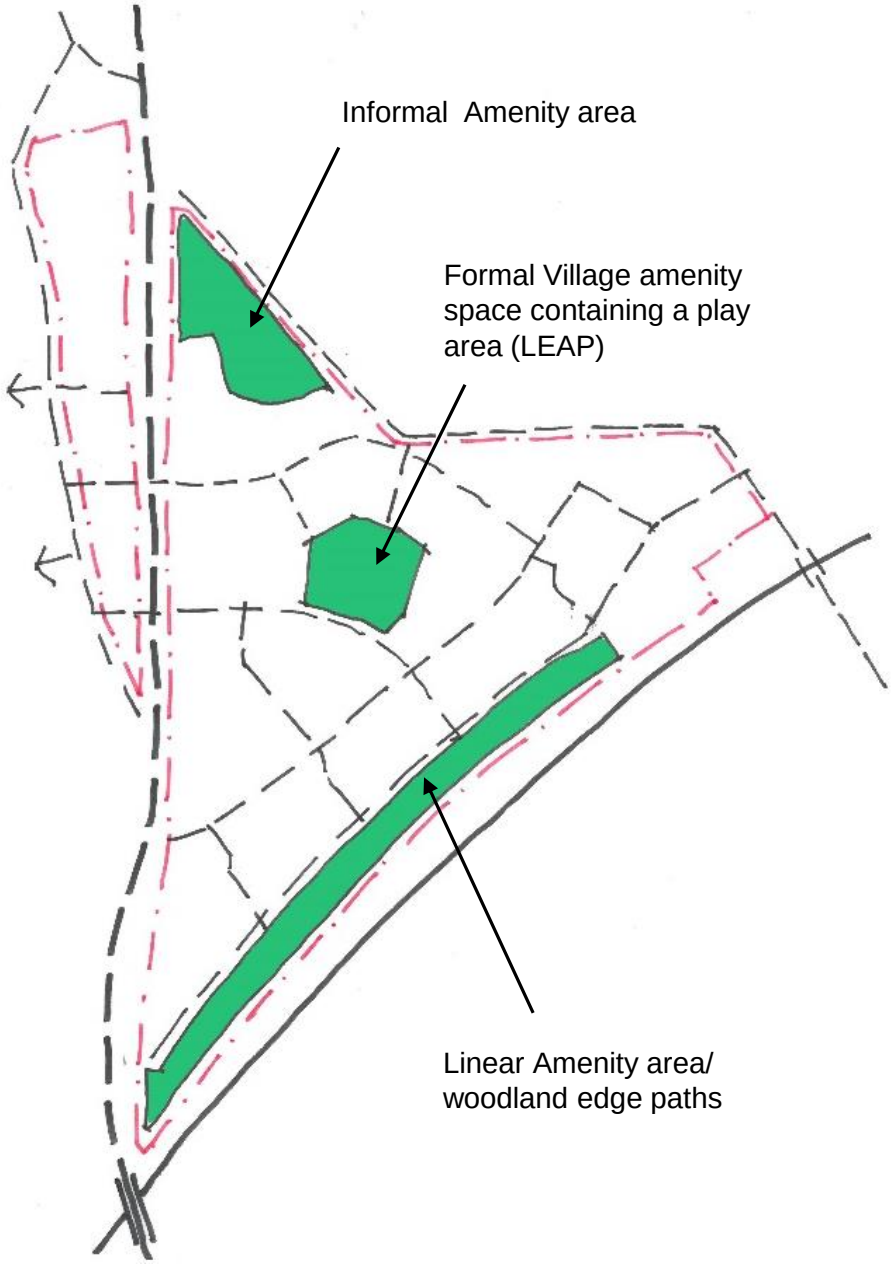


Riccarton Mains Village



The proposed development site lies within the Baberton Farmland Landscape Character Area. This agricultural landscape is already heavily influenced by built and infrastructure elements within the immediate and surrounding landscape character areas. This will help to limit the effects upon the characteristics of the Rolling Farmland LCT and Baberton Farmland LCA to respectively have a localised Minor and Moderate/Minor adverse effect.

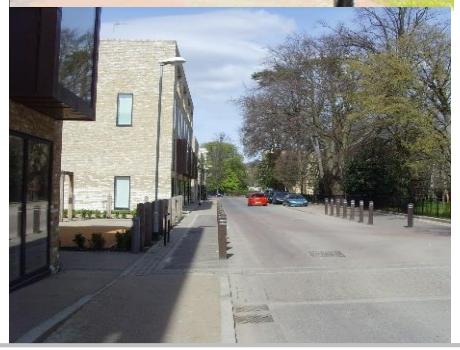
The design has intentionally been fitted within the confinements of the existing established field boundary hedgerows, with additional mitigating and enhancement planting proposed to help accommodate the built structures within these lands. The development will occupy a small proportion of The City of Edinburgh Green Belt, being located directly east of the Heriot Watt University campus and clearly separated from the edges of The City of Edinburgh Bypass (A720) by other agricultural lands. The proposed development's proximity to the university and its mix of student accommodation, with potential direct walkway/cycleway links into the university, will help to provide a direct connection between the two land uses. The proposed development will be read in combination with the university campus. The overall visibility of the proposed development ranges in scale from two to four storey high housing and will be largely confined to the immediate area. The existing and proposed boundary planting helps to soften the edges of the various housing types.

