

APPENDIX 1

DEVELOPMENT BRIEF – NORTH KIRKLISTON

1 Introduction

North Kirkliston is a major new greenfield housing release to the north of the existing town. The 610 units proposed will help to meet a significant part of the strategic housing allocation for the area which is required to balance the area's emergence as a business location. This brief is intended to supplement guidance provided in the Rural West Edinburgh Local Plan.

The purpose of this brief is to set out the main planning and urban design principles that need to be taken into account by developers when preparing proposals for the site. The development of the site will be dependent upon the provision of major new infrastructure relating to transport, water and drainage and education, in particular an increase in primary school capacity. A key objective will be to integrate this new development with the existing town of Kirkliston in accordance with the Government's aim of relating new housing to existing settlements.

2 Site and Surroundings

The area included in the development brief covers approximately 29 ha. It lies immediately to north of Kirkliston, a small town with an historic core and an expanded area of modern housing. Much of this housing built in the 60s and 70s is 1 and 2 storey, terraced, semi-detached and detached, linked by a system of cul-de-sacs and pathways with grass verges and immature trees. Significant boundary features are formed by the Dalmeny – Falkirk railway line to the north and the M9 motorway which forms a steep embankment to the west. Views from different parts of the site include those towards the Pentland Hills (south), the Forth Bridges (north), the red oil shale bings in West Lothian (west) and Edinburgh City (east).

The site is fairly low lying, none of it rising much higher than 60 metres above sea level. It is mainly undulating with a marked ridgeline running east-west along its southern boundary where it abuts the existing settlement. It is medium to high grade agricultural land (mainly arable with a small amount of pasture) and generally well drained. Though fairly open in character, there is a significant group of mature trees surrounding Almondhill Steading to the east.

The area is served by a well-developed road network with good access to motorways and other major routes. Work is underway on the new M9 spur extension which will link the A90 with the M9 to the north of Kirkliston and remove the existing access to the trunk road network north of the site, reducing congestion on the B800. Edinburgh International Airport is within 2 miles of the site. Three buses an hour operate between Edinburgh and

Kirkliston off-peak, increasing to four an hour during peak periods, which is considered a good service. A number of footpaths link the existing residential area with the town centre and the countryside to the east. A cycle path, which follows the route of an old railway line, runs to the south-east of the site. The construction of the Edinburgh Airport Rail Link (EARL) will result in the removal of parts of this network and the re-routing of the cycle path.

3 Local Plan Framework

In the Rural West Edinburgh Local Plan, adopted in June 2006, the site is designated for housing in order to meet a significant part of the structure plan housing target of 1,000 houses in the Newbridge/Kirkliston/Ratho 'core development area'.

The local plan lists broad objectives for the quality of new development covering general issues such as design, landscaping, open space and access. More specific guidance on housing relating to design, amenity, affordable housing and community facilities, is also provided. North Kirkliston is identified in Policy H2 as one of eight 'Strategic Housing Land Allocations' and as HSP1 on the Proposals Map, providing an estimated capacity of 610 houses. A summarised 'mini brief' is included in the plan.

Following the local plan inquiry, the Reporters proposed a number of changes to the North Kirkliston proposal which are incorporated within this brief.

Other Supplementary Guidance

More detailed policy guidance is set out in the Council's Development Quality Guidelines. The following guidelines are of particular relevance to this site:

- Affordable Housing (June 2006)
- Development Affecting the Setting of Listed Buildings (Jan 1999)
- Developer Contributions for Investment in Schools (August 2002 and under review)
- Open Space & Ancillary Facilities for New Housing Developments (August 2004)
- Quality of Landscaping in Developments (November 2001)
- Radio Telecommunications (Draft)
- Site Planning for Sustainable Development (July 1999)
- Tram Developer Contributions (September 2004 and under review)

Reference should be made to the Council's 'Edinburgh Standards for Urban Design' (August 2003) which should provide a basis for design guidance.

