



City of Edinburgh Council

ROSEBURN TO UNION CANAL PATH LINK PLANNING STATEMENT





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PLANNING STATEMENT

PUBLIC

PROJECT NO. 70008597

OUR REF. NO. 70008597/DOC/001

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1 INTRODUCTION

1.1 OVERVIEW AND PROJECT BACKGROUND

- 1.1.1. On behalf of City of Edinburgh Council (the Council), WSP is delighted to submit a full planning application seeking consent for the Roseburn to Union Canal path link between Russell Road/Sauchiebank and the Western Approach Road. This new off-road, shared pedestrian and cycle path would deliver a safe, family friendly network across the city and complete an important missing link in Edinburgh's cycle network.
- 1.1.2. The link would be created from the junction of Sauchiebank/Russell Road to the Telfer Subway on the northern edge of the West Approach Road. This is shown in Figure 1 below. The route would use disused railway embankments and two new bridge crossings would be constructed over existing infrastructure (the Mid Calder railway and Dalry Road). The path would be four metres wide and approximately 1.05 km long.
- 1.1.3. Three existing accesses would be improved and four additional access points to the site would be created. This includes step-free accesses, level footpaths and smooth terrain to accommodate people of all abilities.
- 1.1.4. A series of public open spaces and habitats would be created. Two new amenity spaces called Sauchiebank Gardens and Duff Street Woodland are proposed, while Dalry Community Park would be improved. There would be extensive planting including around 5000 new trees of native species, which would provide a high-quality setting for the path link.
- 1.1.5. Also planned is a new signalised, toucan crossing across the West Approach Road. To the north of the site, there would be improvements to the public realm and path through the existing tunnel under the Edinburgh – Glasgow railway. These works would be carried out by the Council using permitted development rights and are not included in the red line boundary of the application.
- 1.1.6. It is considered that the proposed scheme would be in accordance with the adopted Edinburgh Local Development Plan. It would help to deliver actions within Edinburgh's Open Space Strategy¹.
- 1.1.7. The path link has been identified as a priority within the Council's Active Travel Action Plan². It would provide an active travel route which is safe and will not adversely affect existing road transport patterns in the area. The path would fill in a key missing link between the existing off-road networks including the North Edinburgh path network via Roseburn Path (National Cycle Network 1) and the

¹ The City of Edinburgh Council. (2016). *Open Space Strategy 2021 | Open Space Strategy | The City of Edinburgh Council*. [online] *Edinburgh.gov.uk*. Available at: http://www.edinburgh.gov.uk/info/20178/park_management_and_rules/427/open_space_strategy [Accessed August 2019].

² The City of Edinburgh Council. (2016). *Active travel, road safety and public transport | Transport action plans | The City of Edinburgh Council*. [online] *Edinburgh.gov.uk*. Available at: http://www.edinburgh.gov.uk/info/20245/services_for_communities/1062/transport_action_plans [Accessed August 2019].

Union Canal (National Cycle Network 75). It's an important part of the Council's strategy to deliver a comprehensive cycle network across Edinburgh.

- 1.1.8. The proposed scheme would not introduce any significant environmental impacts and has been designed with due consideration to environmental receptors.

1.2 FORMAL SCREENING OPINION

- 1.2.1. The Council provided a formal screening opinion on whether an Environmental Impact Assessment (EIA) was required on 21 June 2019. This followed a Screening Opinion in 2016.
- 1.2.2. It was considered that "the proposal did not require an Environmental Statement under the terms of the EIA regulations 2011".
- 1.2.3. Key points for the opinion were:
- "The location of the development is not within any significantly environmentally sensitive a vulnerable area, therefore an EIA is not required;
 - "A screening opinion was previously provided by the council in relation to a preliminary iteration of the proposed development 16 May 2014. The development proposals have since been further developed and now includes the remodelling of Dalry Park. This screening opinion has now considered the cumulative impact of all aspects of the proposals;
 - "The size and proposed nature of development is relatively small, release to an existing inner-city area, and will not have a significant impact upon the environment particularly as it involves the reuse of existing railway embankment's a designated area of open space; and
 - "Issues identified e.g.; removal of trees, impacts arising from the designation of the park as a local nature conservation site and archaeology can be adequately addressed outside the scope of the EIA".
- 1.2.4. In conclusion, the Council advised that "neither the characteristics nor the location of the proposed development is likely to have a significant effect on the environment. An EIA will not be required".

1.3 PROPOSAL OF APPLICATION NOTICE

- 1.3.1. In accordance with the provisions of the Town & Country Planning (Scotland) Act 1997, as amended, the applicants submitted a Proposal of Application Notice (PAN) on 11 June 2019 (19/02885/PAN). This was reported to the Council's Development Management Sub-Committee on 28 August 2019. This superseded a Proposal of Application Notice for the same project presented to the same committee on 8 June 2016 (16/01908/PAN).
- 1.3.2. The 2019 PAN stated that the applicant would be required to "submit sufficient information to demonstrate that the site can be developed without having a detrimental impact on the environment".
- 1.3.3. The Council requested that the following documents would need to be submitted:

- Pre-application Consultation Report;
- Planning Statement (to include Environmental mitigation issues)
- Design and Access Statement;
- Flooding and Drainage Assessment as per the requirements of Self Certification flood package D. This would include a Surface Water Management Plan.
- Tree Survey;
- Phase 1 Habitat and Protected Species Survey;
- S1 Sustainability Statement Form.

1.3.4. These are submitted with this application.

1.3.5. While Archaeology was also referred to in the Screening Opinion, early consultation with John Lawson from the City of Edinburgh Council Archaeology Service (CECAS) highlighted that there would not be a requirement for an initial Archaeological Desk Based Assessment for inclusion within the planning submission.

1.3.6. The Council Archaeology Service also advised that further mitigation may be necessary during the construction phase e.g.; a Written Scheme of Investigation (WSI) or Method Statement (MS) and a watching brief.

1.3.7. More details on the PAN are in section 4.1.

1.4 PLANNING DRAWINGS AND DOCUMENTS

1.4.1. The planning application is accompanied by an extensive list of documents and drawings listed in Appendix A.

1.4.2. WSP has prepared the submission in accordance with the Council's validation checklist, the formal EIA Screening Opinion, PAN and pre-application advice from the Planning Authority.

1.5 PURPOSE OF THIS DOCUMENT

1.5.1. This Planning Statement supports the submission of the planning application and provides:

- a description of the site location, hereafter referred to as the Site;
- a description of the Proposed Development;
- an analysis of compliance with relevant planning policy; and
- an assessment of potential environmental matters.

1.5.2. It is written to help the Planning Authority assess the application and make a recommendation to the Council's Development Management Sub Committee.

1.5.1. This should be read alongside the Design and Access Statement, which describes and illustrates the proposed scheme design. It demonstrates that potential environmental effects associated with the construction and operation of the proposed scheme have been avoided.