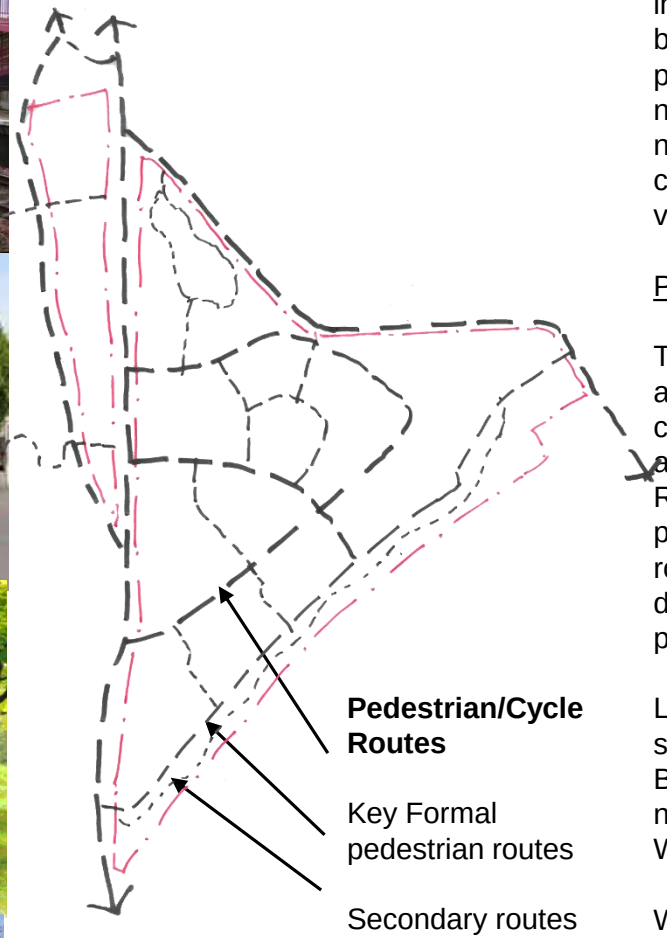


Recreation space will be provided within the main landscape areas this are distributed around the site to provide ease of access for all residents and will design in accordance with the Councils open space strategy.

Buildings will address public spaces, some of these will form nodes and contribute to the overall hierarchy of space to aid orientation, navigation and in developing community identity. Other spaces will form linear pathways through the site.

The central public space will provide formal recreation and play area provision (LEAP) with the areas to the north and zone along the railway providing more informal recreational space.





Pedestrian/Cycle Routes

Key Formal pedestrian routes

Secondary routes

Informal routes

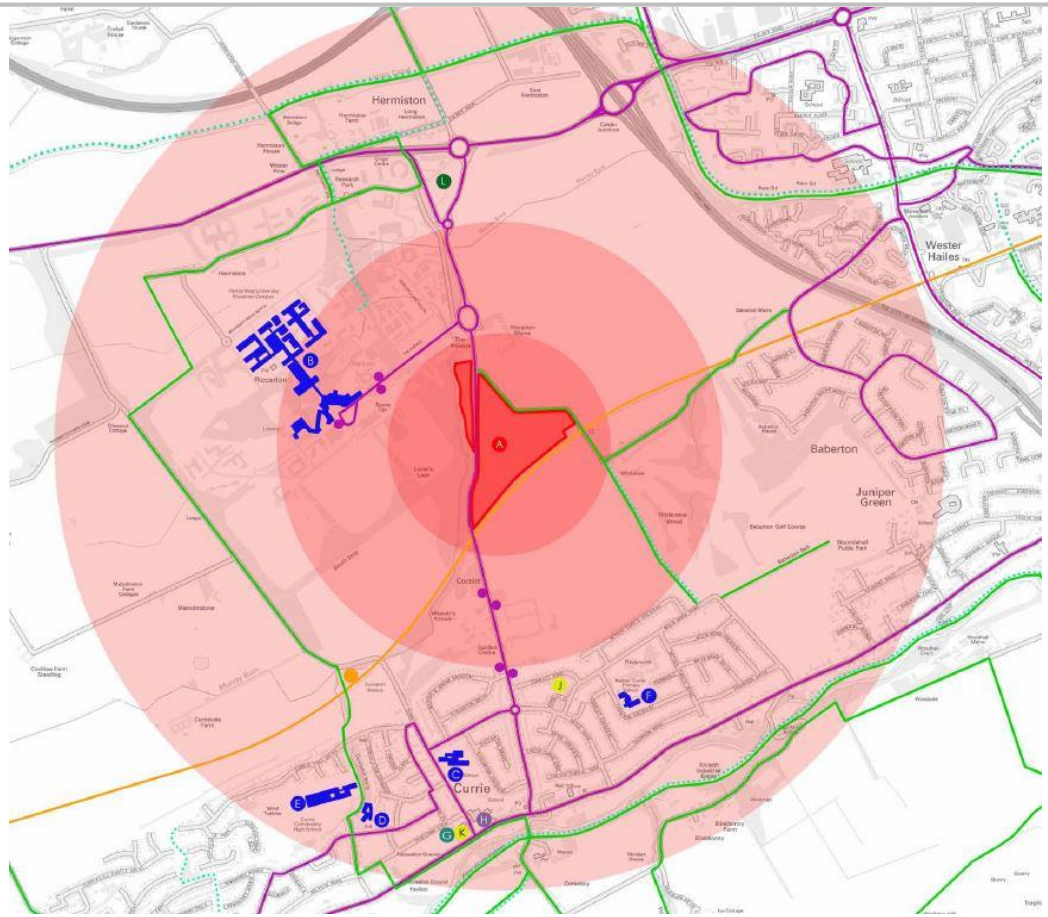
The site is well located in terms of links to existing transport infrastructure, being accessible on foot and by cycle and served by existing public transport routes. It is proposed to develop a permeable site, maximising the links to the established path networks and to the adjacent University campus. The mixed use nature of the development including provision for local community facilities will reduce the need to travel for future village residents.