Development will be required to be consistent with the principles in the emerging 'Edinburgh Standards for Streets' (2006) and the 'Edinburgh Standards for Sustainable Building' (2006).

4 Environment and Infrastructure Considerations

Archaeology

Although, no sites of archaeological interest have been discovered within the boundaries of the site to date, evidence from the surrounding area suggests that it may have some archaeological potential. A detailed archaeological evaluation should, therefore, be undertaken prior to the submission of any detailed planning application.

Architectural and Conservation Interest

The statutorily listed buildings at Almondhill near the eastern boundary of the site comprise: Almondhill Farmhouse C (S) and Almondhill Steading (B). Proposals should take full account of the special architectural or historical interest of these buildings, respecting their setting and how they may be protected. The scheme must not lead to coalescence with the buildings and a 50 metre gap should be maintained between the buildings and new housing immediately to the west. **This should take the form of an area of open space bounded by trees to the west (See Map).**

The existing town of Kirkliston, the centre of which is in a conservation area, will continue to be the focus for the community and this proposal presents the opportunity to upgrade its core and linkages. Improvements could include footpath widening on Queensferry Road, upgraded street lighting and other streetscape and public realm works. Completion of the improvements should be timed to coincide with the initial phases of the development for which developer contributions will be required. The Council's Services for Communities Department (Development and Regeneration) should be approached regarding this in the first instance.

Education

The site falls within the catchment areas of the non-denominational Kirkliston Primary and Queensferry High schools in the City of Edinburgh Council. **The housing development could not be accommodated without a significant extension to the existing primary school. This would take the school well beyond the optimum size considered desirable for educational reasons. Accordingly, the Children and Families Department has requested that a site be reserved for a new single stream primary school to ensure there is sufficient education infrastructure to serve the development. The Department is however considering whether a departure from policy is justified here which would see the existing primary school being expanded to accommodate the development.**

The provision of **additional** primary school **places** will require developer contributions through the means of a Section 75 legal agreement, **the level of which will be determined by the approach taken to provide the additional places.**

A review of the local **primary** catchment areas **would be required if a new school were proposed, involving statutory consultation under the terms of the Education (Scotland) Act 1980.** Reference should be made to guidance in the Council's **DQ Guideline 'Developer Contributions for Investment in Schools' (October 2006).**

Kirkliston also falls within the denominational school catchment area of West Lothian Council where new strategic housing proposals will require additional primary and secondary school provision. **Developers should therefore refer to West Lothian Council who have issued their own guidance on this.** No formal agreement has as yet been reached between the City of Edinburgh and West Lothian Councils in respect of a collection mechanism for developer contributions for these schools, but discussions are continuing.

Gas Pipeline

The local plan brief stated that development must be kept at least 50 metres away from the two high pressure gas pipelines which run through the northern perimeter of the site. However, these will have to be diverted as they run in close proximity to the Edinburgh Airport Rail Link (EARL) alignment. As the re-diverted pipelines will be of a heavy duty standard/of a suburban class, the 50 m hazard consultation zone will no longer be relevant. The diverted pipes will constrain the northern perimeter of the site and no development will be allowed in a 21 metre wide strip (which includes a 3m buffer zone) as a result. It is proposed that this accommodates landscaping and open space (although not all of this will be usable). (See Map) There will be some restrictions for planting within the strip but the area will be fully accessible to the public. A small area of land will have to be left free from development to allow any maintenance of the future two re-aligned pipes to be undertaken once EARL is complete.

Landscape and Natural Heritage

The previous 'countryside' boundary is marked by a 20 metre tree belt to the north of housing at Glendinning Drive. Most of the trees, which are still relatively immature, should be retained, possibly forming part of the open space provision in that part of the site. The trees nearest the motorway embankment could also form part of the area of peripheral planting in that location.

The former railway line to the south-east of Almondhill is a Site of Importance for Nature Conservation (SINC) and is currently used as a cycle track. If this path is upgraded, any work undertaken should aim to enhance or safeguard the nature conservation interest of the site.