1.6 STRUCTURE OF THIS DOCUMENT

1.6.1. This Planning Statement is structured as follows:

- Section 1 provides an introduction and overview;
- Section 2 describes the Site and its surroundings. This section also includes the most relevant planning histories for the application Site;
- Section 3 gives details of the proposed scheme;
- Section 4 provides a summary of the consultation and engagement carried out by the Applicant;
- Section 5 sets out the national and local planning policy context;
- Section 6 assesses the material considerations;
- Section 7 describes the potential environmental effects; and
- Section 8 provides a summary and conclusion.

2 SITE AND SURROUNDINGS

2.1 SITE DESCRIPTION AND SURROUNDING ENVIRONMENT

- 2.1.1. The site extends from the junction of Sauchiebank and Russell Road in the north west to the West Approach Road and Telfer Subway to the south east. The site utilises an existing railway embankment which was disused and dismantled from 1967 onwards.
- 2.1.2. It is mainly woodland with open space and includes the existing Dalry Community Park.
- 2.1.3. The application site is 3.152 hectares.

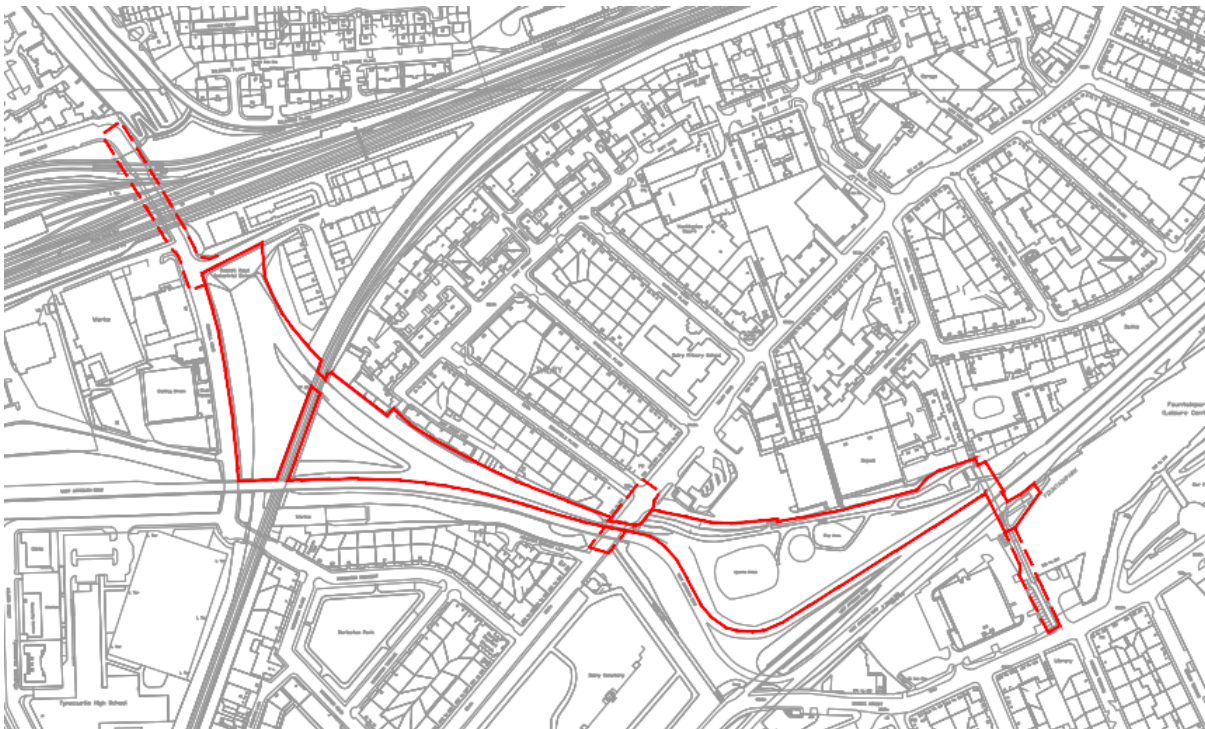


Figure 2-1 – Site Location

- 2.1.4. The site can be subdivided into three parts separated by the Mid Calder railway and Dalry Road.
- 2.1.5. The north western part of the site includes land bounded by Sauchiebank to the north with Sauchiebank industrial estate lying to the east. Russell Road is situated to the west and the Mid Calder Railway line to the south east. The land is covered by mature and semi mature woodland, and slopes steeply from Russell Road, Sauchiebank and the railway to form an elevated plateau to the central part of the area.
- 2.1.6. The central part of the site is bounded by the Mid Calder Railway line to the north west and the West Approach Road to the south. Duff Street Lane and Downfield Place lie beneath the level of land to the north east of the area, this being characterised by flatted residential properties. This part of the site reduces in width towards Dalry Road and the existing West Approach Road

bridge. The land is mainly wooded with a grassy clearing to the western part of the area, this being accessed via steps from Duff Street Lane.

- 2.1.7. The south eastern part of the site is occupied by the existing Dalry Community Park. The area is bounded by the West Approach Road and associated embankments to the south east and south west, with woodland planting to the site edges. A supermarket with surface car parking, student accommodation and residential flats are situated to the north, separated by a retaining wall. The park includes an existing games court, shelter and is crossed in an east-west direction by an existing walkway/cycleway which also serves as National Cycle Route 1.
- 2.1.8. The Site comprises habitats that are typical of an urban area in Edinburgh, with small pockets of broadleaved and mixed woodland, grassland areas and ruderal vegetation where there is no vegetation management. There are no habitats within the Site that are locally or nationally important. The woodland areas are used by the public.
- 2.1.9. The proposed scheme is shown in Figure 2-2 below.



Figure 2-2 – Proposed Scheme

2.1.10. A review of the Council's Planning Portal shows that the application boundary is located near the following 10 designations:

- Zones for Development Control Parking Standards (Zone 03a);
- Within 500m of a proposed tram line;
- Within 50m of a core path;
- Located within the Fountainbridge Development Brief (2004);

- Part of the Dalry Community Park Local Biodiversity Site (LBS);
- View cones of Protected Views in Edinburgh (i.e. in planning applications that will impact the city's skyline, the impact on views around the city needs to be considered);
- Classification in 2009 Open Space Audit: public parks and gardens;
- Within 10m of an Existing On-Road Cycleway;
- Location of Notable Wildlife Species; and,
- Radon Potential Class 1 area.

2.1.11. The following environmental receptors are located within 1 km of the red line boundary:

- Listed buildings;
- Semi-Ancient Woodland; and,
- Core Paths.