<u>Pedestrian & Cyclists</u>

The site will extend across Riccarton Mains Road and these areas will be linked through the provision of new pedestrian crossing points delivering connectivity between the new village and the university and bus stops to the west. The former Riccarton Mains Road Carriageway will be able to be utilised (in part) as a pedestrian and cycle route, away from the main traffic routes within and around the site. The future provision of a direct connection to the Riccarton Campus could be made by the provision of a new bridge crossing to the Murray burn.

Links will be provided to the existing track to the north of the site ('Donkey Lane') and this will provide a connecting route into Baberton, Wester Hailes and Edinburgh beyond. Access to the national cycle route is able to be achieved through the Heriot Watt campus.

Within the site there will be a clear hierarchy of routes with shared surfaces along secondary streets and the main routes having dedicated paths for cycling/ walking or jogging. Informal paths will also be provided through the woodland edges connecting the development and existing routes.



Public Transport

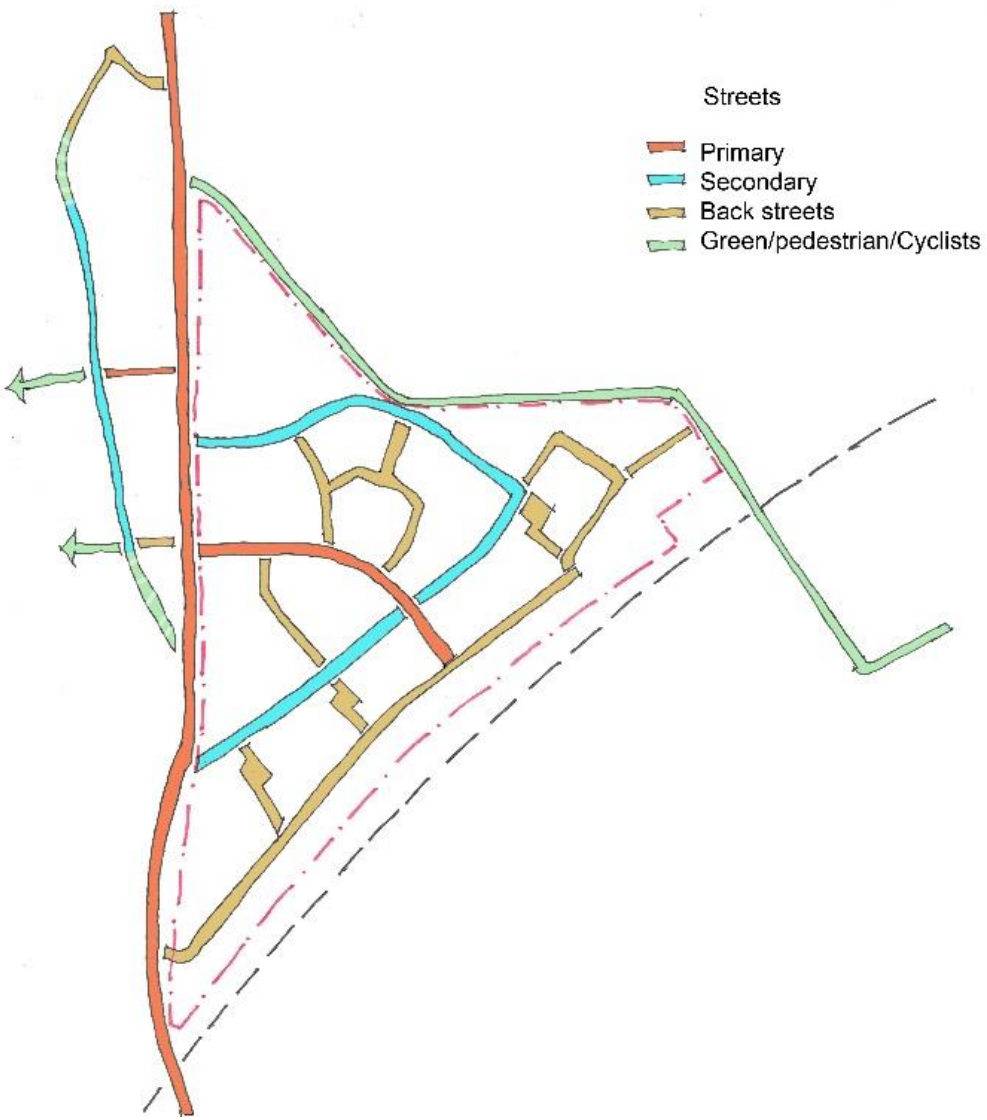
The site is well served by Bus routes. Currently the X25/25 and 45 routes pass through the site along Riccarton Mains Road. Numerous other bus routes terminate at the Riccarton campus with in 400m of the site and serve the Hermiston P&R site. Curriehill train station is within 1.5km of the site and Wester Hailes station lies approximately 2km along the cycle route to the east.

Road Connections

It anticipated that a new 30 mph zone would be introduced through the development along Riccarton Mains road (This is currently 40 MPH) New access junctions will be formed with Riccarton Mains Road to serve the East and West of the site. The western part of the site would be accessed using part of the old carriageway of Riccarton Mains Road with the route suitably upgraded to serve the student residences.