Noise

Together the M9 motorway, the railway and Edinburgh Airport will generate background noise which will affect the site. The proposed area of open space and landscaping on the west side of the site should be **a minimum of 75 m in width to help reduce the effect of development on the wider landscape setting and to improve amenity. This should be extended onto the embankment of the M9 spur.** (See Map).

Telecommunications

Developers should consult with the main telecommunications operators prior to developing the site with a view to arriving at a co-ordinated view on the need for, and location of, new equipment. Ways of minimising environmental impact through measures such as mast sharing should be encouraged. The Council's **DQ Guideline 'Radio Telecommunications'** should be referred to for advice on the siting and design of masts.

Transport

The developer will be required to make financial contributions sufficient to secure the following improvements to public transport for at least 3 years:

- contribution to the development of the West Edinburgh Tram
- a high frequency subsidised bus link from within the site to the West Edinburgh Tram at Newbridge or Edinburgh Airport
- improved bus links from Kirkliston to a range of destinations, e.g. City Centre, The Gyle, etc.

A certain amount of flexibility exists in relation to how these may be provided and further discussions will be required between the developer, local bus operators and the Council's transport engineers. In relation to the tram, if there is a delay in its construction, arrangements for implementing alternative public transport measures will need to be agreed. Whatever form these take, the main criterion that should be met when agreeing a final package of measures is that these be both affordable and viable in the long-term. They should also be operational or their funding committed before any houses are constructed on the site.

Regarding frequency of services, these should operate at no more than 15 minute intervals during weekdays and every 20 minutes during evenings

(which should extend to late night services) and on Sundays to encourage regular use, in particular for travel to work purposes.

With respect to the tram, developer contributions should be negotiated in line with the Council's **DQ Guideline 'Tram Developer Contributions' (October 2006)**. Contributions are calculated based on the shortest walking distance between any part of the site and the nearest edge of the agreed tram corridor. This particular development will be equivalent to a Zone 3 contribution (which refers to sites lying between 500 m and 750m of the tram). This is considered a 'major development' in terms of the guideline (500 houses or more) for the purposes of calculating contributions. The precise cost will need to be negotiated separately but is estimated to be in the order of £300,000 to £400,000 at 2006 prices.

Additional developer contributions will be required to fund the upgrading of local roads and junctions that will be affected by the development although the completion of the M9 spur extension is expected to reduce traffic flow through Kirkliston once completed in 2008. These **should** also extend to improving existing footpaths and cycle paths **including the Queensferry – Newbridge cycle path which could be used for leisure or commuting purposes. Any proposals must comply with the Council's 'Movement and Development Guidelines.'**

Part of the Edinburgh Airport Rail Link (EARL) proposal runs through the northern part of the site. The private Bill required to implement the scheme is now at an advanced stage.

Land will be required for permanent (implementation and operational phases) and temporary works (construction phases) associated with the scheme (as identified on the layout plan). EARL will have implications for the North Kirkliston site during its construction phase for about four years between 2007 and 2011. (See Map)

In addition to the proposed rail route, the scheme will involve the re-provision and realignment of roads, accesses and rights of way which will be severed by the scheme and the diversion of several utilities including high pressure gas pipelines. Some new trees will need to be planted to replace those lost through the construction work. (See Map)

The Council will expect the phasing plan for the implementation of the development brief to conform to these proposals and their programme for implementation. In the event that the Council is in a position to determine any planning application either before the outcome of the Bill process or after Royal Assent, then the Council will require the land identified in the layout plan to be safeguarded through the masterplan process and by appropriate timing and phasing conditions attached to any planning permission.

Although there are no plans at present to include a rail station at Kirkliston as part of the proposed Edinburgh Airport Rail Link (EARL) (see Map), the development should not preclude any future such provision.

A full **transport assessment** will also be required to assess the current transport situation in Kirkliston and the surrounding routes to and from the city, and how these will be affected by the scale of development proposed.