2.2 PLANNING HISTORY

2.2.1. A review of the Council's Planning Portal shows that the proposed scheme has been the subject of three planning applications within the previous five years (see Table 2.1 below) ;

Table 2-1 – Recent Planning History of The Site

Application reference	Details	Status
16/02684/PREAPP	The development of a new cycle link between Roseburn path and Union Canal in order to deliver a safe, family-friendly network across the city.	No Further Details
16/01908/PAN	The development of a new cycle link between Roseburn path and Union Canal in order to deliver a safe, family-friendly network across the city.	Consultation Approved
19/02885/PAN	The development of a new Cycle Link between Roseburn Path and Union Canal, in order to deliver a safe, family friendly network across the city (previous consultations undertaken under reference 16/01908/PAN).	Consultation Approved

Source: City of Edinburgh Council Planning Portal (online)

2.2.2. There have been a number of planning applications on sites next to the application site. From a review of the online Planning Register, they have shown to be either historic (built and established) or are of such a small-scale nature (e.g. householder extension applications etc.) that they would have no material impacts on the proposed scheme. They have been excluded from the above table for these reasons.

3 PROJECT DESCRIPTION

3.1 INTRODUCTION

3.1.1. Planning permission is being sought for:

“The development of a new cycle route between Roseburn Path and Union Canal, in order to deliver a safe, family friendly network across the City (previous consultations undertaken under reference 16/01908/PAN)”.

3.2 NEED FOR THE PROJECT

3.2.1. The existing Roseburn path (National Cycle Network 1) starts at Russell Road and extends north into the North Edinburgh Path Network. This route is a major link on the Council’s off-road path network and caters for high volumes of pedestrian and cycle traffic. The Union Canal (National Cycle Network 75) provides a key off-road link from the west of Edinburgh to the City Centre for cyclists and pedestrians.

3.2.2. The project includes the creation of a new shared pedestrian and cycle path including new bridge crossings. It has been identified as a priority within the Council’s Active Travel Action Plan¹ and will link existing cycle networks in the city.

3.2.3. The proposed scheme will also help to deliver actions within Edinburgh’s Open Space Strategy²; including:

- Deliver a high-quality cycling facility;
- Improve cycle connectivity across the city by completing the missing link in the network;
- Integrate with the Council’s wider proposals for upgrading the 'Quiet Routes' network;
- Provide more direct and convenient city centre access to key destinations in the city centre, by bicycle; and,
- Provide additional greenspace and enhance the existing community areas along the route section, including Dalry Community Park.

3.2.4. The proposed scheme consists of the following sections as shown on Figure 2 above:

- Sauchiebank Ramp & surrounding greenspace;
- Mid Calder Railway Crossing;
- Elevated path between Mid Calder railway crossing to Dalry Road including Duff Street Woodland;
- Dalry Community Park Improvements; and
- West Approach Road – Toucan Crossing

3.2.5. The proposals for each section of the proposed scheme are set out in more detail below.

SAUCHIEBANK RAMP & SURROUNDING GREENSPACE

- The proposals are shown on Drawing 70008597-DRG-100-002;
- A new link between Russell Road and the new path which incorporates gradual gradients suitable for all users including wheelchair and mobility scooter users;
- More direct pedestrian access and routes;

- Existing tree lined hill with new landscape of planted banking with integrated path;
- New areas of landscaped clearing and seating areas for views and relaxing;

MID CALDER RAILWAY CROSSING

- The proposals are shown on Drawing 70008597-DRG-100-002;
- A new pedestrian and cycle bridge crossing over railway line; and,
- The structure is aligned with the historical rail bridge crossing at this location.

ELEVATED PATH BETWEEN MID CALDER RAILWAY CROSSING TO DALRY ROAD INCLUDING DUFF STREET WOODLAND

- The proposals are shown on Drawing 70008597-DRG-100-003 AND 004;
- Existing woodland with integrated path;
- New planting to screen roadway and adjacent housing with protected planted clearings for flexible activity;
- A new elevated cycleway and bridge crossing over Dalry Road beside the existing road bridge;
- Sound barrier between West Approach Road and elevated path;
- The proposed scheme will be suitable for pedestrians and cyclists and will be partially enclosed to respond to safety and privacy issues; and,
- Provision for possible future pedestrian access from Duff Street Lane to new path.

DALRY COMMUNITY PARK IMPROVEMENT

- The proposals are shown on Drawing 70008597-DRG-100-005;
- The existing play park will be fully revitalised with new layout and equipment for use by younger children;
- Existing sports pitch will be fully replaced with all-weather pitch for use by mainly older children;
- Both areas will have full lighting, seating and wayfinding for maximised day and evening use;
- Existing open landscape to be re-imagined with new path integrated in welcoming planted multi-functional park space; and,
- Improved access point from Dalry Road, Lidl car park and Telfer Subway access point - this will also have full lighting, seating and wayfinding for maximised celebration of start/ finish of new link.

WEST APPROACH ROAD – TOUCAN CROSSING AND NEW LINK TOWARDS MORRISON CIRCUS

- The proposals are shown on Drawing 70008597-DRG-100-006 TO 010;
- A new toucan crossing on the Western Approach Road connecting between the Dalry Community Park and Telfer Road to Dundee Street;
- The crossing will be suitable for pedestrians and cyclists to cross the West Approach Road;
- The crossing will fully ingrate into the existing hardscape on either side of the roadway;

TELFER SUBWAY

- The proposals are shown on Drawing 70008597-DRG-100-002; and,
- Improvements to the existing public realm surrounding Telfer path and Bus Stops located on West Approach Road.

CONNECTION FROM TELFER SUBWAY TOWARDS UNION CANAL VIA DUNDEE STREET

- The proposals are shown on Drawing 70008597-DRG-100-002;
- The proposed link towards the Union Canal is currently being developed as part of a project to provide new cycle lanes along Dundee Street.

3.3 TREE AND WOODLAND PLANTING

3.3.1. It is proposed to plant the following individual trees:

- 93 no. of Extra Heavy trees (30% *Acer campestre*, 20% *Alnus glutinosa*, 20% *Betula pendula* and 30% *Quercus petraea*);
- 100 no. of Semi Mature trees (40% *Betula pendula* and 60% *Quercus robur*); and
- Nine Semi Mature trees in hard landscape (25% *Crataegus monogyna*, 20% *Prunus padus*, 35% *Quercus petraea* and 20% *Salix caprea*)

3.3.2. Proposed new woodland planting would comprise of approx. 4790 trees up to 80 cm height and feathered as follows:

- Core Planting Mix (15% *Acer campestre*, 20% *Alnus glutinosa*, 20% *Betula pendula*, 15% *Pinus Sylvestris* and 30% *Quercus petraea*)
- Edge Planting Mix (25% *Corylus avellana*, 15% *Crataegus monogyna*, 15% *Ilex aquifolium*, 20% *Prunus avium*, 20% *Sorbus aucuparia* and 5% *Taxus baccata*)

3.3.3. The total number of trees to be removed is 705 (531 to allow for construction and 174 class U as recommended by the arborist)

3.3.4. The total number of proposed trees to be planted is 4992. This gives a net gain of 4287 new trees.

3.3.5. Other proposed planting includes:

- Grassland: Scotia Seeds 'Woodland Mix' groundcover to verges and paths (3010 sqm)
- Biennial & perennial wildflowers: Scotia Seeds 'Bee, Bird and Butterfly' Mix (4350 sqm)
- Hedges:
 - 180 linear m of Mixed Species hedge (*Fagus sylvatica*, *Acer Campestre*, *Ilex aquifolium* and *Crataegus monogyna*)
 - 180 linear m of *Malus Sylvestris* to community allotments