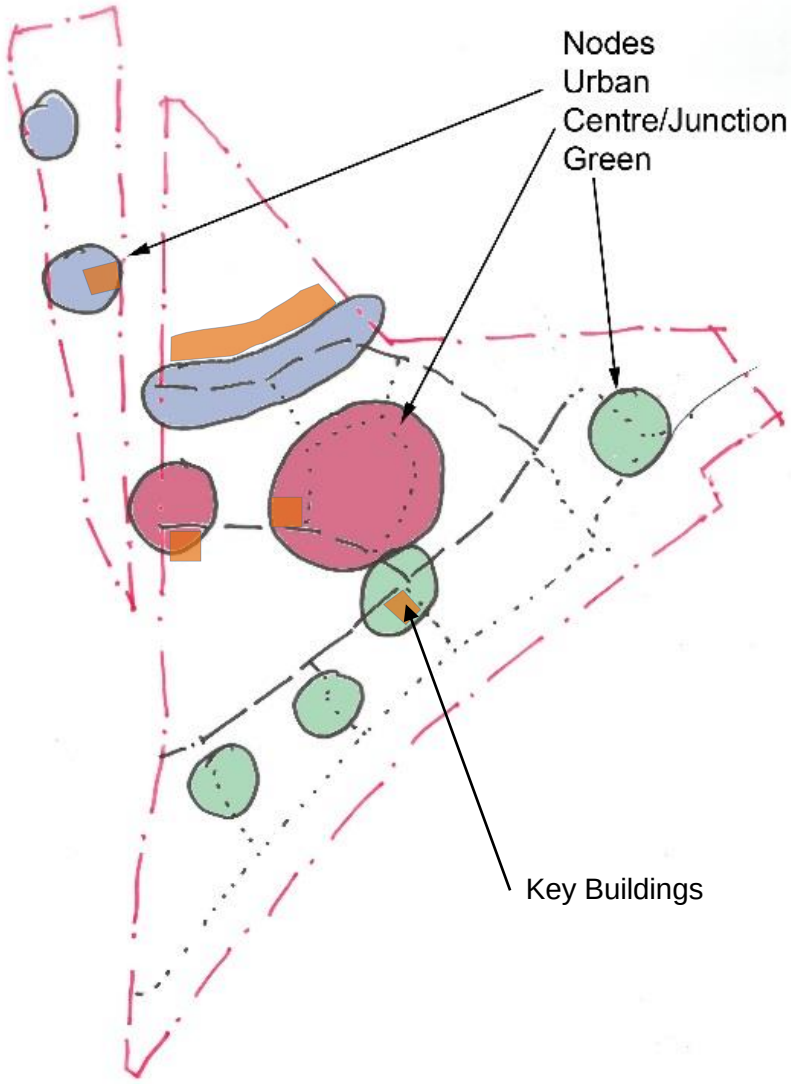
Locally connections are available to the trunk road network via the Calder Road and local connections are available provide direct links to Currie Village Centre

Riccarton Mains Road



Streets within the site will be designed along the principals of "Designing Streets" with a mix of shared surfaces and variety of surface materials and wider carriageways for the main routes. The main route (red) and secondary routes (blue) will have a 5.5M carriageway side streets will be a mix with a minimum 3.7m carriageway with node points and passing places as required. Access to all streets will be design for refuse vehicles and Fire tenders.

The primary route through the site, Riccarton Mains Road, will become a route through the village within a 30 mph speed limit and have natural traffic calming features and be designed with widened walkways and planting strips adjacent to the road.

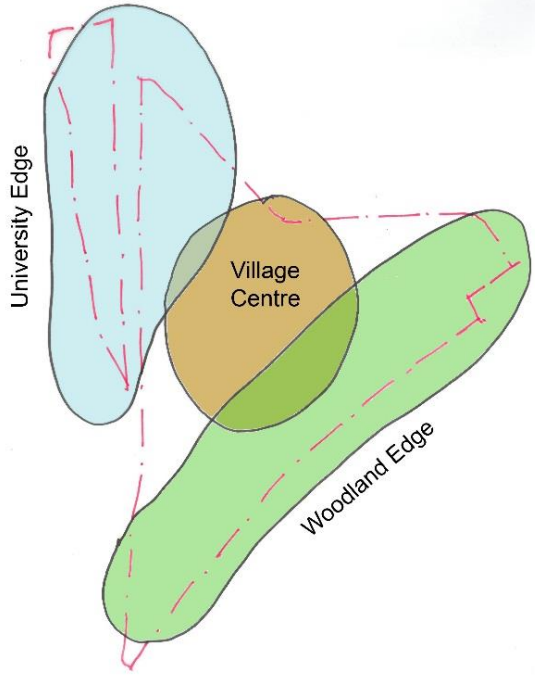


Character zones will be developed with their own character and identity

The Village Centre will focus on the green amenity space that forms the centre to the development and will be a medium density mix of semi-detached and terraced houses that will overlook the space and surrounding streets. This area will be predominantly two storey housing

The university edge will be denser and predominantly made up of flatted and student accommodation and will also contain the community facility.

The woodland edge adjacent to the railway will be lower density and will largely consist of two and one a half storey dwellings overlooking the woodland space adjacent to the railway and its informal pathways.