Water & Drainage

The Newbridge waste water treatment plant currently serves the Kirkliston area. It will need to be upgraded to support this and other new structure plan housing proposals in the east part of West Lothian as it currently has limited spare capacity. The developer should consult Scottish Water who will require drainage and water impact assessments to be undertaken.

Surface water may be a problem, particularly in the west part of the site although the area is not identified to be at risk of flooding. Opening up the culverted burn/drainge ditch where it currently flows through the west side of the site could form part of a SUDS programme. It may also offer potential for development as a minor wetlands feature. (BAA may need to be consulted on this).

5 Land Use Guidelines

The Council would support the following uses on this site:

Housing

While the principal use of the site is housing aimed primarily at families, a mix of residential accommodation should be provided to create an inclusive and balanced community.

At least 25% of the housing units provided should be affordable in at least two separate parts of the site. A minimum of 70% of this element should be for social rented housing. The type of affordable housing provided should be in accordance with the Council's New Build Target Standards, i.e. 10% wheelchair accessible standard and 10% for older people. The same proportion of the affordable housing should be suitable for families (at least 3 bedrooms and access to private outdoor space) as the proportion of family housing in the wider site.

For additional information see the Council's **DQ Guideline 'Affordable Housing' June 2006** and **'Affordable Housing (appendix) Practice Note**. (June 2003, currently under review).

Primary School/Community Uses

Locating the primary school in the south-east corner of the site, near to the B800 will help to strengthen physical and social links with the existing parts of the town. Other uses such as healthcare services, childcare and pre-school facilities, meeting places and cultural facilities will generally be supported in this location. A particular requirement has been identified by the community for a day-care centre for the elderly. Because of the potential impact on the existing centre in Kirkliston, significant retail uses will not be appropriate although some form of local convenience provision may be acceptable. A small element of business space may be supported provided it is compatible with housing areas.

An area of at least 2 ha should be reserved for **open space within which** the new single stream primary school and adjoining sports pitch **on a minimum of 1.2 ha would be provided, if required. This** should not form part of the open space provision for the site as a whole (see Map). **In the event of this site not being required for a new primary school, alternative uses should include open space and 'community uses' (including those referred to above).**

Open Space

This is considered a 'major development' in terms of the Council's **DQ Guideline 'Open Space and Ancillary Facilities in New Housing Developments' (August 2004)** which should be followed. The high quality, usable open space should be an integral element of the development, forming at least 20% of the site area in association with attractive and effective landscaping.

While the primary areas of open space may consist of parks, sports pitches and other types of public open space, secondary areas may include other areas of amenity space including play areas. It may be more appropriate, for example, to locate playing fields and more formal areas of open space adjacent to the proposed primary school and sports pitches. All areas should be integrated into the pedestrian and cycle network and be big enough to work effectively. There may be an opportunity to extend or make better use of the existing leisure centre to the south-west of the site.

As not all of the open space in the perimeter landscape strip which forms the northern boundary of the site will be usable, this should not form part of the 20% for the site as a whole.

An area of land in the south-east corner of the site was identified as open space in the local plan brief. As there is some doubt as to who owns it and whether it could be acquired for this purpose, it is proposed not to include it in overall calculation.

Developers should discuss with the Council's Culture and Leisure Department responsibilities for the future management and maintenance of the areas of open space.

6 Development Principles

The key concern of the brief is to set out the main planning and design principles on which development opportunities should be based. These are divided into those which the Council has identified as being essential (E) and those which it considers desirable (D). Through these the Council aims to fulfil the following guidelines:

Maximise views from the site, principally to the south (Pentland Hills) and to the east (Edinburgh City) through:

- use of building heights, taking relief into account. e.g. 3 storey developments will be acceptable in on the northern fringes where views are more restricted and in lower lying areas. Building on the highest points of the site should generally be avoided. (E)
- the creation of local viewpoints such as areas of public open space. A break in the landscaping to the east (see Map) will allow views and access into the surrounding countryside. (E)