3.3.6. The proposed tree species list is all native:

- *Acer campestre*
- *Alnus glutinosa*
- *Betula pendula*
- *Corylus avellana*
- *Crataegus monogyna*
- *Fagus sylvatica*
- *Ilex aquifolium*
- *Malus sylvestris*
- *Quercus petraea*



- Quercus robur
- Pinus Sylvestris
- Prunus avium
- Prunus padus
- Salix caprea
- Sorbus aucuparia
- Taxus baccata

3.4 CONSTRUCTION

- 3.4.1. The contractor has identified lifting platforms for the two proposed bridge structures. It is anticipated that the proposed rail bridge would be placed in a single lift requiring a one-night closure of the railway line
- 3.4.2. The proposed bridge over Dalry Road may require the use of temporary traffic lights to create a single lane and some periods of full closures during the night to lift the main beams.
- 3.4.3. The location of the main contractor's compound is yet to be determined.

4 CONSULTATION SUMMARY

4.1 PROPOSAL OF APPLICATION NOTICE

- 4.1.1. A Proposal of Application Notice (PAN) (16/01908/PAN) was submitted and registered on 29 March 2016. Due to the scheme development, funding applications and other factors, an updated PAN (19/02885/PAN) was submitted to the Council on 19 June 2019.
- 4.1.2. There was been no material change to the design of the proposed scheme between the two submissions.
- 4.1.3. Copies of the Notice were also issued to:
- Local Elected Members;
 - Gorgie/Dalry Community Council; and,
 - Murrayfield Community Council.
- 4.1.4. The Decision Notice to the PAN (issued 4 July 2019), stated that engagement with the local community should be carried out in accordance with the Edinburgh Planning Concordat. This sets out the role of the Community Council, the developer and the Council in the pre-application consultation process.
- 4.1.5. A community consultation event was held on 11 June 2019. Full details can be found in the Pre-Application Consultation Report, which sets out the findings from the community consultation.
- 4.1.6. Letters were sent to advise the parties listed in paragraph 4.1.3 above about the proposed consultation date.
- 4.1.7. A newspaper advertisement was placed in the Edinburgh Evening News about the proposed consultation event on 14 June 2019.

4.2 SUMMARY OF CONSULTATION RESPONSES

- 4.2.1. Overall, the comments received at the event were supportive of the proposed scheme with comments/questions being raised over the following matters:
- The title of the project – “Roseburn to Union Canal” is not appropriate as the proposed scheme will not directly link to the canal;
 - Previous design iterations indicated a bridge over the Edinburgh-Glasgow railway, which will eliminate a winding decent and ascent within the proposed scheme;
 - Lighting of the footpaths needs to be improved;
 - Significant existing drainage problems along the route;
 - Inappropriately located “headroom” signs on the pavement which should be removed;
 - Not supportive of the screening along the Bridge over Dalry Road due to public safety concerns;
 - Hedge barrier along the shared path towards Morrison Circus no more than 1m high;
 - Fence which narrows the available width near Morrison Circus should be removed;
 - Suggestion of new toucan crossing to Drysdale Road to enable straightforward shallow gradient to link with Fountainbridge and the eastern end of the canal;

- Creation of unthreatening facilities at Telfer Subway crossing may be difficult and therefore suggest reduced speed limit on Western Approach Road, minimum waiting times at toucan crossing, needs to be a convenient connection to the main path crosses into the subway passageway on the north side of Western Approach Road;
- Needs to form a network of routes in the city;
- Pedestrian/cyclist safety concerns at Russell Road due to speed of vehicles;
- Pedestrian/cyclist interactions at Telfer Subway;
- Needs to link to canal and join up with Meadows to canal link; and
- Comments on elements outside the Proposed Development.

4.2.2. No comments were received outside of the event.

4.2.3. Further details of all above stages are provided in the Pre-Application Consultation Report submitted with the application.

4.2.4. The project team has engaged with Network Rail on the proposals, including three project meetings.

5 PLANNING POLICY CONTEXT

5.1 INTRODUCTION

- 5.1.1. As per Section 25 of the Town and Country Planning (Scotland) Act 1997 (as amended), the proposed scheme is determined against the policies contained within the Development Plan, unless material considerations indicate otherwise.
- 5.1.2. The Development Plan for the Site comprises:
- South East Scotland Strategic Development Plan (SESplan, adopted June 2013); and
 - Edinburgh Local Development Plan (adopted November 2016)
- 5.1.3. The replacement SESplan is in the process of being approved and is discussed further under Section 6: Material Considerations.
- 5.1.4. National Planning Framework 3 and Scottish Planning Policy contain national planning policy which sets broad principles that underpin the Local Development Plan. As such, the Development Plan should not be at odds with national planning policy. NPF3 and the SPP are considered in further detail in the material consideration section.

5.2 SESPLAN

- 5.2.1. The first Strategic Development Plan (SDP) was approved by Scottish Ministers in June 2013. The SDP supports the creation of the Central Scotland Green Network, which was included as one of 12 National Developments in NPF2 (now superseded), and which sought to establish a strategic Green Network across the SESplan area.

5.3 EDINBURGH LOCAL DEVELOPMENT PLAN

- 5.3.1. The Development Plan for this application is the Edinburgh Local Development Plan, adopted November 2016; which covers the entire urban area, and part of its rural Green Belt fringe. The area within the Proposed scheme is subject to the following policies
- Design Principles for New Development - Des 2;
 - Caring for the Environment - Env 15;
 - Transport and Other Network Infrastructure - Tra 7, Tra 9;
 - Active Travel - T7;
 - City Centre Proposal: Fountainbridge CC 3; and,
 - Dalry Community Park - GS 1.
- 5.3.2. Each of the relevant policies above are reproduced and discussed in detail in the following table.