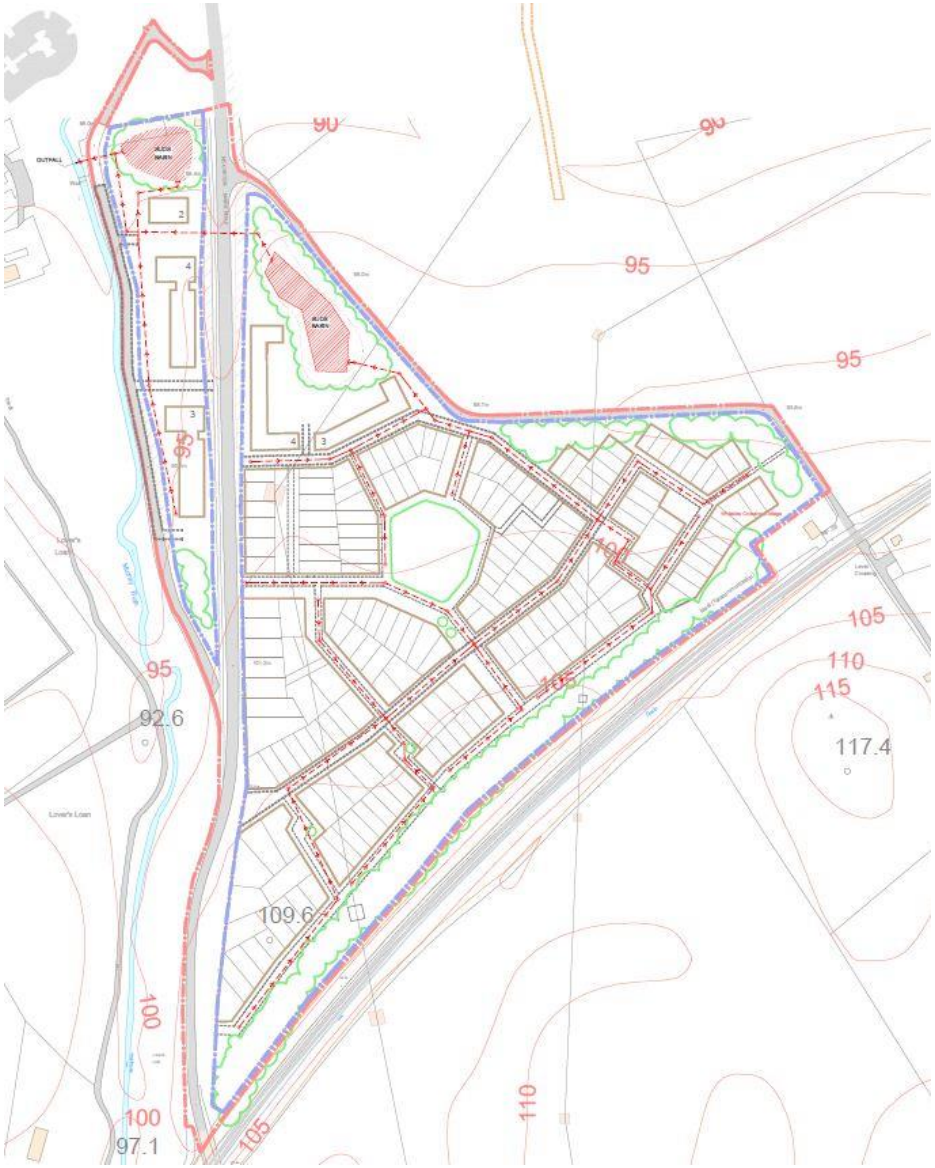


Character Scale and Materials: 20.0

The detailed character and architecture of each phase will developed as a progression of the master plan and detail design of the scheme.

We would anticipate a mix of contemporary and traditional styles with high quality natural materials. The scale of the buildings will respond to their location within the site and proximity to the key nodes and orientation points and spaces. For example at junctions and main public spaces buildings will be more imposing in size or in their proximity to the boundary.

Buildings will generally address street or strong boundaries will be used to define public spaces. We would anticipate a phased development with each character area set up with a distinct language and materials pallet developed in conjunction with the council and stakeholders to nurture the development of community identity.



The Murray Burn, being a tributary of the Water of Leith, flows in a northerly direction to the west of the site. The SEPA third generation flood map shows the site is not within the Murray Burn fluvial floodplain and is not at risk of pluvial flooding. The site is not considered to be at significant risk of flooding from surface water runoff or groundwater.

The majority of the site lies within the catchment of Murray Burn**.** The Murray Burn would be an appropriate sink for attenuated surface site runoff, restricted to Greenfield equivalency. It is anticipated that most, if not all, impacts on surface water hydrology could be minimised through effective management and standard mitigation measures, including SuDS.

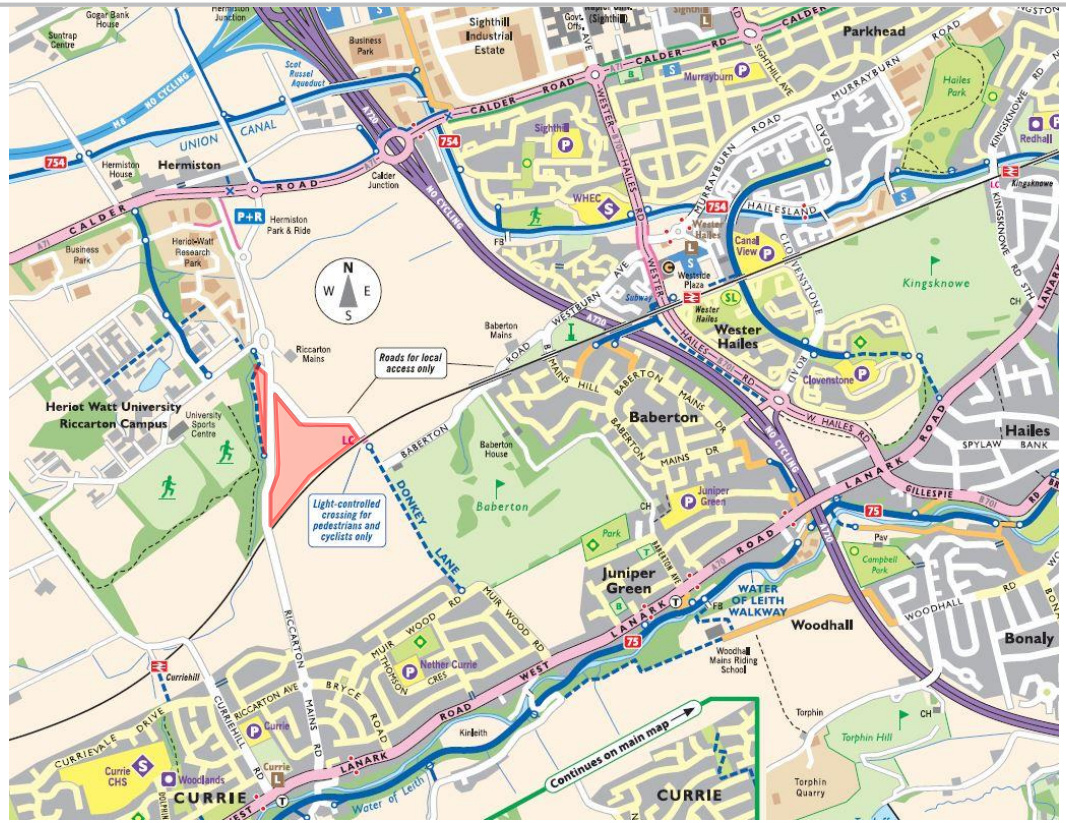
The City of Edinburgh Council require the submission of a Surface Water Management Plan (SWMP)