Create visually interesting buildings which fit in with their surroundings through variation in:

- building heights: though generally no more than 3 storey (E)
- density: ideally in the range of 20-25 houses per hectare (since most of the housing should be semi-detached or detached) but higher density flats and terraced housing will be encouraged, particularly in the southern part of the site close to public transport and other facilities. (E)
- house type, size and tenure: should be encouraged to form mixed 'groupings' throughout the site, thus avoiding streets with a repetitive use of one house type. (E)
- layouts: though generally structured around groups or blocks fronting onto the main streets, including the B800 & Almondhill Road, different approaches will be supported e.g. home zone or similar. Cul-de-sacs should generally be avoided (See Illustrations) (E)
- materials: the choice should be appropriate and may extend to those used in local buildings. Use of traditional materials should be encouraged.(D)

- design: may reflect, though not necessarily imitate, the traditional local styles e.g. there may be the opportunity to demonstrate innovative interpretation of the 'courtyard/cottage style' housing at Almondhill in the east part of the site. (D)

Make open space an integral part of the new development through the following components:

Primary (See Map)

to the west:

- incorporating the high part of the site (E)

to the east:

- **east of Almondhill Road, adjacent to the area identified for a primary school/community uses (E);**
- **west of Almondhill Steading to form a 'buffer zone' (E);**

Secondary

- amenity space e.g. squares with landscaping and street furniture (E)
- at least one children's play on either side of the site (E)

Develop strong, safe linkages through the development, allowing access to the town centre and countryside by:

- creating a network of pedestrian/cycle routes connecting key features including open spaces, the primary school, bus stops and the existing town. (E)
- examining the potential for extending existing pedestrian and cycle routes, currently terminating at Almondhill Road (east side of the site), through the development (See Map) (E)
- encouraging bus travel by providing bus stops on the B800 and a bus-only link between the B800 and Kirklands Park Street (see Map). (E)
- restricting vehicular access through the site (see Map) (E)
- implementing the 'Safer Routes to School' programme, including a toucan crossing on the B800 Queensferry Road and traffic calming measures (E)

- upgrading and extending the existing footpath/cycle path network into the surrounding countryside (E).

Use extensive landscaping to good effect throughout, incorporating the following key elements:

- a natural landscape structure involving tree groupings rather than belts to create an attractive setting throughout, incorporating existing trees & hedges, where possible. (E)
- perimeter **woodland** planting to mitigate noise from the A8000 / M9 and the railway line and to improve views from the development. This should be at least 75m wide on the west of the site and additional tree planting should be extended onto the embankment of M9 spur. (E)
- ‘**avenue planting**’ along the B800 and **Burnshot Road (see Map)** as ‘gateway features’ which will also soften the impact of the new development. (E)
- additional trees and planting along the western boundary of Almondhill Steading to maintain the character of the buildings and prevent coalescence with the new development. (E)
- trees and landscaping along the main cycle/footpath and/or wetlands feature (if open up culverted burn). May also provide scope for promoting biodiversity (D)

Ensure the development is environmentally friendly and sustainable by:

- including sustainable urban drainage (SUDS) measures in line with Council supplementary guidance. (E)
- examining ways of minimising waste including the provision of facilities for separation and recycling, and reuse of materials which should be chosen from sustainable sources. (D)
- demonstrating innovative approaches to energy efficiency through active means such as district heating schemes, solar energy (heating or electrical) and wind power. e.g. wind turbines may be used to power the new primary school. (D)
- developing larger than average building plots to meet the changing space needs of potential occupiers over time. (D)

Any detailed application must be accompanied by a **design statement** to show that the proposal has responded to the advice in this brief and that it also conforms to the principles set out in Designing Places in the Edinburgh Standards for Urban Design. In particular, this should contain a contextual

analysis and demonstrate how the proposals address the constraints and maximise the possibilities of the site and integrate it with the existing settlement.

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