Policy	Response
<p>Policy Des 2 – Coordinated Development</p> <p>“Planning permission will not be granted for development which might compromise:</p> <ul style="list-style-type: none"> a) the effective development of adjacent land; or b) the comprehensive development and regeneration of a wider area as provided for in a master plan or development brief approved by the Council”. 	<p>Although not a direct aim of the proposed scheme, it will complement the regeneration of the wider area; particularly in the Dalry Community Park area in the southern part and Sauchiebank Gardens to the south. Here the proposed scheme will provide additional space for community gardens.</p> <p>The proposed scheme only includes land that is currently within the existing cycle route, and therefore the improvements will not compromise the future development of land. The proposed scheme has been designed with due regard to other cycle routes in the city, both existing and planned, and therefore constitutes a comprehensive set of proposals that will not result in piecemeal development.</p> <p>On this basis it is considered the proposals meet the requirements of Policy Des 2.</p>
<p>Policy Env 15 - Sites of Local Importance</p> <p><i>“Development likely to have an adverse impact on the flora, fauna, landscape or geological features of a Local Nature Reserve or a Local Nature Conservation Site will not be permitted unless it can be demonstrated that:</i></p> <ul style="list-style-type: none"> <i>a) the reasons for allowing the development are sufficient to outweigh the nature conservation interest of the site</i> <i>b) the adverse consequences of allowing the development for the value of the site have been minimised and mitigated in an acceptable manner”.</i> 	<p>In order to inform the design, an extended Phase 1 Habitat survey was undertaken in October 2019.</p> <p>The proposed scheme has been carefully designed and located to ensure that any notable flora or fauna will not be adversely affected by the construction or use of the path.</p> <p>Three Local Nature Reserves (LNRs) are located within 2km of the Site: Easter Craiglockhart Hill, Ravelston Woods and Corstorphine Hill.</p> <p>Due to the small footprint of the Site and low impact nature of the proposed works, no impacts on designated sites are anticipated.</p> <p>On this basis it is considered the proposals meet the requirements of Policy Env 15.</p>
<p>Policy Tra 7 - Public Transport Proposals and Safeguards</p> <p><i>“Planning permission will not be granted for development which will prejudice the implementation of the public transport proposals and safeguards listed in Table 9 and shown indicatively on the Proposals Map”.</i></p> <p>Table 9, in relation to T1 (as relevant to the Site) states: <i>“The first phase of the tram line has now been completed and is operational. The plan safeguards long term extensions to the network connecting with the waterfront, to the south east and Newbridge”.</i></p>	<p>The proposed scheme is adjacent to one area safeguarded for extensions to the tram network: T1 (the extension to Newhaven/the waterfront). It is bisected by the existing tram route (between the city centre and the Airport).</p> <p>The design process considered the potential for impact carefully, however due to the distance between the Site and the location of the proposed tram network expansion, it was concluded that the proposed scheme will not compromise the expansion of the tram network.</p> <p>On this basis, it is considered the proposals meet the requirements of Policy Tra 7.</p>

<p>Policy Tra 9 - Cycle and Footpath Network</p> <p><i>“Planning permission will not be granted for development which would:</i></p> <p><i>a) prevent the implementation of proposed cycle paths/footpaths shown on the Proposals Map</i></p> <p><i>b) be detrimental to a path which forms part of the core paths network or prejudice the continuity of the off-road network generally</i></p> <p><i>c) obstruct or adversely affect a public right of way or other route with access rights unless satisfactory provision is made for its replacement</i></p> <p><i>d) prejudice the possible incorporation of an abandoned railway alignment into the off-road path network”.</i></p>	<p>The proposed scheme will provide a safe cycle route which will not adversely affect existing core path networks, public rights of way or other existing transport routes.</p> <p>The proposed scheme will promote walking and cycling by providing a more sustainable travel option which improves Edinburgh’s well-established paths.</p> <p>The proposed scheme will not prejudice the future implementation of potential additions or improvements to off-road routes across the city, and therefore it is considered the proposals meet the requirements of Policy Tra 9.</p>
<p>Proposal T7 – Active Travel</p> <p><i>“The Proposals Map shows proposed and potential cycle/ footpath links and new access points. Many of these are included in the Council’s Core Paths Plan and Active Travel Action Plan’s ‘Family Network’. The creation of these links will help meet climate change and sustainable development objectives”.</i></p>	<p>The proposed scheme forms part of a wider strategic cycle network, joining up with existing and other proposed routes across the region which is the direct purpose of T7. T7 provides the justification for the Proposed scheme and sets out within the Council’s policies the requirement for the development to be provided.</p>
<p>Proposal CC 3 Fountainbridge - Development Principles</p> <p><i>“Proposals will be expected to:</i></p> <ul style="list-style-type: none"> <i>■ improve north-south linkages, in particular provide a strong pedestrian/cycle link to Haymarket that reduces the barrier effect of the West Approach Road</i> <i>■ create new public spaces and streetscape consistent with the approved Fountainbridge Public Realm Strategy”.</i> 	<p>The purpose of the proposed scheme is consistent with the aspirations of this policy because it will facilitate a cycle link which will improve connectivity across the City.</p> <p>Further details on this are provided in the Design + Access Statement submitted with the application.</p> <p>On this basis it is considered the proposals meet the requirements of Policy CC 3.</p>
<p>Proposal GS1 - Dalry Community Park</p> <p><i>“Opportunity to enhance and extend an existing park to meet existing deficiencies in provision and as part of public open space requirements associated with the redevelopment of Fountainbridge”.</i></p>	<p>The Proposed scheme is consistent with these aspirations because it will result in the physical improvement of the Dalry Community Park through the addition of a cycle route, community gardens and additional play areas.</p> <p>On this basis it is considered the proposals meet the requirements of Policy GS 1.</p>

6 MATERIAL CONSIDERATIONS

- 6.1.1. Notwithstanding compliance with the Development Plan, before coming to a decision on the acceptability of this planning application, consideration should be given as to whether material considerations provide justification for or against the proposals.
- 6.1.2. The following are considered material to the consideration of this application:
- International, European, UK, and Scottish Legislation, Policy, and Guidance;
 - Scottish Planning Policy;
 - Emerging Local Planning Policy; and,
 - Other Council Policy.

6.2 INTERNATIONAL, EUROPEAN, UK, AND SCOTTISH LEGISLATION, POLICY, AND GUIDANCE

- 6.2.1. The following EU, UK and Scottish legislation and policy cover reducing the impact of climate change:
- United Nations Framework Convention on Climate Change (Rio de Janeiro, 1992) and the Kyoto Protocol (Japan, 1997);
 - The European Commission’s “Climate and Energy Package” (2009) – which sought a 20% reduction (from 1990 levels) in greenhouse gasses; 20% of energy consumption to come from renewable resources; and a 20% reduction in primary energy use – all by 2020;
 - The Energy White Paper “Meeting the Energy Challenge” (UK Government, 2007);
 - White Paper “Planning our electric future: A White Paper for secure, affordable and low carbon electricity” (UK Government, 2011);
 - Climate Change Act 2008 (UK Government);
 - The Climate Change (Scotland) Act 2009 (Scottish Government); and,
 - Climate Change Delivery Plan (Scottish Government, 2009).
- 6.2.2. Together, this set of legislation, policy, and guidance provides a clear indication of the UK and Scottish Government’s joint objective towards reducing the potential impacts of Climate Change by both reducing the amount of energy used in general and by reducing the reliance on traditional, non-sustainable sources of energy.

6.3 SCOTTISH PLANNING POLICY

- 6.3.1. The National Planning Framework (NPF3)³ and Scottish Planning Policy (SPP)⁴ are material considerations in determining planning applications. Together, these set out the Government's planning policies for Scotland and how they are expected to be applied.
- 6.3.2. A Planning Bill was passed by the Scottish Parliament in June 2019. It will not take effect for some time, because secondary legislation, guidance and transitional arrangements all need to be put in place by the Scottish Government.