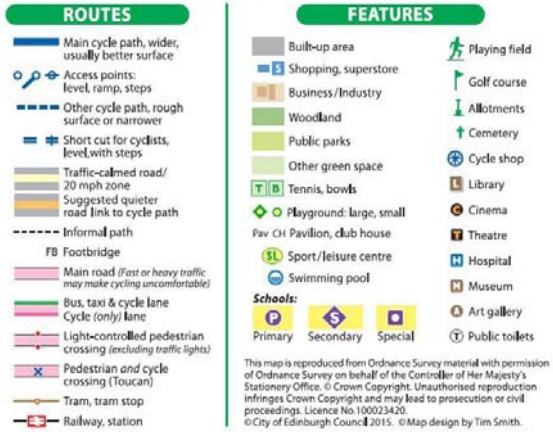
The discharge of foul arisings from the development will be conveyed to the existing Scottish Water assets located within Riccarton Mains Road.

Density of the residential developable area excluding green space elements will be, for the west site, averaging out in region of 30-35 units per hectare, however this is graduated across the site with the denser area to the north west. This area has capacity for 3 or 4 storey buildings and would be student accommodation and would be denser part of the development. Medium density development would focused around the green with lower density and larger properties to the south east boundary facing the amenity buffer strip along the railway.

The Housing shortfall across Edinburgh is well documented as is the fact that not all new housing can be accommodated on brownfield land. This is set to continue well into the future and requires to be addressed with immediate effect. It is also clear that many allocated sites are not being developed over the lifespan of the Local Development Plan.

The proposed village seeks a modest number of houses (c. 200) with a 25% allocation for affordable housing. The design of the houses will respect the rural nature of the area, be of the highest build quality and use renewable energy techniques at every opportunity.





A detailed review of current accessibility and provision has been undertaken as part of the Transport Assessment (TA) and this has concluded that the development site is accessible by a range of travel modes.

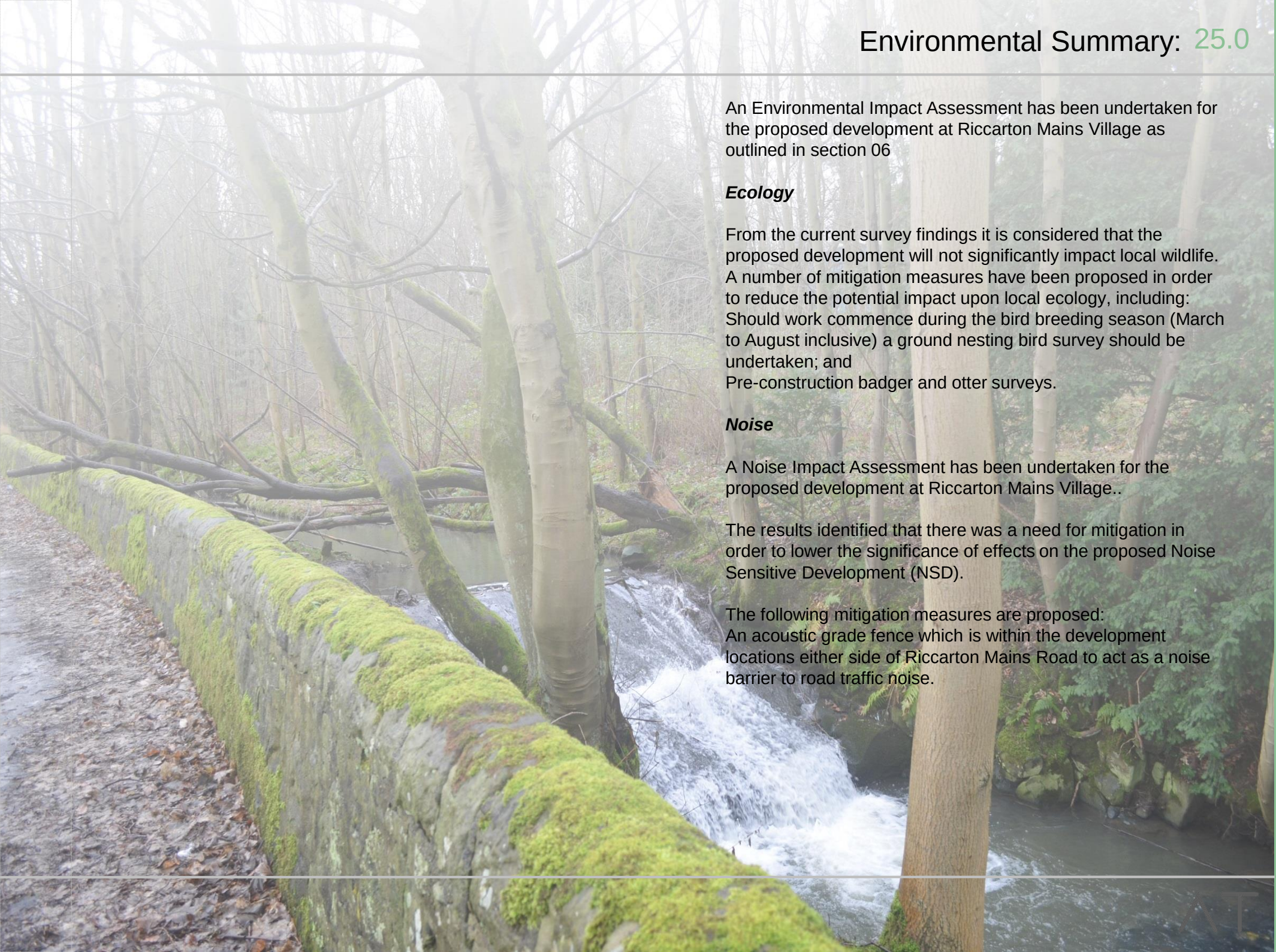
The development maximises the opportunity to link into these by providing both links to existing paths and also improvements to the pedestrian and cycle networks in the vicinity of the site, most notably through the provision of a new eastern footway along Riccarton Mains Road. The site is able to access existing public transport services within a short walk of the site and opportunities to enhance the provision have also been identified.