³ Gov.scot, (2019). [online] Available at: <https://www.gov.scot/publications/national-planning-framework-3/> [Accessed Aug. 2019].

⁴ Gov.scot, (2019). [online] Available at: <https://www.gov.scot/publications/scottish-planning-policy/> [Accessed Aug 2019].

NATIONAL PLANNING FRAMEWORK 3

- 6.3.3. NPF3 was published on 23 June 2014 and it sets out the Scottish Government's development priorities over the next 20-30 years. It identifies national developments which support the development strategy. The focus of NPF3 is to support sustainable economic growth and the transition to a low carbon economy.
- 6.3.4. Relevant sections of the NPF3 are detailed below:
- 6.3.5. Paragraph 2.15 of the NPF3 states:
- *“that city centres are key assets for attracting investment and providing services. Quality of place is fundamental to the success of our cities, in particular, city centres. We wish to see ambitious, up-to-date frameworks for city centre development. These should focus on the quality, sustainability and resilience of the built environment and wider public realm, and on improving accessibility by public and sustainable transport modes, such as cycling”.*
- 6.3.6. The proposed scheme would provide such opportunities to utilise sustainable modes of transport with the provision of public realm improvements through the addition of the community gardens and leisure facilities (Multi-Use Games Areas (MUGA) and play parks).
- 6.3.7. Paragraph 4.13 of the NPF3 states that:
- *urban areas have a key role to play in “supporting sustainable growth, maintaining distinctiveness and promoting quality of life. We expect development plans to identify green networks in all of the city regions.*
 - *But for the next five years, our strategy continues to prioritise environmental improvements in the Central Belt, with the Central Scotland Green Network (CSGN) now helping to make this area more attractive to investors and residents. It remains a national development with a broad purpose and scope to achieve multiple benefits as it increasingly delivers transformational projects on the ground.*
 - *Remediation of derelict land, prioritised action in disadvantaged communities and active travel (walking and cycling) should be the priorities for the CSGN Trust and others during the lifetime of NPF3”.*
- 6.3.8. The proposed scheme would retain an important area of open space, with the addition of sustainable travel routes and the provision on community-based facilities throughout it. It would re-develop an area of land which is currently underused with limited maintenance works having been undertaken in recent years. The proposed scheme would revitalise this area of land which accords with NPF3.
- 6.3.9. Paragraph 4.15 of the NPF3 states that:
- *creating walkable places, with well-designed streets that link our open spaces and wider active travel networks, can “deliver better environments for pedestrians and cyclists in town and city centres, and improve health and well-being. We need to plan now for the kind of change to urban environments which is needed to support the vision in the Cycling Action Plan for Scotland (CAPS).*
 - *Our vision is for pedestrian and cyclist friendly settlements and neighbourhoods, to be connected by a coherent national walking and cycling network, making active travel a much*

more attractive and practical option for both everyday use and recreation. A planned approach will be essential if we are to achieve our vision for 10% of all journeys by cycle safely and effectively”.

6.3.10. Paragraph 5.33 of the NPF3 continues this vision by stating that:

- *“to achieve a step change in active travel, walking and cycling networks, it will be necessary to continue to develop core path plans and local community networks, connecting where possible with the national long-distance network.*
- *This network will bring together urban and rural Scotland, to promote a significant increase in active travel as well as broadening recreational access to the countryside for residents and visitors alike”.*

6.3.11. The proposed scheme would accord with the aims of the NPF3. It would provide a sustainable development which integrates into the wider green network across the Plan area. It would provide local enhancements to the benefit of city and local residents, businesses and commuters.

SCOTTISH PLANNING POLICY

6.3.12. SPP was published on the 23rd June 2014; and it sets out the national planning policies which reflect Scottish Ministers’ priorities for operation of the planning system and for the development and use of land. At the core of SPP is a *“presumption in favour of development that contributes to sustainable development”*. Sustainable development considers economic, social and environmental aspects of a development.

6.3.13. The Proposed scheme is in accordance with the core tenets of both the NPF3 and SPP in that it is seeking to improve the existing cycle path, thereby improving options in relation to sustainable travel within the City.

6.4 EMERGING LOCAL POLICY

SESPLAN 2

6.4.1. The SESplan (adopted 2013) is in the process of being replaced by the SESplan 2⁵; which was submitted to Scottish Ministers for examination on 26 June 2017.

6.4.2. The Department of Planning and Environmental Appeals (DPEA) completed their examination in July 2018. On 16 May 2019, the Proposed SESplan 2 was rejected by Scottish Ministers due to insufficient transportation appraisal to inform the preparation of the Plan.

⁵ Sesplan.gov.uk. (2019). [online] Available at:

<https://www.sesplan.gov.uk/assets/Proposed%20Strategic%20Development%20Plan%2023%2009.pdf> [Accessed 30 Sep. 2019].

- 6.4.3. While the proposed SESplan 2 remains in a state of moratorium, given the stage at which the document has progressed to in its determination process, it remains a material consideration in the determination of planning applications. It indicates the direction of policy travel, although the level of weight afforded to the document will remain limited.
- 6.4.4. Under Section 22(1) of the Town and Country Planning (Scotland) Act 1997 (as amended), SESplan 2 had progressed preparation of supplementary guidance on the Green Network. In light of the decision issued by Scottish Ministers, there is no longer a basis for the supplementary guidance to proceed to approval.
- 6.4.5. SESplan anticipates that the member authorities will take on board the contents of the draft guidance which it had prepared and together with the comments received during the consultation exercise, reflect these where appropriate in decision making and in the preparation of similar guidance at a local level.
- 6.4.6. Of relevance to the proposed scheme is the SESPlan Green Network Technical Note (October 2016), which sets out a Walking and Cycling Proposed Plan which will be refined across the plan area. Principally, Strategic Green Networks will be created through safeguarding identified priority areas and the creation of key areas of cross boundary working identified at regional levels.
- 6.4.7. The Technical Note defines Green Networks as:
- *“connected areas of green and blue spaces within and around our towns and cities, linking out into the wider countryside, which underpin the region’s quality of life and sense of place and provides the setting within which high quality, sustainable growth can occur”.*
- 6.4.8. The proposed scheme aligns with the direction of this policy by creating a path link which encourages sustainable modes of transport.
- 6.4.9. SESplan 2 states that green networks should be multi-functional. They should comprise infrastructure that provides a range of benefits and can be adapted and enhanced depending on the local need for growing spaces, play spaces, natural spaces, public parks, sustainable drainage and the need to adapt to climate change.
- 6.4.10. The proposed scheme accords with this placemaking requirement through the addition of the community gardens and the leisure facilities to be provided.