Access to the development will be taken via new simple priority junctions onto Riccarton Mains Road. Within the site the detail of internal street layouts is intended to respect Designing Streets.

The various parts of the development will also have Travel Plans or Residential Travel Packs prepared to encourage travel by sustainable modes.

An assessment of the impact of the development has been undertaken using a people trip rate approach. This has been compared to vehicle trip rate data to allow a robust assessment of peak traffic impacts to be made for the weekday AM and PM peak hours.

Projected total future year traffic flows, including the proposed development, have been developed within the TA and detailed analysis undertaken on the parts of the road network where the development has an impact. The analysis predicts that the proposed site access junction and the existing junctions assessed will all operate satisfactorily for the design year including the traffic associated with the proposed development.



An Environmental Impact Assessment has been undertaken for the proposed development at Riccarton Mains Village as outlined in section 06

Ecology

From the current survey findings it is considered that the proposed development will not significantly impact local wildlife. A number of mitigation measures have been proposed in order to reduce the potential impact upon local ecology, including:
Should work commence during the bird breeding season (March to August inclusive) a ground nesting bird survey should be undertaken; and
Pre-construction badger and otter surveys.

Noise

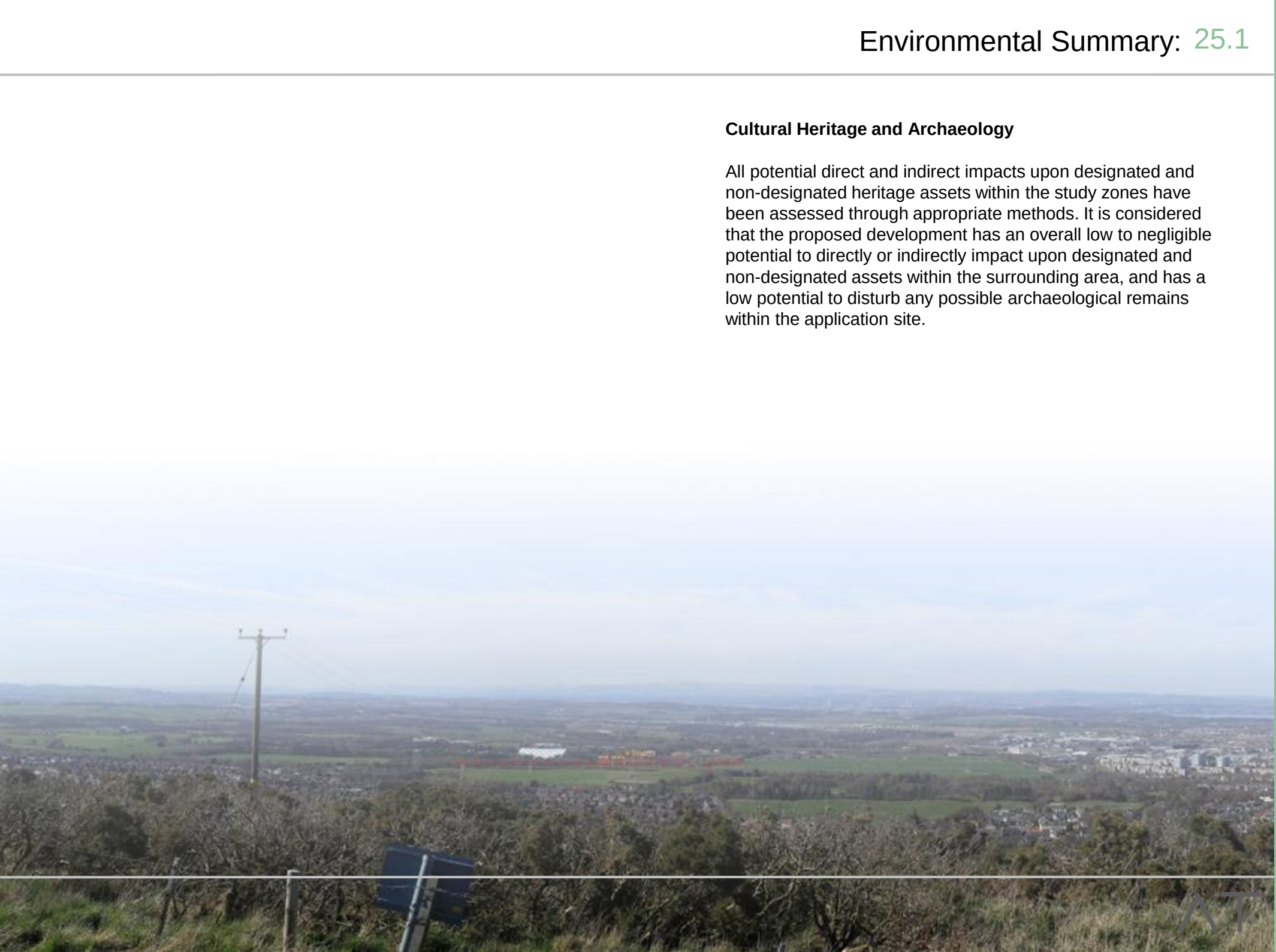
A Noise Impact Assessment has been undertaken for the proposed development at Riccarton Mains Village..