EMERGING LOCAL DEVELOPMENT PLAN – CITY PLAN 2030

- 6.4.11. The Council is preparing a new Local Development Plan for Edinburgh called City Plan 2030. This will set out policies and proposals for development in Edinburgh between 2020 and 2030.
- 6.4.12. Choices for City Plan 2030 set out proposed options for changes to policies in the next local development plan. The first engagement stage, ‘Choices for City Plan 2030’, took place between January and April 2020.
- 6.4.13. A report on the responses to Choices for City Plan 2030 was considered by Planning Committee on 12 August 2020.
- 6.4.14. City Plan 2030 is being prepared at a time when the long-term future of Edinburgh is being considered. For example:

- **Edinburgh 2050 City Vision** – an ongoing project in which residents, businesses and organisations define how they want the city to be in 2050;
- **Community Planning** – Four Locality Improvement Plans have been prepared – one for each part of the Council’s area. In addition, an overall Community Plan has been prepared to coordinate services across the public and voluntary sector;
- **City Mobility Plan** – a new transport strategy is being prepared alongside a project to deliver City Centre Transformation and a Low Emissions Zone;
- **City Housing Strategy** – a regularly updated strategy to deliver new affordable housing; and
- **Edinburgh Economy Strategy** – a strategy approved in 2018 which aims to enable good growth for Edinburgh’s economy, based on inclusion, innovation and collaboration.

6.5 OTHER COUNCIL POLICY DOCUMENTS

- 6.5.1. The Council has produced three other policy documents that are relevant to the proposed scheme Development. These are the Active Travel Action Plan, Edinburgh’s Open Space Strategy and the Transport Vision 2030.
- 6.5.2. The Council is the process of producing a ‘City Mobility Plan’⁶ which will be a new transportation strategy sitting alongside a project to deliver City Centre Transformation and a Low Emission Zone.

ACTIVE TRAVEL ACTION PLAN

- 6.5.3. The Active Travel Action Plan (2016)⁷ seeks to link existing cycle routes across the city into a managed network. The Active Travel Action Plan will also help to deliver actions within Edinburgh’s Open Space Strategy.

OPEN SPACE STRATEGY

⁶ City of Edinburgh Council – City Plan 2030 Development Plan Scheme including “City Mobility Plan” [online] Edinburgh.gov.uk. Available at:
http://www.edinburgh.gov.uk/info/20069/local_development_plan_and_guidance/1821/city_plan_2030

⁷ City of Edinburgh Council. (2019). *Active Travel Action plan 2016 | The City of Edinburgh Council*. [online] Edinburgh.gov.uk. Available at:
http://www.edinburgh.gov.uk/downloads/file/7316/active_travel_action_plan_2016_refresh
[Accessed 30 Sep. 2019].

- 6.5.4. The Open Space Strategy supports developments which provide access or improvements to areas of open space. The Proposed scheme will also help to deliver actions within Edinburgh's Open Space Strategy.

TRANSPORT VISION 2030

- 6.5.5. Transport Vision 2030 encourages active travel within the region and seeks to encourage infrastructure projects which promote sustainable modes of transport. The proposed scheme will accord with the aims of the Transport Vision 2030.

EDINBURGH DESIGN GUIDANCE

- 6.5.6. The Edinburgh Street Design Guidance 2015 sets out guiding principles for the design, planning and construction of streets. The proposed scheme will help to deliver the Council's aim to provide streets that give priority to sustainable travel including cycling.

7 ANALYSIS OF ISSUES

7.1 INTRODUCTION

- 7.1.1. This section provides a high-level overview of the potential environmental constraints relating to the Site and the surrounding areas.

7.2 PRINCIPLE OF DEVELOPMENT

- 7.2.1. The proposed scheme would create a cycle path crossing a series of bridges over existing infrastructure including railway lines and Dalry Road. The land has been allocated within the Development Plan as Open Space; and the proposals would retain and enhance the principal use of the Site as open space.
- 7.2.2. This accords with the ethos of the Site allocation and the principle of development is considered acceptable.

7.3 LAND USE

- 7.3.1. Using the land for a combined cycle and pedestrian path, play areas, landscape spaces and the introduction of community gardens would complement the strategic development aspirations set out in the Local Plan policies set out above.
- 7.3.2. The provision of additional play areas and community gardens for example, and the actual cycle route itself is a community benefit. The land use would be compatible with existing surrounding land uses and provisions have been made to safeguard land for proposed additions to the existing Edinburgh tram line.
- 7.3.3. The proposed scheme would complement the regeneration of the wider area. It would help to achieve the City Centre Development principles referred to above. The land use would be considered to be compatible with the allocated open space provision.

7.4 NATURE CONSERVATION

- 7.4.1. The extended Phase 1 Habitat survey comprises both a desk study and a field survey (including Invasive Species Survey). The desk study found that two internationally designated sites are located within 10km of the Site.
- 7.4.2. There is one site designated at national level and three at local level within 2 km of the Site. There are no known designated sites located within 1 km of the Site. Due to the small footprint of the Site and low impact nature of the proposed works, no impacts on designated sites are anticipated.
- 7.4.3. The field survey found that the Site comprises habitats typical of an urban area in Edinburgh; with small pockets of broadleaved and mixed woodland, grassland areas and ruderal vegetation where there is no vegetation management. None of these habitats are associated with amenity use, however it is clear from pathways and litter that the woodland areas are well used by the public.

- 7.4.4. No evidence of protected species was found during the survey. The fragmented nature and urban setting of the Site, in addition to existing disturbance from footpath users and adjacent road and rail traffic, reduce suitability for species such as badgers. The area has favourable habitats for nesting birds, and bird nests were observed in all sections with the woodland habitats. Habitats across the Site have been assessed to be of low to moderate suitability for roosting bats, with one tree offering suitable potential roost features.
- 7.4.5. It is recommended that vegetation removal works are undertaken outside the breeding bird season (March to August inclusive). Should vegetation removal works be undertaken within the breeding bird season, it is recommended that a Suitably Qualified Ecologist (SQE) undertakes a pre-works check no longer than 48 hours before any vegetation is removed.
- 7.4.6. In the event that any active nests are discovered, a buffer should be installed and remain in place until all chicks have fledged.
- 7.4.7. Should any protected species, such as badgers, be encountered on Site during the construction, works must stop and an SQE contacted.
- 7.4.8. Should works be undertaken within 30m of the trees with potential roost features, or the trees require to be removed, a further survey should be undertaken to determine if bats are using the features. This would involve a Scottish Natural Heritage (SNH) licenced ecologist undertaking a detailed inspection of the feature. Should bats be found, a licence from SNH would be required to exclude or disturb the roost, subject to associated conditions.
- 7.4.9. Japanese knotweed stands were present in the site (shown in Appendix B of the Ecological Survey). There was evidence that these have been managed previously. A large stand was recorded near Sauchiebank (at the boundary with the industrial estate) and within the scattered scrub in the central part of the site.
- 7.4.10. The treatment and removal of Japanese knotweed will be required to facilitate the construction of the cycle path. Under Schedule 9 of the Wildlife and Countryside Act (1981) (as amended by the Wildlife and Natural Environment (Scotland) Act 2012), it is an offence to spread or propagate these species. In the first instance, invasive species, in particular Japanese knotweed, will be avoided by establishing a 7m buffer around all plants. Where this is not possible, invasive species will be removed by a licensed contractor. No works will take place within the buffer until the plants and infested soils are removed.