The results identified that there was a need for mitigation in order to lower the significance of effects on the proposed Noise Sensitive Development (NSD).

The following mitigation measures are proposed:
An acoustic grade fence which is within the development locations either side of Riccarton Mains Road to act as a noise barrier to road traffic noise.

Cultural Heritage and Archaeology

All potential direct and indirect impacts upon designated and non-designated heritage assets within the study zones have been assessed through appropriate methods. It is considered that the proposed development has an overall low to negligible potential to directly or indirectly impact upon designated and non-designated assets within the surrounding area, and has a low potential to disturb any possible archaeological remains within the application site.



Site Proximity to key transport nodes

The site is one of the most sustainable locations in the west of Edinburgh benefiting from a range of nearby transport links. The site is approximately 800 metres from Hermiston Park and Ride which offers regular bus services to and from Edinburgh City. Curriehill Train Station is located approximately 1.5km to the west of the site (c. 15 min walk) which provide services to Edinburgh and Glasgow Central. Edinburgh Park Train and Tram is 2km from site and the airport, which is the busiest in Scotland, is approximately 6km from the site. Major roads such as the M8 and A720 (City Bypass) are located nearby giving access to the west and south of Scotland.

The village proposal is contained entirely within built form/road structures which then creates a clear defensible boundary in which to set the new village. The intention is to work with the topography of the land so that the built form sits well within its confines and which would be further softened with significant landscaping around the sites boundary. There is considered to be no significant visual impacts from key receptors.

All existing landscaping will be retained where possible and there are no environmental designations on the site. The land is graded as Class 2 part and Class 3(1) and is low quality grazing land. It is further impinged upon by significant and intrusive electricity pylons which run across the site. The intention being that the pylons would be removed from the site and run underground. We understand that the land classification will not have taken due regard of the overhead pylons or supporting ground structures on site.

Open space will be provided throughout the site giving opportunities for recreation and play, both of which are non-existent due to the existing HV overhead pylons.

The proposal will enhance the cycle and pedestrian path network.

The proposal falls within the Currie School catchment area. We understand that there is currently capacity within both primary and secondary schools. We are committed to discussing any contribution to local school provision as a result of the new housing planned with a legal agreement put in place at the conclusion of the negotiations.

According to data obtained from Summer 2014 Nether Currie Primary School is at a capacity of 70% and Currie Primary School is at a capacity of 84%. Currie Community High School is at a capacity of 86% (Source: Rezzio/School Data).

The LDP Action Programme (May 2015) has identified the need for a 5 class extension at Currie Primary School by June 2019.

Collectively, the construction and operational employment impacts of the proposed development will be significant. Not only does the proposed development represent a significant opportunity to encourage new investment and new jobs, significant potential exists for skills development amongst some of the more excluded residents in neighbouring communities. In addition to the quantifiable economic impacts the development will also encourage wider benefits and impacts which support the strategic ambitions of City of Edinburgh Council and Heriot Watt University.

A socio-economic assessment has been carried and submitted in support of this application which highlights the following benefits:

- Approximately £100million new capital investment;
- In the region of 495 man years of construction employment, of which almost 332 accruing at the regional level and injecting an additional £21.98 million into the regional economy;
- New retail centre creating in the region of 9 new jobs, generating a GVA effect of £251k per annum;
- New community facilities, including a community facilty, health facility and open space provision, which will provide valuable community resources as well as generating additional employment opportunities;
- Up to approximately 351 new residents and 214 new homes generating an additional £481k per annum in new Council Tax receipts;
- New and additional residences for 216 students, which will further the economic prosperity of the areas as well as support the growth and economic importance of Heriot-Watt University;
- An approximate additional £1.9 million per annum in retail spend; and
- Supporting viability of local health and education infrastructure and enhancing access to the open space assets.
- Further job creation in association with the community centre, health centre and student residents is expected to be in the region of ten additional jobs

SUDS Basin.

The development site benefits from all major utility services being located within close proximity, primarily due to the former Riccarton Road and current Riccarton Mains Road lying in adjacency to the site and mains services being located within or adjacent to the road carriageways.

It is anticipated that the overhead HV power cables will be undergrounded and located within road carriageways or around the margins of the site.

H&H Group undertook a pre-application consultation process in order to get an understanding of the public's view on the proposal. On the same day the Proposal of Application Notice was lodged Ferguson Planning notified the following parties of the proposal and forthcoming consultation event:

- Cllr. Ricky Henderson
- Cllr. Bill Henderson
- Cllr. Dominic Heslop
- Currie Community Council
- Juniper Green (Baberton Mains) Community Council

Details of the public consultation event (public exhibition) was printed in the Edinburgh Evening News on 9th May 2016. Further to this a leaflet drop was made to nearby properties notice boards and at Currie Library. The Public Exhibition took place within the Edinburgh Conference Centre at Heriot Watt University on 18th May 2016.

Following this the public exhibition boards were moved to Currie Library together with questionnaires enabling the public to comment upon them. The boards remained in the library from the 19th May to 26th May 2016 and were manned by H&H Group and Ferguson Planning on 24th May.

Further detail of the feedback received can be found within the Pre-Application Consultation Report which is submitted as part of this application package.