7.5 CULTURAL HERITAGE AND ARCHAEOLOGY

- 7.5.1. A Cultural Heritage and Archaeology review has identified that there are no Scheduled Monuments or listed buildings within or adjacent to the proposed scheme. The nearest Listed Building is the Category B listed “Dalry Cemetery Lodge”, located to the south-west of the site. This is deemed an acceptable distance from the development to cause any concern. The Category C listed “Dalry Primary School” is located 100m to the north.
- 7.5.2. The nearest Scheduled Monument is the Union Canal, circa 275 m to the south-east.
- 7.5.3. These sites are all deemed an acceptable distance and adequately screened by existing infrastructure to cause any setting concern.

- 7.5.4. The site itself has housed infrastructure relating to the railway and the Dalry Junction, with associated sidings and infrastructure. None of this is now present.
- 7.5.5. The original Council Screening Opinions in 2016 and 2019 stated that *“there are no statutory monuments within the immediate vicinity of the proposed site. The nearest Listed Buildings, B cemetery Lodge (85 m west) plus C Listed Dalry Primary School (100 m away). Parts of the site may be of limited archaeological interest and this would be ascertained through an initial desktop study.”*
- 7.5.6. This assessment was undertaken to identify and highlight any possible gaps within the information presented which may present a risk to the proposed development. Early consultation with John Lawson from the City of Edinburgh Council Archaeology Service (CECAS), curators for the Historic Environment Record for the City of Edinburgh Council, highlighted that there will not be a requirement for an initial Archaeological Desk Based Assessment for inclusion within the planning submission.
- 7.5.7. It was advised that further mitigation may be necessary during the construction phase e.g.;
- A Written Scheme of Investigation (WSI) or Method Statement (MS) will initially be drafted and agreed with CECAS prior to any ground breaking work commencing;
 - A continuous archaeological watching brief will likely need undertake on appropriate ground breaking works in a manner that will expose any significant archaeological horizons with care;
 - Hand excavation may also need to take place if archaeological deposits are encountered, in order to sample features exposed by the works, detailing the nature, form and extent allowing for preservation by record;
 - The production of a report will integrate the findings of the work, detailing the nature, form and extent of any archaeological features present and the understood sequence of the development of the site;
 - A summary will be presented to Discovery and Excavation Scotland with an OASIS entry; and
 - In the event of significant archaeology being identified, an additional document will be prepared to design appropriate post-excavation analysis and reporting, including publication where appropriate. The requirements for any further work will be agreed in advance with CECAS.

7.6 FLOOD RISK AND CLIMATE CHANGE

- 7.6.1. The Proposed scheme is not located in an area of high flood risk and is not anticipated to increase the likelihood of on or off-site flooding events.
- 7.6.2. The surface water strategy for the proposed scheme is to contain the surface water on-site and allow it to infiltrate into the ground through use of soakaways. Treatment from the hardstanding surfaces will be provided through the use of filter drains/filter strips prior to discharge into the soakaways to ensure that water quality is adequate for infiltration purposes. More information regarding this is provided in section 5 of the Drainage and SUDS Strategy.
- 7.6.3. The proposed scheme will result in the provision of a cycle and pedestrian link which will facilitate the promotion of more sustainable journeys taking people from using motor vehicles to a greener mode of transport.

7.7 TRANSPORT

- 7.7.1. A Council Core Path runs through the park. This connects to Fountainbridge and Tollcross to the east, Ravelston and Blackhall to the north and links into the wider Core Path Network.
- 7.7.2. Sustans National Cycle Route 75 runs to the south of Dalry Community Park in an easterly/westerly direction. This connects Edinburgh to Leith to the east, and Currie and Balerno to the west.
- 7.7.3. Cyclists will be able to connect directly onto this route from the proposed scheme via the proposed new Roseburn to Union Canal Cycle Path.
- 7.7.4. The amenity and usability of both of these routes will be enhanced by the proposed scheme.

7.8 SUMMARY

- 7.8.1. The design of the proposed scheme has been informed by environmental surveys and desk-based assessments and takes account of identified constraints; any conflict with any residual constraints will be managed through the application of appropriate mitigation. Wherever possible the design exploits opportunities for enhancement, for example, the introduction of native species as part of the landscaping proposals.
- 7.8.2. As a result, it is not anticipated that the local environment will be adversely affected in relation to land use, nature conservation, cultural heritage, flood risk or climate change following the implementation of appropriate mitigation. The proposed scheme will promote and encourage more sustainable methods of travel away from the use of motor vehicles which will assist with reducing climate change.

8 CONCLUSION

- 8.1.1. This planning application has been submitted to City of Edinburgh Council for consent to create a new off-road pedestrian and cycle route linking the Roseburn path to the Union Canal.
- 8.1.2. A consultation event took place in June 2019 which raised a number of general comments about the proposed scheme. Wherever possible, mitigation is embedded in the design of the proposed scheme in order to address these comments.
- 8.1.3. The proposed scheme will provide significant benefits to Edinburgh and the local area. The Proposed scheme has been identified as a priority within the Council's Active Travel Action Plan and will link existing cycle networks in the city. The proposed scheme will also help to deliver actions within Edinburgh's Open Space Strategy⁸.
- 8.1.4. This Planning Statement and supporting documents have demonstrated that the proposed scheme is in accordance with Development Plan policies. There are no material considerations which should prevent Planning Permission being granted.
- 8.1.5. The Design and Access Statement sets out the evolution of proposed scheme design and demonstrates that potential environmental effects associated with the construction and operation of the proposed scheme have been avoided.
- 8.1.6. We conclude that there are no reasons to refuse this development and respectfully request that planning permission is granted.

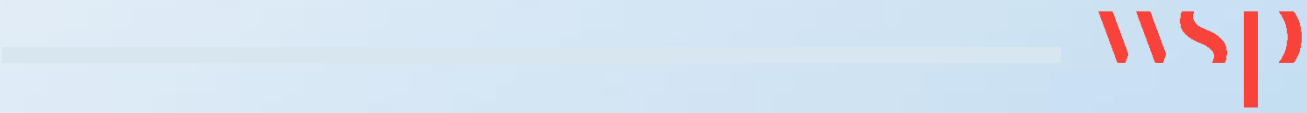
⁸ The City of Edinburgh Council. (2016). *Open Space Strategy 2021 | Open Space Strategy | The City of Edinburgh Council*. [online] [Edinburgh.gov.uk](http://www.edinburgh.gov.uk). Available at: http://www.edinburgh.gov.uk/info/20178/park_management_and_rules/427/open_space_strategy [Accessed August 2019].

Appendix A

APPLICATION DRAWINGS











7 Lochside View
Edinburgh Park
Edinburgh, Midlothian
EH12 9DH

wsp.com

PUBLIC